

Project Development and Environment Study

S.R. 31

From S.R. 80 (Palm Beach Blvd) to S.R. 78 (Bayshore Rd.)

Project Traffic Analysis Report

Financial Project ID: 441942-1-22-01

ETDM No.: 14359

Lee County, Florida

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

Prepared for the

Florida Department of Transportation District One



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Section 1.0

EXECUTIVE SUMMARY

The PD&E study was initiated by FDOT District One to evaluate alternatives for SR 31 from SR 80 to SR 78, including the Wilson Pigott Bridge in northeastern Lee County. This project will evaluate the potential widening of the corridor to meet the future travel demand from its two-lane configuration to a six-lane configuration. The overall objective of the Project Traffic Analysis Report (PTAR) is to document the existing and future year capacity analysis of the study segment.

SR 31 is a two-lane north-south facility within the study limits. The study limits extend from SR 80 (Palm Beach Boulevard – Mile Post 0.000) in the south to SR 78 (Bayshore Road – Mile Post 1.407) in the north, an approximate distance of 1.407 miles. SR 31 is part of the evacuation route network during emergencies and is also listed in the Lee County LRTP top ten roadway segments based on truck percentages.

SR 31 currently experiences recurring congestion during the morning and evening peak hours of the day. With the large number of developments planned in the northern part of the corridor, the traffic demand is anticipated to increase significantly within the study area. This increase in traffic is expected to cause severe congestion and significantly increase travel times of the commuters using the road network. In addition to congestion, this would deteriorate safety within the study area. This growing traffic on the roadways necessitates an increase in capacity along SR 31 within the study limits.

The main objective of the study is to evaluate the improvements to enhance safety and mobility of the transportation system along SR 31 between SR 80 and SR 78. The proposed improvements aim to mitigate operational and safety deficiencies along the study corridor. This report documents the capacity analysis performed for existing conditions, Opening Year (2026) conditions and Design Year (2046) conditions utilizing the existing geometry and proposed geometry required to accommodate the regions projected growth.

Based on instructions provided by the Department, this PTAR focuses on the comparison of capacity analysis performed for No Build and Build Alternatives of SR 31 between SR 80 and SR 78. Highway Capacity Software version 7 (HCS 7) which is based on methodologies described in Highway Capacity Manual (HCM) was used for the comparative analysis. The analysis performed for the No Build Alternative shows that the roadway is anticipated to operate with unacceptable levels of service during the peak hours of Opening Year and Design Year.

Section 2.0

TRAFFIC ANALYSIS ASSUMPTIONS

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION PROJECT TRAFFIC ASSUMPTION FORM		650-050-30 ENVIRONMENTAL MANAGEMENT 06/17
Traffic forecast for the project was developed using:		
Travel Demand Model	Growth Rates	
Type of Travel Demand Model Used: <input type="checkbox"/> Metropolitan Planning Model <input checked="" type="checkbox"/> Other Model (<i>specify</i>) <u>FDOT District 1 Regional Planning Model (D1RPM v1.0.3)</u>	Traffic forecasting was performed by the Department for the major roadways in the study area. Section 6 describes the use of growth rates to develop design hour volumes for the driveway intersections.	
Is the travel demand model based on the latest adopted Long Range Transportation Plan?		
<input checked="" type="checkbox"/> YES		<input type="checkbox"/> NO
_____ Date when MPO adopted the latest Long Range Transportation Plan		Explain why
2010 _____ Base Year of Travel Demand Model		
2040 _____ Horizon Year of Travel Demand Model		
Long Range Transportation Plan documentation is available at (provide web address): _____		
Traffic Data and Factors		
Standard K = <u>9%</u> D Factor = _____ T _{Daily} = <u>10.6%</u>	Data Collection Year = <u>2019</u> Opening Year = <u>2026</u> Interim Year = _____ Design Year = <u>2046</u>	
Discuss any changes in land use, economics, population and employment data since the model was built. Traffic Forecasting was performed by the Department. Attached Traffic Forecast Modeling Technical Memorandum documents the modeling effort		
Traffic Analysis Assumptions		
Discuss study area, data calibration/validation parameters, analysis tools, analysis periods and MOEs. The study area of the project is SR 31 between SR 80 and SR 78 in Lee County, Florida. The calibration was performed based field collected traffic counts and speed. Synchro and Vissim were used to perform the analysis. AM Peak Period is 5:30 AM to 10:00 AM and PM Peak Period is 3:15 PM to 7:45 PM. The MOEs used for the analysis include Delay (sec/veh), Speed (mph), Maximum Queue (ft) and Demand processed		

Section 3.0

INTRODUCTION

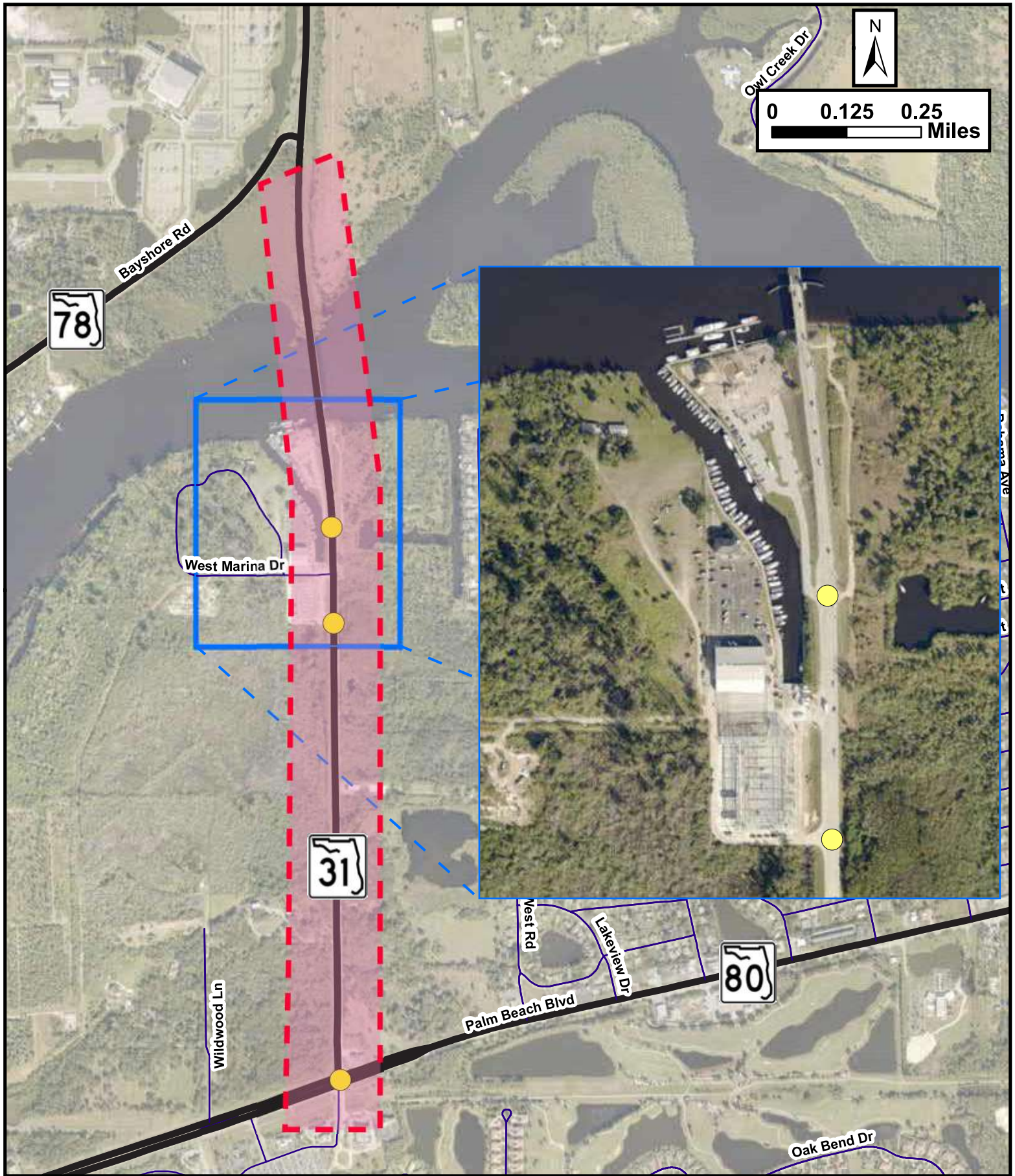
The Florida Department of Transportation (FDOT) District One is conducting a Project Development and Environmental (PD&E) Study (Financial Project Number – 441942-1-22-01) for SR 31 from SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road) in Lee County, Florida. This Project Traffic Analysis Report (PTAR) is prepared as part of the PD&E study to document the existing and future year capacity analyses that can be used for developing and comparing possible improvement alternatives.

3.1 Description of the Project

The PD&E study was initiated by FDOT District One to evaluate alternatives for SR 31 from SR 80 to SR 78, including the Wilson Pigott Bridge in northeastern Lee County. This segment was originally part of the larger PD&E study from SR 80 to north of CR 78 (North River Road), however, that project was divided and only the segment north of SR 78 was advanced as part of the original study. The current study evaluates the remaining segment of SR 31 south of SR 78. This project will evaluate the potential widening of the corridor to meet the future travel demand from its two-lane configuration. Along with the widening of the corridor, this study will also evaluate repair/rehabilitation and replacement options for the Wilson Pigott Bridge.

SR 31 is a two-lane north-south facility within the study limits. The study limits extend from SR 80 (Palm Beach Boulevard – Mile Post 0.000) in the south to SR 78 (Bayshore Road – Mile Post 1.407) in the north, an approximate distance of 1.407 miles. The project limits and the general study area is graphically depicted in **Figure 3-1**. The corridor is classified by FDOT as an Emerging Strategic Intermodal System (ESIS) facility. The widening of SR 31 from two (2) lanes to four (4) lanes between SR 80 and SR 78 is included in the Lee County Comprehensive plan as a financially feasible highway plan for year 2030. Widening/replacing the bridge (two lanes to four lanes) is listed as a cost feasible project with preliminary engineering and construction planned between the years 2021 and 2025 in the Lee County Long Range Transportation Plan (LRTP).

Additionally, based on the Lee County Comprehensive Plan, SR 31 is part of the evacuation route network during emergencies and is also listed in the Lee County LRTP top ten roadway segments based on truck percentages.



- Study Intersections
- Major Roadways
- Study Corridor

Figure 3-1
Study Area and Intersections Map

3.2 Objective

The overall objective of the PTAR is to document the existing and future year traffic capacity analysis. FDOT is currently performing a sub area validation of the study area to develop the future traffic forecasts as part of the SR 31 PD&E Study. This PTAR will document the final traffic projections provided by FDOT and provide a reasonableness comparison with respect to Bureau of Economic and Business Research (BEBR) and historic trends growth rates within the region.

Additionally, the PTAR includes the documentation on existing traffic factors including Peak Hour factor (K Factor), Directional Distribution Factor (D Factor) and percentage of trucks (T factor) for use in the operations analysis. The following analysis years will be included in the study:

- Existing: 2019
- Opening: 2026
- Design: 2046

3.3 Methodology

The methodology for the analysis was agreed as part of the scope and is provided in **Appendix A**.

3.4 Transportation Plan Consistency

The widening of SR 31 from two (2) lanes to four (4) lanes between SR 80 and SR 78 is included in the Lee County Comprehensive plan as a financially feasible highway plan for year 2030. Widening/replacing the bridge (two lanes to four lanes) is listed as cost feasible project with preliminary engineering and construction between year 2021 and 2025 in the Lee County Long Range Transportation Plan (LRTP). However, based on discussions with the District, this project evaluates the widening of SR 31 from a two-lane facility to a six-lane divided roadway. Hence, subsequent to this evaluation, additional coordination efforts are required between the District and the County to include this project in the latest County LRTP.

Section 4.0

TRAFFIC ANALYSIS METHOD

The methodology used in performing the study is documented in the Traffic Methodology Statement which was approved by the Department on May 13, 2019. The approved methodology document is included in **Appendix A**.

Section 5.0

EXISTING CONDITIONS

This section documents the existing roadway characteristics for the SR 31 study corridor and other major roadways in the study area, traffic data collection, existing traffic characteristics, and existing year 2019 level of service (LOS) analyses.

To determine the existing conditions of roadway segments and intersections, traffic counts were collected, and the analyses were performed using existing roadway and intersection geometry. The existing peak hour turning movement volumes and roadway volumes were used for the Year 2019 LOS analysis. The existing conditions intersection LOS analysis was performed using the latest Synchro 10 software. The roadway segments LOS analysis was performed using the FDOT Quality Level of Service Handbook procedures.

5.1 Existing Roadway Characteristics

SR 31 (Roadway ID 1209000) is a north-south corridor within the study limits and is classified as an Urban Minor Arterial. Within the study area, posted speed limit of the roadway is 40 miles per hour (mph). Existing roadway characteristics relevant to the study area are summarized in **Table 5-1**. The table also shows the characteristics of SR 80 which is a major arterial within the study area. Straight Line Diagrams (SLDs) and the relevant Roadway Characteristics Inventory data (RCI) are provided in **Appendix B** of this report.

Key intersections within the study area include:

- SR 31 at SR 80 – Signalized intersection
- SR 31 at Marina Dr (dock entrance driveway) – Unsignalized intersection
- SR 31 at Restaurant Driveway – Unsignalized intersection

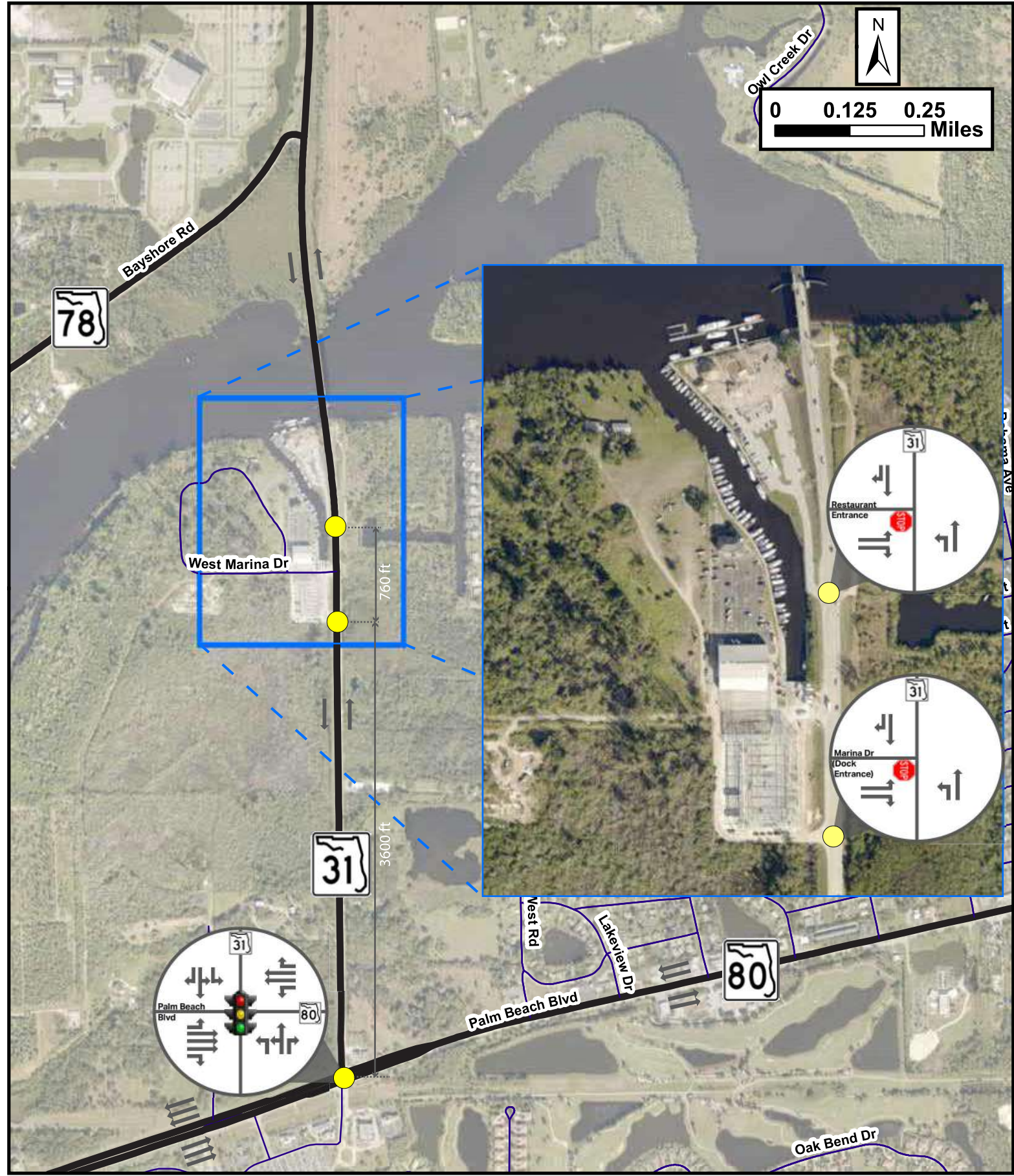
The existing year (2019) roadway and intersection geometry along with intersection spacing and traffic control for the SR 31 corridor are illustrated in **Figure 5-1**. FDOT straight line diagrams (SLDs) for SR 31 and SR 80 are included in **Appendix B**.

5.2 Multi-modal Facilities

Currently, there are no bus service along SR 31 within the study area. However, Route 100 of Lee County Transit (LeeTran) runs along SR 80 within the study area. Bus stops are present along SR 80 on either side of intersection with SR 31. Sidewalks are present along SR 31 on the Wilson Pigott Bridge and along the segment between the restaurant driveway and the W Marina Dr (north entrance). **Table 5-1** documents the approximate mile posts of the sidewalk location. There are no bike lanes in the study area.

Table 5-1 – Roadway Characteristics

Characteristic	SR 31	SR 80
Limits	S.R. 80 (Palm Beach Blvd) to South of S.R. 78 (Bayshore Rd)	At SR 31
Location	M.P. 0.000 to M.P. 1.407	M.P. 0.000 of 12090000 (M.P. 8.249 of 12020000)
FDOT Roadway ID	12090000	12020000
Functional Classification	Urban Minor Arterial	Urban Principal Arterial - Other
Access Management Classification	Class 04	Class 03
Speed Limit	40 mph	45 mph
SIS Facility	Emerging SIS Corridor	SIS Corridor
Lane Width	12 feet	12 feet
Number of Lanes	2 lanes	6 lanes West of SR 31 4 lanes East of SR 31
Median	M.P. 0.000 - M.P. 0.254: 13' Paved/Hatching and gores M.P. 0.254 - M.P. 1.407: 12' Paved/Hatching and gores	M.P. 6.992 - M.P. 8.249: 22' Curb & Vegetation M.P. 8.249 - M.P. 8.365: 18' Raised Traffic Separator
Sidewalks	M.P. 0.697 - M.P. 0.750: 7' on west side M.P. 0.959 - M.P. 1.109: 4' on west side M.P. 0.970 - M.P. 1.120: 4' on east side	M.P. 8.104 - M.P. 9.084: 8' on south side
Bike Lanes	None	None
On-Street Parking	None	None
Surrounding Existing Land Use	Predominantly vacant. Some agricultural, residential and commercial land use exists	Predominantly residential land use exists along SR 80 near SR 31 intersection. At SR 31 intersection, commercial land uses exist on the south side of SR 80
Street Lighting	Sparse lighting along SR 31. Lighting present only near intersections with SR 80, SR 78 and near the bridge	Present on both sides of SR 80 east and west of SR 31
Adopted LOS Target	D	D
Hurricane Evacuation Routes	Yes	Yes



- Study Intersections
- Major Roadways
- Signalized Intersection
- Stop Sign
- Lane Configuration

Figure 5-1
Existing Year 2019 Lane Geometry
and Traffic Control

5.3 Traffic Data Collection

As part of the study, weekday volume counts, classification counts and peak hour turning movement counts were collected. The data collection was conducted from March 26, 2019 to March 28, 2019. All the counts were collected on Tuesday, Wednesday and Thursday to represent typical weekday traffic conditions. As per the project scope of services, 72-hour classification counts were conducted at the following locations:

- SR 31 – North of SR 80
- Shoppes at Verandah (commercial driveway) – South of SR 80
- SR 80 – East of SR 31
- SR 80 – West of SR 31

Vehicle composition for the classification count was broken in to two primary vehicle types:

- Passenger vehicles – Motorcycles, cars and light goods
- Heavy vehicles – Buses, single-unit trucks and articulated trucks

Classification counts were conducted as 72-hour turning movement count at the intersection. This count data was utilized to extract the peak period turning movement volume at the intersection for typical morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak hours. 72-hour bi-directional counts were conducted at the following locations:

- Marina Drive (dock entrance driveway) – West of SR 31
- Restaurant driveway – West of SR 31

Peak hour volumes for the driveways were identified from the bi-directional counts and were used to develop the peak hour turning movement counts at the intersection. **Figure 5-2** illustrates the count locations. **Table 5-2** and **Figure 5-3** depicts the existing year 2019 Annual Average Daily Traffic (AADT). **Figure 5-4** shows the existing year 2019 balanced peak hour turning movement volume. As instructed by the department, the peak hour volumes for the driveways were used and balanced out with the peak hour volume on SR 31. Volume counts were adjusted using a seasonal factor to account for seasonal variation and by axle adjustment factor to account for heavy vehicles. Traffic count data summary sheets are provided in **Appendix C**. Peak Season Factor Category report and Axle Factor Category report obtained from Florida Transportation Information (FTI) 2018 is provided in **Appendix D**.



- 72-Hour Classification Counts
- 4-Hour Turning Movement Counts
- 72-Hour Volume Counts

Figure 5-2
Data Collection Locations

Table 5-2 – Existing Year 2019 AADT

Roadway	Count Type	Count Dates	ADT	Axle Adj. Factor	Seasonal Adj. Factor	AADT
<i>SR 31</i>						
North of SR 80	72-Hr Class	03/26 - 03/28	14,581	1.00	0.92	13,000
South of SR 80	72-Hr Class	03/26 - 03/28	7,808	1.00	0.92	7,200
<i>SR 80</i>						
West of SR 31	72-Hr Class	03/26 - 03/28	38,873	1.00	0.92	36,000
East of SR 31	72-Hr Class	03/26 - 03/28	42,247	1.00	0.92	39,000
<i>Driveways</i>						
Access to the Boat ramps	72-Hr Volume	03/26 - 03/28	330	0.83	0.92	250
Access to the Restaurant	72-Hr Volume	03/26 - 03/28	1,514	0.83	0.92	1,200

Note:

-2018 FDOT Peak Season Factor Category Report utilized

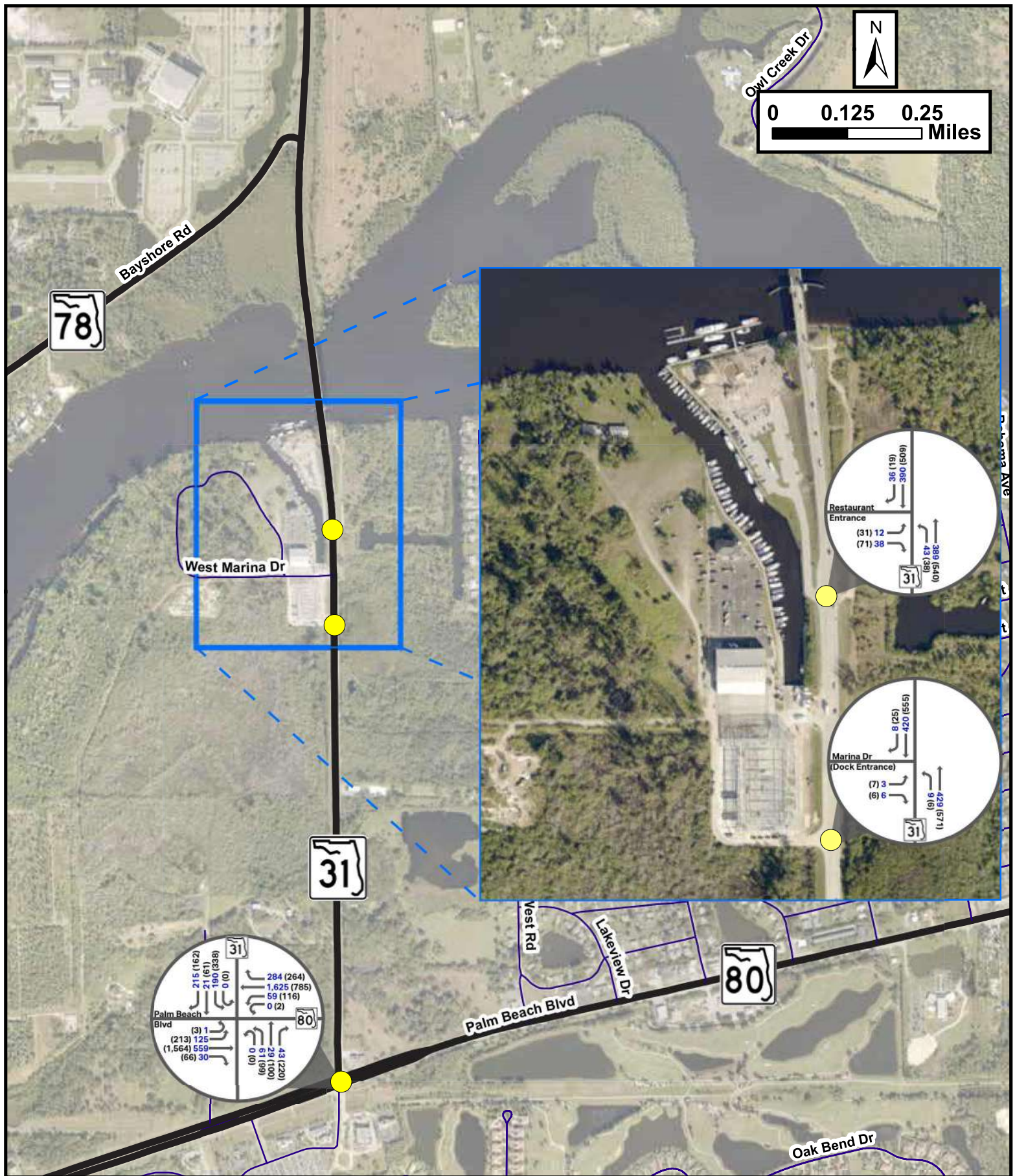
-2018 FDOT Axle Factor Category Report utilized

-ADT reported is average of counts on 26th and 28th of March 2019. Data for 27th was discarded due to closure of SR 31 due to a crash during evening peak hours



0,000 2019 AADT

Figure 5-3
Existing Year 2019
Annual Average Daily Traffic (AADT)



● Study Intersections

— Major Roadways

← 00 (00) AM (PM) Peak Hour Turning Movement Volume

Figure 5-4
Existing Year 2019 AM/PM
Turning Movement Volumes

5.4 Existing Design Traffic Characteristics

The design traffic characteristics established in this section were summarized from the collected traffic counts and from the available FDOT traffic monitoring stations in the study area. These characteristics are determined based on the procedures outlined in the FDOT's Project Traffic Forecasting (PTF) Handbook, dated 2019.

5.4.1 *K Factor*

K factor is defined as the percentage of traffic volume in the peak hour compared to the daily volume. The PTF Handbook recommends using a K factor of 9.0% for an urban area. **Table 5-3** and **Table 5-4** summarizes the historic K factor from the available FDOT count stations and from the data collected as part of the project respectively.

5.4.2 *D Factor*

D factor is defined as the percentage of traffic volume in the peak direction during the peak hour of the day. The PTF Handbook recommends a range of 50.8% to 67.1% for urban arterials. **Table 5-3** and **Table 5-4** summarizes D factor from the available FDOT count stations and from the data collected respectively.

5.4.3 *T₂₄ Factor*

The daily truck factor (T) represents the percentage composition of medium sized and heavy trucks occurring in the traffic stream for a 24-hour period. **Table 5-3** and **Table 5-4** summarizes the historic T factor from the available FDOT count stations and from the data collected as part of the project respectively.

Table 5-3 – Historic Traffic Characteristics

Year	120030 - SR 31 - North of SR 80			126005 - SR 80 - West of SR 31			120085 - SR 80 - East of SR 31		
	K	D	T ₂₄	K	D	T ₂₄	K	D	T ₂₄
2018	9.00%	55.20%	18.60%	9.00%	64.90%	12.60%	9.00%	55.20%	9.30%
2017	9.00%	54.40%	19.00%	9.00%	64.90%	11.10%	9.00%	54.40%	8.50%
2016	9.00%	57.70%	12.50%	9.00%	64.90%	10.40%	9.00%	57.70%	8.20%
2015	9.00%	57.50%	12.50%	9.00%	63.20%	11.00%	9.00%	57.50%	9.00%
2014	9.00%	56.80%	14.90%	9.00%	62.60%	5.90%	9.00%	56.80%	9.20%
Average	9.00%	56.32%	15.50%	9.00%	64.10%	10.20%	9.00%	56.32%	8.84%

Table 5-4 – Existing Year 2019 Traffic Characteristics

Roadway	Count Type	Count Dates	ADT		Peak Time	Peak Hour Volume		NB/EB		SB/WB		Measured K		Measured D		Measured T ₂₄	
			Day 1	Day 3		Day 1	Day 3	Day 1	Day 3	Day 1	Day 3	Day 1	Day 3	Day 1	Day 3	Day 1	Day 3
SR 31																	
North of SR 80	72-Hr Class	03/26 - 03/28	14,266	14,896	PM	1,227	1,249	632	628	595	621	8.60%	8.38%	51.51%	50.28%	10.70%	10.43%
South of SR 80	72-Hr Class	03/26 - 03/28	7,669	7,946	PM	672	768	424	487	248	281	8.76%	9.67%	63.10%	63.41%	2.23%	2.79%
SR 80																	
West of SR 31	72-Hr Class	03/26 - 03/28	38,578	39,167	PM	3,119	3,166	2,013	1,999	1,106	1,167	8.08%	8.08%	64.54%	63.14%	7.20%	7.23%
East of SR 31	72-Hr Class	03/26 - 03/28	41,927	42,567	PM	3,556	3,587	2,301	2,309	1,255	1,278	8.48%	8.43%	64.71%	64.37%	6.61%	6.52%
Driveways																	
Access to the Boat ramps	72-Hr Volume	03/26 - 03/28	351	308	PM	36	31	12	13	24	18	10.26%	10.06%	66.67%	58.06%	-	-
Access to the Restaurant	72-Hr Volume	03/26 - 03/28	1,498	1,529	PM	168	186	98	118	70	68	11.21%	12.16%	58.33%	63.44%	-	-

Note:

- Data for 27th March (Day 2) was discarded due to closure of SR 31 due to a crash during evening peak hours
- Volume shown are raw counts and are not seasonally or axially adjusted

5.5 Existing Year (2019) LOS Analysis

Traffic operations for roadways are measured in terms of LOS by comparing the peak hour traffic demand with the available roadway capacity. LOS is a qualitative measure of the traffic operations. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. Existing roadway segment operating conditions (year 2019) were evaluated using the generalized service volume capacities obtained from the FDOT 2013 Quality/Level of Service Handbook and also based HCM methodologies using the Highway Capacity Software (HCS). Intersection operating conditions were evaluated using the Synchro Studio 10 software. Additionally, existing year intersection operations analysis was performed in Vissim microsimulation software since the Department wanted to evaluate unconventional intersection configurations at the study intersection of SR 31 and SR 80. Documentation of existing conditions and future year Vissim analysis is provided in the Calibration Technical Memorandum and Intersection Control Evaluation (ICE) Memorandum respectively.

5.5.1 Existing Roadway LOS Analysis

FDOT have classified the study segment along SR 31 between SR 80 and SR 78 as an Urban Minor Arterial with a LOS Target of “D”. To assess the arterial LOS of this segment, the generalized peak hour directional service volumes from the 2013 FDOT Quality/Level of Service Handbook was used.

Table 5-5 – Existing Roadway LOS Summary

Roadway/Segment	LOS Std	Posted Speed Limit	Peak Hour Service Volume	AM Peak				PM Peak			
				Total	NB	SB	Peak Dir LOS	Total	NB	SB	Peak Dir LOS
SR 31											
SR 80 to SR 78	D	40	880	864	438	426	C	1,158	578	580	C

Notes:

- Peak hour volumes adjusted by seasonal adjustment factor.

As shown in **Table 5-5**, the SR 31 corridor from SR 80 to SR 78 currently operates at an acceptable level of service during both AM and PM peak hours. The LOS Generalized Table 7 (for Urban Areas) from FDOT 2013 Quality/Level of Service Handbook is included in **Appendix E**.

5.5.2 Existing Year HCM Capacity Analysis

HCM based capacity analyses were performed for AM and PM peak hours utilizing the volumes provided in **Figure 5-4**. **Table 5-6** summarizes the HCM capacity analysis performed using HCS 7 software. HCS summary sheets are provided in **Appendix E**.

Table 5-6 - SR 31 Existing Year HCM Capacity Analysis

Roadway/Segment	LOS Std	Posted Speed Limit	Length (ft.)	AM Peak				PM Peak			
				Total	NB	SB	LOS	Total	NB	SB	LOS
Segment 1	D	40	4,752	864	438	426	C	1,158	578	580	C
Segment 2	D	40	1,162	864	438	426	C	1,158	578	580	C
Segment 3	D	40	1,373	864	438	426	C	1,158	578	580	C

Note:

- Segmentation based on existing passing zones
- Highest segment volume was used

5.5.3 Existing Intersection Analysis - Synchro

Existing intersection operations (year 2019) were evaluated using Synchro Studio 10 software. The existing intersection geometry information was obtained and verified based on field visits and aerial photographs. The following intersections were evaluated as part of this study:

- SR 31 at SR 80 (Palm Beach Boulevard) – Signalized
- SR 31 at Marina Drive (Boat ramps driveway) – Unsignalized
- SR 31 at Restaurant Driveway - Unsignalized

Weekday AM and PM peak hour turning movement volumes along with the existing intersection geometry were used in the intersection LOS analysis. Intersection-based Peak Hour Factors (PHF) were used in the analysis. Intersection turning movement counts are provided in **Appendix C**. **Figures 5-1 and 5-4** illustrates the existing intersection geometry and turning movement volumes used for the analysis, respectively. Current signal timing plans were obtained from the Lee County for use in the analysis and is provided in **Appendix F**. Detailed synchro output reports are included in **Appendix G**. Additionally, the current signal phasing does not comply with the National Electrical Manufacturers Association (NEMA) phasing conventions. Therefore, Synchro based results are provided instead of HCM based Synchro outputs. **Table 5-7** summarizes the delays and levels of services for all movements at the study intersections.

Table 5-7 – Existing Year - Intersection Analysis Summary

Intersection	Control Type	Lane Group/Approach	Movement	AM Peak			PM Peak		
				V/C Ratio ¹	Average Delay	LOS ²	V/C Ratio ¹	Average Delay	LOS ²
SR 31 at SR 80	Signalized	Eastbound	Left	0.66	41.5	D	0.53	15.3	B
			Through	0.18	11.5	B	0.58	24.2	C
			Right	0.03	0.1	A	0.07	0.2	A
			Approach	-	16.3	B	-	22.3	C
		Westbound	Left	0.11	8.0	A	0.60	25.9	C
			Through	0.80	28.8	C	0.44	24.3	C
			Right	0.28	3.9	A	0.29	3.0	A
			Approach	-	24.6	C	-	19.6	C
		Northbound	Left	0.49	85.6	F	0.69	92.0	F
			Through	0.49	85.5	F	0.80	104.0	F
			Right	0.22	2.3	A	0.77	34.3	C
			Approach	-	58.6	E	-	64.8	E
		Southbound	Left	0.71	90.4	F	0.92	106.0	F
			Through	0.71	90.0	F	0.91	103.2	F
			Right	0.70	25.5	C	0.47	11.4	B
			Approach	-	57.6	E	-	77.7	E
Overall Intersection					28.5	C	-	33.8	C
SR 31 at Marina Dr	Signalized	Eastbound	Left	0.02	13.7	B	0.06	21.3	C
			Right	-	-	-	-	-	-
		Northbound	Left	0.01	8.4	A	0.01	9.1	A
			Through	-	-	-	-	-	-
		Southbound	Through	-	-	-	-	-	-
			Right	-	-	-	-	-	-
SR 31 at Restaurant Driveway	Signalized	Eastbound	Left	0.11	13.4	B	0.36	22.3	C
			Right	-	-	-	-	-	-
		Northbound	Left	0.04	8.5	A	0.04	8.9	A
			Through	-	-	-	-	-	-
		Southbound	Through	-	-	-	-	-	-
			Right	-	-	-	-	-	-

Note:

1 – Volume to Capacity Ratio. 2– Level of Service.

Synchro 10 results are provided for signalized intersections

HCM 6 based synchro results are provided for un-signalized intersections

As shown in **Table 5-7**, all the intersections are currently operating at acceptable LOS. However, some of the movements experience high delays and are highlighted in the table. Currently, all

movements are operating within acceptable LOS at the unsignalized driveway intersections along SR 31. **Table 5-8** shows the queue lengths at the signalized intersection of SR 31 and SR 80.

Table 5-8 – Existing Year Analysis - Queue Summary

Intersection	Control Type	Lane Group/Approach	Movement	AM Peak		PM Peak	
				50 th Percentile	95 th Percentile	50 th Percentile	95 th Percentile
SR 31 at SR 80	Signalized	Eastbound	Left	63	135	83	122
			Through	86	112	376	453
			Right	0	0	0	0
		Westbound	Left	17	33	43	82
			Through	692	885	258	331
			Right	17	68	0	49
		Northbound	Left	46	94	93	169
			Through	48	97	115	218
			Right	0	0	43	156
		Southbound	Left	109	192	211	375
			Through	111	193	212	374
			Right	30	124	0	63

Note: Queue lengths reported are in ft.

5.6 Safety Evaluation

In addition to the traffic operations, safety is an important consideration in evaluating intersection alternatives. Typically, historical crash data is reviewed to gain an understanding of the current crash patterns at study intersections. Crash records were reviewed and various crash metrics are summarized to support identification and evaluation of alternatives.

5.6.1 Historic Crash Summary

Crash data for the study area was obtained from the Department for the most recent five-year period (2013 -2017). Crash data obtained from the Department was reviewed in detail to identify the prominent types of crashes and high crash location. A total of 264 crashes were reported in the study area during the five-year analysis period. Crash locations based on type of crashes and severity are depicted on **Figure 5-5 and 5-6** respectively. No fatal crashes were reported in the study area between year 2013 and 2017. 69 (26.1%) of the crashes resulted in injuries and the remaining 195 (73.9%) were property damage only crashes. Number of crashes per year varied from 35 to 68. Rear end crashes accounted for 44.3% (117) of the total crashes. Majority of crashes (64.8%) occurred under daylight conditions. 48 (18.2%) crashes occurred under wet road surface conditions. **Tables 5-9 through 5-12** shows the summary of crashes by severity, crash type, lighting conditions and road surface conditions respectively. Detailed crash data can be found in **Appendix H**.

Table 5-9 – Crash Summary by Severity

Severity	2013	2014	2015	2016	2017	Total	%
Fatality	0	0	0	0	0	0	0.0%
Injury	14	8	10	22	15	69	26.1%
Property Damage Only	21	37	39	45	53	195	73.9%
Total	35	45	49	67	68	264	100.0%

Table 5-10 – Crash Summary by Type of Crash

Crash Type	2013	2014	2015	2016	2017	Total	%
Angle	1	1	1	2	0	5	1.9%
Bicycle	0	1	0	0	0	1	0.4%
Head On	5	1	1	1	1	9	3.4%
Left Turn	5	4	12	10	6	37	14.0%
Off Road	5	3	1	3	3	15	5.7%
Other	5	11	6	5	12	39	14.8%
Pedestrian	0	0	0	0	1	1	0.4%
Rear End	10	18	21	36	32	117	44.3%
Right Turn	1	0	0	0	1	2	0.8%
Rollover	0	1	0	1	1	3	1.1%
Sideswipe	3	5	6	6	7	27	10.2%
Unknown	0	0	1	3	4	8	3.0%
Total	35	45	49	67	68	264	100.0%

Table 5-11 – Crash Summary by Lighting Condition

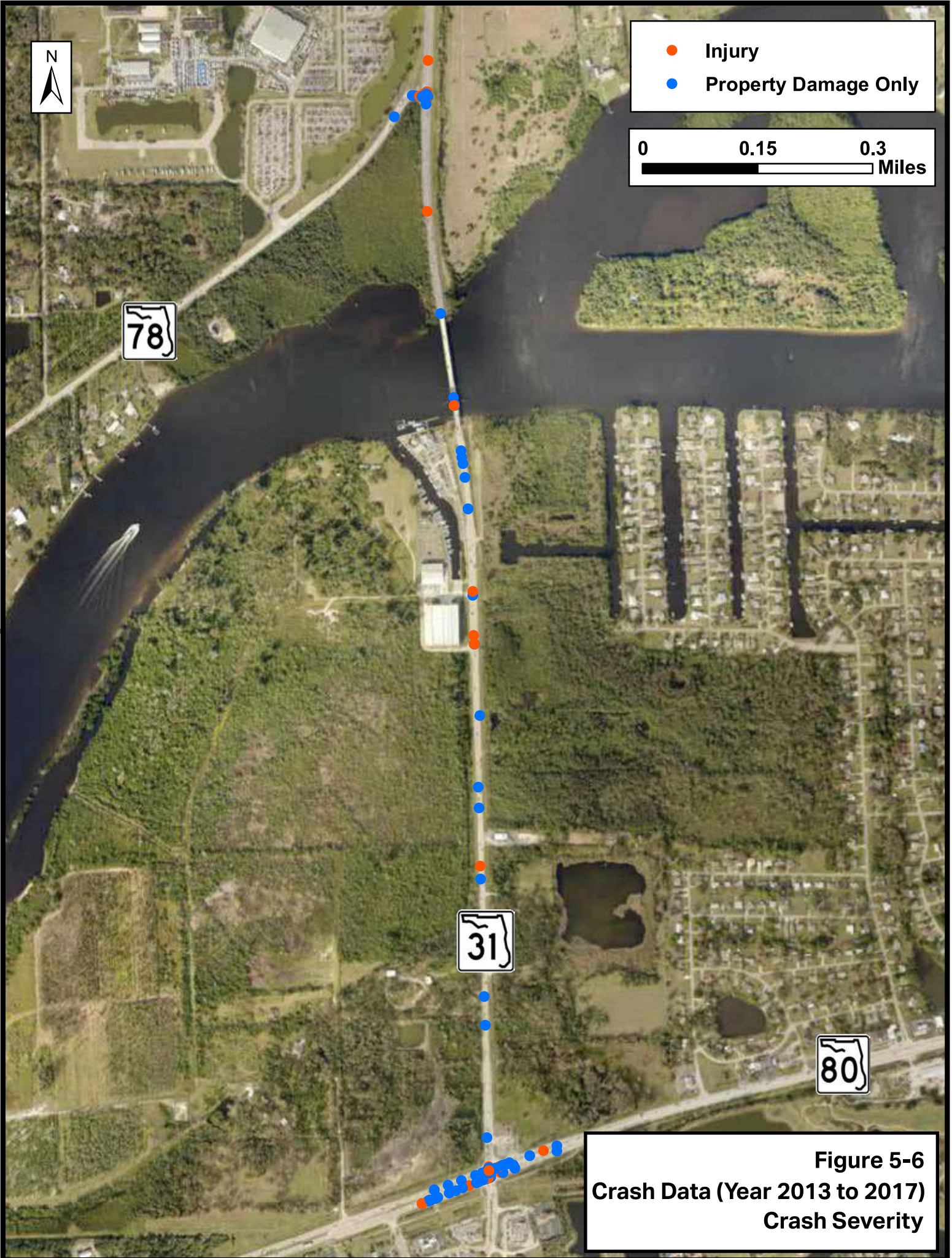
Lighting Condition	2013	2014	2015	2016	2017	Total	%
Daylight	18	33	28	46	46	171	64.8%
Dusk	3	0	1	2	2	8	3.0%
Dawn	0	1	3	4	2	10	3.8%
Dark - Not Lighted	1	3	5	1	8	18	6.8%
Dark - Lighted	5	8	12	13	10	48	18.2%
Other	0	0	0	1	0	1	0.4%
Unknown	8	0	0	0	0	8	3.0%
Total	35	45	49	67	68	264	100.0%

Table 5-12 – Crash Summary by Road Surface Condition

Road Surface Condition	2013	2014	2015	2016	2017	Total	%
Dry	17	37	40	53	61	208	78.8%
Wet	10	8	9	14	7	48	18.2%
Unknown	8	0	0	0	0	8	3.0%
Total	35	45	49	67	68	264	100.0%



Figure 5-5
Crash Data (Year 2013 to 2017)
Location and Type of Crashes



- Injury
- Property Damage Only

0 0.15 0.3 Miles

Figure 5-6
Crash Data (Year 2013 to 2017)
Crash Severity

5.6.2 SR 31 at SR 80 Intersection Crashes

A total of 177 intersection related crashes were reported at the intersection of SR 31 and SR 80 during the five-year analysis period (2013 – 2017). Crashes occurring within 250 feet of the intersections were identified as intersection crashes. 45 (25.4%) of the total crashes resulted in injury and the remaining 132 (74.6%) resulted in property damage only. Approximately 71% of the crashes occurred under daylight conditions. Rear end crashes accounted for approximately 52% of the crashes. Other prominent crash types include left turn crashes and sideswipe crashes. 32 (18.1%) crashes occurred under wet roadway conditions. **Tables 5-13 through 5-16** summarize the crashes at the intersection of SR 31 and SR 80.

Table 5-13 – SR 31 at SR 80 Intersection Crash Summary by Severity

Severity	2013	2014	2015	2016	2017	Total	%
Fatality	0	0	0	0	0	0	0.0%
Injury	9	5	6	16	9	45	25.4%
Property Damage Only	12	21	35	33	31	132	74.6%
Total	21	26	41	49	40	177	100.0%

Table 5-14 – SR 31 at SR 80 Intersection Crash Summary by Type of Crash

Crash Type	2013	2014	2015	2016	2017	Total	%
Angle	1	1	1	2	0	5	2.8%
Bicycle	0	0	0	0	0	0	0.0%
Head On	4	1	1	0	0	6	3.4%
Left Turn	4	4	9	8	3	28	15.8%
Off Road	1	1	0	2	1	5	2.8%
Other	1	0	4	2	6	13	7.3%
Pedestrian	0	0	0	0	0	0	0.0%
Rear End	7	15	19	29	22	92	52.0%
Right Turn	1	0	0	0	0	1	0.6%
Rollover	0	1	0	0	1	2	1.1%
Sideswipe	2	3	6	5	4	20	11.3%
Unknown	0	0	1	1	3	5	2.8%
Total	21	26	41	49	40	177	100.0%

Table 5-15 – SR 31 at SR 80 Intersection Crash Summary by Lighting Condition

Lighting Condition	2013	2014	2015	2016	2017	Total	%
Daylight	11	21	25	34	34	125	70.6%
Dusk	1	0	1	1	1	4	2.3%
Dawn	0	0	2	1	0	3	1.7%
Dark - Not Lighted	1	0	3	1	1	6	3.4%
Dark - Lighted	4	5	10	12	4	35	19.8%
Other	0	0	0	0	0	0	0.0%
Unknown	4	0	0	0	0	4	2.3%
Total	21	26	41	49	40	177	100.0%

Table 5-16 – SR 31 at SR 80 Intersection Crash Summary by Road Surface Condition

Road Surface Condition	2013	2014	2015	2016	2017	Total	%
Dry	10	22	33	40	36	141	79.7%
Wet	7	4	8	9	4	32	18.1%
Unknown	4	0	0	0	0	4	2.3%
Total	21	26	41	49	40	177	100.0%

5.6.3 Safety Ratio

Intersection crash safety ratios were calculated for each of the study intersections to compare the annual crash rate of each intersection to the critical crash rate of similar intersections throughout FDOT District One and the State of Florida. This method has historically been used by the FDOT and some local agencies to identify high crash locations. This method takes into account the traffic volumes at specific sites, considers the variance in crash data by including regional or statewide averages, and classifies roadway/intersection types into categories for more applicable comparisons. However, the safety crash ratio method includes the following limitations:

- Assumes a linear relationship between traffic volume and crashes
- Does not consider crash severity

The District One and Statewide crash rates from 2012-2016 and crash rate analysis output sheets are included in **Appendix H**.

The calculated rates were compared to critical rates for similar intersections across District 1 and the State of Florida, respectively. The equation used to calculate the critical crash rate is shown below:

$$CCR = AVG + K * \left[\sqrt{\frac{AVG}{M}} + \frac{1}{2M} \right]$$

Where,

CCR = Critical Crash Rate

AVG = Statewide/Districtwide Average Crash Rate (by facility)

K = Test Factor, for critical rate in urban area = 3.291

M = Exposure (million vehicle miles travelled)

The crash safety ratio is calculated as the ratio of actual crash rate to statewide (or districtwide) critical crash rate. An intersection with a safety ratio greater than 1.0 has a safety performance worse than average.

Table 5-17 – SR 31 at SR 80 Intersection Crash Safety Ratio

Description	Total Crashes	Actual Crash Rate	Average Crash Rate*	Critical Crash Rate	Safety Ratio
SR 31 at					
SR 80	177	2.487	0.353	0.907	2.742
Dock Entrance+	5	0.273	0.027	0.447	0.610
Restaurant Driveway+	2	0.104	0.027	0.435	0.239

*FDOT CAR Lee County, 5-year Average Crash Rate (2012 - 2016)

+Unsignalized Intersection

Crash Rate:

Intersections: Crashes per Million Entering Vehicles (MEV)

Urban 2-3Ln 2Wy Undivided

Urban 6+Ln 2Wy Divided Roads

Note: CAR average crash rates for intersections include a 250 ft radius influence area

The critical crash rate is based on the average crash rate for a similar facility adjusted by vehicle exposure and a probability constant. The safety ratio represents the actual crash rate divided by the critical crash rate. If a segment has an actual crash rate higher than the critical crash rate (i.e., safety ratio > 1.0), it may have a safety deficiency.

As shown in **Table 5-17** the intersection of SR 31 at SR 80 exceeds the average crash rates at similar intersections in District One for the analysis years.

Section 6.0

DEVELOPMENT OF FUTURE YEAR TRAFFIC FORECASTS

Future year traffic forecasting for the major roadways in the study area was performed by the Department as part of the PD&E studies conducted on SR 31 from SR 80 to Cook Brown Road. The Peak Season Weekday Average Daily Traffic (PSWADT) volumes for the No Build and Build Alternatives were developed based on the 2040 LRTP Cost Feasible Model. As provided in the Traffic Analysis Methodology included in **Appendix A**, the following roadway capacity improvements were taken into consideration while developing the Cost Feasible Model:

Fiscal Year 2019 – 2023 FDOT Work Program

SR 31

- FPID 441942 - 1: SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road) - Widen 2-lanes to 4-lanes divided (PD&E FY 2018/19 – current study)
- FPID 428917 - 1: SR 78 to CR 78 - Widen 2-lanes to 4-lanes divided (PD&E FY 2018/19)
- FPID 428917 - 2: CR 78 to Cook Brown Road - Widen 2-lanes to 4-lanes divided (PD&E FY 2018/19)

SR 78

- FPID 444937 – 1: I-75 to SR 31 Capacity Study (PD&E FY 2018/19)

I-75

- FPID 442519 – 1: I-75 from SR 951 to SR 78 (PLN FY2018/19)
- FPID 442519 – 3: I-75 from Collier/Lee County Line to SR 78 (PD&E – FY 2018/19)
- FPID 442521-1: Interstate Program Manager – GEC (PD&E – FY 2018/19)

Lee County MPO 2040 Cost Affordable Long Range Transportation Plan (LRTP)

SR 31

- SR 78 to Charlotte County Line – Widen 2-lanes to 4-lanes (Construction 2021-2025)
- SR 80 to SR 78 – Replace Bridge 2 lanes to 4 lanes (PE/Construction – 2021-2025)

Opening Year (2026) and Design Year (2046) AADTs for the major roadways were developed by the Department by applying Model Output Conversion Factor (MOCF) obtained from Florida Transportation Information and Highway Data (FTI) 2017. The Directional Design Hour Volumes (DDHV) for the No Build and Build Alternatives were also developed by the Department for Opening Year (2026) and Design Year (2046). The future year traffic forecasts were reviewed for reasonableness by comparing with the traffic counts collected as part of the study. Additionally,

Opening Year and Design Year DDHVs were adjusted by the Department to ensure a growth in demand when compared to the existing year counts. The No Build alternative assumed no geometry change is applied on roadway network within the study area. The build alternative was modeled with six (6) lanes on SR 31. Detailed information regarding the future traffic forecasting including future land uses and consideration of other roadway projects are provided in the Traffic Forecasting Memorandum provided in **Appendix I**. Based on instruction provided by the Department, and as provided in the Traffic Forecasting Memorandum, the No Build and Build alternatives were assumed to have the same traffic demand.

Future year traffic volumes for the driveways along SR 31 were developed by reviewing the growth rates calculated based on following methodologies:

- Traffic forecasts provided by the Department
- Bureau of Economic and Business Research (BEBR) population estimates
- Historic Trends based on the historic count data available at FDOT Count stations near the study area

Growth Rates based on Traffic Forecasts obtained from Department

Growth rates were calculated based on the future year traffic forecast obtained from the Department for the major roadways in the study area. **Table 6-1** summarizes the growth rates.

Table 6-1 – Growth Rate Calculations – Traffic Forecasts from Department

Roadway	2019 AADT	Year 2026 AADT	Year 2046 AADT	Growth Rates based on Model AADT		
				2019 to 2026	2019 to 2046	2026 to 2046
<i>SR 31¹</i>						
North of SR 80	13,000	46,000	56,800	36.3%	12.5%	1.2%
South of SR 80	7,200	9,200	11,000	4.0%	2.0%	1.0%
<i>SR 80¹</i>						
West of SR 31	36,000	47,400	53,400	4.5%	1.8%	0.6%
East of SR 31	39,000	41,200	48,800	0.8%	0.9%	0.9%

1. Future AADT provided by FDOT

Growth Rates based on BEBR Population Estimates

Growth rates were calculated based on the population estimates for the Lee County. **Table 6-2** summarizes the growth rates. BEBR bulletin used for the computation is provided in **Appendix J**.

Table 6-2 – Growth Rates Calculation – BEBR Population Estimates

Estimate Type	2018	2045	GR
Low	713,903	845,000	0.7%
Medium	713,903	1,045,200	1.7%
High	713,903	1,245,800	2.8%

Source: BEBR Volume 52, Bulletin 183, April 2019

Growth Rates based on Historic Trends

Growth rates were calculated based on the Historic Traffic Counts obtained at the FDOT Traffic Count stations near the study area. **Table 6-3** summarizes the growth rates. Historic Count Data obtained from FDOT FTI website is provided in **Appendix K**.

Table 6-3 – Growth Rates Calculation – Historic Trends

Station ID	Location	2046 AADT	R ²	GR
120030	SR 31 - North of SR 80	10,500	3.19%	0.14%
126005	SR 80 - West of SR 31	37,500	58.60%	3.40%
120085	SR 80 - East of SR 31	34,200	13.23%	0.82%
Average				1.45%

Considering the characteristics of the driveways with in the study area, an annual growth rate of 1.45% obtained from the Trends Analysis was considered to be reasonable. **Table 6-4** summarizes the future year AADTs for the road segments in the study area. **Figure 6-1** depicts the Opening Year and Design Year AADTs.

Table 6-4 – Future Year AADTs

Roadway	Year 2019	Year 2026	Year 2046
<i>SR 31¹</i>			
North of SR 80	13,000	46,000	56,800
South of SR 80	7,200	9,200	11,000
<i>SR 80¹</i>			
West of SR 31	36,000	47,400	53,400
East of SR 31	39,000	41,200	48,800
<i>Driveways²</i>			
Access to the Boat ramps	250	280	350
Access to the Restaurant	1,200	1,320	1,670

Note:

1. Future AADT provided by FDOT
2. Future AADT developed based on average trends growth rate



0,000 2026 AADT

0,000 2046 AADT

Figure 6-1
Future Years
Annual Average Daily Traffic (AADT)

Considering the unique characteristics of the driveways, Year 2026 and Year 2046 Design Hour volumes were developed using the peak to daily ratio and turning movement percentages obtained from the existing counts. **Figure 6-2 and 6-3** illustrates the turning movement volumes for Opening Year and Design Year respectively. Turning movement calculation sheets are provided in **Appendix L**.

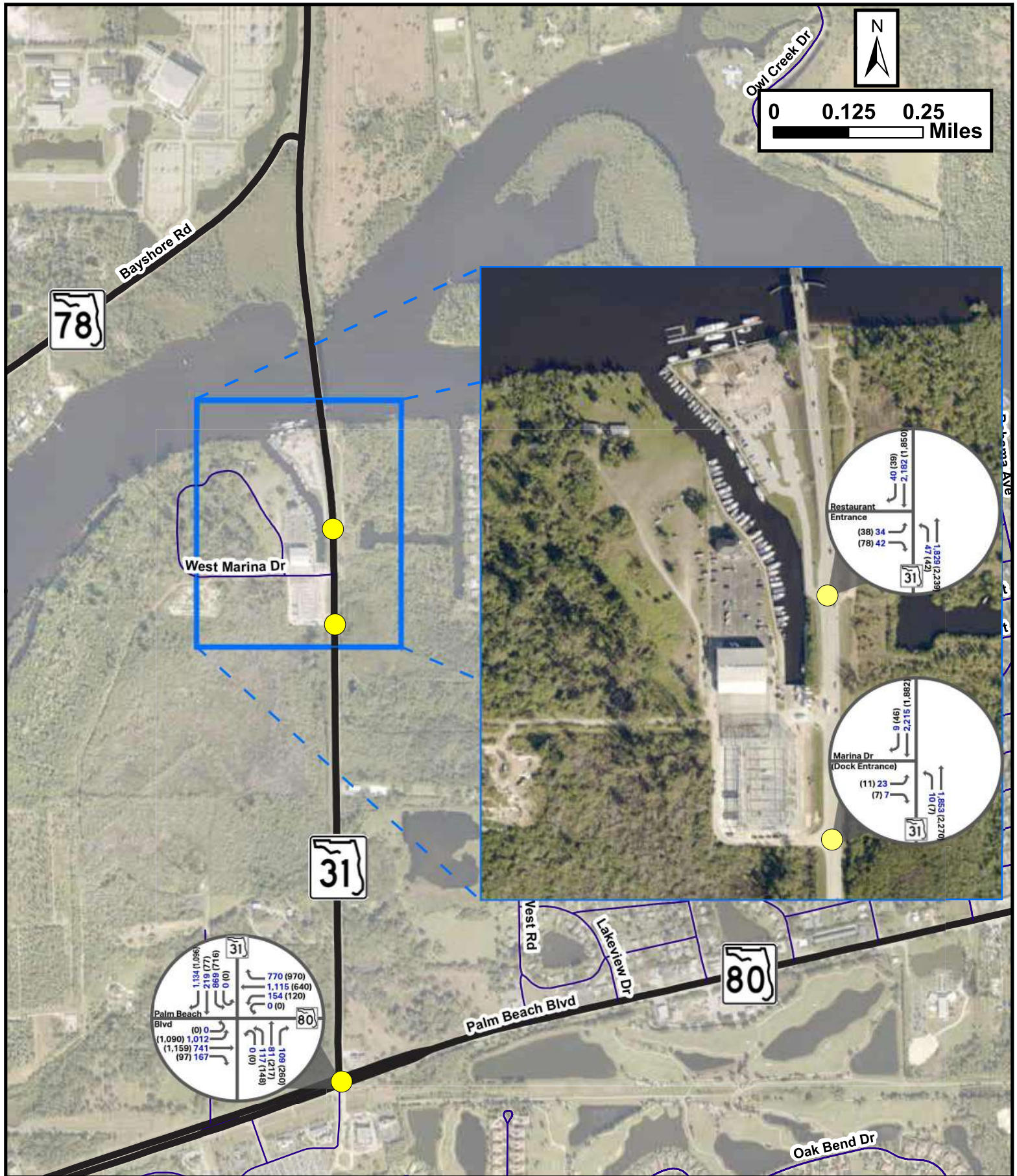


Figure 6-2
Opening Year 2026 AM/PM
Turning Movement Volumes

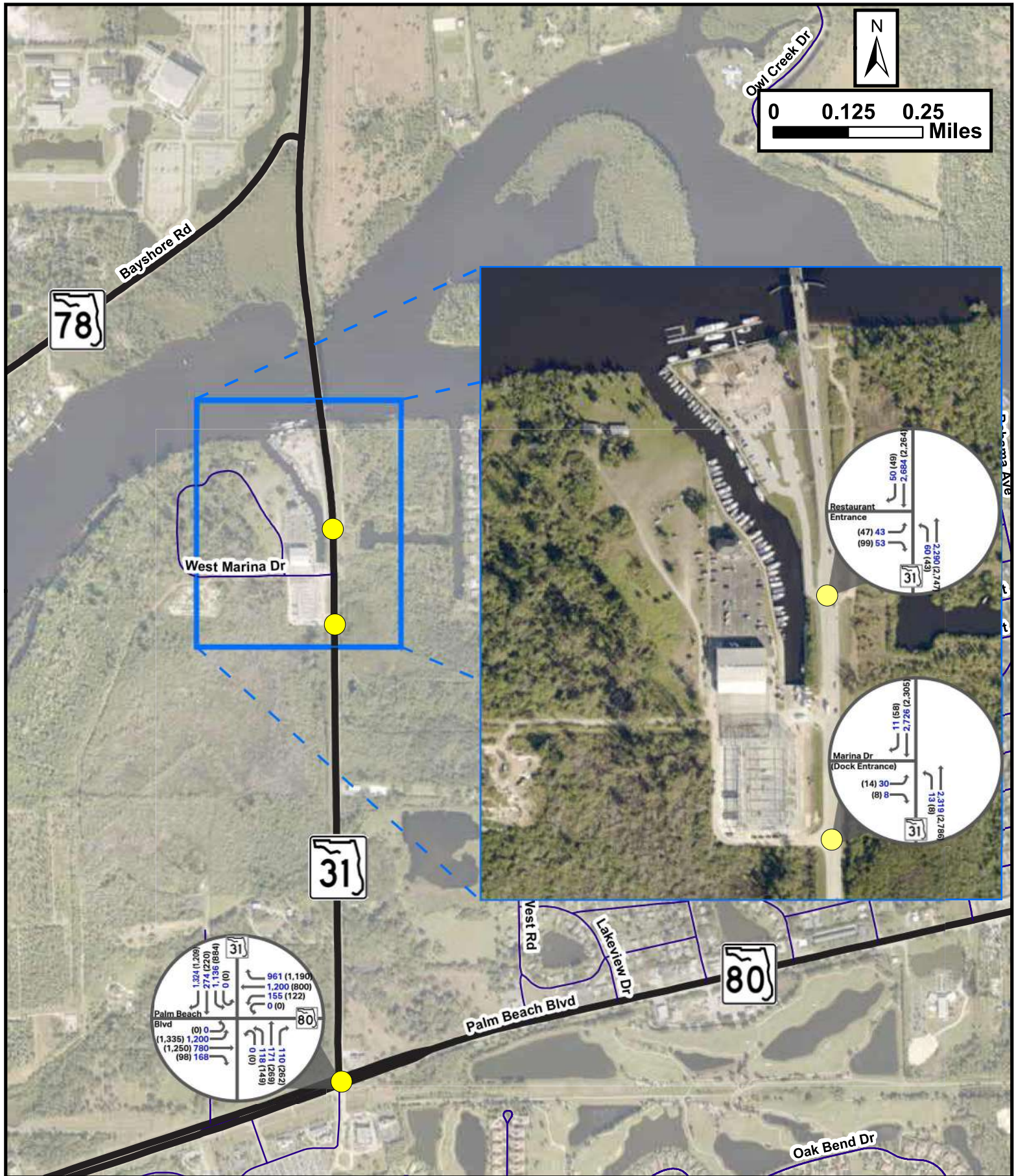


Figure 6-3
Design Year 2046 AM/PM
Turning Movement Volumes

Section 7.0

ALTERNATIVES ANALYSIS

Utilizing the projected volumes, future year capacity analyses were performed for opening year (2026) and design year (2046). This section describes the alternatives considered for the study and summarizes the analysis for no build and build alternatives. Screening of Build Alternatives were performed utilizing FDOT’s Intersection Control Evaluation (ICE) process. A detailed summary of the ICE analysis is provided in the *Intersection Control Evaluation Memorandum* submitted as part of the project. As described in Section 6, the no build and build future years are assumed to have similar DDHVs.

7.1 Description of Alternatives

Based on discussions with the Department, one No Build Alternative and one Build Alternative were evaluated for Opening Year and Design Year. All the alternatives considered are described in this section.

7.1.1 No Build Alternative

The No Build Alternative assumes that the existing geometric configurations will remain within the project limits for the study roadways. **Figure 7-1** illustrates the geometry used for No-Build analysis.

7.1.2 Build Alternative

The Build Alternative assumes widening of SR 31 from a two-lane facility to a six-lane divided facility from SR 80 to Horseshoe Road and a four-lane divided facility from Horseshoe Road to Cook Brown Road. Therefore, within the study area of this project SR 31 is assumed to be six-lane divided facility. **Figure 7-2** shows the geometry assumed for the Build Alternatives.

7.2 Future Year Roadway LOS Analysis

FDOT have classified the study segment along SR 31 between SR 80 and SR 78 as an Urban Minor Arterial with a LOS target of “D”. To assess the arterial LOS of this segment, the generalized peak hour directional service volumes from the 2013 FDOT Quality/Level of Service Handbook was used. As shown in **Table 7-1**, SR 31 corridor from SR 80 to SR 78 is anticipated to operate below acceptable level of service during both AM and PM peak hours for No Build Alternative. The LOS Generalized Table 7 (for Urban Areas) from FDOT 2013 Quality/Level of Service Handbook is included in **Appendix E**.

Table 7-1 – Design Year 2046 Roadway LOS Summary

Roadway/Segment	LOS Std	Posted Speed Limit	Peak Hour Service Volume	AM Peak				PM Peak			
				Total	NB	SB	Peak Dir LOS	Total	NB	SB	Peak Dir LOS
No Build Alternative											
SR 80 to SR 78	D	40	880	5,087	2,350	2,737	F	5,162	2,799	2,363	F
Build Alternative											
SR 80 to SR 78	D	40	3,020	5,087	2,350	2,737	C	5,162	2,799	2,363	C

7.2.1 No Build Alternative HCM Capacity Analysis

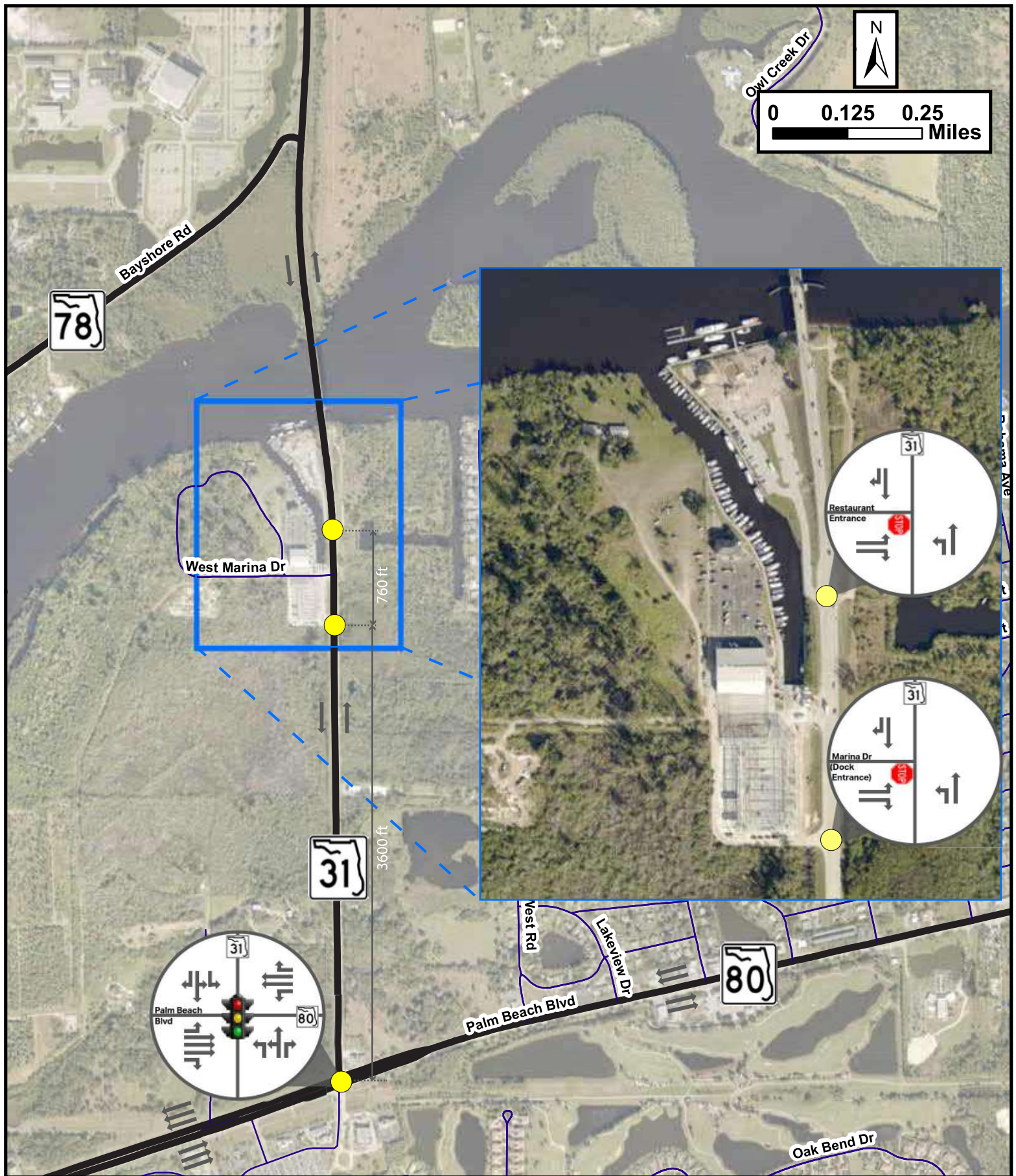
Figure 7-1 illustrates the lane configuration for the study intersections under the No Build Alternative. HCM based capacity analyses were performed for the opening and design years for the No Build Alternative during AM and PM design hours. **Table 7-2** summarizes the HCM capacity analysis performed for peak hours of Design Year 2046 and Opening Year 2026. HCS analysis sheets are included in **Appendix M**.

Table 7-2 –SR 31 Design Year 2046 and Opening Year 2026 HCM Capacity Analysis

Roadway/Segment	LOS Std	Posted Speed Limit	Length (ft.)	AM Peak				PM Peak			
				Total	NB	SB	LOS	Total	NB	SB	LOS
Design Year 2046											
Segment 1	D	40	4,752	5,087	2,350	2,737	F	5,162	2,799	2,363	F
Segment 2	D	40	1,162	5,087	2,350	2,737	F	5,162	2,799	2,363	F
Segment 3	D	40	1,373	5,087	2,350	2,737	F	5,162	2,799	2,363	F
Opening Year 2026											
Segment 1	D	40	4,752	4,100	1,876	2,224	F	4,209	2,281	1,928	F
Segment 2	D	40	1,162	4,100	1,876	2,224	F	4,209	2,281	1,928	F
Segment 3	D	40	1,373	4,100	1,876	2,224	F	4,209	2,281	1,928	F

Note:

- Segmentation based on existing passing zones
- Highest segment volume was used



- Study Intersections
- Stop Sign
- Major Roadways
- Lane Configuration
- Signalized Intersection

Figure 7-1
Design Year 2046 Lane Geometry
No Build Alternative

7.2.2 Build Alternative HCM Capacity Analysis

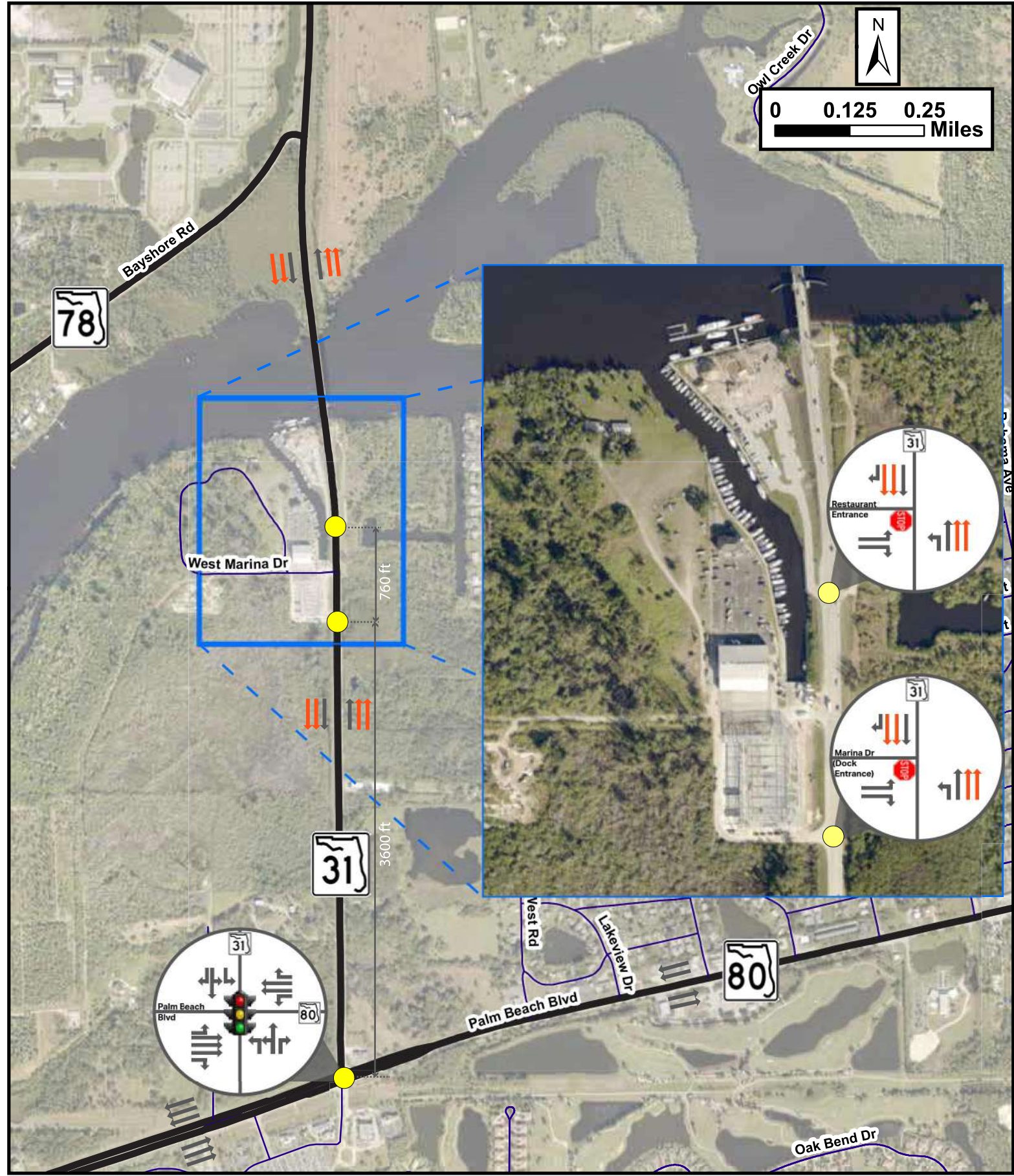
Figure 7-2 illustrates the lane configuration for the study intersections for the Build Alternative. HCM based capacity analyses were performed for the opening and design years for the Build Alternative during AM and PM design hours. **Table 7-3** summarizes the HCM capacity analysis performed for peak hours of Design Year 2046 and Opening Year 2026. HCS analysis sheets are included in **Appendix M**.

Table 7-3 –SR 31 Design Year 2046 and Opening Year 2026 HCM Capacity Analysis

Roadway/Segment	LOS Std	Posted Speed Limit	Length (ft.)	AM Peak				PM Peak			
				Total	NB	SB	LOS	Total	NB	SB	LOS
Design Year 2046											
Segment 1	D	40	7,287	5,087	2,350	2,737	C	5,162	2,799	2,363	C
Opening Year 2026											
Segment 1	D	40	7,287	4,100	1,876	2,224	C	4,209	2,281	1,928	C

Note:

- All segments combined into one segment for Build Alternative as the proposed configuration is a 6-lane divided facility
- Highest segment volume was used



- Study Intersections
- Major Roadways
- Signalized Intersection
- Stop Sign
- Lane Configuration
- Proposed Improvement

Figure 7-2
Design Year 2046 Lane Geometry
Build Alternative

Section 8.0

SUMMARY OF ANALYSIS RESULTS

Based on the future year analysis results, the No Build Alternative is anticipated to operate at an unacceptable Levels of Service during the peak hours of both opening and design years. Widening of SR 31 to a six-lane facility is projected to increase capacity and hence improve traffic operations within the study area.

APPENDICES

Appendix A
Traffic Analysis Methodology

Project Development and Environment Study

S.R. 31

From S.R. 80 (Palm Beach Blvd) to S.R. 78 (Bayshore Rd.)

Traffic Analysis Methodology Memorandum

Financial Project ID: 441942-1-22-01

ETDM No.: 14359

Lee County, Florida

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

Prepared for the

Florida Department of Transportation District One



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May 2019

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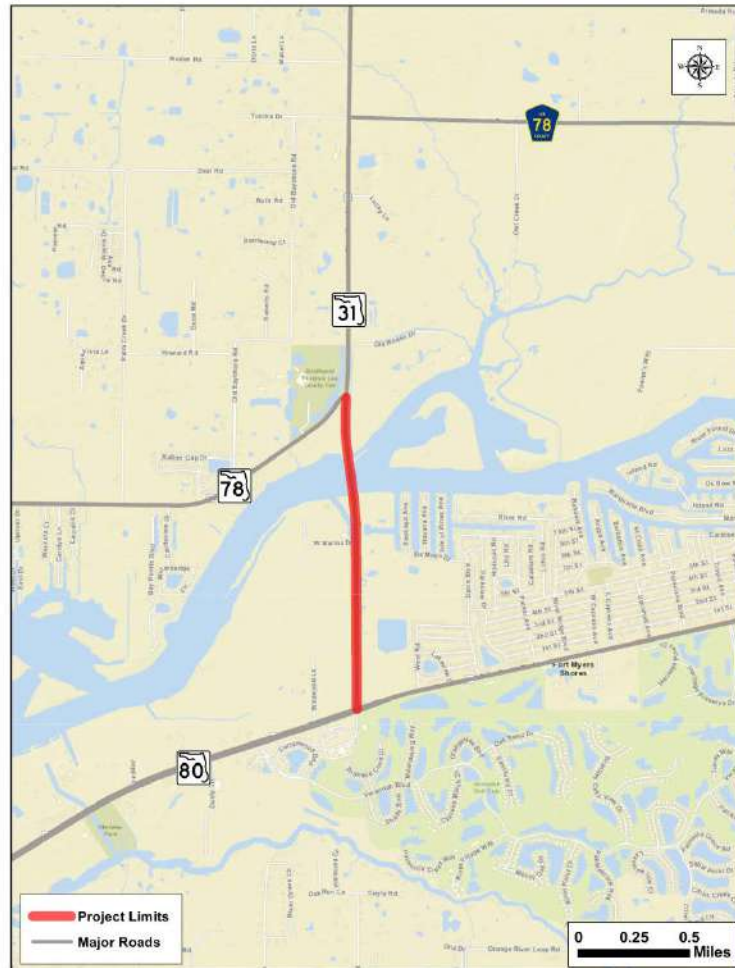
Section 1.0

INTRODUCTION

The Florida Department of Transportation (FDOT) District One is conducting a Project Development & Environment (PD&E) Study to evaluate capacity improvements to the existing SR 31 corridor in Lee County, Florida. As shown in **Figure 1**, the project limits extend from SR 80 (Palm Beach Boulevard) in the south (Mile Post 0.000) to SR 78 (Bayshore Road) in the north (Mile Post 1.407), a distance of approximately 1.407 miles.

The purpose of this *Traffic Methodology Statement* is to outline the traffic analysis procedure to be used in preparation of the *Project Traffic Analysis Report (PTAR)* for the PD&E Study.

**FIGURE 1
PROJECT LIMITS**



This PD&E Study is being processed as a Type 2 Categorical Exclusion (CE) as per the Florida Department of Transportation's (FDOT) PD&E Manual and in accordance with National Environmental Policy Act of 1969 (NEPA).

Section 2.0

ANALYSIS YEARS

The traffic analysis years and scenarios to be evaluated during the PD&E Study and presented in the *PTAR* are as follows:

- Existing Year: 2019
- Opening Year (No-Build & Build): 2026
- Design Year (No-Build & Build): 2046

Section 3.0

OTHER ROADWAY IMPROVEMENTS

The following provides a list of key roadway capacity improvements planned/programmed in the study area:

Fiscal Year 2019 – 2023 FDOT Work Program

SR 31

- FPID 441942 - 1: SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road) - Widen 2-lanes to 4-lanes divided (PD&E FY 2018/19 – current study)
- FPID 428917 - 1: SR 78 to CR 78 - Widen 2-lanes to 4-lanes divided (PD&E FY 2018/19)
- FPID 428917 - 2: CR 78 to Cook Brown Road - Widen 2-lanes to 4-lanes divided (PD&E FY 2018/19)

SR 78

- FPID 444937 – 1: I-75 to SR 31 Capacity Study (PD&E FY 2018/19)

I-75

- FPID 442519 – 1: I-75 from SR 951 to SR 78 (PLN FY2018/19)
- FPID 442519 – 3: I-75 from Collier/Lee County Line to SR 78 (PD&E – FY 2018/19)
- FPID 442521-1: Interstate Program Manager – GEC (PD&E – FY 2018/19)

Lee County MPO 2040 Cost Affordable Long Range Transportation Plan (LRTP)

SR 31

- SR 78 to Charlotte County Line – Widen 2-lanes to 4-lanes (Construction 2021-2025)
- SR 80 to SR 78 – Replace Bridge 2 lanes to 4 lanes (PE/Construction – 2021-2025)

Section 4.0

DATA COLLECTION

4.1 Existing Roadway Characteristics

Existing roadway characteristics including functional classification, lane geometry, pedestrian accommodations, bicycle facilities, traffic control devices, access locations and spacing, and posted speed limits will be obtained and documented in the *Existing Conditions Technical Memorandum* and the *PTAR*.

4.2 Traffic Data

Traffic data and characteristics for the study area will be obtained from available sources [i.e., FDOT *Florida Transportation Information & Highway Data* (2017)] and traffic counts conducted by the Consultant. Vehicle classification counts will be conducted for seventy-two (72) hours and peak hour turning movement counts will be conducted for the AM and PM peak hours - 7:00 to 9:00 a.m. and from 4:00 to 6:00 p.m., respectively. Additionally, pedestrian, bicycle and truck information will also be collected at the study intersections during the AM and PM peak hour. Per agreement with FDOT District One during the staff hour negotiations and scoping effort for the PD&E Study, traffic counts will be conducted at the following locations:

72-Hour Bi-Directional Classification Machine Counts

- SR 80 – East of SR 31
- SR 80 – West of SR 31
- SR 31 – North of SR 80
- SR 31 – South of SR 80

Intersections

- SR 31 at SR 80
- SR 31 at Marina Drive

Additionally, queuing and travel time data required for the calibration of potential microsimulation analysis will be collected. All relevant traffic data collected for the project will be provided in an appendix to the *Existing Conditions Technical Memorandum* and the *PTAR*.

4.3 Crash Data

Available data for the most recent five-year period (2012-2016) will be obtained from FDOT (and local sources, if necessary). The data collected shall include the number and type of

crashes, crash locations, number of fatalities and injuries, and estimates of property damage and economic loss.

4.4 Transportation Plan Consistency

The latest adopted transportation plans available will be reviewed; a summary of the project's consistency status will be provided in the *PTAR*.

Section 5.0

EXISTING CONDITIONS ANALYSIS

5.1 TRAFFIC OPERATIONS ANALYSIS

Traffic operations analyses for the AM and PM peak hours will be conducted to document the levels of service within the study area for the Existing Year (2019). The existing conditions analysis will be performed using currently adopted procedures outlined in the 2016 Highway Capacity Manual (HCM) methodology module of SYNCHRO Version 10 software and will include the following major intersections and roadway segments in the study area:

Intersections

- SR 31 at SR 80
- SR 31 at Marina Drive

Roadway Segments

- SR 31 from SR 80 to Marina Drive

As mentioned in the scope, if the intersections experience oversaturated operational conditions, a micro-simulation analysis using SimTraffic or Vissm 11 will be performed. The microsimulation model will be calibrated based on the procedures outlined in the FDOT Traffic Analysis Handbook 2014. Furthermore, multimodal evaluation of pedestrian, bicycle and transit operations will be conducted based on the procedures outlined in Highway Capacity Manual. The results of the existing conditions analysis will be summarized in graphical and/or tabular format and presented in the *PTAR*.

5.2 CRASH DATA ANALYSIS

The study will include an evaluation of the most recent five years of crash records available (2012-2016) in the study area. The evaluation will identify safety deficiencies of the existing facility and propose improvements, as needed. The Consultant will perform safety analysis in accordance with Part 2, Chapter 2 of the PD&E Manual. Based on the information obtained from the crash data, Consultant will identify project safety needs associated with the existing and future conditions. The Highway Safety Manual (HSM) procedures will be utilized to estimate the safety performance of the Project alternatives.

Section 6.0

TRAVEL DEMAND FORECASTING

The Peak Season Weekday Average Daily Traffic (PSWADT) volumes for the No Build and Build Alternatives will be developed by the Department based on the 2040 LRTP Cost Feasible model. The Consultant will verify the reasonableness of the models using historic trends growth rates and population projection growth trends (BEER). The model will be reviewed to ensure that it accurately reflects the development characteristics of the study area and the timing of improvements to the surrounding roadway network. Model Output Conversion Factor (MOCF) obtained from the Florida Transportation Information & Highway Data (2017) will be utilized to develop future AADTs for the study roadways. Opening year (2026) DDHVs will be developed using the year 2026 PSWADT. The Consultant will use the AADTs and DDHVs developed by the Department for the intersection of SR 31 and SR 80 as part of the two ongoing PD&E studies along SR 31 (FPID# 428917-1: SR 31 from SR 78 to CR 78 and FPID# 428917-2: SR 31 from CR 78 to Cook Brown Road) as a starting point and make necessary changes based on the latest traffic counts collected in the field as part of this project to develop the Opening Year (2026) DDHVs and Design Year (2046) DDHVs.

Section 7.0

DESIGN TRAFFIC FACTORS & DEVELOPMENT OF DESIGN HOUR VOLUMES

7.1 DESIGN TRAFFIC FACTORS

The Design Hour Volumes (DHVs) and Directional Design Hour Volumes (DDHVs) for AM and PM peak hours will be derived from the existing and future year AADT volumes using the appropriate Design Hour Factor (K) and Directional Distribution Factor (D). These factors provide the ratio of the AADT that occurs during the design hour for the design year and the proportion of traffic traveling in the peak direction, respectively, and represent the amount of traffic demand that a roadway is typically designed to accommodate.

7.1.1 Design Hour Factor (K)

Based on information obtained from FDOT *Florida Transportation Information & Highway Data* (2017), a Standard K-Factor of **9.0 percent** will be used in development of the DHVs for the PD&E Study. This is the predominant K-Factor utilized in urbanized, transitioning to urbanized and urban areas and represents a typical weekday peak hour.

7.1.2 Directional Distribution Factor (D)

The D-Factor used in the analysis will be derived by considering historical traffic data and existing measured traffic characteristics from traffic counts. Portable traffic monitoring sites along SR 31 and SR 80 [available from FDOT *Florida Transportation Information & Highway Data* (2017)] will be used to determine the historical D values. The results from both methods will be evaluated and a recommended D-Factor will be presented to FDOT District One for review and approval prior to developing the DHVs/DDHVs.

7.1.3 Truck Factor (T)

The Truck Factors (T) to be used in the analysis will be derived by considering historical traffic data and existing measured traffic characteristics from traffic counts. Portable traffic monitoring sites along SR 31 and SR 80 [available from FDOT *Florida Transportation Information & Highway Data* (2017)] will be used to determine the historical daily truck factors (T_{24}). As outlined in the *FDOT Project Traffic Forecasting Handbook 2014* and based on the assumption that only half as many trucks travel on the roadway during the peak hour, the T-Factor(s) will be derived by dividing the daily truck factors by two. The results from both methods will be

evaluated and a recommended T-Factor will be presented to FDOT District One for review and approval prior to initiation of the traffic analysis for the **PTAR**.

7.2 Design Hour Volumes

The Consultant will use the DHVs and DDHVs developed by the Department for the intersection of SR 31 and SR 80 as part of the two ongoing PD&E studies along SR 31 (FPID# 428917-1: SR 31 from SR 78 to CR 78 and FPID# 428917-2: SR 31 from CR 78 to Cook Brown Road) as a starting point and make necessary changes based on the latest traffic counts collected in the field as part of this project to develop the DHVs and DDHVs for the AM and PM peak hours for the future years. For the off-peak direction, the reciprocal movements of the peak direction will be assumed. The DDHVs may be adjusted for one or more of the following reasons, if necessary:

- For consistency of volume flow between count locations;
- To obtain peak hour volumes that more closely represent the proposed K and D Factors;
- To balance the approach and departure volumes associated with adjacent intersections;
- To increase individual turning movement volumes that are estimated to be lower than actual measured volumes; and
- To reduce individual turning movement volumes which are estimated to be significantly higher than the actual measured volumes.

If adjustments are necessary, the K and D Factors will be maintained within acceptable ranges as specified in the *FDOT Project Traffic Forecasting Handbook 2014*.

Additional design traffic factors include:

- Peak Hour Factor (PHF): Actual PHF for existing conditions and 0.95 PHF for future conditions
- SR 31 and SR 80 Design Speed: Posted speed plus 5 miles per hour

The DHVs and DDHVs for all analysis years will be provided in graphical and/or tabular format and presented to FDOT District One for review and approval prior to initiation of the traffic analysis for the **PTAR**.

Section 8.0

SCREENING OF ALTERNATIVES

Utilizing the DDHVs developed for the SR 31/SR 80 intersection and the FDOT ICE Tool, the Consultant will develop 3 alternatives to be evaluated for the Build Alternative. Alternatives with the highest ranking will be considered for further operations analysis.

Section 9.0

FUTURE YEAR OPERATIONS ANALYSIS

Traffic operations analyses for the AM and PM peak hours will be conducted to document the projected levels of service within the study area for the Opening Year (2026) and Design Year (2046) Build and No-Build Alternatives. The future conditions analysis will be performed using currently adopted procedures outlined in the 2016 HCM methodology module of Synchro Version 10 software and will include the following major intersections and roadway segments in the study area:

Intersections

- SR 31 at SR 80
- SR 31 at Marina Drive

Roadway Segments

- SR 31 from SR 80 to Marina Drive

However, as mentioned in the scope, if the intersections experience oversaturated operational conditions, a micro-simulation analysis using SimTraffic or Vissim 11 will be performed to determine the future traffic operations. Additionally, if the intersections under considerations meet the requirement for a roundabout, operations analysis will be performed using Sidra 8 software. Multimodal evaluation of pedestrian, bicycle and transit operations will be conducted utilizing the procedures outlined in HCM.

A Level of Service (LOS) D standard will be used for SR 31 and SR 80 in the study area. Signalized intersections analyzed will also utilize the LOS D standard. Any improvements required to achieve the LOS standard will be analyzed in an iterative manner from the Opening Year (2026) to the Design Year (2046). The results of the future conditions analysis will be summarized in graphical and/or tabular format and presented in the *PTAR*.

Section 10.0

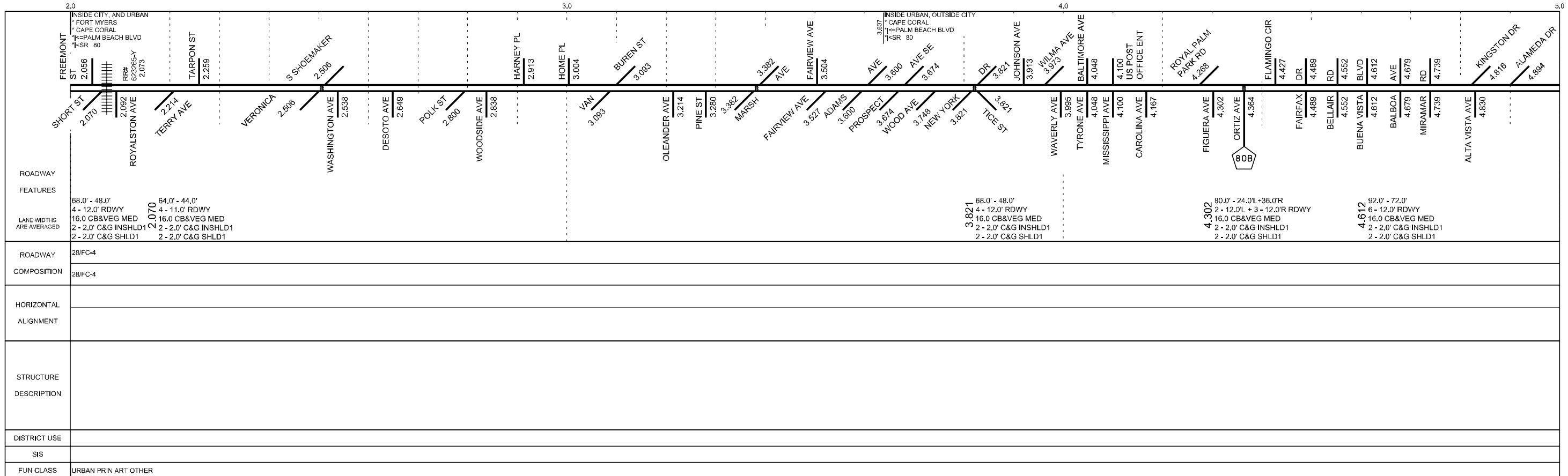
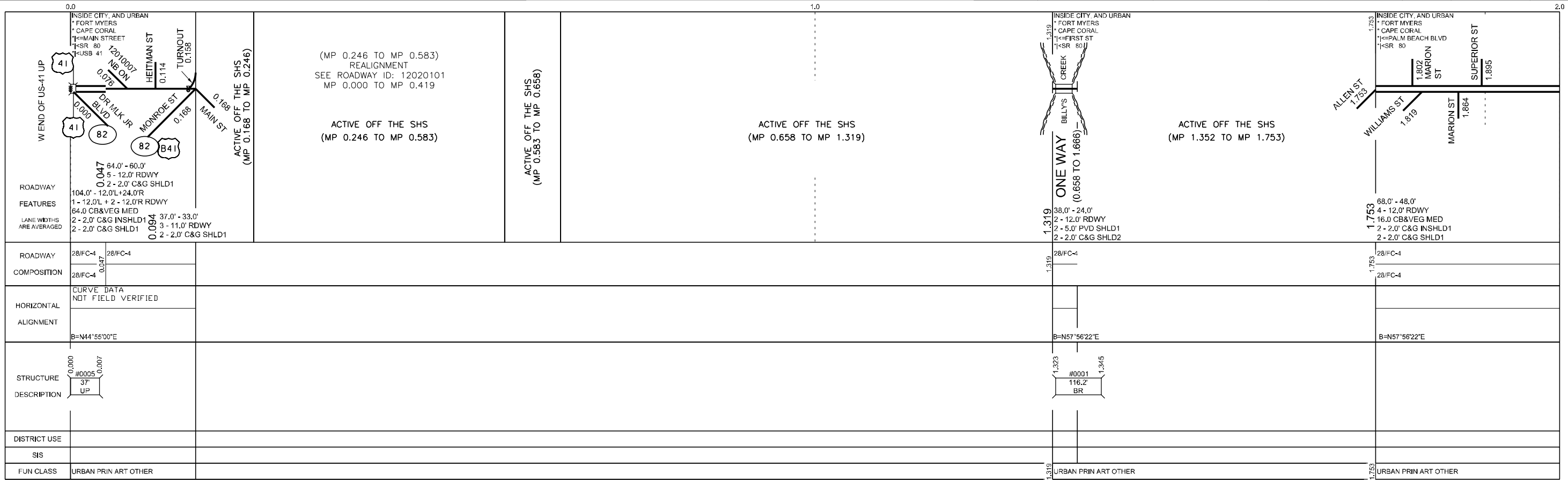
PROJECT TRAFFIC ANALYSIS REPORT (PTAR)

The Consultant will prepare PTAR to document the development of design traffic volumes and results of the traffic analysis for the No Build and Build alternatives analysis. The PTAR will also summarize the comparison of the operational and safety performance of all alternatives evaluated in detail and how they perform against each other.

Appendix B
Straight Line Diagrams (SLDs) and the relevant
Roadway Characteristics Inventory data

5 YR INV		SLD REV		BMP	EMP	INV	SLD REV	FLORIDA DEPARTMENT OF TRANSPORTATION STRAIGHT LINE DIAGRAM OF ROAD INVENTORY	SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
DATE	06/22/2017	07/27/2017		1.118	4.684	01/31/2018	02/02/2018		02		SR 31	LEE	01	12090000	1 OF 1
BY	FTE	FTE					(FP ID 436638-1)								
ROADWAY FEATURES															
LANE WIDTHS ARE AVERAGED	<p>68.0' - 24.0' 2 - 12.0' RDWY 12.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 12.0' LWN SHLD2</p> <p>0.254 58.0' - 24.0' 2 - 12.0' RDWY 2 - 5.0' PVD SHLD1 2 - 12.0' LWN SHLD2</p> <p>0.507 58.0' - 24.0' 2 - 12.0' RDWY 12.0 PVD MED 6.0' PVD SHLD1 - LT 5.0' PVD SHLD1 - RT 6.0' LWN SHLD2 - LT 5.0' LWN SHLD2 - RT</p> <p>0.682 65.0' - 24.0' 2 - 12.0' RDWY 12.0 PVD MED 12.0' LWN SHLD1 - LT 5.0' PVD SHLD1 - RT 12.0' LWN SHLD2 - RT</p> <p>0.869 39.0' - 24.0' 2 - 12.0' RDWY 8.0' PVD SHLD1 - LT 7.0' PVD SHLD1 - RT</p> <p>1.209 54.0' - 24.0' 2 - 12.0' RDWY 12.0 PVD MED 7.0' PVD SHLD1 - LT 6.0' PVD SHLD1 - RT 5.0' LWN SHLD2 - RT</p> <p>1.407 67.0' - 24.0' 2 - 12.0' RDWY 12.0 PVD MED 5.0' PVD SHLD1 - LT 6.0' PVD SHLD1 - RT 12.0' LWN SHLD2 - LT 8.0' LWN SHLD2 - RT</p> <p>1.640 70.0' - 24.0' 2 - 12.0' RDWY 6.0' PVD SHLD1 - LT 5.0' PVD SHLD1 - RT 2 - 5.0' PVD SHLD1 2 - 12.0' LWN SHLD2</p> <p>1.776 52.0' - 24.0' 2 - 12.0' RDWY 6.0' PVD SHLD1 - LT 5.0' PVD SHLD1 - RT 5.0' LWN SHLD2 - LT 12.0' LWN SHLD2 - RT</p>														
ROADWAY COMPOSITION	28/FC-4														
HORIZONTAL ALIGNMENT	<p>CURVE DATA NOT FIELD VERIFIED</p> <p>$\Delta=6^{\circ}49'30.00''$ $D=1^{\circ}00'00.00''$ $PC=1.171$ $PI=1.275$ $PT=1.379$</p> <p>$\Delta=10^{\circ}58'25.00''$ $D=1^{\circ}00'00.00''$</p> <p>B=N01°31'16"W</p> <p>B=N02°37'39"E</p>														
STRUCTURE DESCRIPTION	<p>0.221 2 - 36" X 86" CC</p> <p>0.970 #0064 781.4' BR</p> <p>1.425 1 - 24" X 96" CC</p> <p>1.494 1 - 24" X 100" CC</p>														
DISTRICT USE	EMERGING SIS CORRIDOR														
SIS	EMERGING SIS CORRIDOR														
FUN CLASS	URBAN MINOR ART														

ROADWAY FEATURES															
LANE WIDTHS ARE AVERAGED	<p>52.0' - 24.0' 2 - 12.0' RDWY 6.0' PVD SHLD1 - LT 5.0' PVD SHLD1 - RT 5.0' LWN SHLD2 - LT 12.0' LWN SHLD2 - RT</p> <p>2.469 60.0' - 24.0' 2 - 12.0' RDWY 12.0 PVD MED 2 - 5.0' PVD SHLD1 2 - 7.0' LWN SHLD2</p> <p>2.670 66.0' - 24.0' 2 - 12.0' RDWY 12.0 PVD MED 5.0' PVD SHLD1 - LT 6.0' PVD SHLD1 - RT 12.0' LWN SHLD2 - LT 12.0' LWN SHLD2 - RT</p> <p>2.880 55.0' - 24.0' 2 - 12.0' RDWY 2 - 6.0' PVD SHLD1 7.0' LWN SHLD2 - LT 12.0' LWN SHLD2 - RT</p> <p>4.185 50.0' - 24.0' 2 - 12.0' RDWY 2 - 5.0' PVD SHLD1 2 - 8.0' LWN SHLD2</p> <p>END MP: 4.684 NET ROADWAY ID LENGTH: 4.684</p>														
ROADWAY COMPOSITION	28/FC-4														
HORIZONTAL ALIGNMENT	<p>CURVE DATA NOT FIELD VERIFIED</p> <p>$PC=2.391$ $PI=2.481$ $PT=2.572$</p> <p>$\Delta=0^{\circ}48'00.00''$ $D=0^{\circ}05'00.00''$</p> <p>B=N03°28'39"E</p>														
STRUCTURE DESCRIPTION	<p>2.085 2 - 42" X 66" CC</p> <p>2.920 3 - 42" X 62" CC</p> <p>4.479 3 - 36" X 62" CC</p>														
DISTRICT USE	EMERGING SIS CORRIDOR														
SIS	EMERGING SIS CORRIDOR														
FUN CLASS	RURAL MINOR ART														

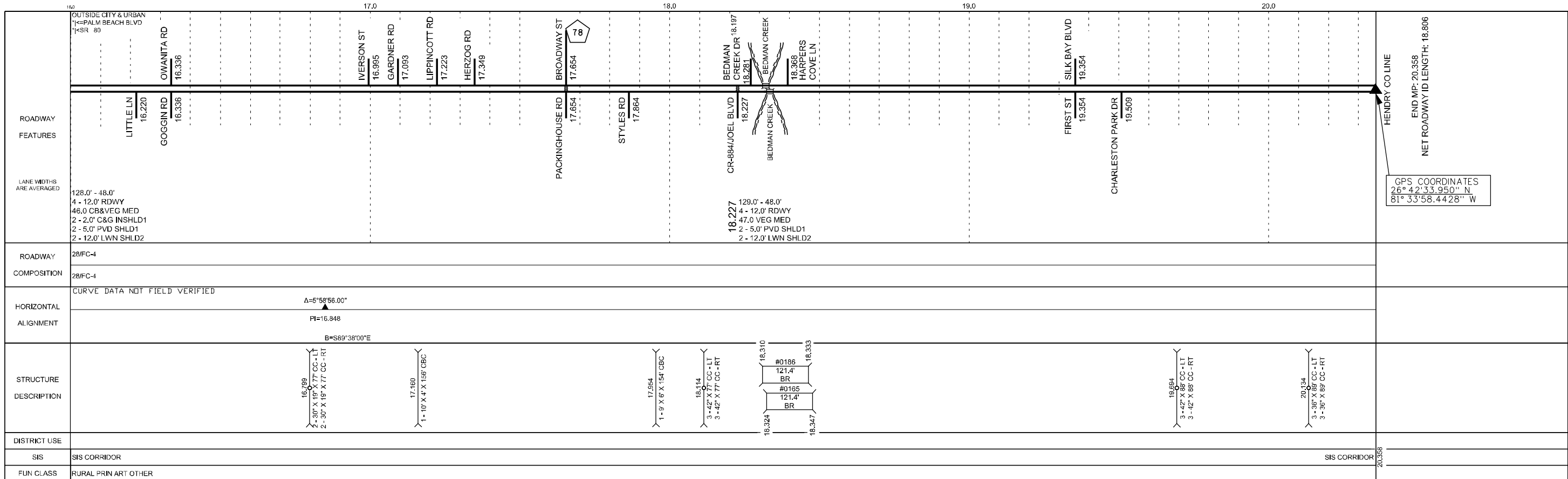
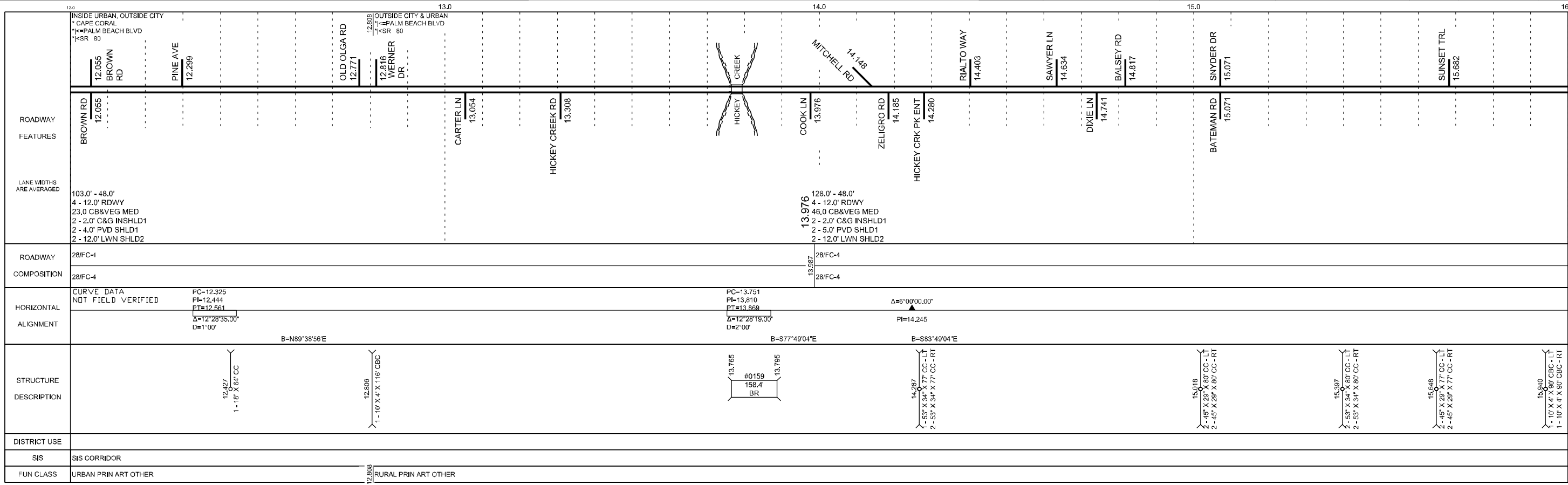


5 YR INV	SLD REV	BMP	EMP	INV	SLD REV	SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
DATE	03/01/2016	05/07/2016	0.000	0.168	12/5/18(C.DRAINS)	12	USB 41	SR 80	LEE	01	12020000	2 OF 3
BY	FTE	FTE	1.319	1.352	12/5/18(C.DRAINS)							
			1.753	20.358	12/5/18(C.DRAINS)							

ROADWAY	FEATURES	LANE WIDTHS ARE AVERAGED	ROADWAY COMPOSITION	HORIZONTAL ALIGNMENT	STRUCTURE DESCRIPTION	DISTRICT USE	SIS	FUN CLASS
28/FC-4	DIAMOND INTERCHANGE MORSE PLZ ORANGE RIVER BLVD SUNN-FUN MHP ENT LOUISE ST ORANGE RIVER ORANGE HARBOR MHP FPLENT GATE #4 FPLENT GATE #3 FPLENT GATE #1A & 2 MANATEE PARK ENT DIV OF FORESTRY ENT JOPPA LN DIV OF FORESTRY ENT DUSTY TRIAL DR VERANDAH BLVD	122.0' - 78.0' 6 - 13.0' RDWY 40.0 CB&VEG MED 2 - 2.0' C&G INSHLD1 2 - 2.0' C&G SHLD1 153.0' - 72.0' 6 - 12.0' RDWY 7.0 CB&VEG MED 2.0' C&G INSHLD1 - LT 2 - 2.0' C&G SHLD1 151.0' - 72.0' 6 - 12.0' RDWY 5.75.0 CB&VEG MED 2 - 2.0' C&G INSHLD1 2 - 2.0' C&G SHLD1 114.0' - 72.0' 6 - 12.0' RDWY 22.0 CB&VEG MED 2 - 2.0' C&G INSHLD1 2 - 4.0' PVD SHLD1 2 - 10.0' PVD SHLD1 126.0' - 72.0' 6 - 12.0' RDWY 22.0 CB&VEG MED 2 - 2.0' C&G INSHLD1 2 - 4.0' PVD SHLD1 2 - 12.0' LWN SHLD2 126.0' - 72.0' 6 - 12.0' RDWY 22.0 CB&VEG MED 2 - 2.0' C&G INSHLD1 2 - 4.0' PVD SHLD1 2 - 12.0' LWN SHLD2	28/FC-4	CURVE DATA NOT FIELD VERIFIED PC=6.971 PI=7.231 PT=7.489 Δ=13°39'42.00" D=0°30' B=N71°36'07"E	#0093 47.5' UP #0094 47.5' UP #0160 797.3' BR 6.177 6.946 2 - 120' X 160' CC	URBAN PRIN ART OTHER	SIS CORRIDOR	URBAN PRIN ART OTHER

ROADWAY	FEATURES	LANE WIDTHS ARE AVERAGED	ROADWAY COMPOSITION	HORIZONTAL ALIGNMENT	STRUCTURE DESCRIPTION	DISTRICT USE	SIS	FUN CLASS
28/FC-4	WEST RD LAKEVIEW DR DAVIS BLVD PARKVIEW DR PARKER AVE RIVER RIDGE BLVD W CYPRESS AVE E CYPRESS AVE LUPCOHALL AVE POINCIANA BLVD TROPIC AVE VERANDAH ENT WEBER BLVD MATANZAS DR CARTAGENA AVE OLD OLGA RD TURNOUT OLGA RD TURNOUT WINN DIXIE ENT WINN DIXIE ENT S OLGA DR RIVER HALL BLVD LINWOOD AVE	126.0' - 72.0' 6 - 12.0' RDWY 22.0 CB&VEG MED 2 - 2.0' C&G INSHLD1 2 - 4.0' PVD SHLD1 2 - 12.0' LWN SHLD2 110.0' - 36.0' L + 24.0' R 3 - 12.0' L + 2 - 12.0' R RDWY 18.0 TFSP MED 2 - 4.0' PVD SHLD1 2 - 12.0' LWN SHLD2 92.0' - 48.0' 4 - 12.0' RDWY 12.0 PVD MED 2 - 4.0' PVD SHLD1 2 - 12.0' LWN SHLD2	28/FC-4	CURVE DATA NOT FIELD VERIFIED PC=8.098 PI=8.137 PT=8.173 Δ=1°37'23.00" D=0°24' B=N69°58'44"E B=N77°10'21"E	8.401 2 - 38' X 116' CC 9.402 2 - 38' X 102' CC 10.507 2 - 30' X 114' CC 10.972 2 - 48' X 114' CC 11.394 3 - 42' X 112' CC 11.625 2 - 42' X 112' CC	URBAN PRIN ART OTHER	SIS CORRIDOR	URBAN PRIN ART OTHER

Study Intersection



FDOT Characteristics

Roadway Data as of December 2016

Roadway: 12090000

County: LEE

Gross Length: 4.684

Overall Status: 02 - ACTIVE ON THE SHS

Overall Description: SR-31

Managing District: 1

Geographic District: 1

State Road: SR 31

US Route:

Feature	Characteristic	Begin	End	Side	Value	Description	Measure	Date
251	90 DEGREES L. & 90 DEGREES R.	0	0	C	SR 80		ID	860114
251	BEG.RDWY.SECTION POINT DESC.	0	0	C	SR 80		ID	870320
322	CONTROLLER DESCRIPTION	0	0	C	SR 31 / ARCADIA RD		ID	90220
322	MAINTAINING AGENCY NAME	0	0	C	LEE		ID	80415
322	NON-COUNTED SIGNAL	0	0	C	2	INTERSECTION CONTROL SIGNAL	CD	870807
322	SIDE STREET NAME	0	0	C	SR 80 / PALM BEACH		ID	90220
322	SIGNAL CABINET ID NUMBER	0	0	C	330		ID	80506
322	TYPE OF CABLE CONNECTION	0	0	C	2	TWO POINT CONNECTION	CD	90220
322	TYPE OF SIGNAL STRUCTURE	0	0	C	3	CONCRETE STRAIN POLE	CD	90403
451	NO. STRIPES-SNGL WHITE OR YELL	0	0.063	L	3		EA	121108
120	TYPE OF ROAD	0	0.254	C	2	DIVIDED	CD	40204
212	NUMBER OF ROADWAY LANES	0	0.254	L	1		EA	40204
212	NUMBER OF ROADWAY LANES	0	0.254	R	1		EA	40204
212	PAVEMENT SURFACE WIDTH	0	0.254	L	12		FT	40204
212	PAVEMENT SURFACE WIDTH	0	0.254	R	12		FT	40204
214	HIGHWAY SHOULDER TYPE	0	0.254	L	1	PAVED	CD	40204
214	HIGHWAY SHOULDER TYPE	0	0.254	R	1	PAVED	CD	40204
214	HIGHWAY SHOULDER TYPE 2	0	0.254	L	3	LAWN	CD	40204
214	HIGHWAY SHOULDER TYPE 2	0	0.254	R	3	LAWN	CD	40204
214	HIGHWAY SHOULDER WIDTH	0	0.254	R	4		FT	120719
214	HIGHWAY SHOULDER WIDTH	0	0.254	L	4		FT	120719
214	HIGHWAY SHOULDER WIDTH 2	0	0.254	L	12		FT	120719
214	HIGHWAY SHOULDER WIDTH 2	0	0.254	R	12		FT	120719
215	HIGHWAY MEDIAN TYPE	0	0.254	C	10	PAVED/HATCHING AND GORES	CD	40204
215	HIGHWAY MEDIAN WIDTH	0	0.254	C	13		FT	40204
230	PAVEMENT CONDITION	0	0.254	L	3		EA	80408
230	PAVEMENT CONDITION	0	0.254	R	3		EA	80408
230	PAVEMENT INDEX	0	0.254	L	1	HIGH ASPHALT	CD	40204
230	PAVEMENT INDEX	0	0.254	R	1	HIGH ASPHALT	CD	40204
230	PAVEMENT SURFACE TYPE	0	0.254	L	28	SHEET ASPHALT,ASPH.CONC.,BIT.	CD	40204
230	PAVEMENT SURFACE TYPE	0	0.254	R	28	SHEET ASPHALT,ASPH.CONC.,BIT.	CD	40204
232	FRICTION COURSE	0	0.254	L	4	TYPE-4	CD	40204
232	FRICTION COURSE	0	0.254	R	4	TYPE-4	CD	40204
232	PAVEMENT SURFACE THICKNESS 1	0	0.254	L	3		IN	40204
232	PAVEMENT SURFACE THICKNESS 1	0	0.254	R	3		IN	40204
233	ROADWAY BASE THICKNESS	0	0.254	L	8		IN	160621
233	ROADWAY BASE THICKNESS	0	0.254	R	8		IN	160621
233	TYPE OF ROADWAY BASE MATERIAL	0	0.254	L	LR	LIMEROCK BASE	CD	160621
233	TYPE OF ROADWAY BASE MATERIAL	0	0.254	R	LR	LIMEROCK BASE	CD	160621
451	NO. STRIPES-DBL WHITE OR YELL	0	0.271	R	1		EA	121108
451	NO. STRIPES-SNGL WHITE OR YELL	0	0.271	R	1		EA	121108
313	DATE PARKING APPROVED	0	0.5	C	11773		DA	880425
313	TYPE OF ROADWAY PARKING	0	0.5	C	1	NO PARKING	CD	880425
221	COMPASS BEARING	0	0.787	C	N 1D31'16"W		DE	80408
242	CATCH BASINS	0	1	R	2		EA	121108
245	STORM SEWER RDSDE DITCH LENGTH	0	1	R	0.023		MI	121108
256	AV. WIDTH TRNOUT, PAVED, PIPE	0	1	R	121		FT	121108
256	AV. WIDTH TRNOUT,PAVED,NO PIPE	0	1	L	51		FT	121108
256	AV. WIDTH TRNOUT,PAVED,NO PIPE	0	1	R	63		FT	121108
256	AV. WIDTH TRNOUT,UNPAVE,PIPE	0	1	R	50		FT	121108
256	AV.WIDTH TRNOUT,UNPAVE,NO PIPE	0	1	L	37		FT	121108
256	AV.WIDTH TRNOUT,UNPAVE,NO PIPE	0	1	R	40		FT	121108
256	PAVED TURNOUTS WITH PIPE	0	1	R	1		EA	121108
256	PAVED TURNOUTS WITHOUT PIPE	0	1	R	1		EA	121108
256	PAVED TURNOUTS WITHOUT PIPE	0	1	L	3		EA	121108
256	UNPAVED TURNOUTS WITH PIPE	0	1	R	2		EA	121108
256	UNPAVED TURNOUTS WITHOUT PIPE	0	1	R	2		EA	121108
256	UNPAVED TURNOUTS WITHOUT PIPE	0	1	L	1		EA	121108
271	STANDARD GUARDRAIL LENGTH	0	1	L	0.175		MI	121108
271	STANDARD GUARDRAIL LENGTH	0	1	R	0.138		MI	121108
275	SEAWALL LENGTH	0	1	R	78		FT	121108
275	SEAWALL LENGTH	0	1	L	80		FT	121108
275	SLPE PAV AREA RIP-RAP	0	1	L	1222		SY	121108
275	SLPE PAV AREA RIP-RAP	0	1	R	1222		SY	121108
341	LUMINAIRES UNDER LOCAL AGRMNT	0	1	L	2		EA	140311
341	LUMINAIRES UNDER LOCAL AGRMNT	0	1	R	3		EA	140311
341	OWNER OF LOCAL LUMINARIES	0	1	L	LEE COUNTY		EA	140311
341	OWNER OF LOCAL LUMINARIES	0	1	R	LEE COUNTY		EA	140311
411	ROADSIDE MOWABLE AREA (LARGE)	0	1	L	2.5		AC	121108
411	ROADSIDE MOWABLE AREA (LARGE)	0	1	R	2.3		AC	121108
411	SLOPES MOWABLE AREA	0	1	R	0.6		AC	121108
411	SLOPES MOWABLE AREA	0	1	L	0.6		AC	121108
412	OBSTRUCTION SPRAYING AREA	0	1	L	0.01		AC	121108
412	OBSTRUCTION SPRAYING AREA	0	1	R	0.02		AC	121108
413	LANDSCAPE AREA	0	1	R	0.09		AC	141114
443	NO.GDE PST/HZRD MK DELINEATORS	0	1	R	4		EA	121108
443	NO.OF BRIDGE END DELINEATORS	0	1	R	2		EA	121108
443	NO.OF BRIDGE END DELINEATORS	0	1	L	3		EA	121108
452	CROSSHATCHING AREA	0	1	R	488		SF	121108
452	CROSSHATCHING AREA	0	1	L	922		SF	121108
452	NUMBER OF ARROWS	0	1	R	25		EA	121108
452	NUMBER OF ARROWS	0	1	L	8		EA	121108
452	RADIUS MARKING AREA	0	1	L	22		SF	121108
453	NUMBER OF 24 FT.CROSSWALKS	0	1	R	1		EA	121108
453	NUMBER OF 36 FT.CROSSWALKS	0	1	L	1		EA	121108
454	NUMBER OF 12 FT.STOP BARS	0	1	R	1		EA	121108
454	NUMBER OF 12 FT.STOP BARS	0	1	L	2		EA	121108
454	NUMBER OF 18 FT.STOP BARS	0	1	L	1		EA	121108
454	NUMBER OF 36 FT.STOP BARS	0	1	L	1		EA	121108
455	NUMBER OF RAISED PAVT.MARKERS	0	1	L	220		EA	121108

455	NUMBER OF RAISED PAVT.MARKERS	0	1	R	291		EA	121108
480	GROUND PANELS LESS THAN 30 FT.	0	1	R	19		EA	121108
480	GROUND PANELS LESS THAN 30 FT.	0	1	L	24		EA	121108
480	NO.OF GROUND SIGN POST < 30 SF	0	1	R	19		EA	121108
480	NO.OF GROUND SIGN POST < 30 SF	0	1	L	14		EA	121108
145	LOS STANDARD K FACTOR	0	1.407	C	9		EA	111121
330	COUNT STATION ASSIGNED TO BRK.	0	1.407	C	120030		ID	41002
330	TRAFFIC BREAK CODE	0	1.407	C	1	LOCATED WITHIN BREAK	CD	61212
331	AADT DATE	0	1.407	C	123116		DA	170425
331	AADT TYPE	0	1.407	C	2	FIN. EST. FROM GROWTH FACTOR	CD	170425
331	K FACTOR	0	1.407	C	9		EA	170425
331	RDWY SECTION AVG "D" FACTOR	0	1.407	C	57.7		EA	170425
331	SECTION AVERAGE ADT	0	1.407	C	11100		EA	170425
331	SECTION AVERAGE T FACTOR	0	1.407	C	12.5		EA	170425
121	FUNCTIONAL CLASSIFICATION	0	1.408	C	16	URBAN MINOR ART	CD	140605
124	HIGHWAY LOCATION CODE	0	1.408	C	3	INSIDE URBAN, OUTSIDE CITY	CD	140625
124	URBAN AREA NUMBER	0	1.408	C	293	CAPE CORAL	CD	140625
124	URBAN SIZE	0	1.408	C	5	METROPOLITAN	CD	140602
213	AUXILIARY LANE TYPE	0.013	0.099	L	4	TURNING (RIGHT)	CD	80408
213	AVERAGE AUXILIARY LANE WIDTH	0.013	0.099	L	12		FT	80408
213	NUMBER OF AUXILIARY LANES	0.013	0.099	L	1		EA	80408
213	AUXILIARY LANE TYPE	0.013	0.125	L	3	TURNING (LEFT)	CD	120719
213	AVERAGE AUXILIARY LANE WIDTH	0.013	0.125	L	12		FT	120719
213	NUMBER OF AUXILIARY LANES	0.013	0.125	L	1		EA	120719
251	135 DEGREES RIGHT	0.014	0	C		TURNOUT	ID	80408
326	TRAFFIC STATION NUMBER	0.03	0	C	120030		ID	50721
326	TRAFFIC STATION TYPE	0.03	0	C	R	ROADTUBE	CD	50721
451	NO. STRIPES-SNGL WHITE OR YELL	0.063	0.09	L	3		EA	121108
451	NO. STRIPES-DBL WHITE OR YELL	0.09	0.146	L	1		EA	121108
451	NO. STRIPES-SNGL WHITE OR YELL	0.09	0.146	L	2		EA	121108
451	NO. STRIPES-DBL WHITE OR YELL	0.146	0.223	L	1		EA	121108
451	NO. STRIPES-SNGL WHITE OR YELL	0.146	0.223	L	1		EA	121108
241	LENGTH OF CROSSDRAIN	0.218	0	C	88		FT	121112
241	NUMBER OF CROSSDRAIN PIPES	0.218	0	C	2		EA	121112
241	PIPE DIAMETER	0.218	0	C	36		IN	121112
241	TYPE OF PIPE	0.218	0	C	2	CONCRETE	CD	121112
451	NO. STRIPES-SNGL WHITE OR YELL	0.223	0.258	L	1		EA	121108
120	TYPE OF ROAD	0.254	0.507	C	0	NOT DIVIDED	CD	40204
212	NUMBER OF ROADWAY LANES	0.254	0.507	C	2		EA	40204
212	PAVEMENT SURFACE WIDTH	0.254	0.507	C	24		FT	40204
214	HIGHWAY SHOULDER TYPE	0.254	0.507	C	1	PAVED	CD	80408
214	HIGHWAY SHOULDER TYPE 2	0.254	0.507	C	3	LAWN	CD	80408
214	HIGHWAY SHOULDER WIDTH	0.254	0.507	C	5		FT	120719
214	HIGHWAY SHOULDER WIDTH 2	0.254	0.507	C	12		FT	120719
230	PAVEMENT CONDITION	0.254	0.507	C	3		EA	80408
230	PAVEMENT INDEX	0.254	0.507	C	1	HIGH ASPHALT	CD	80408
230	PAVEMENT SURFACE TYPE	0.254	0.507	C	28	SHEET ASPHALT,ASPH.CONC.,BIT.	CD	80408
232	FRICTION COURSE	0.254	0.507	C	4	TYPE-4	CD	80408
232	PAVEMENT SURFACE THICKNESS 1	0.254	0.507	C	3		IN	80408
233	ROADWAY BASE THICKNESS	0.254	0.507	C	8		IN	160621
233	TYPE OF ROADWAY BASE MATERIAL	0.254	0.507	C	LR	LIMEROCK BASE	CD	160621
118	AT GRADE TYPE -- FIRST OR LAST	0.254	0.97	C	L	LAST - NEW WAY	CD	101127
118	HPMS SAMPLE ID NUMBER	0.254	0.97	C	1.209E+11		ID	21021
118	NO. LANES PEAK DIR/PEAK HOUR	0.254	0.97	C	1		EA	21021
118	OTHR OR NO CONTROL AT-GR.INT.	0.254	0.97	C	1		EA	161101
118	PREVAILING TYPE OF SIGNALIZAT.	0.254	0.97	C	9	NONE	CD	161101
118	ROAD CAN BE WIDENED-NO OBSTACL	0.254	0.97	C	1	YES	CD	101127
118	TURN LANE LEFT	0.254	0.97	C	3	SINGLE LEFT TURN LANE/BAY	CD	161101
118	TURN LANE RIGHT	0.254	0.97	C	4	NO RIGHT TURN LANES/BAYS EXIST	CD	161101
118	TYPE OF PARKING (HPMS)	0.254	0.97	C	3	NO PARKING ALLOWED	CD	21021
118	WIDENING POTENTIAL LANES	0.254	0.97	C	9		EA	101127
119	SURFACE TYPE	0.254	0.97	C	2	ASPHALT CEMENT CONC BIT (ACC)	CD	131114
119	YEAR OF LAST IMPROVEMENT	0.254	0.97	C	2016		EA	161013
451	NO. STRIPES-SNGL WHITE OR YELL	0.258	0.358	L	2		EA	121108
451	NO. STRIPES-SKIP WHITE OR YELL	0.271	0.363	R	1		EA	121108
451	NO. STRIPES-SNGL WHITE OR YELL	0.271	0.363	R	1		EA	121108
451	NO. STRIPES-SNGL WHITE OR YELL	0.358	0.477	L	1		EA	121108
451	NO. STRIPES-SKIP WHITE OR YELL	0.363	0.492	R	1		EA	121108
451	NO. STRIPES-SNGL WHITE OR YELL	0.363	0.492	R	1		EA	121108
451	NO. STRIPES-DBL WHITE OR YELL	0.477	0.577	L	1		EA	121108
451	NO. STRIPES-SNGL WHITE OR YELL	0.477	0.577	L	1		EA	121108
451	NO. STRIPES-DBL WHITE OR YELL	0.492	0.611	R	1		EA	121108
451	NO. STRIPES-SNGL WHITE OR YELL	0.492	0.611	R	1		EA	121108
313	TYPE OF ROADWAY PARKING	0.5	0.875	C	0	HIGHWAY TYPE	CD	930521
214	HIGHWAY SHOULDER TYPE	0.507	1.195	L	1	PAVED	CD	120719
214	HIGHWAY SHOULDER TYPE 2	0.507	1.195	L	3	LAWN	CD	120719
214	HIGHWAY SHOULDER WIDTH	0.507	1.195	L	6		FT	120719
214	HIGHWAY SHOULDER WIDTH 2	0.507	1.195	L	6		FT	120719
214	HIGHWAY SHOULDER WIDTH 2	0.507	1.407	R	5		FT	120719
230	PAVEMENT CONDITION	0.507	1.407	R	3		EA	120719
230	PAVEMENT CONDITION	0.507	1.407	L	3		EA	120719
451	NO. STRIPES-SNGL WHITE OR YELL	0.577	0.662	L	1		EA	121108
421	NO.OF RDWY.DITCHES (EXCAVATOR)	0.578	0.753	L	1		EA	121108
213	AUXILIARY LANE TYPE	0.588	0.675	R	3	TURNING (LEFT)	CD	120719
213	AVERAGE AUXILIARY LANE WIDTH	0.588	0.675	R	12		FT	120719
213	NUMBER OF AUXILIARY LANES	0.588	0.675	R	1		EA	120719
451	NO. STRIPES-DBL WHITE OR YELL	0.611	0.674	R	1		EA	121108
451	NO. STRIPES-SNGL WHITE OR YELL	0.611	0.674	R	2		EA	121108
451	NO. STRIPES-DBL WHITE OR YELL	0.662	0.722	L	1		EA	121108
451	NO. STRIPES-SNGL WHITE OR YELL	0.662	0.722	L	2		EA	121108
451	NO. STRIPES-DBL WHITE OR YELL	0.674	0.75	R	1		EA	121108
451	NO. STRIPES-SNGL WHITE OR YELL	0.674	0.75	R	1		EA	121108
241	LENGTH OF CROSSDRAIN	0.682	0	C	72		FT	121108
241	NUMBER OF CROSSDRAIN PIPES	0.682	0	C	2		EA	121108
241	PIPE DIAMETER	0.682	0	C	36		IN	121108
241	TYPE OF PIPE	0.682	0	C	2	CONCRETE	CD	121108
251	90 DEGREES LEFT	0.682	0	C		W MARINA DR	ID	161109
213	AUXILIARY LANE TYPE	0.682	0.74	L	4	TURNING (RIGHT)	CD	80408
213	AVERAGE AUXILIARY LANE WIDTH	0.682	0.74	L	12		FT	80408
213	NUMBER OF AUXILIARY LANES	0.682	0.74	L	1		EA	80408
451	NO. STRIPES-SNGL WHITE OR YELL	0.722	0.801	L	2		EA	121108

213	AUXILIARY LANE TYPE	0.728	0.814	R	3	TURNING (LEFT)	CD	120719
213	AVERAGE AUXILIARY LANE WIDTH	0.728	0.814	R	12		FT	120719
213	NUMBER OF AUXILIARY LANES	0.728	0.814	R	1		EA	120719
451	NO. STRIPES-DBL WHITE OR YELL	0.75	0.813	R	1		EA	121108
451	NO. STRIPES-SNGL WHITE OR YELL	0.75	0.813	R	2		EA	121108
213	AUXILIARY LANE TYPE	0.755	0.813	L	4	TURNING (RIGHT)	CD	80408
213	AVERAGE AUXILIARY LANE WIDTH	0.755	0.813	L	12		FT	80408
213	NUMBER OF AUXILIARY LANES	0.755	0.813	L	1		EA	80408
221	HORIZONTAL CURVE CENTRAL ANGLE	0.787	0.917	C	6D49'30.00"		DE	403
221	HORIZONTAL DEGREE OF CURVE	0.787	0.917	C	1D00'00 00		DE	810730
221	HORIZONTAL PT. OF INTERSECTION	0.787	0.917	C	0.852		MI	810730
451	NO. STRIPES-DBL WHITE OR YELL	0.801	0.851	L	1		EA	121108
451	NO. STRIPES-SNGL WHITE OR YELL	0.801	0.851	L	1		EA	121108
451	NO. STRIPES-DBL WHITE OR YELL	0.813	1.299	R	1		EA	121108
451	NO. STRIPES-SNGL WHITE OR YELL	0.813	1.299	R	1		EA	121108
213	AUXILIARY LANE TYPE	0.826	0.849	L	4	TURNING (RIGHT)	CD	80408
213	AVERAGE AUXILIARY LANE WIDTH	0.826	0.849	L	12		FT	80408
213	NUMBER OF AUXILIARY LANES	0.826	0.849	L	1		EA	80408
451	NO. STRIPES-SNGL WHITE OR YELL	0.851	1.19	L	1		EA	121108
313	TYPE OF ROADWAY PARKING	0.875	1.212	C	1	NO PARKING	CD	930521
216	SIDEWALK BARRIER CODE	0.959	1.109	L	0	NO BARRIER	CD	140211
216	SIDEWALK WIDTH AND SEP.	0.959	1.109	L	4		FT	140211
258	BRIDGE NUMBER	0.97	1.118	C	120064		ID	110707
258	FACILITY CROSSED	0.97	1.118	C	CALOOSAHATCHEE RIVER		ID	900501
216	SIDEWALK BARRIER CODE	0.97	1.12	R	0	NO BARRIER	CD	140211
216	SIDEWALK WIDTH AND SEP.	0.97	1.12	R	4		FT	140211
221	HORIZONTAL CURVE CENTRAL ANGLE	1.171	1.379	C	10D58'25.00"		DE	403
221	HORIZONTAL DEGREE OF CURVE	1.171	1.379	C	1D00'00 00		DE	810730
221	HORIZONTAL PT. OF INTERSECTION	1.171	1.379	C	1.275		MI	810730
451	NO. STRIPES-DBL WHITE OR YELL	1.19	1.27	L	1		EA	121108
451	NO. STRIPES-SNGL WHITE OR YELL	1.19	1.27	L	1		EA	121108
214	HIGHWAY SHOULDER TYPE	1.195	1.407	L	1	PAVED	CD	120719
214	HIGHWAY SHOULDER WIDTH	1.195	1.407	L	7		FT	120719
451	NO. STRIPES-SNGL WHITE OR YELL	1.27	1.366	L	1		EA	121108
213	AUXILIARY LANE TYPE	1.273	1.399	R	3	TURNING (LEFT)	CD	120719
213	AVERAGE AUXILIARY LANE WIDTH	1.273	1.399	R	12		FT	120719
213	NUMBER OF AUXILIARY LANES	1.273	1.399	R	1		EA	120719
451	NO. STRIPES-DBL WHITE OR YELL	1.299	1.4	R	1		EA	121108
451	NO. STRIPES-SNGL WHITE OR YELL	1.299	1.4	R	2		EA	121108
213	AUXILIARY LANE TYPE	1.319	1.4	L	7	MERGING (OUTSIDE)	CD	40203
213	AVERAGE AUXILIARY LANE WIDTH	1.319	1.4	L	12		FT	40203
213	NUMBER OF AUXILIARY LANES	1.319	1.4	L	1		EA	40203
451	NO. STRIPES-SNGL WHITE OR YELL	1.366	1.393	L	2		EA	121108
326	TRAFFIC STATION NUMBER	1.377	0	C	129225		ID	50721
326	TRAFFIC STATION TYPE	1.377	0	C	I	INACTIVE	CD	50721
251	45 DEGREES LEFT	1.402	0	C	TURNOUT		ID	80722
251	90 DEGREES LEFT	1.407	0	C	BAYSHORE RD/SR 78		ID	901
322	CONTROLLER DESCRIPTION	1.407	0	C	SR 31 / ARCADIA RD		ID	90220
322	MAINTAINING AGENCY NAME	1.407	0	C	LEE		ID	80707
322	NON-COUNTED SIGNAL	1.407	0	C	2	INTERSECTION CONTROL SIGNAL	CD	80707
322	SIDE STREET NAME	1.407	0	C	SR 78 / BAYSHORE RD		ID	90220
322	SIGNAL CABINET ID NUMBER	1.407	0	C	365		ID	80707
322	TYPE OF SIGNAL STRUCTURE	1.407	0	C	1	MAST ARM	CD	90220
241	LENGTH OF CROSSDRAIN	1.42	0	C	96		FT	121108
241	NUMBER OF CROSSDRAIN PIPES	1.42	0	C	1		EA	121108
241	PIPE DIAMETER	1.42	0	C	18		IN	121108
241	TYPE OF PIPE	1.42	0	C	2	CONCRETE	CD	121108
326	TRAFFIC STATION NUMBER	1.437	0	C	129221		ID	50721
326	TRAFFIC STATION TYPE	1.437	0	C	I	INACTIVE	CD	50721
241	LENGTH OF CROSSDRAIN	1.492	0	C	92		FT	121108
241	NUMBER OF CROSSDRAIN PIPES	1.492	0	C	1		EA	121108
241	PIPE DIAMETER	1.492	0	C	30		IN	121108
241	TYPE OF PIPE	1.492	0	C	2	CONCRETE	CD	121108

FDOT Characteristics

Roadway Data as of December 2016

Roadway: 12020000
County: LEE

Managing District: 1
Geographic District: 1

Gross Length: 20.358

State Road: CR 80

Overall Status: 12 - ACTIVE WITH COMBINATION

US Route: USB 41

Overall Description: SR-80/BUS.US-41

Feature	Characteristic	Begin	End	Side	Value	Description	Measure	Date
216	SIDEWALK WIDTH AND SEP.	7.715	8.104	R	8		FT	151120
217	SIDEWALK WIDTH	7.716	8	R	8		FT	130311
451	NO. OF STRIPES-SKIP WHT W/BLK	7.775	7.94	R	2		EA	130311
451	NO. STRIPES-SINGL WHITE OR YELL	7.775	7.94	R	2		EA	130311
451	NO. OF STRIPES-SKIP WHT W/BLK	7.778	7.852	L	2		EA	130311
451	NO. STRIPES-SINGL WHITE OR YELL	7.778	7.852	L	3		EA	130311
213	AUXILIARY LANE TYPE	7.794	7.898	L	3	TURNING (LEFT)	CD	120402
213	AVERAGE AUXILIARY LANE WIDTH	7.794	7.898	L	12		FT	120402
213	NUMBER OF AUXILIARY LANES	7.794	7.898	L	1		EA	120402
451	NO. OF STRIPES-SKIP WHT W/BLK	7.852	8.226	L	2		EA	130311
451	NO. STRIPES-SINGL WHITE OR YELL	7.852	8.226	L	2		EA	130311
213	AUXILIARY LANE TYPE	7.905	8.012	R	4	TURNING (RIGHT)	CD	151120
213	AVERAGE AUXILIARY LANE WIDTH	7.905	8.012	R	12		FT	151120
213	NUMBER OF AUXILIARY LANES	7.905	8.012	R	1		EA	120402
216	BICYCLE SLOT	7.908	8.014	R	1	DESIGNATED	CD	151120
451	NO. OF STRIPES-SKIP WHT W/BLK	7.94	8.021	R	2		EA	130311
451	NO. STRIPES-SINGL WHITE OR YELL	7.94	8.021	R	4		EA	130311
217	SIDEWALK WIDTH	8	9	R	8		FT	130311
242	CATCH BASINS	8	9	L	11		EA	130311
242	CATCH BASINS	8	9	R	1		EA	130311
245	STORM SEWER RDSDE DITCH LENGTH	8	9	R	0.037		MI	130311
245	STORM SEWER RDSDE DITCH LENGTH	8	9	L	0.366		MI	130311
256	AV. WIDTH TRNOUT, PAVED, PIPE	8	9	L	260		FT	130311
256	AV. WIDTH TRNOUT, PAVED, PIPE	8	9	R	136		FT	130311
256	AV. WIDTH TRNOUT,PAVED,NO PIPE	8	9	L	55		FT	130311
256	AV. WIDTH TRNOUT,UNPAVE,PIPE	8	9	L	169		FT	130311
256	AV. WIDTH TRNOUT,UNPAVE,PIPE	8	9	R	92		FT	130311
256	PAVED TURNOUTS WITH PIPE	8	9	L	3		EA	130311
256	PAVED TURNOUTS WITH PIPE	8	9	R	5		EA	130311
256	PAVED TURNOUTS WITHOUT PIPE	8	9	L	9		EA	130311
256	UNPAVED TURNOUTS WITH PIPE	8	9	L	2		EA	130311
256	UNPAVED TURNOUTS WITH PIPE	8	9	R	3		EA	130311
271	MISC. GUARDRAIL LENGTH	8	9	R	0.004		MI	130311
341	LUMINAIRES UNDER LOCAL AGRMNT	8	9	L	12		EA	150211
341	LUMINAIRES UNDER LOCAL AGRMNT	8	9	R	15		EA	150211
341	OWNER OF LOCAL LUMINARIES	8	9	L	LEE COUNTY		EA	150211
341	OWNER OF LOCAL LUMINARIES	8	9	R	LEE COUNTY		EA	150211
411	INTERMEDIATE MACHINE MOWING	8	9	R	0.1		AC	130311
411	ROADSIDE MOWABLE AREA (LARGE)	8	9	L	3		AC	130311
411	ROADSIDE MOWABLE AREA (LARGE)	8	9	R	3		AC	130311
412	OBSTRUCTION SPRAYING AREA	8	9	R	0.01		AC	130311
412	OBSTRUCTION SPRAYING AREA	8	9	L	0.01		AC	130311
413	LANDSCAPE AREA	8	9	L	0.05		AC	141114
413	LANDSCAPE AREA	8	9	R	0.04		AC	141114
421	NO.OF RDWY.DITCHES (EXCAVATOR)	8	9	R	1		EA	130311
421	NO.OF RDWY.DITCHES (EXCAVATOR)	8	9	L	1		EA	130311
443	NO.GDE PST/HZRD MK DELINEATORS	8	9	L	14		EA	130311
443	NO.GDE PST/HZRD MK DELINEATORS	8	9	R	2		EA	130311
443	NO.OF BRIDGE END DELINEATORS	8	9	R	3		EA	130311
443	NO.OF BRIDGE END DELINEATORS	8	9	L	4		EA	130311
452	CROSSHATCHING AREA	8	9	R	480		SF	130311
452	CROSSHATCHING AREA	8	9	L	999		SF	130311
452	CURB MARKING AREA	8	9	R	24		SF	130311
452	CURB MARKING AREA	8	9	L	24		SF	130311
452	NUMBER OF ARROWS	8	9	R	28		EA	130311
452	NUMBER OF ARROWS	8	9	L	33		EA	130311
452	NUMBER OF LETTERS	8	9	R	20		EA	130311
453	NUMBER OF 24 FT.CROSSWALKS	8	9	L	1		EA	130311
453	NUMBER OF 24 FT.CROSSWALKS	8	9	R	1		EA	130311
453	NUMBER OF 48 FT.CROSSWALKS	8	9	L	4		EA	130311
453	NUMBER OF 48 FT.CROSSWALKS	8	9	R	3		EA	130311
453	NUMBER OF 60 FT.CROSSWALKS	8	9	R	2		EA	130311
454	NUMBER OF 12 FT.STOP BARS	8	9	R	2		EA	130311
454	NUMBER OF 12 FT.STOP BARS	8	9	L	2		EA	130311
454	NUMBER OF 18 FT.STOP BARS	8	9	L	1		EA	130311
454	NUMBER OF 18 FT.STOP BARS	8	9	R	1		EA	130311
454	NUMBER OF 24 FT.STOP BARS	8	9	L	1		EA	130311
454	NUMBER OF 24 FT.STOP BARS	8	9	R	2		EA	130311
454	NUMBER OF 36 FT.STOP BARS	8	9	L	1		EA	130311
454	NUMBER OF 36 FT.STOP BARS	8	9	R	1		EA	130311
454	NUMBER OF 48 FT.STOP BARS	8	9	L	2		EA	130311
454	NUMBER OF 48 FT.STOP BARS	8	9	R	2		EA	130311
455	NUMBER OF RAISED PAVT.MARKERS	8	9	L	447		EA	130311
455	NUMBER OF RAISED PAVT.MARKERS	8	9	R	500		EA	130311
480	GROUND PANELS LESS THAN 30 FT.	8	9	L	21		EA	130311
480	GROUND PANELS LESS THAN 30 FT.	8	9	R	36		EA	130311
480	NO.OF GROUND SIGN POST < 30 SF	8	9	L	14		EA	130311
480	NO.OF GROUND SIGN POST < 30 SF	8	9	R	28		EA	130311
451	NO. OF STRIPES-SKIP WHT W/BLK	8.021	8.103	R	2		EA	130311
451	NO. STRIPES-SINGL WHITE OR YELL	8.021	8.103	R	3		EA	130311
213	AUXILIARY LANE TYPE	8.022	8.094	R	4	TURNING (RIGHT)	CD	120402
213	AVERAGE AUXILIARY LANE WIDTH	8.022	8.094	R	12		FT	120402
213	NUMBER OF AUXILIARY LANES	8.022	8.094	R	1		EA	120402
213	AUXILIARY LANE TYPE	8.023	8.105	L	3	TURNING (LEFT)	CD	120402
213	AVERAGE AUXILIARY LANE WIDTH	8.023	8.105	L	12		FT	120402
213	NUMBER OF AUXILIARY LANES	8.023	8.105	L	1		EA	120402
221	HORIZONTAL CURVE CENTRAL ANGLE	8.098	8.173	C	1D37'23.00"		DE	60215
221	HORIZONTAL DEGREE OF CURVE	8.098	8.173	C	0D24'		DE	60215
221	HORIZONTAL PT. OF INTERSECTION	8.098	8.173	C	8.137		MI	60215
451	NO. OF STRIPES-SKIP WHT W/BLK	8.103	8.186	R	2		EA	130311
451	NO. STRIPES-SINGL WHITE OR YELL	8.103	8.186	R	2		EA	130311
216	SIDEWALK WIDTH AND SEP.	8.104	8.249	R	8		FT	151120
213	AUXILIARY LANE TYPE	8.139	8.227	R	3	TURNING (LEFT)	CD	120402
213	AVERAGE AUXILIARY LANE WIDTH	8.139	8.227	R	12		FT	120402
213	NUMBER OF AUXILIARY LANES	8.139	8.227	R	1		EA	120402

213	AUXILIARY LANE TYPE	8.142	8.224	R	4	TURNING (RIGHT)	CD	120402
213	AVERAGE AUXILIARY LANE WIDTH	8.142	8.224	R	12		FT	40302
213	NUMBER OF AUXILIARY LANES	8.142	8.224	R	1		EA	40302
221	COMPASS BEARING	8.173	8.51	C	N69D58'44'E		DE	60215
451	NO. STRIPES-SNGL WHITE OR YELL	8.186	8.236	R	6		EA	130311
451	NO. OF STRIPES-SKIP WHT W/BLK	8.226	8.318	L	1		EA	130311
451	NO. STRIPES-SNGL WHITE OR YELL	8.226	8.318	L	4		EA	130311
451	NO. OF STRIPES-SKIP WHT W/BLK	8.236	8.372	R	2		EA	130311
451	NO. STRIPES-SNGL WHITE OR YELL	8.236	8.372	R	2		EA	130311
145	LOS STANDARD K FACTOR	8.249	8.26	C	9		EA	111121
212	PAVEMENT SURFACE WIDTH	8.249	8.365	R	24		FT	120402
215	HIGHWAY MEDIAN TYPE	8.249	8.365	C	2	RAISED TRAFFIC SEPARATOR	CD	120402
215	HIGHWAY MEDIAN WIDTH	8.249	8.365	C	18		FT	120402
213	AUXILIARY LANE TYPE	8.256	8.438	R	7	MERGING (OUTSIDE)	CD	40302
213	AVERAGE AUXILIARY LANE WIDTH	8.256	8.438	R	12		FT	40302
213	NUMBER OF AUXILIARY LANES	8.256	8.438	R	1		EA	40302
213	AUXILIARY LANE TYPE	8.259	8.365	L	3	TURNING (LEFT)	CD	120402
213	AVERAGE AUXILIARY LANE WIDTH	8.259	8.365	L	12		FT	120402
213	NUMBER OF AUXILIARY LANES	8.259	8.365	L	1		EA	120402
213	AUXILIARY LANE TYPE	8.266	8.354	L	4	TURNING (RIGHT)	CD	40302
213	AVERAGE AUXILIARY LANE WIDTH	8.266	8.354	L	12		FT	40302
213	NUMBER OF AUXILIARY LANES	8.266	8.354	L	1		EA	40302
216	SIDEWALK WIDTH AND SEP.	8.274	9.084	R	8		FT	151120
451	NO. OF STRIPES-SKIP WHT W/BLK	8.318	8.358	L	1		EA	130311
451	NO. STRIPES-DBL WHITE OR YELL	8.318	8.358	L	1		EA	130311
451	NO. STRIPES-SNGL WHITE OR YELL	8.318	8.358	L	1		EA	130311
451	NO. OF STRIPES-SKIP WHT W/BLK	8.358	8.657	L	1		EA	130311
451	NO. STRIPES-SKIP WHITE OR YELL	8.358	8.657	L	1		EA	130311
451	NO. STRIPES-SNGL WHITE OR YELL	8.358	8.657	L	2		EA	130311
212	PAVEMENT SURFACE WIDTH	8.365	9.084	L	26		FT	120402
212	PAVEMENT SURFACE WIDTH	8.365	9.084	R	26		FT	120402
215	HIGHWAY MEDIAN WIDTH	8.365	9.084	C	10		FT	120402
451	NO. OF STRIPES-SKIP WHT W/BLK	8.372	8.402	R	1		EA	130311
451	NO. STRIPES-DBL WHITE OR YELL	8.372	8.402	R	1		EA	130311
451	NO. STRIPES-SNGL WHITE OR YELL	8.372	8.402	R	1		EA	130311
451	NO. OF STRIPES-SKIP WHT W/BLK	8.402	8.703	R	1		EA	130311
451	NO. STRIPES-SKIP WHITE OR YELL	8.402	8.703	R	1		EA	130311
451	NO. STRIPES-SNGL WHITE OR YELL	8.402	8.703	R	2		EA	130311
451	NO. OF STRIPES-SKIP WHT W/BLK	8.657	8.702	L	1		EA	130311
451	NO. STRIPES-SNGL WHITE OR YELL	8.657	8.702	L	1		EA	130311
451	NO. STRIPES-SNGL WHITE OR YELL	8.702	8.737	L	3		EA	130311
451	NO. STRIPES-DBL WHITE OR YELL	8.703	8.77	R	1		EA	130311
451	NO. STRIPES-SNGL WHITE OR YELL	8.703	8.77	R	2		EA	130311
451	NO. OF STRIPES-SKIP WHT W/BLK	8.737	8.784	L	1		EA	130311
451	NO. STRIPES-SNGL WHITE OR YELL	8.737	8.784	L	1		EA	130311
213	AUXILIARY LANE TYPE	8.748	8.799	R	4	TURNING (RIGHT)	CD	120402
213	AVERAGE AUXILIARY LANE WIDTH	8.748	8.799	R	12		FT	120402
213	NUMBER OF AUXILIARY LANES	8.748	8.799	R	1		EA	120402
213	AUXILIARY LANE TYPE	8.752	8.879	L	3	TURNING (LEFT)	CD	151120
213	AVERAGE AUXILIARY LANE WIDTH	8.752	8.879	L	12		FT	40302
213	NUMBER OF AUXILIARY LANES	8.752	8.879	L	1		EA	40302
217	SIDEWALK WIDTH	8.754	8.796	L	5		FT	130311
213	AUXILIARY LANE TYPE	8.763	8.802	R	3	TURNING (LEFT)	CD	151120
213	AVERAGE AUXILIARY LANE WIDTH	8.763	8.802	R	12		FT	120402
213	NUMBER OF AUXILIARY LANES	8.763	8.802	R	1		EA	120402
451	NO. STRIPES-DBL WHITE OR YELL	8.77	8.808	R	1		EA	130311
451	NO. STRIPES-SNGL WHITE OR YELL	8.77	8.808	R	4		EA	130311
213	AUXILIARY LANE TYPE	8.771	8.812	L	4	TURNING (RIGHT)	CD	151120
213	AVERAGE AUXILIARY LANE WIDTH	8.771	8.812	L	12		FT	151120
213	NUMBER OF AUXILIARY LANES	8.771	8.812	L	1		EA	151120
451	NO. STRIPES-SNGL WHITE OR YELL	8.784	8.84	L	4		EA	130311
451	NO. OF STRIPES-SKIP WHT W/BLK	8.808	8.911	R	1		EA	130311
451	NO. STRIPES-DBL WHITE OR YELL	8.808	8.911	R	1		EA	130311
451	NO. STRIPES-SNGL WHITE OR YELL	8.808	8.911	R	1		EA	130311
213	AUXILIARY LANE TYPE	8.825	8.883	L	4	TURNING (RIGHT)	CD	120402
213	AVERAGE AUXILIARY LANE WIDTH	8.825	8.883	L	12		FT	70411
213	NUMBER OF AUXILIARY LANES	8.825	8.883	L	1		EA	70411
213	AUXILIARY LANE TYPE	8.827	8.902	L	3	TURNING (LEFT)	CD	151120
213	AVERAGE AUXILIARY LANE WIDTH	8.827	8.902	L	12		FT	151120
213	NUMBER OF AUXILIARY LANES	8.827	8.902	L	1		EA	151120
451	NO. OF STRIPES-SKIP WHT W/BLK	8.84	9.91	L	1		EA	130311
451	NO. STRIPES-SKIP WHITE OR YELL	8.84	9.91	L	1		EA	130311
451	NO. STRIPES-SNGL WHITE OR YELL	8.84	9.91	L	2		EA	130311
451	NO. OF STRIPES-SKIP WHT W/BLK	8.911	9.091	R	1		EA	130311
451	NO. STRIPES-SKIP WHITE OR YELL	8.911	9.091	R	1		EA	130311
451	NO. STRIPES-SNGL WHITE OR YELL	8.911	9.091	R	2		EA	130311
217	SIDEWALK WIDTH	9	9.094	R	8		FT	130311
242	CATCH BASINS	9	10	L	6		EA	130311
242	CATCH BASINS	9	10	R	1		EA	130311
245	STORM SEWER RDSDE DITCH LENGTH	9	10	L	0.218		MI	130311
245	STORM SEWER RDSDE DITCH LENGTH	9	10	R	0.07		MI	130311
256	AV. WIDTH TRNOUT, PAVED, PIPE	9	10	L	88		FT	130311
256	AV. WIDTH TRNOUT, PAVED, PIPE	9	10	R	61		FT	130311
256	AV. WIDTH TRNOUT,PAVED,NO PIPE	9	10	R	82		FT	130311
256	AV. WIDTH TRNOUT,PAVED,NO PIPE	9	10	L	78		FT	130311
256	AV. WIDTH TRNOUT,UNPAVE,PIPE	9	10	L	74		FT	130311
256	AV. WIDTH TRNOUT,UNPAVE,PIPE	9	10	R	127		FT	130311
256	PAVED TURNOUTS WITH PIPE	9	10	L	4		EA	130311
256	PAVED TURNOUTS WITH PIPE	9	10	R	5		EA	130311
256	PAVED TURNOUTS WITHOUT PIPE	9	10	L	9		EA	130311
256	PAVED TURNOUTS WITHOUT PIPE	9	10	R	2		EA	130311
256	UNPAVED TURNOUTS WITH PIPE	9	10	L	1		EA	130311
256	UNPAVED TURNOUTS WITH PIPE	9	10	R	1		EA	130311
341	LUMINAIRES UNDER LOCAL AGRMNT	9	10	L	12		EA	150211
341	LUMINAIRES UNDER LOCAL AGRMNT	9	10	R	12		EA	150211
341	OWNER OF LOCAL LUMINARIES	9	10	L	LEE COUNTY		EA	150211
341	OWNER OF LOCAL LUMINARIES	9	10	R	LEE COUNTY		EA	150211
411	ROADSIDE MOWABLE AREA (LARGE)	9	10	L	3		AC	130311
411	ROADSIDE MOWABLE AREA (LARGE)	9	10	R	3		AC	130311
412	HAND CUT AREA	9	10	L	1.07		AC	150306
412	OBSTRUCTION SPRAYING AREA	9	10	R	0.01		AC	130311
412	OBSTRUCTION SPRAYING AREA	9	10	L	0.01		AC	130311
413	LANDSCAPE AREA	9	10	L	0.02		AC	141114
413	LANDSCAPE AREA	9	10	R	0.08		AC	141114
421	NO.OF RDWY.DITCHES (EXCAVATOR)	9	10	L	1		EA	130311

421	NO.OF RDWY.DITCHES (EXCAVATOR)	9	10	R	1		EA	130311
443	NO.GDE PST/HZRD MK DELINEATORS	9	10	L	8		EA	130311
443	NO.OF BRIDGE END DELINEATORS	9	10	L	8		EA	130311
443	NO.OF BRIDGE END DELINEATORS	9	10	R	3		EA	130311
452	CROSSHATCHING AREA	9	10	R	30		SF	130311
452	NUMBER OF ARROWS	9	10	L	16		EA	130311
452	NUMBER OF ARROWS	9	10	R	23		EA	130311
453	NUMBER OF 48 FT.CROSSWALKS	9	10	R	3		EA	130311
453	NUMBER OF 48 FT.CROSSWALKS	9	10	L	3		EA	130311
454	NUMBER OF 12 FT.STOP BARS	9	10	L	4		EA	130311
454	NUMBER OF 18 FT.STOP BARS	9	10	L	2		EA	130311
454	NUMBER OF 24 FT.STOP BARS	9	10	L	1		EA	130311
454	NUMBER OF 24 FT.STOP BARS	9	10	R	1		EA	130311
454	NUMBER OF 36 FT.STOP BARS	9	10	R	1		EA	130311
454	NUMBER OF 48 FT.STOP BARS	9	10	L	1		EA	130311
454	NUMBER OF 48 FT.STOP BARS	9	10	R	1		EA	130311
455	NUMBER OF RAISED PAVT.MARKERS	9	10	R	452		EA	130311
455	NUMBER OF RAISED PAVT.MARKERS	9	10	L	399		EA	130311
480	GROUND PANELS LESS THAN 30 FT.	9	10	L	4		EA	130311
480	GROUND PANELS LESS THAN 30 FT.	9	10	R	8		EA	130311
480	NO.OF GROUND SIGN POST < 30 SF	9	10	R	9		EA	130311
480	NO.OF GROUND SIGN POST < 30 SF	9	10	L	4		EA	130311
213	AUXILIARY LANE TYPE	9.066	9.11	R	4	TURNING (RIGHT)	CD	151120
213	AVERAGE AUXILIARY LANE WIDTH	9.066	9.11	R	12		FT	151120
213	NUMBER OF AUXILIARY LANES	9.066	9.11	R	1		EA	120402
216	BICYCLE SLOT	9.067	9.111	R	1	DESIGNATED	CD	140211
451	NO. OF STRIPES-SKIP WHT W/BLK	9.091	9.128	R	1		EA	130311
451	NO. STRIPES-SKIP WHITE OR YELL	9.091	9.128	R	1		EA	130311
451	NO. STRIPES-SNGL WHITE OR YELL	9.091	9.128	R	4		EA	130311
451	NO. OF STRIPES-SKIP WHT W/BLK	9.128	9.324	R	1		EA	130311
451	NO. STRIPES-SKIP WHITE OR YELL	9.128	9.324	R	1		EA	130311
451	NO. STRIPES-SNGL WHITE OR YELL	9.128	9.324	R	2		EA	130311
213	AUXILIARY LANE TYPE	9.289	9.362	R	4	TURNING (RIGHT)	CD	40302
213	AVERAGE AUXILIARY LANE WIDTH	9.289	9.362	R	12		FT	40302
213	NUMBER OF AUXILIARY LANES	9.289	9.362	R	1		EA	40302
451	NO. OF STRIPES-SKIP WHT W/BLK	9.324	9.375	R	1		EA	130311
451	NO. STRIPES-SKIP WHITE OR YELL	9.324	9.375	R	1		EA	130311
451	NO. STRIPES-SNGL WHITE OR YELL	9.324	9.375	R	3		EA	130311
451	NO. OF STRIPES-SKIP WHT W/BLK	9.375	9.924	R	1		EA	130311
451	NO. STRIPES-SKIP WHITE OR YELL	9.375	9.924	R	1		EA	130311
451	NO. STRIPES-SNGL WHITE OR YELL	9.375	9.924	R	2		EA	130311
216	SIDEWALK BARRIER CODE	9.541	9.609	L	4	GRDRAIL/TRAF RAIL BARR/SWALE	CD	151120
216	SIDEWALK WIDTH AND SEP.	9.541	9.609	L	5		FT	151120
217	SIDEWALK WIDTH	9.546	9.605	L	5		FT	130311
217	SIDEWALK WIDTH	9.552	10	R	6		FT	130311
213	AUXILIARY LANE TYPE	9.881	9.955	R	4	TURNING (RIGHT)	CD	120402
213	AVERAGE AUXILIARY LANE WIDTH	9.881	9.955	R	12		FT	120402
213	NUMBER OF AUXILIARY LANES	9.881	9.955	R	1		EA	120402
451	NO. OF STRIPES-SKIP WHT W/BLK	9.91	9.955	L	1		EA	130311
451	NO. STRIPES-SNGL WHITE OR YELL	9.91	9.955	L	1		EA	130311
451	NO. OF STRIPES-SKIP WHT W/BLK	9.924	9.969	R	1		EA	130311
451	NO. STRIPES-SKIP WHITE OR YELL	9.924	9.969	R	1		EA	130311
451	NO. STRIPES-SNGL WHITE OR YELL	9.924	9.969	R	4		EA	130311
451	NO. STRIPES-SNGL WHITE OR YELL	9.955	9.991	L	4		EA	130311

Appendix C
Traffic Count Data

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
 Classification Motorcycles

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
12:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
6:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
9:45 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	1	0	0	2	0	0	0	0	1	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	0
11:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	5	2	0
11:30 AM	1	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	2	0	2	2	0	0	0	0	0	0	0	1	1	0
12:00 PM	0	0	1	0	0	5	0	0	0	0	0	0	0	2	0	0
12:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0
12:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	4	0
12:45 PM	0	0	2	0	2	0	0	0	1	0	0	0	0	1	0	0
1:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0
1:30 PM	2	0	5	0	0	1	0	0	0	0	0	0	0	1	1	0
1:45 PM	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	2	0	0

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
 Classification Motorcycles

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
5:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:45 AM	0	0	0	0	8	3	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	2	0	0	0	0	0	1	0	1	0	1	0
11:15 AM	0	0	1	0	2	0	0	0	0	0	1	0	1	0	0	0
11:30 AM	0	0	0	0	1	3	0	0	0	0	0	0	0	0	1	0
11:45 AM	0	13	0	0	2	0	0	0	0	0	0	0	0	0	1	0
12:00 PM	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0
12:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
1:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0
1:15 PM	0	0	2	0	0	1	0	0	0	0	10	0	0	1	0	1
1:30 PM	1	0	0	0	0	5	1	0	0	2	0	0	0	0	2	0
1:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
2:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0
2:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0
2:30 PM	1	0	1	0	0	1	0	0	0	1	0	0	0	2	0	0
2:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	1	1	0	0
3:00 PM	0	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	1	0	0	0	2	0	0	0	0	1	0	0	1	0	0
3:30 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0
3:45 PM	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0
4:00 PM	0	0	2	0	0	3	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0
5:30 PM	0	0	0	0	0	3	0	0	1	0	0	0	0	1	0	0
5:45 PM	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0
6:00 PM	2	0	0	0	0	2	1	0	0	0	0	0	1	1	0	0
6:15 PM	0	0	1	0	1	0	0	0	3	1	0	0	0	0	0	0
6:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
 Classification Motorcycles

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound				
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
 Classification Cars & Light Goods

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
12:00 AM	4	0	3	0	4	11	1	0	1	0	0	0	0	24	3	0
12:15 AM	4	0	7	0	2	11	0	0	0	0	0	0	2	21	3	0
12:30 AM	6	0	7	0	3	13	1	0	3	1	0	0	2	15	1	0
12:45 AM	4	0	4	0	1	6	0	0	1	0	1	0	1	16	1	0
1:00 AM	2	0	1	0	2	4	0	0	1	2	0	0	3	12	0	0
1:15 AM	1	0	1	0	0	3	1	0	0	0	1	0	0	15	0	0
1:30 AM	2	1	1	0	3	5	1	0	1	0	0	0	1	7	1	0
1:45 AM	5	0	0	0	1	8	0	0	1	1	0	0	1	6	3	1
2:00 AM	6	0	1	0	0	8	1	0	0	0	1	0	2	6	2	0
2:15 AM	1	0	1	0	0	9	0	0	0	1	0	0	0	18	1	0
2:30 AM	0	0	1	0	1	11	2	0	3	0	0	0	1	7	2	0
2:45 AM	3	1	0	0	1	6	0	0	2	1	0	0	1	7	0	0
3:00 AM	0	0	0	0	0	10	1	0	0	1	0	0	0	7	0	0
3:15 AM	2	1	1	0	0	11	0	0	0	1	0	0	0	4	1	0
3:30 AM	0	1	2	0	4	21	3	0	0	1	1	0	0	11	1	0
3:45 AM	3	1	2	0	4	19	2	0	1	0	0	1	0	6	1	0
4:00 AM	3	2	0	0	4	24	3	0	1	2	2	0	0	12	1	0
4:15 AM	3	2	1	0	1	49	3	0	0	1	2	0	0	13	1	1
4:30 AM	3	0	4	0	8	58	2	0	0	0	2	0	1	18	3	0
4:45 AM	6	1	6	0	5	62	1	0	0	1	0	0	1	13	5	0
5:00 AM	7	0	8	0	5	88	6	0	0	1	2	0	0	30	3	0
5:15 AM	9	2	10	0	13	122	3	0	1	2	1	0	1	32	13	0
5:30 AM	13	6	14	0	21	173	12	0	2	2	3	0	0	38	11	0
5:45 AM	11	4	18	0	29	256	13	0	0	3	9	0	1	57	2	0
6:00 AM	22	4	35	0	43	363	7	0	2	4	6	0	8	66	13	0
6:15 AM	34	5	37	0	59	449	10	0	3	2	10	0	4	105	16	0
6:30 AM	54	3	68	0	59	447	12	0	1	3	22	0	13	149	20	0
6:45 AM	32	7	43	0	56	385	11	0	16	8	8	0	7	137	19	0
7:00 AM	38	7	41	0	78	448	12	0	5	4	20	0	7	127	15	0
7:15 AM	69	8	45	0	72	443	18	0	10	9	13	0	11	131	26	0
7:30 AM	52	3	47	0	63	444	14	0	11	12	20	0	6	127	35	0
7:45 AM	46	5	40	0	82	371	24	0	19	4	15	0	5	137	28	0
8:00 AM	61	10	70	0	40	327	11	0	10	5	20	0	12	121	21	0
8:15 AM	49	13	50	0	62	365	21	1	21	3	9	0	9	175	23	0
8:30 AM	43	5	59	0	44	304	15	0	6	5	20	0	5	153	26	0
8:45 AM	35	9	42	0	54	308	24	1	12	6	21	0	7	147	30	0
9:00 AM	34	4	26	0	46	229	34	0	22	6	17	1	8	134	32	2
9:15 AM	34	4	37	0	39	257	27	0	22	7	17	0	5	133	24	4
9:30 AM	43	9	48	0	33	239	37	0	21	6	24	0	8	149	40	3
9:45 AM	36	8	32	0	41	244	32	0	20	11	19	0	14	144	28	2
10:00 AM	33	9	48	0	42	203	31	0	24	10	28	0	6	129	33	1
10:15 AM	27	8	20	0	29	230	32	1	26	9	22	0	8	157	32	1
10:30 AM	34	13	46	0	41	176	27	0	27	8	23	0	8	158	31	0
10:45 AM	37	12	29	0	46	215	38	0	24	12	24	0	10	180	34	0
11:00 AM	41	15	33	0	49	172	30	1	27	12	23	0	11	164	31	3
11:15 AM	39	11	32	0	44	211	32	0	20	10	22	0	6	196	32	4
11:30 AM	31	6	26	0	45	200	35	0	36	10	30	0	12	185	45	5
11:45 AM	49	7	35	0	50	218	28	1	34	10	23	0	13	194	39	2
12:00 PM	41	13	38	0	35	172	40	0	36	11	35	0	11	181	52	7
12:15 PM	36	18	45	0	41	240	32	0	48	11	30	0	13	201	40	4
12:30 PM	41	15	54	0	41	157	31	0	29	11	38	0	6	181	29	9
12:45 PM	39	17	35	0	41	200	35	0	34	18	30	0	16	181	40	1
1:00 PM	30	12	45	0	45	162	28	0	43	14	36	0	9	169	38	1
1:15 PM	42	12	52	0	38	188	19	0	29	18	18	0	12	199	36	3
1:30 PM	43	8	35	0	43	162	35	0	37	14	28	0	20	200	37	3
1:45 PM	52	10	48	0	73	201	33	0	41	20	30	0	10	178	38	5
2:00 PM	38	5	51	0	68	176	48	0	45	8	29	0	13	195	45	1

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
 Classification Cars & Light Goods

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
2:15 PM	49	15	34	0	44	209	26	0	39	15	30	0	9	228	43	4
2:30 PM	31	15	54	0	48	165	23	0	40	11	22	0	9	217	25	3
2:45 PM	31	12	54	0	48	198	39	0	48	10	29	0	17	289	47	2
3:00 PM	42	15	69	0	63	184	31	0	38	20	29	0	15	262	40	3
3:15 PM	34	14	65	0	46	234	30	0	48	11	29	0	18	269	37	3
3:30 PM	50	17	72	0	54	186	33	0	32	21	25	0	16	281	35	0
3:45 PM	37	13	80	0	50	199	41	2	55	18	38	0	9	294	45	2
4:00 PM	31	13	55	0	50	206	31	1	58	21	25	0	20	353	35	1
4:15 PM	42	11	82	0	68	183	24	0	64	25	29	0	23	418	39	1
4:30 PM	34	16	64	0	64	186	28	0	68	22	16	0	23	394	46	1
4:45 PM	40	15	72	0	69	193	32	0	56	19	19	0	11	387	56	1
5:00 PM	35	14	83	0	77	201	20	0	50	23	27	0	21	389	57	1
5:15 PM	40	21	86	0	70	213	28	0	64	25	24	0	14	412	48	3
5:30 PM	38	18	93	0	61	193	29	0	61	34	13	0	22	460	59	0
5:45 PM	36	19	70	0	58	174	20	0	68	17	22	0	21	388	45	0
6:00 PM	24	14	67	0	52	120	38	0	57	18	27	0	13	323	45	0
6:15 PM	29	12	68	0	53	171	22	0	47	20	21	0	22	379	46	0
6:30 PM	33	15	54	0	59	153	25	0	62	14	29	0	17	258	34	0
6:45 PM	45	12	46	0	47	121	20	0	57	23	20	0	17	278	37	0
7:00 PM	28	13	39	0	32	133	24	0	42	12	20	0	10	173	31	1
7:15 PM	22	4	49	0	34	119	19	0	44	18	22	0	11	255	20	3
7:30 PM	24	16	33	0	27	105	28	0	38	9	20	0	9	148	22	3
7:45 PM	26	11	40	0	28	96	22	0	39	13	11	0	8	188	28	0
8:00 PM	17	10	36	0	34	91	15	0	25	11	15	0	9	153	15	2
8:15 PM	21	17	48	0	23	88	13	0	16	6	13	0	3	146	11	1
8:30 PM	19	6	45	0	27	71	17	0	17	9	11	0	6	148	26	0
8:45 PM	17	7	26	0	28	73	11	0	21	6	8	0	5	162	26	2
9:00 PM	24	3	27	0	15	53	9	0	15	6	6	0	4	117	13	1
9:15 PM	20	5	24	0	20	79	11	0	11	2	5	0	4	111	23	1
9:30 PM	12	3	30	0	17	49	11	0	21	3	6	0	6	113	13	2
9:45 PM	13	7	26	0	8	45	5	0	11	7	3	0	5	90	9	0
10:00 PM	9	2	16	0	11	38	4	0	11	4	4	0	6	83	12	0
10:15 PM	19	2	21	0	5	38	3	0	8	6	2	0	4	70	5	2
10:30 PM	14	2	20	0	9	37	3	0	11	5	5	0	9	79	5	0
10:45 PM	7	0	22	0	3	19	8	0	6	2	2	0	0	51	6	0
11:00 PM	10	0	12	0	6	28	3	0	4	0	3	0	3	42	6	1
11:15 PM	4	1	16	0	6	15	0	0	3	4	0	0	2	28	5	0
11:30 PM	4	1	4	0	2	14	2	0	2	1	1	0	0	31	1	1
11:45 PM	3	0	5	0	7	12	0	0	3	3	0	0	3	25	2	0
12:00 AM	4	0	11	0	1	5	1	0	2	0	0	0	1	22	3	0
12:15 AM	5	0	6	0	3	20	0	0	1	0	0	0	0	26	3	0
12:30 AM	2	0	1	0	3	7	1	0	3	1	0	0	2	16	1	1
12:45 AM	1	0	8	0	4	5	0	0	0	0	0	0	2	12	2	0
1:00 AM	4	0	3	0	2	5	0	0	1	0	1	0	1	11	0	0
1:15 AM	1	1	2	0	3	7	1	0	1	1	1	0	1	22	2	0
1:30 AM	0	0	5	0	1	7	1	0	1	0	1	0	0	7	0	0
1:45 AM	1	0	1	0	2	6	0	0	0	1	0	0	0	9	2	0
2:00 AM	0	0	1	0	2	5	0	0	0	1	0	0	0	13	1	0
2:15 AM	1	0	1	0	1	6	0	0	1	0	0	0	0	12	0	1
2:30 AM	0	0	2	0	0	13	1	0	0	1	0	0	1	7	0	0
2:45 AM	5	0	1	0	3	5	1	0	2	0	2	0	2	8	2	0
3:00 AM	1	0	2	0	1	8	1	0	1	0	1	0	1	4	0	0
3:15 AM	2	1	3	0	0	15	0	0	0	0	1	0	0	13	1	0
3:30 AM	2	1	2	0	2	20	1	0	0	1	1	0	1	11	0	0
3:45 AM	5	0	1	0	1	24	3	0	1	1	1	0	0	8	1	0
4:00 AM	3	1	2	0	4	25	3	0	0	3	3	0	1	9	5	0
4:15 AM	3	2	1	0	2	40	2	0	0	0	4	0	1	15	3	0

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
 Classification Cars & Light Goods

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 AM	5	1	3	0	3	50	6	0	0	1	1	0	0	15	5	0
4:45 AM	4	0	8	0	7	54	3	0	2	0	2	0	1	12	4	0
5:00 AM	4	0	9	0	8	97	2	0	1	2	2	0	2	33	2	1
5:15 AM	10	2	8	0	15	105	7	0	1	1	5	0	3	39	7	0
5:30 AM	13	1	16	0	30	181	11	0	1	1	5	0	2	44	6	0
5:45 AM	13	3	14	0	34	245	14	0	0	1	7	0	6	55	10	1
6:00 AM	21	4	33	0	32	347	11	0	2	2	7	0	3	67	10	0
6:15 AM	24	2	40	0	54	448	12	0	3	2	16	0	4	100	19	0
6:30 AM	49	4	52	0	60	448	10	0	4	3	20	0	14	151	25	0
6:45 AM	28	5	61	0	54	402	14	0	4	7	7	0	4	144	23	0
7:00 AM	39	4	35	0	74	420	11	0	6	3	14	0	6	105	27	0
7:15 AM	50	7	36	0	78	418	17	0	13	12	14	0	13	118	26	1
7:30 AM	59	6	65	0	71	473	6	0	6	17	17	0	12	153	29	0
7:45 AM	36	6	38	0	72	316	17	0	9	5	16	0	8	143	25	0
8:00 AM	66	3	73	0	53	395	21	0	14	7	15	0	12	168	25	0
8:15 AM	48	9	54	0	64	346	22	0	16	4	23	0	8	141	34	0
8:30 AM	59	6	62	0	48	333	18	0	19	6	24	0	5	169	35	0
8:45 AM	31	11	40	0	49	268	20	0	16	8	27	0	11	167	32	0
9:00 AM	45	13	30	0	44	247	23	0	18	9	25	0	5	118	29	2
9:15 AM	43	9	45	0	45	252	32	0	21	7	29	0	13	107	41	0
9:30 AM	27	12	25	0	56	250	32	0	23	6	32	0	10	123	30	1
9:45 AM	30	10	40	0	41	232	34	0	21	20	16	0	11	134	37	0
10:00 AM	45	12	26	0	49	226	34	1	35	12	30	0	6	151	49	0
10:15 AM	41	22	42	0	48	239	26	0	30	7	25	0	9	142	19	5
10:30 AM	34	4	30	0	39	218	34	0	25	7	26	0	12	136	27	2
10:45 AM	26	12	29	0	43	218	27	1	24	20	33	0	8	173	38	3
11:00 AM	28	8	34	0	36	185	34	1	29	17	26	0	15	166	38	0
11:15 AM	47	14	34	0	32	199	25	0	24	10	22	0	10	158	45	3
11:30 AM	41	11	53	0	44	167	28	0	35	10	33	0	14	187	51	0
11:45 AM	37	14	43	0	38	168	35	0	43	18	28	0	13	181	43	4
12:00 PM	42	19	44	0	44	219	35	0	39	13	36	0	16	189	51	1
12:15 PM	38	19	43	0	48	206	32	0	38	18	32	1	10	202	37	7
12:30 PM	59	13	51	0	34	159	44	0	32	11	42	0	9	151	43	0
12:45 PM	44	16	45	0	38	219	29	0	39	12	34	0	11	175	25	2
1:00 PM	34	18	36	0	51	220	36	1	40	12	36	0	9	193	41	2
1:15 PM	42	15	54	0	49	186	31	0	36	18	26	0	6	212	34	1
1:30 PM	47	20	57	0	35	179	35	0	38	16	32	0	10	203	40	2
1:45 PM	33	22	51	0	79	224	33	1	42	14	23	0	11	206	37	1
2:00 PM	51	13	37	0	60	187	34	0	42	23	31	0	20	213	49	4
2:15 PM	47	14	32	0	59	214	27	1	51	16	25	0	6	202	49	2
2:30 PM	88	3	22	0	62	195	41	0	35	25	39	0	8	230	29	0
2:45 PM	94	7	49	0	9	218	38	1	49	4	24	0	13	267	13	20
3:00 PM	41	18	50	0	0	286	38	0	56	0	41	0	16	279	1	1
3:15 PM	44	19	66	0	2	262	33	0	58	0	47	0	19	317	0	0
3:30 PM	2	3	10	0	0	263	24	0	67	0	49	0	18	321	1	0
3:45 PM	23	5	37	0	2	277	38	1	66	0	30	0	25	338	0	0
4:00 PM	25	14	69	0	2	289	29	0	55	0	47	0	24	388	2	2
4:15 PM	32	8	55	0	0	293	29	0	57	0	40	0	16	399	0	0
4:30 PM	40	17	67	0	1	276	33	0	66	0	49	0	22	421	0	2
4:45 PM	38	12	56	0	3	289	35	0	74	0	41	0	22	440	0	0
5:00 PM	41	20	54	0	0	272	27	0	60	0	63	0	24	416	0	1
5:15 PM	39	11	71	0	0	258	31	0	65	0	59	0	23	409	0	2
5:30 PM	46	14	92	0	2	242	31	1	71	0	45	0	24	473	0	0
5:45 PM	34	9	79	0	0	248	28	0	76	0	46	0	23	459	0	0
6:00 PM	22	13	51	0	0	245	27	0	78	0	43	0	19	460	0	0
6:15 PM	25	16	52	0	48	178	29	1	65	14	19	0	17	392	28	2
6:30 PM	42	14	64	0	44	156	26	0	57	21	22	0	19	289	39	0

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
 Classification Cars & Light Goods

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
6:45 PM	20	13	49	0	42	155	40	0	63	8	20	0	12	271	29	1
7:00 PM	24	12	38	0	38	114	32	0	45	9	24	0	5	191	36	2
7:15 PM	30	20	38	0	27	95	13	0	52	9	31	0	9	223	23	2
7:30 PM	35	16	29	0	39	96	28	1	35	15	14	0	7	164	32	0
7:45 PM	30	19	39	0	28	104	20	0	45	20	12	0	5	173	16	1
8:00 PM	24	15	39	0	30	84	18	0	30	14	12	0	9	161	20	2
8:15 PM	20	8	32	0	27	81	21	0	36	16	10	0	9	168	13	2
8:30 PM	27	7	43	0	21	65	10	0	33	10	16	0	7	141	20	3
8:45 PM	18	5	37	0	24	60	14	0	26	9	5	0	6	182	18	0
9:00 PM	21	9	31	0	17	73	14	0	21	11	9	0	4	147	16	2
9:15 PM	14	6	23	0	22	62	8	1	20	4	9	0	7	93	18	0
9:30 PM	11	3	15	0	14	47	8	0	20	8	7	0	7	112	8	1
9:45 PM	11	3	15	0	16	39	3	0	15	5	5	0	6	109	14	0
10:00 PM	10	2	15	0	15	50	4	0	20	1	2	0	6	70	6	0
10:15 PM	13	5	14	0	14	32	5	0	12	6	0	0	9	85	13	0
10:30 PM	10	3	25	0	11	43	3	0	13	7	4	0	3	83	12	1
10:45 PM	7	1	14	0	9	27	4	0	7	5	3	0	4	50	8	0
11:00 PM	7	1	8	0	7	25	0	0	9	5	1	0	5	53	6	0
11:15 PM	8	0	8	0	6	24	0	0	6	2	3	0	0	35	2	0
11:30 PM	10	0	9	0	3	18	0	0	0	0	2	0	1	36	1	0
11:45 PM	4	1	6	0	3	17	1	1	5	2	0	0	0	34	2	0
12:00 AM	0	1	9	0	6	13	2	0	0	0	1	0	0	23	2	0
12:15 AM	2	1	4	0	2	15	0	0	2	0	1	0	2	14	1	0
12:30 AM	2	0	3	0	2	13	0	0	2	1	0	0	2	26	4	0
12:45 AM	2	0	4	0	0	12	1	0	1	1	0	0	2	19	3	0
1:00 AM	2	0	6	0	2	6	1	0	2	0	2	0	1	20	1	0
1:15 AM	1	0	4	0	1	3	1	0	0	0	0	0	0	20	4	0
1:30 AM	4	1	3	0	3	6	0	0	1	0	0	0	0	9	1	0
1:45 AM	1	0	2	0	5	7	1	0	0	0	0	0	1	12	3	0
2:00 AM	3	0	3	0	0	6	2	0	2	0	1	0	0	17	1	0
2:15 AM	1	0	1	0	2	12	0	0	2	0	0	0	3	6	2	1
2:30 AM	5	0	3	0	0	8	0	0	0	0	0	0	0	8	0	0
2:45 AM	0	0	1	0	0	3	0	0	0	0	1	0	1	5	1	0
3:00 AM	2	0	1	0	0	7	0	0	2	1	0	0	1	8	1	0
3:15 AM	3	0	3	0	2	12	0	0	0	0	0	0	1	4	1	0
3:30 AM	2	0	3	0	2	12	2	0	1	0	0	0	0	12	0	0
3:45 AM	3	1	3	0	4	19	2	0	2	0	0	0	0	11	0	0
4:00 AM	2	1	1	0	4	24	2	0	0	1	2	0	1	8	2	0
4:15 AM	4	0	1	0	1	44	3	0	1	0	2	0	1	9	2	0
4:30 AM	9	1	1	0	2	59	1	0	1	0	0	0	0	19	1	0
4:45 AM	4	4	7	0	5	59	2	0	0	1	0	0	0	29	2	0
5:00 AM	6	0	6	0	12	116	5	0	1	0	2	0	0	23	5	0
5:15 AM	8	2	4	0	12	126	7	0	1	1	5	0	2	32	5	0
5:30 AM	10	3	9	0	25	191	13	0	1	3	6	0	2	55	5	0
5:45 AM	13	4	21	0	30	279	13	0	3	1	13	0	2	59	12	0
6:00 AM	14	6	30	0	36	340	9	0	1	3	12	0	4	64	12	0
6:15 AM	29	5	33	0	68	441	12	0	6	3	14	0	9	93	16	0
6:30 AM	49	6	63	0	60	430	9	0	8	4	17	0	15	150	31	0
6:45 AM	41	3	70	0	55	373	11	0	4	5	12	0	4	138	27	0
7:00 AM	42	2	26	0	72	434	14	0	9	7	14	0	9	130	21	1
7:15 AM	65	5	43	0	81	475	9	0	9	5	8	0	8	115	30	0
7:30 AM	62	6	48	0	75	439	13	0	16	6	17	0	8	135	37	1
7:45 AM	47	7	62	0	57	323	18	0	7	10	17	0	6	157	34	0
8:00 AM	49	13	70	0	52	341	19	0	13	8	19	0	13	152	30	0
8:15 AM	48	9	54	0	56	323	17	0	18	9	21	0	7	135	22	0
8:30 AM	52	8	53	0	52	332	24	0	11	8	14	0	7	150	22	1
8:45 AM	46	7	48	0	50	289	35	0	11	12	17	0	11	170	30	0

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
 Classification Cars & Light Goods

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
9:00 AM	32	6	27	0	34	225	22	1	22	12	9	1	12	135	53	0
9:15 AM	33	7	54	0	45	226	25	0	27	6	14	0	6	135	29	1
9:30 AM	36	12	43	0	42	239	28	0	19	15	16	0	10	142	32	1
9:45 AM	40	16	47	0	52	207	25	1	21	8	22	0	3	147	34	2
10:00 AM	25	11	36	0	41	190	27	0	24	8	28	0	9	141	21	3
10:15 AM	25	11	45	0	41	201	26	0	26	11	27	0	10	161	22	0
10:30 AM	30	12	29	0	37	222	33	1	22	8	30	0	9	141	45	3
10:45 AM	29	17	43	0	37	196	34	0	34	18	28	0	10	156	39	2
11:00 AM	36	5	34	0	36	194	26	1	28	11	25	0	13	169	38	1
11:15 AM	36	10	34	0	34	191	32	0	37	15	25	0	12	150	22	2
11:30 AM	36	14	29	0	35	206	35	0	26	13	35	0	15	171	54	4
11:45 AM	34	12	43	0	36	195	32	1	43	16	25	0	9	171	35	2
12:00 PM	32	16	34	0	46	231	40	0	37	12	26	0	13	168	35	3
12:15 PM	22	13	34	0	46	183	39	0	41	18	31	0	13	184	36	3
12:30 PM	53	19	54	0	45	212	31	2	50	5	26	0	14	197	53	4
12:45 PM	49	15	43	0	48	173	26	0	47	15	23	0	11	192	32	4
1:00 PM	44	12	55	0	49	200	36	0	37	14	29	0	8	174	38	1
1:15 PM	50	16	55	0	31	193	32	0	43	15	29	0	7	213	32	2
1:30 PM	29	12	55	0	55	201	34	0	30	16	30	0	9	204	44	6
1:45 PM	48	15	46	0	58	228	30	0	36	18	23	0	10	174	35	3
2:00 PM	41	8	45	0	67	205	39	0	34	12	19	0	9	222	41	1
2:15 PM	34	11	59	0	45	198	29	0	38	18	23	0	8	245	48	2
2:30 PM	37	11	53	0	47	200	29	1	41	10	32	0	9	239	51	2
2:45 PM	44	28	72	0	50	183	31	0	47	16	30	0	14	268	34	2
3:00 PM	41	11	64	0	65	203	36	1	53	24	34	0	18	256	44	1
3:15 PM	43	17	61	0	53	204	28	0	58	16	22	0	19	273	51	2
3:30 PM	52	15	67	0	64	171	36	2	48	13	25	0	16	312	57	1
3:45 PM	40	17	51	0	64	196	30	0	53	28	25	0	14	356	58	4
4:00 PM	46	19	83	0	54	234	47	0	60	19	27	0	19	368	44	1
4:15 PM	43	17	64	0	53	201	32	1	46	20	20	0	17	403	59	3
4:30 PM	42	15	63	0	55	224	40	1	66	23	25	0	17	385	55	1
4:45 PM	44	12	83	0	64	225	39	0	69	27	18	0	18	354	57	0
5:00 PM	32	20	83	0	60	211	32	0	53	28	34	0	18	416	57	0
5:15 PM	46	11	101	0	76	186	35	2	60	25	36	0	18	418	51	1
5:30 PM	39	17	84	0	67	195	31	1	53	33	37	0	20	446	50	0
5:45 PM	37	15	83	0	52	170	35	0	73	18	28	0	14	364	58	0
6:00 PM	40	15	67	0	60	174	27	1	64	28	27	0	17	341	39	0
6:15 PM	36	15	61	0	47	194	22	0	48	15	20	0	11	310	33	1
6:30 PM	38	7	61	0	47	154	21	0	45	21	26	0	20	266	41	0
6:45 PM	35	16	51	0	47	139	25	0	50	15	20	0	13	234	27	0
7:00 PM	26	10	45	0	50	123	28	0	40	15	27	0	7	198	34	1
7:15 PM	28	11	38	0	55	109	18	0	42	21	13	0	7	224	26	0
7:30 PM	33	12	45	0	39	106	21	0	42	11	12	0	5	157	34	1
7:45 PM	26	16	50	0	34	98	25	0	40	4	11	0	7	186	28	0
8:00 PM	26	9	44	0	24	117	26	0	30	13	14	0	9	160	19	3
8:15 PM	20	9	29	0	30	74	12	0	31	10	14	0	10	142	24	2
8:30 PM	15	8	33	0	16	92	16	0	25	6	6	0	6	177	20	1
8:45 PM	28	10	29	0	27	72	13	0	22	11	8	0	6	137	29	3
9:00 PM	20	4	31	0	24	53	15	1	17	9	7	0	2	176	19	0
9:15 PM	22	6	35	0	23	61	7	0	21	4	7	0	5	148	15	0
9:30 PM	21	4	23	0	22	61	5	0	17	5	4	0	6	95	19	0
9:45 PM	13	2	17	0	17	46	5	1	11	6	3	0	2	115	13	1
10:00 PM	14	2	18	0	11	36	2	1	17	4	1	0	4	95	13	0
10:15 PM	16	3	22	0	10	38	3	1	5	3	3	0	6	95	16	0
10:30 PM	6	2	8	0	20	35	5	1	10	3	2	0	4	52	9	1
10:45 PM	12	2	16	0	8	13	2	1	4	1	1	0	1	59	7	0
11:00 PM	9	2	9	0	6	24	0	0	7	0	0	0	2	48	8	0

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
 Classification Cars & Light Goods

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
11:15 PM	3	2	11	0	9	16	0	0	2	0	1	0	1	44	7	0
11:30 PM	5	2	9	0	2	16	0	0	6	1	2	0	2	39	3	0
11:45 PM	4	1	4	0	4	12	0	0	5	2	2	0	0	34	1	1

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
 Classification Buses

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0
5:00 AM	0	0	0	0	1	3	0	0	0	0	0	0	0	1	0	0
5:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	2	0	2	6	0	0	0	0	0	0	0	4	0	0
6:00 AM	0	0	0	0	1	4	0	0	0	0	0	0	0	2	0	0
6:15 AM	0	0	2	0	1	3	0	0	0	0	1	0	0	4	0	0
6:30 AM	0	0	0	0	2	4	0	0	0	0	0	0	0	4	0	0
6:45 AM	0	0	1	0	0	7	2	0	0	0	0	0	0	1	0	0
7:00 AM	0	0	1	0	2	4	0	0	0	0	1	0	0	1	1	0
7:15 AM	0	0	0	0	1	1	0	0	0	1	1	0	0	1	0	0
7:30 AM	0	0	1	0	0	3	0	0	0	0	0	0	0	5	0	0
7:45 AM	0	0	1	0	0	2	1	0	0	0	0	0	0	4	0	0
8:00 AM	0	0	1	0	0	2	1	0	0	0	1	0	0	2	0	0
8:15 AM	1	0	1	0	1	2	0	0	1	0	0	0	0	4	0	0
8:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0
8:45 AM	1	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0
9:00 AM	0	0	0	0	0	6	1	0	1	0	0	0	0	3	0	0
9:15 AM	0	0	2	0	0	3	0	0	0	0	0	0	0	4	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0
9:45 AM	0	0	0	0	4	2	0	0	0	0	0	0	0	1	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
10:45 AM	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
11:15 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
11:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0
12:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
12:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0
1:15 PM	0	0	0	0	2	4	0	0	0	0	0	0	0	1	0	0
1:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
1:45 PM	0	0	0	0	3	7	0	0	0	0	1	0	0	0	0	0
2:00 PM	1	0	0	0	1	2	0	0	0	0	0	0	0	4	1	0

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
 Classification Buses

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0
5:00 AM	0	0	0	0	1	3	0	0	0	0	0	0	0	2	0	0
5:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0
5:45 AM	0	0	1	0	0	5	0	0	0	0	0	0	0	2	0	0
6:00 AM	0	0	0	0	1	5	0	0	0	0	0	0	0	3	0	0
6:15 AM	0	0	1	0	2	2	0	0	0	0	1	0	0	3	0	0
6:30 AM	0	0	0	0	2	3	0	0	0	0	0	0	0	5	0	0
6:45 AM	0	0	0	0	0	9	2	0	0	0	0	0	0	1	1	0
7:00 AM	0	0	2	0	4	5	1	0	0	0	1	0	0	2	0	0
7:15 AM	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	3	0	0
7:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	0
8:00 AM	0	0	1	0	0	2	0	0	0	0	0	0	0	4	0	0
8:15 AM	1	0	2	0	0	1	0	0	1	0	0	0	0	2	0	0
8:30 AM	0	0	2	0	1	2	0	0	0	0	0	0	0	5	0	0
8:45 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0
9:00 AM	0	0	0	0	0	7	0	0	1	0	0	0	0	6	0	0
9:15 AM	0	0	2	0	0	3	1	0	0	0	0	0	0	1	0	0
9:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0
9:45 AM	0	0	0	0	1	5	0	0	0	0	0	0	0	0	1	0
10:00 AM	0	0	0	0	3	2	0	0	0	0	0	0	0	5	0	0
10:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0
10:45 AM	0	0	0	0	0	1	1	0	1	0	0	0	0	1	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
11:15 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0
12:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
12:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0
12:45 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	1	3	0	0	0	0	0	0	0	2	0	0
1:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	1	1	0	0	0	0	1	0	0	1	0	0
1:45 PM	0	0	0	0	4	8	0	0	0	0	1	0	0	0	0	0
2:00 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	5	0	0
2:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
2:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0
2:45 PM	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	1	0	0	0	0	0	1	0	0	0	0	5	0	0
3:15 PM	0	0	1	0	0	5	0	0	0	0	0	0	1	5	0	0
3:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	4	0	0
3:45 PM	1	0	1	0	0	6	0	0	0	0	0	0	1	3	0	0
4:00 PM	0	0	1	0	0	2	0	0	2	0	0	0	0	3	0	0
4:15 PM	1	0	0	0	0	6	0	0	0	0	0	0	0	4	0	0
4:30 PM	0	0	0	0	0	4	0	0	1	0	0	0	0	10	0	0
4:45 PM	0	0	1	0	0	5	0	0	0	0	0	0	0	5	0	0
5:00 PM	0	0	2	0	0	1	0	0	0	0	1	0	0	4	0	0
5:15 PM	0	0	2	0	0	2	0	0	0	0	1	0	0	5	0	0
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0
5:45 PM	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0
6:00 PM	0	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0
6:15 PM	0	0	0	0	1	2	0	0	0	0	0	0	0	1	0	0
6:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
 Classification Buses

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
6:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
7:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
7:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
7:45 PM	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
8:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
9:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	3	1	0	0	0	1	0	0	0	0	0
5:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0
5:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
5:30 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0
5:45 AM	0	0	0	0	0	4	0	0	0	0	0	0	0	3	0	0
6:00 AM	0	0	1	0	3	4	0	0	0	0	0	0	0	3	0	0
6:15 AM	0	0	2	0	0	3	0	0	0	0	1	0	0	1	0	0
6:30 AM	0	0	1	0	2	4	0	0	0	0	0	0	0	6	0	0
6:45 AM	0	0	0	0	2	8	1	0	0	0	0	0	0	1	0	0
7:00 AM	0	0	0	0	2	3	0	0	0	0	1	0	0	2	1	0
7:15 AM	0	0	0	0	2	1	0	0	0	0	0	0	0	1	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
7:45 AM	0	0	1	0	0	6	0	0	0	0	0	0	0	2	0	0
8:00 AM	0	0	2	0	0	2	2	0	2	0	0	0	0	3	0	0
8:15 AM	1	0	1	0	1	3	0	0	1	0	1	0	1	3	0	0
8:30 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	6	0	0
8:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
Classification Buses

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound				
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
 Classification Single-Unit Trucks

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
12:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
12:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
3:15 AM	2	0	1	0	1	1	0	0	0	0	0	0	0	0	1	0
3:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
3:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0
4:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 AM	0	0	2	0	1	0	0	0	0	0	0	0	0	4	0	0
4:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	5	0	0
4:45 AM	1	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0
5:00 AM	3	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0
5:15 AM	2	0	0	0	1	2	0	0	0	0	1	0	0	2	3	0
5:30 AM	2	0	1	0	4	5	0	0	0	1	0	0	0	1	1	0
5:45 AM	1	0	0	0	4	6	0	0	0	0	0	0	0	6	1	0
6:00 AM	1	2	1	0	5	6	0	0	0	0	0	0	0	2	2	0
6:15 AM	1	0	2	0	8	3	0	0	0	0	3	0	1	2	0	0
6:30 AM	3	0	3	0	2	9	0	0	0	0	0	0	0	5	5	0
6:45 AM	1	1	1	0	5	9	0	0	1	0	0	0	0	5	3	0
7:00 AM	4	0	3	0	3	7	0	0	0	0	1	0	0	15	5	0
7:15 AM	4	0	3	0	3	6	1	0	0	0	0	0	2	9	4	0
7:30 AM	0	0	6	0	3	6	1	0	1	0	0	0	0	8	4	0
7:45 AM	1	1	12	0	1	7	1	0	0	0	0	0	0	11	2	0
8:00 AM	7	0	8	0	6	5	0	0	1	0	0	0	0	9	1	0
8:15 AM	4	1	8	0	6	6	0	0	0	0	0	0	0	9	5	0
8:30 AM	3	0	7	0	10	5	1	0	0	1	1	0	0	11	8	0
8:45 AM	1	0	3	0	5	9	0	0	0	0	0	0	1	15	2	0
9:00 AM	1	0	7	0	5	9	0	0	1	0	0	0	2	9	4	0
9:15 AM	4	1	2	0	6	8	1	0	2	1	1	0	0	13	3	0
9:30 AM	3	0	1	0	4	5	3	0	0	0	0	0	0	15	2	0
9:45 AM	6	0	7	0	4	7	2	0	1	0	1	0	0	12	3	0
10:00 AM	4	0	9	0	3	10	0	0	1	0	0	0	1	13	5	0
10:15 AM	2	0	6	0	5	9	0	0	3	0	1	0	0	8	3	0
10:30 AM	2	0	9	0	6	9	0	0	0	0	1	0	0	5	1	0
10:45 AM	6	0	3	0	4	9	0	0	1	0	0	0	1	5	5	0
11:00 AM	5	0	5	0	3	6	0	0	0	1	1	0	0	10	3	0
11:15 AM	2	0	5	0	2	16	0	0	1	0	0	0	0	7	4	0
11:30 AM	2	0	5	0	5	11	0	0	1	1	0	0	0	6	2	0
11:45 AM	2	0	5	0	6	10	2	0	1	0	0	0	0	11	6	0
12:00 PM	5	0	6	0	5	7	2	0	1	0	3	0	0	8	3	0
12:15 PM	1	0	6	0	2	6	0	0	1	0	0	0	0	10	4	0
12:30 PM	6	0	8	0	7	5	1	0	1	0	0	0	0	9	2	0
12:45 PM	6	0	5	0	4	8	0	0	0	0	0	0	0	10	2	0
1:00 PM	4	0	1	0	1	3	0	0	0	0	0	0	0	4	8	0
1:15 PM	4	0	6	0	7	9	0	0	1	0	0	0	2	3	2	0
1:30 PM	4	0	4	0	8	14	1	0	0	1	1	0	1	9	3	0
1:45 PM	3	0	3	0	4	9	1	0	1	0	0	0	0	2	4	0
2:00 PM	3	0	5	0	3	7	0	0	1	0	1	0	0	8	4	0

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
 Classification Single-Unit Trucks

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
2:15 PM	2	0	11	0	3	5	0	0	0	0	0	0	0	4	1	0
2:30 PM	1	0	7	0	3	10	0	0	0	0	0	0	0	5	2	0
2:45 PM	4	0	4	0	5	5	0	0	0	0	0	0	0	10	2	0
3:00 PM	4	0	3	0	4	7	1	0	1	0	1	0	0	6	1	0
3:15 PM	9	0	5	0	0	5	1	0	0	0	0	0	0	6	2	0
3:30 PM	6	0	6	0	0	5	0	0	0	0	0	0	0	5	5	0
3:45 PM	2	1	5	0	1	11	1	0	0	0	0	0	0	6	1	0
4:00 PM	0	1	1	0	3	5	0	0	1	0	0	0	0	7	1	0
4:15 PM	2	1	3	0	0	6	0	0	1	0	0	0	0	2	0	0
4:30 PM	3	0	1	0	2	3	0	0	1	0	1	0	0	9	2	0
4:45 PM	1	0	2	0	2	8	0	0	0	0	0	0	0	7	1	0
5:00 PM	3	0	2	0	2	2	0	0	3	0	0	0	0	9	2	0
5:15 PM	1	0	0	0	0	4	0	0	0	0	0	0	0	1	1	0
5:30 PM	1	0	0	0	1	8	0	0	0	0	0	0	0	3	0	0
5:45 PM	4	0	1	0	0	5	0	0	0	0	1	0	0	5	2	0
6:00 PM	3	0	2	0	1	3	0	0	1	0	0	0	0	5	0	0
6:15 PM	3	0	4	0	4	2	0	0	0	0	0	0	0	6	1	0
6:30 PM	0	0	1	0	0	2	0	0	0	0	0	0	0	2	0	0
6:45 PM	2	0	0	0	1	7	0	0	0	0	0	0	0	1	1	0
7:00 PM	1	0	0	0	1	2	0	0	0	0	0	0	0	2	1	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
7:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
8:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	2	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
8:30 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
8:45 PM	0	0	1	0	0	1	0	0	1	0	0	0	0	2	0	0
9:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0
9:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0
9:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0
10:00 PM	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
10:45 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
12:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
3:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0
3:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
 Classification Single-Unit Trucks

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 AM	1	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0
4:45 AM	3	0	0	0	1	2	0	0	0	0	0	0	0	1	4	0
5:00 AM	0	0	0	0	2	2	0	0	0	0	0	0	0	1	1	0
5:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	1	2	0
5:30 AM	1	0	0	0	3	4	0	0	0	0	0	0	0	5	2	0
5:45 AM	1	0	0	0	6	5	0	0	0	0	0	0	0	3	2	0
6:00 AM	0	0	0	0	5	6	0	0	1	0	0	0	1	2	2	0
6:15 AM	2	0	0	0	2	9	0	0	0	0	0	0	0	2	2	0
6:30 AM	2	0	2	0	4	5	0	0	1	0	0	0	1	7	3	0
6:45 AM	2	2	1	0	8	5	0	0	0	0	2	0	0	3	2	0
7:00 AM	2	1	3	0	3	13	0	0	1	1	0	0	0	11	5	0
7:15 AM	1	2	5	0	4	6	0	0	2	0	0	0	0	18	4	0
7:30 AM	3	0	5	0	2	4	0	0	1	1	1	0	0	9	5	0
7:45 AM	1	0	5	0	6	5	0	0	0	0	1	0	0	13	5	0
8:00 AM	3	1	6	0	6	5	0	0	1	0	0	0	0	10	5	0
8:15 AM	6	0	6	0	10	8	0	0	2	0	0	0	2	13	2	0
8:30 AM	2	0	5	0	6	8	1	0	2	0	1	0	1	11	4	0
8:45 AM	8	0	7	0	7	5	0	0	0	1	1	0	1	7	3	0
9:00 AM	1	0	3	0	5	7	2	0	2	0	0	0	0	7	2	0
9:15 AM	3	0	6	0	3	12	0	0	2	0	1	0	1	5	3	0
9:30 AM	1	0	2	0	5	9	0	0	0	0	0	0	0	6	7	0
9:45 AM	2	0	6	0	2	5	0	0	0	0	0	0	2	3	2	0
10:00 AM	6	0	14	0	3	13	0	0	2	0	2	0	0	5	3	0
10:15 AM	6	0	9	0	6	8	0	0	0	0	0	0	0	16	3	0
10:30 AM	3	0	1	0	7	10	1	0	1	0	0	0	0	6	4	0
10:45 AM	2	0	8	0	5	11	0	0	0	0	0	0	0	7	3	0
11:00 AM	7	0	2	0	8	7	0	0	1	0	3	0	2	4	5	0
11:15 AM	2	1	6	0	3	6	0	0	1	0	1	0	1	9	2	0
11:30 AM	0	0	2	0	9	4	0	0	1	1	0	0	0	9	4	0
11:45 AM	2	0	5	0	3	9	0	0	0	0	1	0	1	7	1	0
12:00 PM	4	0	5	0	2	12	1	0	2	1	0	0	1	4	9	0
12:15 PM	3	1	5	0	6	13	0	0	0	0	1	0	2	13	0	0
12:30 PM	1	0	4	0	5	7	0	0	4	0	0	0	1	7	0	0
12:45 PM	1	0	4	0	8	10	0	0	0	0	0	0	0	4	2	0
1:00 PM	1	0	2	0	2	4	0	0	0	0	1	0	0	8	0	0
1:15 PM	0	0	3	0	5	7	1	0	1	0	0	0	1	13	2	0
1:30 PM	0	0	2	0	4	9	0	0	1	0	0	0	0	5	3	0
1:45 PM	6	0	8	0	0	4	1	0	0	0	0	0	1	7	4	0
2:00 PM	5	0	2	0	7	7	1	0	0	2	2	0	0	5	3	0
2:15 PM	3	0	6	0	4	11	0	0	0	1	0	0	0	7	1	0
2:30 PM	3	0	2	0	1	17	0	0	0	0	0	0	0	6	2	0
2:45 PM	2	0	4	0	0	11	0	0	1	0	0	0	0	7	2	1
3:00 PM	2	0	3	0	0	11	1	0	0	0	1	0	0	10	0	0
3:15 PM	4	0	2	0	0	9	0	0	0	0	1	0	0	8	1	0
3:30 PM	0	0	0	0	0	4	0	0	0	0	1	0	0	3	3	0
3:45 PM	2	1	6	0	0	10	0	0	0	0	0	0	0	8	0	0
4:00 PM	2	0	2	0	0	10	0	0	0	0	1	0	1	7	0	0
4:15 PM	2	0	2	0	0	12	0	0	1	0	0	0	0	5	0	0
4:30 PM	1	0	4	0	0	10	0	0	1	0	0	0	0	7	0	0
4:45 PM	2	0	2	0	0	6	0	0	0	0	0	0	0	6	0	0
5:00 PM	2	0	0	0	0	6	2	0	1	0	0	0	1	8	0	0
5:15 PM	3	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0
5:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	7	0	0
5:45 PM	1	0	0	0	0	3	0	0	0	0	0	0	0	14	0	0
6:00 PM	3	0	1	0	0	9	0	0	1	0	1	0	0	5	0	0
6:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0
6:30 PM	0	1	0	0	0	2	0	0	1	0	0	0	0	2	0	0

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
 Classification Single-Unit Trucks

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
6:45 PM	0	0	1	0	1	4	0	0	1	0	0	0	0	1	5	0
7:00 PM	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	1	2	0	0	1	0	1	0	0	0	1	0
7:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
7:45 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0
8:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0
8:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0
8:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0
8:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
9:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0
9:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0
12:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
3:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0
3:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0
3:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0
4:30 AM	0	0	4	0	2	0	0	0	0	0	0	0	0	2	0	0
4:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0
5:15 AM	2	0	1	0	0	1	0	0	0	0	0	0	1	2	2	0
5:30 AM	1	1	0	0	3	1	0	0	0	0	0	0	0	0	2	0
5:45 AM	1	0	0	0	8	7	0	0	0	0	0	0	0	1	1	0
6:00 AM	0	0	1	0	7	5	0	0	0	0	0	0	0	8	0	0
6:15 AM	2	2	0	0	2	8	0	0	0	0	2	0	0	3	2	0
6:30 AM	3	0	1	0	1	6	0	0	0	0	0	0	0	4	2	0
6:45 AM	4	0	2	0	6	8	0	0	0	0	0	0	1	4	0	0
7:00 AM	0	0	1	0	1	9	0	0	1	0	0	0	0	11	2	0
7:15 AM	1	0	2	0	0	7	1	0	2	1	0	0	1	11	4	0
7:30 AM	0	1	4	0	3	10	0	0	2	0	0	0	2	16	0	0
7:45 AM	3	0	6	0	3	7	0	0	1	0	0	0	0	7	4	0
8:00 AM	2	0	2	0	5	8	0	0	1	0	0	0	1	10	2	0
8:15 AM	8	0	11	0	4	11	0	0	3	1	0	0	0	7	3	0
8:30 AM	2	0	4	0	7	11	1	0	0	2	1	0	1	11	3	0
8:45 AM	3	0	1	0	3	14	1	0	2	0	0	0	1	8	4	0

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
 Classification Articulated Trucks

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
12:00 AM	3	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
12:15 AM	5	0	2	0	0	0	0	0	0	0	0	0	0	2	1	0
12:30 AM	2	0	0	0	0	1	0	0	0	0	0	0	0	3	4	0
12:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
1:00 AM	3	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0
1:15 AM	1	0	0	0	0	3	0	0	0	0	0	0	0	2	1	0
1:30 AM	1	0	0	0	0	2	0	0	0	0	0	0	0	1	1	0
1:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0
2:15 AM	5	0	0	0	0	2	0	0	0	0	0	0	0	3	2	0
2:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
2:45 AM	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	2	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0
3:15 AM	2	0	0	0	1	2	0	0	0	0	0	0	0	0	1	0
3:30 AM	5	0	0	0	0	3	0	0	0	0	0	0	0	1	3	0
3:45 AM	2	0	5	0	0	1	0	0	0	0	0	0	0	3	4	0
4:00 AM	3	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0
4:15 AM	2	0	1	0	0	3	0	0	0	0	0	0	0	2	2	0
4:30 AM	3	0	0	0	2	3	0	0	0	0	0	0	0	4	2	0
4:45 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	1	4	0
5:00 AM	2	0	0	0	2	2	0	0	0	1	0	0	0	3	5	0
5:15 AM	2	0	0	0	0	6	0	0	0	0	0	0	0	3	2	0
5:30 AM	10	0	0	0	3	5	0	0	0	0	0	0	0	5	4	0
5:45 AM	4	0	0	0	4	6	0	0	0	0	0	0	0	4	0	0
6:00 AM	6	2	0	0	0	7	0	0	0	0	0	0	0	5	2	0
6:15 AM	7	0	0	0	3	8	0	0	0	0	1	0	0	6	1	0
6:30 AM	4	0	2	0	1	8	0	0	0	0	0	0	1	5	4	0
6:45 AM	4	0	1	0	0	9	0	0	0	0	0	0	0	4	2	0
7:00 AM	4	0	0	0	2	8	0	0	0	0	0	0	0	2	4	0
7:15 AM	8	0	2	0	4	7	0	0	0	0	0	0	1	4	3	0
7:30 AM	4	0	5	0	3	9	0	0	0	1	0	0	0	3	0	0
7:45 AM	3	0	3	0	0	11	0	0	0	0	1	0	0	10	2	0
8:00 AM	3	0	2	0	1	9	0	0	0	0	0	0	0	9	2	0
8:15 AM	6	0	0	0	3	8	0	0	0	0	0	0	0	12	0	0
8:30 AM	12	0	2	0	1	3	0	0	0	0	1	0	0	6	1	0
8:45 AM	4	0	1	0	3	6	0	0	0	0	1	0	0	9	4	0
9:00 AM	5	0	1	0	1	8	0	0	0	0	0	0	0	5	3	0
9:15 AM	2	0	2	0	4	8	1	0	0	1	0	0	0	5	7	0
9:30 AM	3	0	3	0	3	12	0	0	0	0	0	0	0	10	3	0
9:45 AM	2	0	4	0	0	8	1	0	0	0	0	0	0	6	1	0
10:00 AM	4	0	2	0	0	9	0	0	0	0	0	0	1	9	1	0
10:15 AM	0	0	0	0	1	4	0	0	0	0	1	0	0	5	3	0
10:30 AM	2	0	1	0	2	11	0	0	0	1	0	0	0	11	4	0
10:45 AM	1	0	1	0	2	7	0	0	0	1	0	0	0	9	1	0
11:00 AM	3	0	5	0	4	9	2	0	0	1	0	0	0	13	3	0
11:15 AM	4	0	4	0	1	6	1	0	0	0	1	0	0	6	3	0
11:30 AM	3	0	3	0	4	7	1	0	0	0	1	0	0	8	3	0
11:45 AM	0	0	0	0	1	9	0	0	0	1	0	0	0	11	3	0
12:00 PM	3	0	3	0	3	6	0	0	0	0	0	0	0	2	1	0
12:15 PM	6	0	0	0	3	2	0	0	0	0	0	0	2	2	3	0
12:30 PM	1	0	1	0	1	10	0	0	1	0	0	0	0	4	3	0
12:45 PM	1	0	0	0	2	7	0	0	0	0	0	0	0	2	4	0
1:00 PM	0	0	3	0	2	7	0	0	0	0	1	0	0	9	1	0
1:15 PM	5	0	2	0	2	12	0	0	0	0	0	0	0	11	0	0
1:30 PM	0	0	3	0	1	7	0	0	0	0	0	0	0	2	2	0
1:45 PM	3	0	1	0	3	13	0	0	1	0	0	0	0	9	4	0
2:00 PM	4	0	1	0	3	8	0	0	0	0	1	0	0	8	3	0

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
 Classification Articulated Trucks

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
4:30 AM	6	0	1	0	1	4	0	0	0	0	0	0	0	5	1	0
4:45 AM	4	0	1	0	2	3	1	0	0	0	0	0	0	5	1	0
5:00 AM	2	0	1	0	0	5	0	0	0	0	0	0	1	5	1	0
5:15 AM	6	0	2	0	3	8	0	0	0	0	0	0	0	3	2	0
5:30 AM	5	0	0	0	4	5	0	0	0	0	0	0	0	4	2	0
5:45 AM	4	0	0	0	0	8	0	0	0	0	0	0	0	13	1	0
6:00 AM	6	0	1	0	3	3	0	0	0	0	0	0	0	2	1	0
6:15 AM	2	0	1	0	2	7	0	0	0	0	0	0	0	5	3	0
6:30 AM	4	0	0	0	2	11	0	0	0	0	0	0	0	6	5	0
6:45 AM	5	0	1	0	1	12	0	0	0	0	0	0	0	3	2	0
7:00 AM	7	1	1	0	1	7	0	0	0	0	0	0	1	7	1	0
7:15 AM	1	0	2	0	1	6	1	0	2	0	0	0	0	8	3	0
7:30 AM	6	0	0	0	1	6	0	0	0	0	0	0	0	10	3	0
7:45 AM	3	0	3	0	1	10	0	0	0	0	0	0	0	5	4	0
8:00 AM	5	0	0	0	1	6	0	0	0	1	0	0	0	8	4	0
8:15 AM	7	1	2	0	3	2	0	0	0	0	0	0	1	6	3	0
8:30 AM	6	1	0	0	3	7	0	0	0	0	0	0	0	6	1	0
8:45 AM	4	0	3	0	2	6	0	0	0	0	0	0	0	5	2	0
9:00 AM	2	0	1	0	0	7	0	0	1	0	0	0	1	11	4	1
9:15 AM	5	0	0	0	1	11	0	0	0	0	0	0	0	6	5	0
9:30 AM	4	0	2	0	2	4	0	0	0	1	0	0	0	9	3	0
9:45 AM	0	0	4	0	1	11	0	0	0	0	0	0	1	4	4	0
10:00 AM	4	0	0	0	3	6	0	0	0	0	0	0	1	4	1	0
10:15 AM	7	0	3	0	1	5	0	0	0	0	2	0	1	9	4	0
10:30 AM	3	0	1	0	0	9	0	0	2	0	0	0	0	9	3	0
10:45 AM	1	0	0	0	1	8	1	0	0	1	0	0	0	6	5	0
11:00 AM	7	1	3	0	3	7	0	0	0	1	1	0	0	8	4	0
11:15 AM	2	0	1	0	1	8	0	0	0	0	0	0	0	17	1	0
11:30 AM	4	0	1	0	1	11	0	0	0	0	0	0	0	4	2	0
11:45 AM	6	0	3	0	4	12	0	0	0	0	0	0	0	6	3	0
12:00 PM	1	0	6	0	1	8	1	0	0	0	0	0	0	5	4	0
12:15 PM	3	0	2	0	0	4	0	0	0	2	0	0	1	12	2	0
12:30 PM	2	0	3	0	1	9	1	0	0	0	0	0	0	6	2	0
12:45 PM	3	0	2	0	3	13	0	0	0	0	0	0	0	4	3	0
1:00 PM	4	0	3	0	1	8	0	0	0	0	1	0	0	7	5	0
1:15 PM	5	0	0	0	1	8	1	0	0	0	1	0	0	5	0	0
1:30 PM	4	0	1	0	0	7	0	0	0	0	0	0	0	6	3	0
1:45 PM	3	0	1	0	1	7	0	0	0	0	0	0	0	8	2	0
2:00 PM	2	0	3	0	2	8	0	0	0	0	1	0	0	7	3	0
2:15 PM	1	0	2	0	1	10	0	0	0	0	0	0	0	6	2	0
2:30 PM	1	0	1	0	1	10	0	0	0	0	1	0	0	9	2	0
2:45 PM	4	0	1	0	0	10	0	0	0	0	0	0	0	6	0	0
3:00 PM	4	0	4	0	0	10	0	0	0	0	1	0	0	13	0	0
3:15 PM	6	0	2	0	0	9	0	0	0	0	1	0	1	11	0	0
3:30 PM	0	0	0	0	0	9	0	0	0	0	0	0	0	9	1	0
3:45 PM	2	0	2	0	0	8	0	0	0	0	0	0	0	7	0	0
4:00 PM	1	0	3	0	0	13	0	0	0	0	0	0	0	8	1	0
4:15 PM	2	0	4	0	0	8	0	0	0	0	0	0	0	14	0	0
4:30 PM	2	0	3	0	0	6	0	0	0	0	0	0	0	1	0	0
4:45 PM	2	0	2	0	0	6	0	0	0	0	1	0	1	6	0	0
5:00 PM	1	0	0	0	0	6	0	0	0	0	0	0	0	5	0	0
5:15 PM	0	0	3	0	0	4	0	0	0	0	0	0	0	8	0	0
5:30 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0
5:45 PM	2	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0
6:00 PM	0	0	0	0	0	2	0	0	1	0	1	0	0	1	0	0
6:15 PM	2	0	3	0	2	4	0	0	0	0	0	0	0	4	2	0
6:30 PM	2	0	0	0	1	1	0	0	0	0	0	0	0	3	1	0

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
 Classification Articulated Trucks

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
6:45 PM	1	0	0	0	1	7	0	0	0	0	0	0	0	0	2	0
7:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	4	2	0
7:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	7	0
7:30 PM	2	0	2	0	0	1	0	0	0	0	0	0	0	2	3	0
7:45 PM	4	0	3	0	1	0	0	0	0	0	0	0	0	4	2	0
8:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	3	2	0
8:15 PM	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0
8:30 PM	3	0	0	0	2	1	0	0	0	0	0	0	0	5	3	0
8:45 PM	0	0	2	0	1	4	0	0	0	0	0	0	0	3	3	0
9:00 PM	2	0	0	0	0	0	0	0	1	0	0	0	0	2	2	0
9:15 PM	0	0	1	0	0	3	0	0	0	0	0	0	0	0	3	0
9:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	1	1	3	0
9:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	3	1	0
10:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0
10:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
10:45 PM	1	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0
11:00 PM	4	0	0	0	0	1	0	0	0	0	0	0	0	2	1	0
11:15 PM	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	0
11:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
11:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0
12:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	1	0
12:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0
12:30 AM	0	0	2	0	1	1	0	0	0	0	1	0	0	1	1	0
12:45 AM	1	0	1	0	1	1	0	0	0	0	0	0	0	0	1	0
1:00 AM	1	0	1	0	0	2	0	0	0	0	0	0	0	1	0	0
1:15 AM	3	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
1:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0
2:15 AM	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2:30 AM	2	0	1	0	0	2	0	0	0	0	0	0	0	0	1	0
2:45 AM	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	6	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0
3:15 AM	4	0	1	0	1	1	0	0	0	0	0	0	0	0	2	0
3:30 AM	3	0	0	0	1	3	1	0	0	0	0	0	0	2	1	0
3:45 AM	2	1	4	0	1	3	0	0	0	0	1	0	0	2	1	0
4:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	1	2	0
4:15 AM	9	0	1	0	3	2	0	0	0	0	0	0	0	1	0	0
4:30 AM	4	0	2	0	0	1	0	0	0	0	0	0	0	0	1	0
4:45 AM	1	0	4	0	0	4	0	0	0	0	0	0	0	6	3	0
5:00 AM	4	0	1	0	1	3	0	0	0	0	0	0	0	3	4	0
5:15 AM	3	0	0	0	2	10	0	0	0	0	0	0	0	4	2	0
5:30 AM	8	0	0	0	1	2	0	0	0	0	0	0	0	4	3	0
5:45 AM	7	0	0	0	0	8	0	0	0	1	0	0	1	8	4	0
6:00 AM	7	0	0	0	3	6	0	0	1	0	0	0	0	10	4	0
6:15 AM	3	0	1	0	0	5	0	0	0	0	0	0	0	5	6	0
6:30 AM	3	0	1	0	1	8	0	0	0	0	0	0	0	9	2	0
6:45 AM	9	0	2	0	1	4	0	0	1	0	0	0	1	5	2	0
7:00 AM	3	1	1	0	0	13	1	0	0	0	1	0	0	6	1	0
7:15 AM	7	0	1	0	1	4	0	0	0	0	1	0	0	12	4	0
7:30 AM	1	0	4	0	1	12	0	0	0	0	0	0	0	6	3	0
7:45 AM	3	0	1	0	1	11	0	0	0	1	1	0	0	5	1	0
8:00 AM	6	0	0	0	4	5	0	0	0	0	0	0	0	12	1	0
8:15 AM	4	0	3	0	0	1	1	0	0	0	1	0	1	12	5	0
8:30 AM	4	0	1	0	2	6	0	0	0	0	0	0	0	12	2	0
8:45 AM	5	0	2	0	0	3	0	0	0	1	0	0	0	3	4	0

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
 Classification Articulated Trucks

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
9:00 AM	2	0	2	0	2	10	0	0	0	1	0	0	1	7	0	0
9:15 AM	1	0	2	0	2	12	0	0	0	0	0	0	2	10	5	0
9:30 AM	4	0	3	0	1	8	0	0	0	0	0	0	0	10	1	0
9:45 AM	6	0	1	0	5	4	0	0	0	0	0	0	0	8	4	0
10:00 AM	5	0	1	0	1	6	0	0	0	1	0	0	0	9	1	0
10:15 AM	6	0	3	0	0	7	0	0	0	0	0	0	0	7	2	1
10:30 AM	5	0	0	0	0	4	0	0	0	1	0	0	0	9	4	0
10:45 AM	4	0	0	0	7	7	0	0	0	0	0	0	0	5	2	0
11:00 AM	4	0	2	0	2	11	0	0	0	0	0	0	0	8	2	0
11:15 AM	7	0	2	0	1	7	0	0	0	0	0	0	1	10	2	0
11:30 AM	3	1	3	0	1	5	0	0	0	0	0	0	0	8	3	0
11:45 AM	4	0	0	0	4	2	1	0	1	0	0	0	0	8	1	0
12:00 PM	3	0	0	0	5	6	0	0	0	0	0	0	0	6	1	0
12:15 PM	2	0	1	0	1	9	1	0	0	0	0	0	0	5	7	0
12:30 PM	2	0	2	0	1	12	0	0	0	0	2	0	0	12	2	0
12:45 PM	6	0	3	0	2	6	0	0	0	0	0	0	0	8	2	0
1:00 PM	4	0	3	0	0	8	0	0	0	0	0	0	0	13	1	0
1:15 PM	3	0	2	0	1	7	0	0	0	0	0	0	1	3	3	0
1:30 PM	2	0	1	0	2	13	0	0	0	1	0	0	0	4	4	0
1:45 PM	5	0	6	0	6	8	0	0	0	0	0	0	0	9	4	0
2:00 PM	4	0	5	0	1	11	0	0	0	0	1	0	0	7	1	0
2:15 PM	2	0	2	0	0	3	0	0	0	0	0	0	0	8	0	0
2:30 PM	4	0	0	0	2	14	0	0	0	0	0	0	1	7	2	0
2:45 PM	2	0	1	0	2	10	0	0	0	0	0	0	0	12	3	0
3:00 PM	1	0	3	0	1	3	0	0	0	0	0	0	0	6	3	0
3:15 PM	2	0	2	0	2	3	0	0	0	0	0	0	0	5	6	0
3:30 PM	8	0	4	0	1	3	0	0	0	0	0	0	0	6	1	0
3:45 PM	5	1	1	0	2	3	0	0	0	0	0	0	0	9	1	0
4:00 PM	5	0	2	0	1	1	0	0	0	1	0	0	1	7	0	0
4:15 PM	1	0	2	0	1	6	0	0	0	0	1	0	0	4	3	0
4:30 PM	1	0	1	0	1	2	0	0	0	0	0	0	0	6	0	0
4:45 PM	2	0	3	0	3	3	0	0	0	0	0	0	0	3	5	0
5:00 PM	1	0	0	0	0	2	0	0	1	0	0	0	1	7	2	0
5:15 PM	1	0	1	0	0	3	0	0	1	0	0	0	0	5	2	0
5:30 PM	3	0	3	0	1	1	0	0	0	0	1	0	0	2	1	0
5:45 PM	3	0	1	0	0	3	0	0	0	0	0	0	0	2	1	0
6:00 PM	2	0	1	0	3	6	0	0	0	0	0	0	0	2	0	0
6:15 PM	1	0	0	0	1	1	0	0	0	0	0	0	0	2	2	0
6:30 PM	1	0	2	0	0	6	0	0	0	1	0	0	0	1	5	0
6:45 PM	1	0	2	0	1	3	0	0	0	0	0	0	0	0	3	0
7:00 PM	1	0	2	0	2	6	0	0	0	0	0	0	1	2	1	0
7:15 PM	1	0	0	0	1	1	0	0	0	0	0	0	0	4	2	0
7:30 PM	1	0	0	0	0	3	0	0	0	1	0	0	0	4	1	0
7:45 PM	0	0	0	0	1	5	0	0	0	0	0	0	0	1	1	0
8:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	4	1	0
8:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0
8:30 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0
8:45 PM	1	0	1	0	0	3	0	0	0	0	0	0	0	4	2	0
9:00 PM	4	0	1	0	0	1	0	0	0	0	0	0	0	2	2	0
9:15 PM	0	0	1	0	0	2	0	0	0	0	0	0	0	1	2	0
9:30 PM	1	0	1	0	0	1	0	0	0	0	0	0	0	2	1	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0
10:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	2	6	0
10:15 PM	1	0	1	0	1	1	0	0	0	0	0	0	0	2	1	0
10:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
10:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0
11:00 PM	3	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Road
 Classification Articulated Trucks

Start Time	SR 31 Southbound				SR 80 Westbound				SR 31 Northbound				SR 80 Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
11:15 PM	1	0	0	0	1	2	0	0	0	0	0	0	0	1	0	0
11:30 PM	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0
11:45 PM	2	0	0	0	1	2	0	0	0	0	0	0	0	2	1	0

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Crosswalk
 Classification Bicycles on Crosswalk

Start Time	SR 31 Southbound			SR 80 Westbound			SR 31 Northbound			SR 80 Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin
12:00 AM	0	0		0	0		0	0		0	0	
12:15 AM	0	0		0	0		0	0		0	0	
12:30 AM	0	0		0	0		0	0		0	0	
12:45 AM	0	0		0	0		0	0		0	0	
1:00 AM	0	0		0	0		0	0		0	0	
1:15 AM	0	0		0	0		0	0		0	0	
1:30 AM	0	0		0	0		0	0		0	0	
1:45 AM	0	0		0	0		0	0		0	0	
2:00 AM	0	0		0	0		0	0		0	0	
2:15 AM	0	0		0	0		0	0		0	0	
2:30 AM	0	0		0	0		0	0		0	0	
2:45 AM	0	0		0	0		0	0		0	0	
3:00 AM	0	0		0	0		0	0		0	0	
3:15 AM	0	0		0	0		0	0		0	0	
3:30 AM	0	0		0	0		0	0		0	0	
3:45 AM	0	0		0	0		0	0		0	0	
4:00 AM	0	0		0	0		0	0		0	0	
4:15 AM	0	0		0	0		0	0		0	0	
4:30 AM	0	0		0	0		0	0		0	0	
4:45 AM	0	0		0	0		0	0		0	0	
5:00 AM	0	0		0	0		0	0		0	0	
5:15 AM	0	0		0	0		0	0		0	0	
5:30 AM	0	0		0	0		0	0		0	1	
5:45 AM	0	0		0	0		0	0		0	0	
6:00 AM	0	0		0	0		0	0		0	0	
6:15 AM	0	0		0	0		0	0		0	0	
6:30 AM	0	0		0	0		0	0		0	0	
6:45 AM	0	0		0	0		0	0		0	0	
7:00 AM	0	0		0	0		0	0		0	0	
7:15 AM	0	0		0	0		0	0		0	0	
7:30 AM	0	0		0	0		0	0		0	0	
7:45 AM	0	0		0	0		0	0		0	0	
8:00 AM	0	0		0	0		0	0		0	0	
8:15 AM	0	0		0	0		0	0		0	0	
8:30 AM	0	0		0	0		0	0		0	0	
8:45 AM	0	0		0	0		0	0		0	0	
9:00 AM	0	0		0	0		0	0		0	0	
9:15 AM	0	0		0	0		0	0		0	0	
9:30 AM	0	0		0	0		0	0		0	0	
9:45 AM	0	0		0	0		0	0		0	0	

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Crosswalk
 Classification Bicycles on Crosswalk

Start Time	SR 31 Southbound			SR 80 Westbound			SR 31 Northbound			SR 80 Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin
10:00 AM	0	0		0	0		0	0		0	0	
10:15 AM	0	0		0	0		0	0		0	0	
10:30 AM	0	0		0	0		0	0		0	0	
10:45 AM	0	0		0	0		0	0		0	0	
11:00 AM	0	0		0	0		0	0		0	0	
11:15 AM	0	0		0	0		0	0		0	0	
11:30 AM	0	0		0	0		0	0		0	0	
11:45 AM	0	0		0	0		0	0		0	0	
12:00 PM	0	0		0	0		0	0		0	0	
12:15 PM	0	0		0	0		0	0		0	0	
12:30 PM	0	0		0	0		0	0		0	0	
12:45 PM	0	0		0	0		0	0		0	0	
1:00 PM	0	0		0	0		0	0		0	0	
1:15 PM	0	0		0	0		0	0		0	0	
1:30 PM	0	0		0	0		0	0		0	0	
1:45 PM	0	0		0	0		0	0		0	0	
2:00 PM	0	0		0	0		0	0		0	0	
2:15 PM	0	0		0	0		0	0		0	0	
2:30 PM	0	0		0	0		0	0		0	0	
2:45 PM	0	0		0	0		0	0		0	0	
3:00 PM	0	0		0	0		0	0		0	0	
3:15 PM	0	0		0	0		0	0		0	0	
3:30 PM	0	0		0	0		0	0		0	0	
3:45 PM	0	0		0	0		0	0		0	0	
4:00 PM	0	0		0	0		0	0		0	0	
4:15 PM	0	0		0	0		0	0		0	0	
4:30 PM	0	0		0	0		0	0		0	0	
4:45 PM	0	0		0	0		0	0		0	0	
5:00 PM	0	0		0	0		0	0		0	0	
5:15 PM	0	0		0	0		0	0		1	0	
5:30 PM	0	0		0	0		0	0		0	0	
5:45 PM	0	0		0	0		0	0		0	0	
6:00 PM	0	0		0	0		0	0		0	0	
6:15 PM	0	0		0	0		0	0		0	0	
6:30 PM	0	0		0	0		0	0		0	0	
6:45 PM	0	0		0	0		0	0		0	0	
7:00 PM	0	0		0	0		0	0		0	0	
7:15 PM	0	0		0	0		0	0		0	0	
7:30 PM	0	0		0	0		0	0		0	0	
7:45 PM	0	0		0	0		0	0		0	0	

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Crosswalk
 Classification Bicycles on Crosswalk

Start Time	SR 31 Southbound			SR 80 Westbound			SR 31 Northbound			SR 80 Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin
8:00 PM	0	0		0	0		0	0		0	0	
8:15 PM	0	0		0	0		0	0		0	0	
8:30 PM	0	0		0	0		0	0		0	0	
8:45 PM	0	0		0	0		0	0		0	0	
9:00 PM	0	0		0	0		0	0		0	0	
9:15 PM	0	0		0	0		0	0		0	0	
9:30 PM	0	0		0	0		0	0		0	0	
9:45 PM	0	0		0	0		0	0		0	0	
10:00 PM	0	0		0	0		0	0		0	0	
10:15 PM	0	0		0	0		0	0		0	0	
10:30 PM	0	0		0	0		0	0		0	0	
10:45 PM	0	0		0	0		0	0		0	0	
11:00 PM	0	0		0	0		0	0		0	0	
11:15 PM	0	0		0	0		0	0		0	0	
11:30 PM	0	0		0	0		0	0		0	0	
11:45 PM	0	0		0	0		0	0		0	0	
12:00 AM	0	0		0	0		0	0		0	0	
12:15 AM	0	0		0	0		0	0		0	0	
12:30 AM	0	0		0	0		0	0		0	0	
12:45 AM	0	0		0	0		0	0		0	0	
1:00 AM	0	0		0	0		0	0		0	0	
1:15 AM	0	0		0	0		0	0		0	0	
1:30 AM	0	0		0	0		0	0		0	0	
1:45 AM	0	0		0	0		0	0		0	0	
2:00 AM	0	0		0	0		0	0		0	0	
2:15 AM	0	0		0	0		0	0		0	0	
2:30 AM	0	0		0	0		0	0		0	0	
2:45 AM	0	0		0	0		0	0		0	0	
3:00 AM	0	0		0	0		0	0		0	0	
3:15 AM	0	0		0	0		0	0		0	0	
3:30 AM	0	0		0	0		0	0		0	0	
3:45 AM	0	0		0	0		0	0		0	0	
4:00 AM	0	0		0	0		0	0		0	0	
4:15 AM	0	0		0	0		0	0		0	0	
4:30 AM	0	0		0	0		0	0		0	0	
4:45 AM	0	0		0	0		0	0		0	0	
5:00 AM	0	0		0	0		0	0		0	0	
5:15 AM	0	0		0	0		0	0		0	0	
5:30 AM	0	0		0	0		0	0		0	0	
5:45 AM	0	0		0	0		0	0		0	0	

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Crosswalk
 Classification Bicycles on Crosswalk

Start Time	SR 31 Southbound			SR 80 Westbound			SR 31 Northbound			SR 80 Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin
6:00 AM	0	0		0	0		0	0		0	0	
6:15 AM	0	0		0	0		0	0		0	0	
6:30 AM	0	0		0	0		0	0		0	0	
6:45 AM	0	0		0	0		0	0		0	0	
7:00 AM	0	0		0	0		0	0		0	0	
7:15 AM	0	0		0	0		0	0		0	0	
7:30 AM	0	0		0	0		0	0		0	0	
7:45 AM	0	0		0	0		0	0		0	0	
8:00 AM	0	0		0	0		0	0		0	0	
8:15 AM	0	0		0	0		0	0		0	0	
8:30 AM	0	0		0	0		0	0		0	0	
8:45 AM	0	0		0	0		0	0		0	0	
9:00 AM	0	0		0	0		0	0		0	0	
9:15 AM	0	0		0	0		0	0		0	0	
9:30 AM	0	0		0	0		0	0		0	0	
9:45 AM	0	0		0	0		0	0		0	0	
10:00 AM	0	0		0	0		0	0		0	0	
10:15 AM	0	0		0	0		0	0		0	0	
10:30 AM	0	0		0	0		0	0		0	0	
10:45 AM	0	0		0	0		0	0		0	0	
11:00 AM	0	0		0	0		0	0		0	0	
11:15 AM	0	0		0	0		0	0		0	0	
11:30 AM	0	0		0	0		0	0		0	0	
11:45 AM	0	0		0	0		0	0		0	0	
12:00 PM	0	0		0	0		0	0		0	0	
12:15 PM	0	0		0	0		0	0		0	0	
12:30 PM	0	0		0	0		0	0		0	0	
12:45 PM	0	0		0	0		0	0		0	0	
1:00 PM	0	0		0	0		0	0		0	0	
1:15 PM	0	0		0	0		0	0		0	0	
1:30 PM	0	0		0	0		0	0		0	0	
1:45 PM	0	0		0	0		0	0		0	0	
2:00 PM	0	0		0	0		0	0		1	0	
2:15 PM	0	0		0	0		0	0		0	0	
2:30 PM	0	0		0	0		0	0		0	0	
2:45 PM	0	0		0	0		0	0		0	0	
3:00 PM	0	0		0	0		0	0		0	0	
3:15 PM	0	0		0	0		0	0		0	0	
3:30 PM	0	0		0	0		0	0		0	0	
3:45 PM	0	0		0	0		0	0		0	0	

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Crosswalk
 Classification Bicycles on Crosswalk

Start Time	SR 31 Southbound			SR 80 Westbound			SR 31 Northbound			SR 80 Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin
4:00 PM	0	0		0	0		0	0		0	0	
4:15 PM	0	0		0	0		0	0		0	0	
4:30 PM	0	0		0	0		0	2		0	0	
4:45 PM	0	0		0	0		0	0		0	0	
5:00 PM	0	0		0	0		0	0		0	0	
5:15 PM	0	0		0	0		0	0		0	0	
5:30 PM	0	0		0	0		0	0		0	0	
5:45 PM	0	0		0	0		0	0		0	0	
6:00 PM	0	0		0	0		0	0		0	0	
6:15 PM	0	0		0	0		0	0		0	0	
6:30 PM	0	0		0	0		0	0		0	0	
6:45 PM	0	0		0	0		0	0		0	0	
7:00 PM	0	0		0	0		0	0		0	0	
7:15 PM	0	0		0	0		0	0		0	0	
7:30 PM	0	0		0	0		0	0		0	0	
7:45 PM	0	0		0	0		0	0		0	0	
8:00 PM	0	0		0	0		0	0		0	0	
8:15 PM	0	0		0	0		0	0		0	0	
8:30 PM	0	0		0	0		0	0		0	0	
8:45 PM	0	0		0	0		0	0		0	0	
9:00 PM	0	0		0	0		0	0		0	0	
9:15 PM	0	0		0	0		0	0		0	0	
9:30 PM	0	0		0	0		0	0		0	0	
9:45 PM	0	0		0	0		0	0		0	0	
10:00 PM	0	0		0	0		0	0		0	0	
10:15 PM	0	0		0	0		0	0		0	0	
10:30 PM	0	0		0	0		0	0		0	0	
10:45 PM	0	0		0	0		0	0		0	0	
11:00 PM	0	0		0	0		0	0		0	0	
11:15 PM	0	0		0	0		0	0		0	0	
11:30 PM	0	0		0	0		0	0		0	0	
11:45 PM	0	0		0	0		0	0		0	0	
12:00 AM	0	0		0	0		0	0		0	0	
12:15 AM	0	0		0	0		0	0		0	0	
12:30 AM	0	0		0	0		0	0		0	0	
12:45 AM	0	0		0	0		0	0		0	0	
1:00 AM	0	0		0	0		0	0		0	0	
1:15 AM	0	0		0	0		0	0		0	0	
1:30 AM	0	0		0	0		0	0		0	0	
1:45 AM	0	0		0	0		0	0		0	0	

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Crosswalk
 Classification Bicycles on Crosswalk

Start Time	SR 31 Southbound			SR 80 Westbound			SR 31 Northbound			SR 80 Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin
2:00 AM	0	0		0	0		0	0		0	0	
2:15 AM	0	0		0	0		0	0		0	0	
2:30 AM	0	0		0	0		0	0		0	0	
2:45 AM	0	0		0	0		0	0		0	0	
3:00 AM	0	0		0	0		0	0		0	0	
3:15 AM	0	0		0	0		0	0		0	0	
3:30 AM	0	0		0	0		0	0		0	0	
3:45 AM	0	0		0	0		0	0		0	0	
4:00 AM	0	0		0	0		0	0		0	0	
4:15 AM	0	0		0	0		0	0		0	0	
4:30 AM	0	0		0	0		0	0		0	0	
4:45 AM	0	0		0	0		0	0		0	0	
5:00 AM	0	0		0	0		0	0		0	0	
5:15 AM	0	0		0	0		0	0		0	0	
5:30 AM	0	0		0	0		0	0		0	0	
5:45 AM	0	0		0	0		0	0		0	0	
6:00 AM	0	0		0	0		0	0		0	0	
6:15 AM	0	0		0	0		0	0		0	0	
6:30 AM	0	0		0	0		0	0		0	0	
6:45 AM	0	0		0	0		0	0		0	0	
7:00 AM	0	0		0	0		0	0		0	0	
7:15 AM	0	0		0	0		0	0		0	0	
7:30 AM	0	0		0	0		0	0		0	1	
7:45 AM	0	0		0	0		0	0		0	0	
8:00 AM	0	0		0	0		0	0		0	0	
8:15 AM	0	0		0	0		0	0		0	0	
8:30 AM	0	0		0	0		0	0		0	0	
8:45 AM	0	0		0	0		0	0		0	0	
9:00 AM	0	0		0	0		0	0		0	0	
9:15 AM	0	0		0	0		0	0		0	0	
9:30 AM	0	0		0	0		0	0		0	0	
9:45 AM	0	0		0	0		0	0		0	0	
10:00 AM	0	0		0	0		0	0		0	0	
10:15 AM	0	0		0	0		0	0		0	0	
10:30 AM	0	0		0	0		0	0		0	0	
10:45 AM	0	0		0	0		0	0		0	0	
11:00 AM	0	0		0	0		0	0		0	0	
11:15 AM	0	0		0	0		0	0		0	0	
11:30 AM	0	0		0	0		0	0		0	0	
11:45 AM	0	0		0	0		0	0		0	0	

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Crosswalk
 Classification Bicycles on Crosswalk

Start Time	SR 31 Southbound			SR 80 Westbound			SR 31 Northbound			SR 80 Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin
12:00 PM	0	0		0	0		0	0		0	0	
12:15 PM	0	0		0	0		0	0		0	0	
12:30 PM	0	0		0	0		0	0		0	0	
12:45 PM	0	0		0	0		0	0		0	0	
1:00 PM	0	0		0	0		0	0		0	0	
1:15 PM	0	0		0	0		0	0		0	0	
1:30 PM	0	0		0	0		0	0		0	0	
1:45 PM	0	0		0	0		0	0		0	0	
2:00 PM	0	0		0	0		0	0		0	0	
2:15 PM	0	0		0	0		0	0		0	0	
2:30 PM	0	0		0	0		0	0		0	0	
2:45 PM	0	0		0	0		0	0		0	0	
3:00 PM	0	0		0	0		0	0		1	0	
3:15 PM	0	0		0	0		0	0		0	0	
3:30 PM	0	0		0	0		0	0		0	0	
3:45 PM	0	0		0	0		0	0		0	0	
4:00 PM	0	0		0	0		0	0		0	0	
4:15 PM	0	0		0	0		0	0		0	0	
4:30 PM	0	0		0	0		0	0		0	0	
4:45 PM	0	0		0	0		0	0		0	0	
5:00 PM	0	0		0	0		0	0		0	0	
5:15 PM	0	0		0	0		0	0		0	0	
5:30 PM	0	0		0	0		0	0		0	0	
5:45 PM	0	0		0	0		0	0		0	0	
6:00 PM	0	0		0	0		0	0		0	0	
6:15 PM	0	0		0	0		0	0		0	0	
6:30 PM	0	0		0	0		0	0		0	0	
6:45 PM	0	0		0	0		0	0		0	0	
7:00 PM	0	0		0	0		0	0		0	0	
7:15 PM	0	0		0	0		0	0		0	0	
7:30 PM	0	0		0	0		0	0		0	0	
7:45 PM	0	0		0	0		0	0		0	0	
8:00 PM	0	0		0	0		0	0		0	0	
8:15 PM	0	0		0	0		0	0		0	0	
8:30 PM	0	0		0	0		0	0		0	0	
8:45 PM	0	0		0	0		0	0		0	0	
9:00 PM	0	0		0	0		0	0		0	0	
9:15 PM	0	0		0	0		0	0		0	0	
9:30 PM	0	0		0	0		0	0		0	0	
9:45 PM	0	0		0	0		0	0		0	0	

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Crosswalk
 Classification Bicycles on Crosswalk

Start Time	SR 31 Southbound			SR 80 Westbound			SR 31 Northbound			SR 80 Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin
10:00 PM	0	0		0	0		0	0		0	0	
10:15 PM	0	0		0	0		0	0		0	0	
10:30 PM	0	0		0	0		0	0		0	0	
10:45 PM	0	0		0	0		0	0		0	0	
11:00 PM	0	0		0	0		0	0		0	0	
11:15 PM	0	0		0	0		0	0		0	0	
11:30 PM	0	0		0	0		0	0		0	0	
11:45 PM	0	0		0	0		0	0		0	0	

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Crosswalk
 Classification Pedestrians

Start Time	SR 31 Southbound			SR 80 Westbound			SR 31 Northbound			SR 80 Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin
12:00 AM	0	0		0	0		0	0		0	0	
12:15 AM	0	0		0	0		0	0		0	0	
12:30 AM	0	0		0	0		0	0		0	0	
12:45 AM	0	0		0	0		0	0		0	0	
1:00 AM	0	0		0	0		0	0		0	0	
1:15 AM	0	0		0	0		0	0		0	0	
1:30 AM	0	0		0	0		0	0		0	0	
1:45 AM	0	0		0	0		0	0		0	0	
2:00 AM	0	0		0	0		0	0		0	0	
2:15 AM	0	0		0	0		0	0		0	0	
2:30 AM	0	0		0	0		0	0		0	0	
2:45 AM	0	0		0	0		0	0		0	0	
3:00 AM	0	0		0	0		0	0		0	0	
3:15 AM	0	0		0	0		0	0		0	0	
3:30 AM	0	0		0	0		0	0		0	0	
3:45 AM	0	0		0	0		0	0		0	0	
4:00 AM	0	0		0	0		0	0		0	0	
4:15 AM	0	0		0	0		0	0		0	0	
4:30 AM	0	0		0	0		0	0		0	0	
4:45 AM	0	0		0	0		0	0		0	0	
5:00 AM	0	0		0	0		0	0		0	0	
5:15 AM	0	0		0	0		0	0		0	0	
5:30 AM	0	0		0	0		0	0		0	0	
5:45 AM	0	0		0	0		0	0		0	0	
6:00 AM	0	0		0	0		0	0		0	0	
6:15 AM	0	0		0	0		0	0		0	0	
6:30 AM	0	0		0	0		0	0		0	0	
6:45 AM	0	0		0	0		0	0		0	0	
7:00 AM	0	0		0	0		0	0		0	0	
7:15 AM	0	0		0	1		0	0		0	0	
7:30 AM	0	0		0	0		0	0		0	0	
7:45 AM	0	0		2	0		0	0		0	0	
8:00 AM	0	0		0	1		0	0		0	0	
8:15 AM	0	0		1	2		0	0		0	0	
8:30 AM	0	0		0	0		0	0		0	0	
8:45 AM	0	0		0	0		0	0		0	0	
9:00 AM	0	0		0	0		0	0		0	0	
9:15 AM	0	0		0	0		0	0		0	0	
9:30 AM	0	0		0	0		0	0		0	0	
9:45 AM	0	0		0	0		0	0		0	0	

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Crosswalk
 Classification Pedestrians

Start Time	SR 31 Southbound			SR 80 Westbound			SR 31 Northbound			SR 80 Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin
10:00 AM	0	0		0	0		0	0		0	0	
10:15 AM	0	0		0	0		0	0		0	0	
10:30 AM	0	0		0	0		0	0		0	0	
10:45 AM	0	0		0	0		0	0		0	0	
11:00 AM	0	0		0	0		0	0		0	0	
11:15 AM	0	0		0	0		0	0		0	0	
11:30 AM	0	0		0	0		0	0		0	0	
11:45 AM	0	0		0	0		0	0		0	0	
12:00 PM	0	0		0	0		0	0		0	0	
12:15 PM	0	0		0	0		0	0		0	0	
12:30 PM	0	0		0	0		0	0		0	0	
12:45 PM	0	0		0	0		0	0		0	0	
1:00 PM	0	0		0	0		0	0		0	0	
1:15 PM	0	0		0	0		0	0		0	0	
1:30 PM	0	0		0	0		0	0		0	0	
1:45 PM	0	0		0	0		0	0		0	0	
2:00 PM	0	0		0	0		0	0		0	0	
2:15 PM	0	0		0	0		0	0		0	0	
2:30 PM	0	0		0	2		0	0		0	0	
2:45 PM	0	0		0	0		0	0		0	0	
3:00 PM	0	0		0	0		0	0		0	0	
3:15 PM	0	0		0	0		0	0		0	0	
3:30 PM	0	0		0	0		0	0		0	0	
3:45 PM	0	0		0	0		0	0		0	0	
4:00 PM	0	0		0	0		0	0		0	0	
4:15 PM	0	0		0	0		0	0		0	0	
4:30 PM	0	0		1	0		0	0		0	0	
4:45 PM	0	0		0	0		0	0		0	0	
5:00 PM	0	0		0	0		0	0		0	0	
5:15 PM	0	0		0	0		0	0		0	0	
5:30 PM	0	0		0	0		0	0		0	0	
5:45 PM	0	0		0	0		0	0		0	1	
6:00 PM	0	0		0	0		0	0		0	0	
6:15 PM	0	0		0	0		0	0		0	0	
6:30 PM	0	0		0	0		0	0		0	0	
6:45 PM	0	0		0	0		0	0		0	0	
7:00 PM	0	0		0	0		0	0		0	0	
7:15 PM	0	0		0	0		0	0		0	0	
7:30 PM	0	0		0	0		0	0		0	0	
7:45 PM	0	0		0	0		0	0		0	0	

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Crosswalk
 Classification Pedestrians

Start Time	SR 31 Southbound			SR 80 Westbound			SR 31 Northbound			SR 80 Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin
8:00 PM	0	0		0	0		0	0		0	0	
8:15 PM	0	0		0	0		0	0		0	0	
8:30 PM	0	0		0	0		0	0		0	0	
8:45 PM	0	0		0	0		0	0		0	0	
9:00 PM	0	0		0	0		0	0		0	0	
9:15 PM	0	0		0	0		0	0		0	0	
9:30 PM	0	0		0	0		0	0		0	0	
9:45 PM	0	0		0	0		0	0		0	0	
10:00 PM	0	0		0	0		0	0		0	0	
10:15 PM	0	0		0	0		0	0		0	0	
10:30 PM	0	0		0	0		0	0		0	0	
10:45 PM	0	0		0	0		0	0		0	0	
11:00 PM	0	0		0	0		0	0		0	0	
11:15 PM	0	0		0	0		0	0		0	0	
11:30 PM	0	0		0	0		0	0		0	0	
11:45 PM	0	0		0	0		0	0		0	0	
12:00 AM	0	0		0	0		0	0		0	0	
12:15 AM	0	0		0	0		0	0		0	0	
12:30 AM	0	0		0	0		0	0		0	0	
12:45 AM	0	0		0	0		0	0		0	0	
1:00 AM	0	0		0	0		0	0		0	0	
1:15 AM	0	0		0	0		0	0		0	0	
1:30 AM	0	0		0	0		0	0		0	0	
1:45 AM	0	0		0	0		0	0		0	0	
2:00 AM	0	0		0	0		0	0		0	0	
2:15 AM	0	0		0	0		0	0		0	0	
2:30 AM	0	0		0	0		0	0		0	0	
2:45 AM	0	0		0	0		0	0		0	0	
3:00 AM	0	0		0	0		0	0		0	0	
3:15 AM	0	0		0	0		0	0		0	0	
3:30 AM	0	0		0	0		0	0		0	0	
3:45 AM	0	0		0	0		0	0		0	0	
4:00 AM	0	0		0	0		0	0		0	0	
4:15 AM	0	0		0	0		0	0		0	0	
4:30 AM	0	0		0	0		0	0		0	0	
4:45 AM	0	0		0	0		0	0		0	0	
5:00 AM	0	0		0	0		0	0		0	0	
5:15 AM	0	0		0	0		0	0		0	0	
5:30 AM	0	0		0	0		0	0		0	0	
5:45 AM	0	0		0	0		0	0		0	0	

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Crosswalk
 Classification Pedestrians

Start Time	SR 31 Southbound			SR 80 Westbound			SR 31 Northbound			SR 80 Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin
6:00 AM	0	0		0	0		0	0		0	0	
6:15 AM	0	0		0	0		0	0		0	0	
6:30 AM	0	0		0	0		0	0		0	0	
6:45 AM	0	0		0	0		0	0		0	0	
7:00 AM	0	0		0	0		0	0		0	0	
7:15 AM	0	0		0	1		0	0		0	0	
7:30 AM	0	0		0	0		0	0		0	0	
7:45 AM	0	0		1	0		0	0		0	0	
8:00 AM	0	0		0	1		0	0		0	0	
8:15 AM	0	0		0	0		0	0		0	0	
8:30 AM	0	0		0	0		0	0		0	0	
8:45 AM	0	0		0	0		0	0		0	0	
9:00 AM	0	0		0	0		0	0		0	0	
9:15 AM	0	0		0	0		0	0		0	0	
9:30 AM	0	0		0	0		0	0		0	0	
9:45 AM	0	0		0	0		0	0		0	0	
10:00 AM	0	0		0	0		0	0		0	0	
10:15 AM	0	0		0	0		0	0		0	0	
10:30 AM	0	0		0	0		0	0		0	0	
10:45 AM	0	0		0	0		0	0		0	0	
11:00 AM	0	0		0	0		0	0		0	0	
11:15 AM	0	0		0	0		0	0		0	0	
11:30 AM	0	0		0	0		0	0		0	0	
11:45 AM	0	0		0	0		0	0		0	0	
12:00 PM	0	0		0	0		0	0		0	0	
12:15 PM	0	0		0	0		1	0		0	0	
12:30 PM	0	0		0	1		0	0		0	0	
12:45 PM	0	0		0	0		0	0		0	0	
1:00 PM	0	0		0	0		0	0		0	0	
1:15 PM	0	0		0	0		0	0		0	0	
1:30 PM	0	0		0	0		0	1		0	0	
1:45 PM	0	0		0	0		0	0		0	0	
2:00 PM	0	0		0	0		0	0		0	0	
2:15 PM	0	0		0	0		0	0		0	0	
2:30 PM	0	0		0	0		0	0		0	0	
2:45 PM	0	0		0	0		0	0		0	0	
3:00 PM	1	0		0	0		0	0		0	0	
3:15 PM	0	0		0	0		0	0		0	0	
3:30 PM	0	0		1	0		0	0		0	0	
3:45 PM	1	0		0	0		0	0		0	0	

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Crosswalk
 Classification Pedestrians

Start Time	SR 31 Southbound			SR 80 Westbound			SR 31 Northbound			SR 80 Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin
4:00 PM	1	0		0	0		0	0		1	0	
4:15 PM	0	0		0	0		0	0		0	0	
4:30 PM	0	0		1	0		0	0		0	0	
4:45 PM	0	0		0	0		0	0		0	0	
5:00 PM	0	0		0	0		0	0		0	0	
5:15 PM	0	0		0	0		0	0		0	0	
5:30 PM	0	0		0	0		0	0		0	0	
5:45 PM	0	0		0	0		0	0		0	0	
6:00 PM	0	0		0	0		0	0		0	0	
6:15 PM	0	1		0	0		0	0		1	0	
6:30 PM	0	0		0	0		0	0		0	0	
6:45 PM	0	0		0	0		0	0		0	0	
7:00 PM	0	0		0	0		0	0		0	0	
7:15 PM	0	0		0	0		0	0		0	0	
7:30 PM	0	0		0	0		0	0		0	0	
7:45 PM	0	0		0	0		0	0		1	0	
8:00 PM	0	0		0	0		0	1		0	0	
8:15 PM	0	1		0	0		0	0		0	0	
8:30 PM	0	0		0	0		0	0		0	0	
8:45 PM	0	0		0	0		0	0		0	0	
9:00 PM	0	0		0	0		0	0		0	0	
9:15 PM	0	0		0	0		0	0		0	0	
9:30 PM	0	0		0	0		0	0		0	0	
9:45 PM	0	0		0	0		0	0		0	0	
10:00 PM	0	0		0	0		0	0		0	0	
10:15 PM	0	0		0	0		0	0		0	0	
10:30 PM	0	0		0	0		0	0		0	0	
10:45 PM	0	0		0	0		0	0		0	0	
11:00 PM	0	0		0	0		0	0		0	0	
11:15 PM	0	0		0	0		0	0		0	0	
11:30 PM	0	0		0	0		0	0		0	0	
11:45 PM	0	0		0	0		0	0		0	0	
12:00 AM	0	0		0	0		0	0		0	0	
12:15 AM	0	0		0	0		0	0		0	0	
12:30 AM	0	0		0	0		0	0		0	0	
12:45 AM	0	0		0	0		0	0		0	0	
1:00 AM	0	0		0	0		0	0		0	0	
1:15 AM	0	0		0	0		0	0		0	0	
1:30 AM	0	0		0	0		0	0		0	0	
1:45 AM	0	0		0	0		0	0		0	0	

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Crosswalk
 Classification Pedestrians

Start Time	SR 31 Southbound			SR 80 Westbound			SR 31 Northbound			SR 80 Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin
2:00 AM	0	0		0	0		0	0		0	0	
2:15 AM	0	0		0	0		0	0		0	0	
2:30 AM	0	0		0	0		0	0		0	0	
2:45 AM	0	0		0	0		0	0		0	0	
3:00 AM	0	0		0	0		0	0		0	0	
3:15 AM	0	0		0	0		0	0		0	0	
3:30 AM	0	0		0	0		0	0		0	0	
3:45 AM	0	0		0	0		0	0		0	0	
4:00 AM	0	0		0	0		0	0		0	0	
4:15 AM	0	0		0	0		0	0		0	0	
4:30 AM	0	0		0	0		0	0		0	0	
4:45 AM	0	0		0	0		0	0		0	0	
5:00 AM	0	0		0	0		0	0		0	0	
5:15 AM	0	0		0	0		0	0		0	0	
5:30 AM	0	0		0	0		0	0		0	1	
5:45 AM	0	0		0	0		0	0		0	0	
6:00 AM	0	0		0	0		0	0		0	0	
6:15 AM	0	0		0	0		0	0		0	0	
6:30 AM	0	0		0	0		0	0		0	0	
6:45 AM	0	0		0	0		0	0		0	0	
7:00 AM	0	0		0	1		0	0		0	0	
7:15 AM	0	0		0	0		0	0		0	0	
7:30 AM	0	0		0	0		0	0		0	0	
7:45 AM	0	0		0	0		0	0		0	0	
8:00 AM	0	0		0	0		0	0		0	0	
8:15 AM	0	0		0	0		0	0		0	0	
8:30 AM	0	0		0	0		0	0		0	0	
8:45 AM	0	0		0	0		0	0		0	0	
9:00 AM	0	0		0	0		0	0		0	0	
9:15 AM	0	0		0	0		0	0		0	0	
9:30 AM	0	0		0	0		0	0		0	0	
9:45 AM	0	0		0	0		0	0		0	0	
10:00 AM	0	0		0	0		0	0		0	0	
10:15 AM	0	0		0	0		0	0		0	0	
10:30 AM	0	0		0	0		0	0		0	0	
10:45 AM	0	0		0	0		0	0		0	0	
11:00 AM	0	0		0	0		0	0		0	0	
11:15 AM	0	0		0	0		0	0		0	0	
11:30 AM	0	0		0	0		0	0		0	0	
11:45 AM	0	0		0	0		0	0		0	0	

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Crosswalk
 Classification Pedestrians

Start Time	SR 31 Southbound			SR 80 Westbound			SR 31 Northbound			SR 80 Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin
12:00 PM	0	0		0	0		0	0		0	0	
12:15 PM	0	1		0	0		0	0		0	0	
12:30 PM	0	0		0	0		0	0		0	0	
12:45 PM	0	0		0	0		0	0		0	0	
1:00 PM	0	0		0	0		0	0		0	0	
1:15 PM	0	0		0	0		0	0		0	0	
1:30 PM	0	0		0	0		0	0		0	0	
1:45 PM	0	0		0	0		0	0		0	0	
2:00 PM	0	0		0	0		0	0		0	0	
2:15 PM	0	0		0	0		0	0		0	0	
2:30 PM	0	0		0	0		0	0		0	0	
2:45 PM	0	0		0	0		0	0		0	0	
3:00 PM	0	0		0	0		0	0		0	0	
3:15 PM	0	0		0	0		0	0		0	0	
3:30 PM	0	0		0	0		0	0		0	0	
3:45 PM	0	0		0	0		0	0		0	0	
4:00 PM	0	0		0	0		0	0		0	0	
4:15 PM	0	0		0	0		0	0		0	0	
4:30 PM	0	0		0	0		0	0		0	0	
4:45 PM	0	0		0	0		0	0		0	0	
5:00 PM	0	0		2	0		2	0		0	0	
5:15 PM	0	0		0	0		0	0		0	0	
5:30 PM	0	0		0	0		0	0		0	0	
5:45 PM	2	0		0	0		0	0		2	0	
6:00 PM	0	0		1	0		0	0		0	0	
6:15 PM	0	0		0	0		0	0		0	0	
6:30 PM	0	0		0	0		2	0		0	0	
6:45 PM	0	0		0	0		0	0		0	0	
7:00 PM	0	0		0	0		2	0		0	0	
7:15 PM	2	0		0	0		0	0		2	0	
7:30 PM	0	0		0	0		0	0		0	0	
7:45 PM	0	0		0	0		0	0		0	0	
8:00 PM	0	0		0	0		0	0		0	0	
8:15 PM	0	0		0	0		0	0		0	0	
8:30 PM	0	0		0	0		0	0		1	0	
8:45 PM	0	0		0	0		0	0		0	0	
9:00 PM	0	0		0	0		0	0		0	0	
9:15 PM	0	0		0	0		0	0		0	0	
9:30 PM	0	0		0	0		0	0		0	0	
9:45 PM	0	0		0	0		0	0		0	0	

Study Name SR 31 at SR 80 TMC
 Start Date 03/26/2019
 Start Time 12:00 AM
 Site Code 1
 Project SR 31: SR 31 at SR 80

Type Crosswalk
 Classification Pedestrians

Start Time	SR 31 Southbound			SR 80 Westbound			SR 31 Northbound			SR 80 Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin
10:00 PM	0	0		0	0		0	0		0	0	
10:15 PM	0	0		0	0		0	0		0	0	
10:30 PM	0	0		0	0		0	0		0	0	
10:45 PM	0	0		0	0		0	0		0	0	
11:00 PM	0	0		0	0		0	0		0	0	
11:15 PM	0	0		0	0		0	0		0	0	
11:30 PM	0	0		0	0		0	0		0	0	
11:45 PM	0	0		0	0		0	0		0	0	

**Driveway to Resturant
West of SR 31**

**Date Start: 26-Mar-19
Date End: 28-Mar-19
Site Code: 12
Station ID: 2**

Start Time	26-Mar-19		Exit		Enter		Combined		27-Mar	Exit		Enter		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			1	6	1	23	2	29		3	6	1	25	4	31
12:15			1	9	0	26	1	35		3	10	2	23	5	33
12:30			0	13	0	25	0	38		1	23	0	25	1	48
12:45			0	21	0	20	0	41		0	25	0	15	0	40
01:00			0	11	0	14	0	25		0	20	0	19	0	39
01:15			0	12	0	13	0	25		0	35	0	24	0	59
01:30			0	18	0	15	0	33		0	24	0	14	0	38
01:45			0	23	0	23	0	46		0	16	0	16	0	32
02:00			0	18	0	17	0	35		0	25	0	12	0	37
02:15			0	20	0	14	0	34		0	15	0	13	0	28
02:30			1	22	1	16	2	38		0	11	0	4	0	15
02:45			0	18	0	15	0	33		1	15	1	11	2	26
03:00			0	16	0	21	0	37		0	18	0	11	0	29
03:15			0	22	0	15	0	37		0	21	1	13	1	34
03:30			0	28	0	13	0	41		0	11	0	3	0	14
03:45			1	20	0	18	1	38		0	11	0	21	0	32
04:00			0	14	0	12	0	26		1	11	0	8	1	19
04:15			0	19	0	20	0	39		0	10	0	14	0	24
04:30			0	10	0	23	0	33		0	8	0	22	0	30
04:45			0	18	0	21	0	39		3	8	1	21	4	29
05:00			1	13	0	22	1	35		0	16	0	18	0	34
05:15			0	19	1	23	1	42		0	16	0	27	0	43
05:30			0	26	0	12	0	38		0	13	0	17	0	30
05:45			0	11	0	15	0	26		1	8	1	21	2	29
06:00			0	17	0	18	0	35		0	14	0	11	0	25
06:15			0	31	0	23	0	54		0	15	0	27	0	42
06:30			0	25	0	15	0	40		0	25	0	19	0	44
06:45			0	22	0	15	0	37		0	15	0	13	0	28
07:00			1	20	0	17	1	37		2	24	1	17	3	41
07:15			1	16	0	15	1	31		0	31	0	10	0	41
07:30			0	16	1	9	1	25		1	18	2	9	3	27
07:45			1	16	2	12	3	28		0	11	2	3	2	14
08:00			3	20	1	7	4	27		2	13	2	2	4	15
08:15			0	28	0	8	0	36		1	12	1	3	2	15
08:30			0	18	3	5	3	23		1	23	1	9	2	32
08:45			1	21	2	3	3	24		1	13	1	3	2	16
09:00			1	14	2	8	3	22		2	14	1	3	3	17
09:15			1	11	3	6	4	17		2	12	6	5	8	17
09:30			4	9	2	1	6	10		4	8	4	8	8	16
09:45			2	9	5	3	7	12		5	5	6	3	11	8
10:00			0	5	3	0	3	5		1	3	2	0	3	3
10:15			2	6	2	1	4	7		3	3	2	2	5	5
10:30			1	2	2	4	3	6		5	9	5	4	10	13
10:45			5	2	6	1	11	3		5	6	6	4	11	10
11:00			3	7	7	2	10	9		3	5	19	2	22	7
11:15			1	6	21	5	22	11		2	1	20	2	22	3
11:30			5	0	19	0	24	0		7	1	34	0	41	1
11:45			9	0	26	0	35	0		5	0	28	0	33	0
Total			46	728	110	614	156	1342		65	657	150	556	215	1213
Day Total			774		724		1498			722		706		1428	
% Total			3.1%	48.6%	7.3%	41.0%				4.6%	46.0%	10.5%	38.9%		
Peak	-		11:00	06:15	11:00	12:00	11:00	06:15	-	10:45	00:45	11:00	12:00	11:00	00:30
Vol.	-		18	98	73	94	91	168	-	17	104	101	88	118	186
P.H.F.			0.500	0.790	0.702	0.904	0.650	0.778		0.607	0.743	0.743	0.880	0.720	0.788

Marina Drive South
West of SR 31

Date Start: 26-Mar-19
Date End: 28-Mar-19
Site Code: 19
Station ID: 1

Start Time	26-Mar-19				27-Mar									
	Tue	Exit		Enter		Combined		Wed	Exit		Enter		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		0	3	0	4	0	7		0	3	0	2	0	5
12:15		0	3	0	2	0	5		2	3	0	0	2	3
12:30		0	3	0	1	0	4		0	1	0	16	0	17
12:45		0	1	0	1	0	2		0	10	0	3	0	13
01:00		0	7	0	6	0	13		0	2	0	11	0	13
01:15		0	1	0	4	0	5		0	2	0	6	0	8
01:30		0	2	0	4	0	6		0	3	0	2	0	5
01:45		0	4	0	3	0	7		0	2	0	4	0	6
02:00		0	2	0	2	0	4		0	4	0	2	0	6
02:15		0	0	0	3	0	3		0	4	0	1	0	5
02:30		0	2	0	0	0	2		0	8	0	11	0	19
02:45		0	4	0	6	0	10		0	5	0	1	0	6
03:00		0	3	0	6	0	9		0	8	0	5	0	13
03:15		0	2	0	7	0	9		0	7	0	5	0	12
03:30		0	3	0	5	0	8		0	5	0	0	0	5
03:45		0	4	0	3	0	7		0	2	0	4	0	6
04:00		0	4	0	0	0	4		0	1	0	1	0	2
04:15		0	3	0	0	0	3		0	4	0	0	0	4
04:30		0	3	0	3	0	6		0	3	0	0	0	3
04:45		0	8	0	2	0	10		1	9	1	0	2	9
05:00		0	9	0	3	0	12		0	2	0	2	0	4
05:15		0	3	0	3	0	6		0	3	0	0	0	3
05:30		0	4	0	0	0	4		0	2	0	2	0	4
05:45		0	0	0	1	0	1		0	1	0	1	0	2
06:00		0	1	0	5	0	6		0	1	0	0	0	1
06:15		1	1	0	5	1	6		1	1	0	1	1	2
06:30		1	6	0	11	1	17		1	0	0	3	1	3
06:45		0	2	0	1	0	3		1	2	1	0	2	2
07:00		0	0	0	4	0	4		0	1	0	0	0	1
07:15		0	4	1	1	1	5		0	2	0	0	0	2
07:30		0	4	1	0	1	4		0	1	1	2	1	3
07:45		1	2	5	1	6	3		0	2	4	0	4	2
08:00		1	3	4	1	5	4		1	1	2	0	3	1
08:15		0	7	2	0	2	7		2	2	2	0	4	2
08:30		0	6	4	3	4	9		0	3	4	0	4	3
08:45		1	6	7	1	8	7		1	3	3	1	4	4
09:00		1	7	6	1	7	8		0	0	4	1	4	1
09:15		0	5	5	0	5	5		3	2	7	1	10	3
09:30		1	0	1	0	2	0		0	5	5	0	5	5
09:45		1	0	6	0	7	0		0	2	3	0	3	2
10:00		2	1	5	2	7	3		1	0	6	0	7	0
10:15		1	3	7	0	8	3		0	2	6	1	6	3
10:30		2	2	2	0	4	2		1	7	1	2	2	9
10:45		2	3	3	0	5	3		1	4	4	0	5	4
11:00		7	6	4	0	11	6		2	2	3	0	5	2
11:15		1	3	1	0	2	3		5	1	3	0	8	1
11:30		3	1	3	0	6	1		2	0	4	0	6	0
11:45		0	0	2	0	2	0		1	0	4	0	5	0
Total		26	151	69	105	95	256		26	138	68	91	94	229
Day Total		177		174		351		164		159		323		
% Total		7.4%	43.0%	19.7%	29.9%			8.0%	42.7%	21.1%	28.2%			
Peak	-	10:45	08:15	08:30	02:45	10:15	02:45	-	10:45	02:30	09:15	00:30	09:15	00:30
Vol.	-	13	26	22	24	28	36	-	10	28	21	36	25	51
P.H.F.		0.464	0.722	0.786	0.857	0.636	0.900		0.500	0.875	0.750	0.563	0.625	0.750

Study Name SR 31 at Marina Dr South
 Start Date 03/26/2019
 Start Time 10:00 AM
 Site Code 2
 Project SR 31: SR 31 at Marina Dr

Type Road
 Classification All Vehicles (no classification)

Start Time	SR 31 Southbound				n/a Westbound				SR 31 Northbound				Marina Dr South Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
10:00 AM	4	114		0						95	1	0	1		1	0
10:15 AM	3	57		0						82	2	1	1		0	0
10:30 AM	3	116		0						94	1	0	1		1	0
10:45 AM	0	94		0						110	2	2	2		0	0
11:00 AM	3	102		0						109	2	0	2		2	0
11:15 AM	0	98		0						100	0	0	2		1	0
11:30 AM	2	80		0						122	2	0	2		2	0
11:45 AM	1	101		0						119	1	0	0		0	0
12:00 PM	0	130		0						114	2	0	0		1	0
12:15 PM	0	108		0						124	0	0	3		1	0
12:30 PM	11	145		0						87	3	0	1		1	0
12:45 PM	5	101		0						95	0	0	5		5	0
1:00 PM	4	92		0						95	2	0	0		0	0
1:15 PM	7	133		0						122	2	0	1		2	0
1:30 PM	1	140		0						92	2	0	1		2	0
1:45 PM	1	113		0						140	2	0	3		1	0

Study Name SR 31 at Marina Dr South

Start Date 03/26/2019

Start Time 10:00 AM

Site Code 2

Project SR 31: SR 31 at Marina Dr

Type Crosswalk
Classification Bicycles on Crosswalk

Start Time	SR 31 Southbound			n/a Westbound			SR 31 Northbound			Marina Dr South Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds SB	Peds NB	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin
10:00 AM	0	0					0	0		0	0	
10:15 AM	0	0					0	0		0	0	
10:30 AM	0	0					0	0		0	0	
10:45 AM	0	0					0	0		0	0	
11:00 AM	0	0					0	0		0	0	
11:15 AM	0	0					0	0		0	0	
11:30 AM	0	0					0	0		0	0	
11:45 AM	0	0					0	0		0	0	
12:00 PM	0	0					0	0		0	0	
12:15 PM	0	0					0	0		0	0	
12:30 PM	0	0					0	0		0	0	
12:45 PM	0	0					0	0		0	0	
1:00 PM	0	0					0	0		0	0	
1:15 PM	0	0					0	0		0	0	
1:30 PM	0	0					0	0		0	0	
1:45 PM	0	0					0	0		0	0	

Study Name SR 31 at Marina Dr South
 Start Date 03/26/2019
 Start Time 10:00 AM
 Site Code 2
 Project SR 31: SR 31 at Marina Dr

Type Crosswalk
 Classification Pedestrians

Start Time	SR 31 Southbound			n/a Westbound			SR 31 Northbound			Marina Dr South Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds SB	Peds NB	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin
10:00 AM	0	0					0	0		0	0	
10:15 AM	0	0					0	0		0	0	
10:30 AM	0	0					0	0		0	0	
10:45 AM	0	0					0	0		0	0	
11:00 AM	0	0					0	0		0	0	
11:15 AM	0	0					0	0		0	0	
11:30 AM	0	0					0	0		0	0	
11:45 AM	0	0					0	0		0	0	
12:00 PM	0	0					0	0		0	0	
12:15 PM	0	0					0	0		0	0	
12:30 PM	0	0					0	0		0	0	
12:45 PM	0	0					0	0		0	0	
1:00 PM	0	0					0	0		0	0	
1:15 PM	0	0					0	0		0	0	
1:30 PM	0	0					0	0		0	0	
1:45 PM	0	0					0	0		0	0	

Study Name SR 31 at Restaurant 4

Start Date 03/27/2019

Start Time 11:00 AM

Site Code 3B

Project SR 31: SR 31 at Restaurant

Type Road

Classification All Vehicles (no classification)

Start Time	SR 31 Southbound				n/a Westbound				SR 31 Northbound				Restaurant Eastbound			
	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
11:00 AM	7	105		0						97	12	0	1		0	0
11:15 AM	4	96		0						92	9	0	0		0	0
11:30 AM	11	119		0						92	22	0	2		1	0
11:45 AM	12	114		0						100	14	0	1		1	0
12:00 PM	11	128		0						105	10	0	1		4	0
12:15 PM	9	102		0						110	16	0	6		2	0
12:30 PM	13	139		0						80	10	0	19		2	0
12:45 PM	6	92		1						90	11	0	15		5	0
2:00 PM	9	123		0						121	10	0	11		8	0
2:15 PM	3	93		0						121	3	0	11		5	0
2:30 PM	6	108		0						96	11	0	16		6	0
2:45 PM	3	142		0						115	10	0	11		7	0
3:00 PM	3	120		0						127	8	0	16		3	0
3:15 PM	9	118		0						131	8	1	12		9	0
3:30 PM	6	138		0						121	15	0	38		15	0
3:45 PM	5	117		0						154	3	0	11		6	0

Study Name SR 31 at Restaurant 4
 Start Date 03/27/2019
 Start Time 11:00 AM
 Site Code 3B
 Project SR 31: SR 31 at Restaurant

Type Crosswalk
 Classification Bicycles on Crosswalk

Start Time	SR 31 Southbound			n/a Westbound			SR 31 Northbound			Restaurant Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds SB	Peds NB	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin
11:00 AM	0	0					0	0		0	0	
11:15 AM	0	0					0	0		0	0	
11:30 AM	0	0					0	0		0	0	
11:45 AM	0	0					0	0		0	0	
12:00 PM	0	0					0	0		0	0	
12:15 PM	0	0					0	0		0	0	
12:30 PM	0	0					0	0		0	0	
12:45 PM	0	0					0	0		0	0	
2:00 PM	0	0					0	0		0	0	
2:15 PM	0	0					0	0		0	0	
2:30 PM	0	0					0	0		0	0	
2:45 PM	0	0					0	0		0	0	
3:00 PM	0	0					0	0		1	0	
3:15 PM	0	0					0	0		0	0	
3:30 PM	0	0					0	0		0	0	
3:45 PM	0	0					0	0		0	0	

Study Name SR 31 at Restaurant 4
 Start Date 03/27/2019
 Start Time 11:00 AM
 Site Code 3B
 Project SR 31: SR 31 at Restaurant

Type Crosswalk
 Classification Pedestrians

Start Time	SR 31 Southbound			n/a Westbound			SR 31 Northbound			Restaurant Eastbound		
	Peds CW	Peds CCW	Peds Combin	Peds SB	Peds NB	Peds Combin	Peds CW	Peds CCW	Peds Combin	Peds CW	Peds CCW	Peds Combin
11:00 AM	0	0					0	0		1	0	
11:15 AM	0	0					0	0		0	0	
11:30 AM	0	0					0	0		0	0	
11:45 AM	0	0					0	0		0	0	
12:00 PM	0	0					0	0		0	0	
12:15 PM	0	0					0	0		0	0	
12:30 PM	0	0					0	0		2	0	
12:45 PM	0	0					0	0		2	0	
2:00 PM	0	0					0	0		0	0	
2:15 PM	0	0					0	0		0	0	
2:30 PM	0	0					0	0		0	0	
2:45 PM	0	0					0	0		0	0	
3:00 PM	0	0					0	0		0	0	
3:15 PM	0	0					0	0		0	2	
3:30 PM	0	0					0	0		0	0	
3:45 PM	0	0					0	0		1	1	

Appendix D
Peak Season Factor Category report and Axle
Factor Category report

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT
 CATEGORY: 1203 SR80, 31 & 78 E OF I-75

MOCF: 0.94

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	0.95	1.01
2	01/07/2018 - 01/13/2018	0.99	1.05
3	01/14/2018 - 01/20/2018	1.04	1.11
4	01/21/2018 - 01/27/2018	1.01	1.07
* 5	01/28/2018 - 02/03/2018	0.99	1.05
* 6	02/04/2018 - 02/10/2018	0.96	1.02
* 7	02/11/2018 - 02/17/2018	0.94	1.00
* 8	02/18/2018 - 02/24/2018	0.93	0.99
* 9	02/25/2018 - 03/03/2018	0.92	0.98
*10	03/04/2018 - 03/10/2018	0.91	0.97
*11	03/11/2018 - 03/17/2018	0.90	0.96
*12	03/18/2018 - 03/24/2018	0.91	0.97
*13	03/25/2018 - 03/31/2018	0.92	0.98
*14	04/01/2018 - 04/07/2018	0.94	1.00
*15	04/08/2018 - 04/14/2018	0.95	1.01
*16	04/15/2018 - 04/21/2018	0.97	1.03
*17	04/22/2018 - 04/28/2018	0.98	1.04
18	04/29/2018 - 05/05/2018	1.00	1.06
19	05/06/2018 - 05/12/2018	1.02	1.09
20	05/13/2018 - 05/19/2018	1.04	1.11
21	05/20/2018 - 05/26/2018	1.04	1.11
22	05/27/2018 - 06/02/2018	1.05	1.12
23	06/03/2018 - 06/09/2018	1.05	1.12
24	06/10/2018 - 06/16/2018	1.05	1.12
25	06/17/2018 - 06/23/2018	1.06	1.13
26	06/24/2018 - 06/30/2018	1.06	1.13
27	07/01/2018 - 07/07/2018	1.07	1.14
28	07/08/2018 - 07/14/2018	1.07	1.14
29	07/15/2018 - 07/21/2018	1.08	1.15
30	07/22/2018 - 07/28/2018	1.07	1.14
31	07/29/2018 - 08/04/2018	1.06	1.13
32	08/05/2018 - 08/11/2018	1.05	1.12
33	08/12/2018 - 08/18/2018	1.04	1.11
34	08/19/2018 - 08/25/2018	1.04	1.11
35	08/26/2018 - 09/01/2018	1.04	1.11
36	09/02/2018 - 09/08/2018	1.04	1.11
37	09/09/2018 - 09/15/2018	1.04	1.11
38	09/16/2018 - 09/22/2018	1.02	1.09
39	09/23/2018 - 09/29/2018	1.01	1.07
40	09/30/2018 - 10/06/2018	1.00	1.06
41	10/07/2018 - 10/13/2018	0.99	1.05
42	10/14/2018 - 10/20/2018	0.98	1.04
43	10/21/2018 - 10/27/2018	0.97	1.03
44	10/28/2018 - 11/03/2018	0.97	1.03
45	11/04/2018 - 11/10/2018	0.96	1.02
46	11/11/2018 - 11/17/2018	0.95	1.01
47	11/18/2018 - 11/24/2018	0.95	1.01
48	11/25/2018 - 12/01/2018	0.95	1.01
49	12/02/2018 - 12/08/2018	0.95	1.01
50	12/09/2018 - 12/15/2018	0.95	1.01
51	12/16/2018 - 12/22/2018	0.98	1.04
52	12/23/2018 - 12/29/2018	1.01	1.07
53	12/30/2018 - 12/31/2018	1.04	1.11

* PEAK SEASON

26-FEB-2019 18:31:28

830UPD

1_1203_PKSEASON.TXT

2018 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 12 - LEE

WEEK	DATES	1205 SR80,US41-SR739NB	1206 SR 80, I 75-OLD OLGA	1207 SR31,SR80-SR78	1208 SR82,SR45 - SR 739NB
1	01/01/2018 - 01/06/2018	0.97	0.93	0.83	0.95
2	01/07/2018 - 01/13/2018	0.97	0.93	0.83	0.95
3	01/14/2018 - 01/20/2018	0.97	0.93	0.82	0.95
4	01/21/2018 - 01/27/2018	0.97	0.93	0.82	0.95
5	01/28/2018 - 02/03/2018	0.97	0.93	0.82	0.95
6	02/04/2018 - 02/10/2018	0.97	0.93	0.82	0.95
7	02/11/2018 - 02/17/2018	0.97	0.93	0.82	0.95
8	02/18/2018 - 02/24/2018	0.97	0.93	0.82	0.95
9	02/25/2018 - 03/03/2018	0.97	0.93	0.82	0.95
10	03/04/2018 - 03/10/2018	0.97	0.93	0.82	0.95
11	03/11/2018 - 03/17/2018	0.97	0.93	0.82	0.95
12	03/18/2018 - 03/24/2018	0.97	0.93	0.83	0.95
13	03/25/2018 - 03/31/2018	0.97	0.93	0.83	0.95
14	04/01/2018 - 04/07/2018	0.97	0.93	0.84	0.95
15	04/08/2018 - 04/14/2018	0.97	0.93	0.84	0.95
16	04/15/2018 - 04/21/2018	0.97	0.93	0.85	0.95
17	04/22/2018 - 04/28/2018	0.97	0.93	0.84	0.95
18	04/29/2018 - 05/05/2018	0.97	0.93	0.83	0.95
19	05/06/2018 - 05/12/2018	0.97	0.93	0.82	0.95
20	05/13/2018 - 05/19/2018	0.97	0.93	0.81	0.95
21	05/20/2018 - 05/26/2018	0.97	0.93	0.83	0.95
22	05/27/2018 - 06/02/2018	0.97	0.93	0.85	0.95
23	06/03/2018 - 06/09/2018	0.97	0.93	0.86	0.95
24	06/10/2018 - 06/16/2018	0.97	0.93	0.88	0.95
25	06/17/2018 - 06/23/2018	0.97	0.93	0.86	0.95
26	06/24/2018 - 06/30/2018	0.97	0.93	0.85	0.95
27	07/01/2018 - 07/07/2018	0.97	0.93	0.83	0.95
28	07/08/2018 - 07/14/2018	0.97	0.93	0.82	0.95
29	07/15/2018 - 07/21/2018	0.97	0.93	0.80	0.95
30	07/22/2018 - 07/28/2018	0.97	0.93	0.80	0.95
31	07/29/2018 - 08/04/2018	0.97	0.93	0.81	0.95
32	08/05/2018 - 08/11/2018	0.97	0.93	0.81	0.95
33	08/12/2018 - 08/18/2018	0.97	0.93	0.81	0.95
34	08/19/2018 - 08/25/2018	0.97	0.93	0.82	0.95
35	08/26/2018 - 09/01/2018	0.97	0.93	0.83	0.95
36	09/02/2018 - 09/08/2018	0.97	0.93	0.84	0.95
37	09/09/2018 - 09/15/2018	0.97	0.93	0.85	0.95
38	09/16/2018 - 09/22/2018	0.97	0.93	0.84	0.95
39	09/23/2018 - 09/29/2018	0.97	0.93	0.83	0.95
40	09/30/2018 - 10/06/2018	0.97	0.93	0.83	0.95
41	10/07/2018 - 10/13/2018	0.97	0.93	0.82	0.95
42	10/14/2018 - 10/20/2018	0.97	0.93	0.81	0.95
43	10/21/2018 - 10/27/2018	0.97	0.93	0.81	0.95
44	10/28/2018 - 11/03/2018	0.97	0.93	0.81	0.95
45	11/04/2018 - 11/10/2018	0.97	0.93	0.81	0.95
46	11/11/2018 - 11/17/2018	0.97	0.93	0.81	0.95
47	11/18/2018 - 11/24/2018	0.97	0.93	0.82	0.95
48	11/25/2018 - 12/01/2018	0.97	0.93	0.82	0.95
49	12/02/2018 - 12/08/2018	0.97	0.93	0.83	0.95
50	12/09/2018 - 12/15/2018	0.97	0.93	0.83	0.95
51	12/16/2018 - 12/22/2018	0.97	0.93	0.83	0.95
52	12/23/2018 - 12/29/2018	0.97	0.93	0.82	0.95
53	12/30/2018 - 12/31/2018	0.97	0.93	0.82	0.95

Appendix E
Generalized Service Volume Table from FDOT
Quality Level of Service Handbook 2013

Generalized **Peak Hour Directional** Volumes for Florida's
Urbanized Areas¹

TABLE 7

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	2	2,260	3,020	3,660	3,940	
1	Undivided	*	830	880	**	3	3,360	4,580	5,500	6,080	
2	Divided	*	1,910	2,000	**	4	4,500	6,080	7,320	8,220	
3	Divided	*	2,940	3,020	**	5	5,660	7,680	9,220	10,360	
4	Divided	*	3,970	4,040	**	6	7,900	10,320	12,060	12,500	
Class II (35 mph or slower posted speed limit)						Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lane	Ramp Metering				
1	Undivided	*	370	750	800	+ 1,000	+ 5%				
2	Divided	*	730	1,630	1,700						
3	Divided	*	1,170	2,520	2,560						
4	Divided	*	1,610	3,390	3,420						
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)											
Non-State Signalized Roadways - 10%											
Median & Turn Lane Adjustments											
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors							
1	Divided	Yes	No	+5%							
1	Undivided	No	No	-20%							
Multi	Undivided	Yes	No	-5%							
Multi	Undivided	No	No	-25%							
-	-	-	Yes	+ 5%							
One-Way Facility Adjustment Multiply the corresponding directional volumes in this table by 1.2											
BICYCLE MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Paved Shoulder/Bicycle Lane Coverage						B	C	D	E		
0-49%						*	150	390	1,000		
50-84%						110	340	1,000	>1,000		
85-100%						470	1,000	>1,000	**		
PEDESTRIAN MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						B	C	D	E		
Sidewalk Coverage											
0-49%						*	*	140	480		
50-84%						*	80	440	800		
85-100%						200	540	880	>1,000		
BUS MODE (Scheduled Fixed Route) ³ (Buses in peak hour in peak direction)						B	C	D	E		
Sidewalk Coverage											
0-84%						> 5	≥ 4	≥ 3	≥ 2		
85-100%						> 4	≥ 3	≥ 2	≥ 1		
						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	B	C	D	E						
1	Undivided	420	840	1,190	1,640						
2	Divided	1,810	2,560	3,240	3,590						
3	Divided	2,720	3,840	4,860	5,380						
Uninterrupted Flow Highway Adjustments											
Lanes	Median	Exclusive left lanes		Adjustment factors							
1	Divided	Yes		+5%							
Multi	Undivided	Yes		-5%							
Multi	Undivided	No		-25%							
						¹ Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
						³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
						* Cannot be achieved using table input value defaults.					
						** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
						Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm					

TABLE 7
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's
Urbanized Areas

12/18/12

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

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

HCS7 Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	3/23/2020
Agency	FDOT District 1	Analysis Year	2019 Existing Year
Jurisdiction	FDOT District 1	Time Period Analyzed	AM Peak Hour
Project Description	SR 31 - SR 78 to SR 80 PD&E Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	4752
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	40	Access Point Density, pts/mi	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	481	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.91	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.6
Speed Slope Coefficient	2.97132	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.39334	PF Power Coefficient	0.71629
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.3
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4752	-	-	42.6

Vehicle Results

Average Speed, mi/h	42.6	Percent Followers, %	56.2
Segment Travel Time, minutes	1.27	Followers Density, followers/mi/ln	6.3
Vehicle LOS	C		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1162
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	40	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	481	Opposing Demand Flow Rate, veh/h	468
-------------------------------------	-----	----------------------------------	-----

Peak Hour Factor	0.91	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.1
Speed Slope Coefficient	2.72357	Speed Power Coefficient	0.48646
PF Slope Coefficient	-1.40106	PF Power Coefficient	0.72114
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1162	-	-	42.4

Vehicle Results

Average Speed, mi/h	42.4	Percent Followers, %	56.3
Segment Travel Time, minutes	0.31	Followers Density, followers/mi/ln	6.4
Vehicle LOS	C		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1373
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	40	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	481	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.91	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.4
Speed Slope Coefficient	2.86385	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.49646	PF Power Coefficient	0.69213
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.9
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1373	-	-	41.5

Vehicle Results

Average Speed, mi/h	41.5	Percent Followers, %	59.4
Segment Travel Time, minutes	0.38	Followers Density, followers/mi/ln	6.9
Vehicle LOS	C		

HCS7 Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	3/23/2020
Agency	FDOT District 1	Analysis Year	2019 Existing Year
Jurisdiction	FDOT District 1	Time Period Analyzed	PM Peak Hour
Project Description	SR 31 - SR 78 to SR 80 PD&E Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	4752
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	40	Access Point Density, pts/mi	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	592	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.98	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.35

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.6
Speed Slope Coefficient	2.97132	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.39334	PF Power Coefficient	0.71629
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.6
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4752	-	-	42.4

Vehicle Results

Average Speed, mi/h	42.4	Percent Followers, %	61.6
Segment Travel Time, minutes	1.27	Followers Density, followers/mi/ln	8.6
Vehicle LOS	C		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1162
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	40	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	592	Opposing Demand Flow Rate, veh/h	590
-------------------------------------	-----	----------------------------------	-----

Peak Hour Factor	0.98	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.35

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.1
Speed Slope Coefficient	2.75104	Speed Power Coefficient	0.47104
PF Slope Coefficient	-1.42041	PF Power Coefficient	0.71693
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.7
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1162	-	-	42.2

Vehicle Results

Average Speed, mi/h	42.2	Percent Followers, %	62.3
Segment Travel Time, minutes	0.31	Followers Density, followers/mi/ln	8.7
Vehicle LOS	C		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1373
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	40	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	592	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.98	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.35

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.4
Speed Slope Coefficient	2.86385	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.49646	PF Power Coefficient	0.69213
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.3
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1373	-	-	41.3

Vehicle Results

Average Speed, mi/h	41.3	Percent Followers, %	64.7
Segment Travel Time, minutes	0.38	Followers Density, followers/mi/ln	9.3
Vehicle LOS	C		

Appendix F
Signal Timing Plan

EAST PALM BCH BLVD (S.R.80) - SR 80 & SR 31 VID

Configuration Phase Sequence

Controller Sequence (MM)1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B		B	B	B		B		B							
Sequence 1																
Ring 1	| 1	2 |	4 |	3 |	9	10 |	13	14 |	.	.	.	.	.	.	.	.
Ring 2	| 5	6 |	7 |	8 |	11	12 |	15	16 |	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	| 2	1 |	3 |	4 |	10	9 |	13	14 |	.	.	.	.	.	.	.	.
Ring 2	| 5	6 |	7 |	8 |	11	12 |	15	16 |	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	| 1	2 |	4 |	3 |	9	10 |	14	13 |	.	.	.	.	.	.	.	.
Ring 2	| 5	6 |	7 |	8 |	11	12 |	15	16 |	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	| 2	1 |	4 |	3 |	10	9 |	14	13 |	.	.	.	.	.	.	.	.
Ring 2	| 5	6 |	7 |	8 |	11	12 |	15	16 |	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	| 1	2 |	3 |	4 |	9	10 |	13	14 |	.	.	.	.	.	.	.	.
Ring 2	| 6	5 |	7 |	8 |	12	11 |	15	16 |	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	| 2	1 |	3 |	4 |	10	9 |	13	14 |	.	.	.	.	.	.	.	.
Ring 2	| 6	5 |	7 |	8 |	12	11 |	15	16 |	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	| 1	2 |	4 |	3 |	9	10 |	14	13 |	.	.	.	.	.	.	.	.
Ring 2	| 6	5 |	7 |	8 |	12	11 |	15	16 |	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	| 2	1 |	4 |	3 |	10	9 |	14	13 |	.	.	.	.	.	.	.	.
Ring 2	| 6	5 |	7 |	8 |	12	11 |	15	16 |	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	| 1	2 |	3 |	4 |	9	10 |	13	14 |	.	.	.	.	.	.	.	.
Ring 2	| 5	6 |	8 |	7 |	11	12 |	16	15 |	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	| 2	1 |	3 |	4 |	10	9 |	13	14 |	.	.	.	.	.	.	.	.
Ring 2	| 5	6 |	8 |	7 |	11	12 |	16	15 |	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	| 1	2 |	4 |	3 |	9	10 |	14	13 |	.	.	.	.	.	.	.	.
Ring 2	| 5	6 |	8 |	7 |	11	12 |	16	15 |	.	.	.	.	.	.	.	.
Sequence 12																
Ring 1	| 2	1 |	4 |	3 |	10	9 |	14	13 |	.	.	.	.	.	.	.	.
Ring 2	| 5	6 |	8 |	7 |	11	12 |	16	15 |	.	.	.	.	.	.	.	.
Sequence 13																
Ring 1	| 1	2 |	3 |	4 |	9	10 |	13	14 |	.	.	.	.	.	.	.	.
Ring 2	| 6	5 |	8 |	7 |	12	11 |	16	15 |	.	.	.	.	.	.	.	.
Sequence 14																
Ring 1	| 2	1 |	3 |	4 |	10	9 |	13	14 |	.	.	.	.	.	.	.	.
Ring 2	| 6	5 |	8 |	7 |	12	11 |	16	15 |	.	.	.	.	.	.	.	.
Sequence 15																
Ring 1	| 1	2 |	4 |	3 |	9	10 |	14	13 |	.	.	.	.	.	.	.	.
Ring 2	| 6	5 |	8 |	7 |	12	11 |	16	15 |	.	.	.	.	.	.	.	.
Sequence 16																
Ring 1	| 2	1 |	4 |	3 |	10	9 |	14	13 |	.	.	.	.	.	.	.	.
Ring 2	| 6	5 |	8 |	7 |	12	11 |	16	15 |	.	.	.	.	.	.	.	.

Phases In Use / Exclusive PED (MM)1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases in Use	X	X	X	X	X	X										
Exclusive PED																

Phase Compatibility (MM)1-1-2

Phase	Compatible Phase
n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Overlap	A	B	C	D	E	F	G	H	I	J	L	K	L	M	N	O
Description																

Administration (MM)1-7-1

Enable CU/Cabinet Interlock CRC No
 Request Download Controller Data No
 Controller Database CRC 0000
 Enable Automatic Backup to Datakey Yes

Backup Prevent (MM)1-1-3

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Timing / Backup	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	X	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Simultaneous Gap (MM)1-1-4

Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Must	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Gap	3	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
With	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Phase	5	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Disable		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MMU Channel) (MM)1-3

	Phase / Overlap	Type	Dimming				Power Up			Auto		Flash Together	
			Red	Yellow	Green	Dark	Auto	Red	Yellow	Dark	Red		Yellow
1	1	V				+	X				X		X
2	2	V				+	X				X		X
3	3	V				+	X				X		
4	4	V				+	X				X		
5	5	V				-	X				X		X
6	6	V				-	X				X		X
7	0					-	X				X		
8	0					-	X				X		
9	0					+				X			
10	0					+				X			
11	0					-				X			
12	0					-				X			
13	2	P				+				X			
14	4	P				-				X			
15	6	P				+				X			
16	3	P				-				X			

EAST PALM BCH BLVD (S.R.80) - SR 80 & SR 31 VID

Configuration Port 1 (SDLC)**SDLC Options (MM)1-4-1**

BIU	1	2	3	4	5	6	7	8
Term and Facility Enable	X	X						
Detector Rack Enable	X	X						

Enable TS2/MMU Type Cabinet: Yes
 Enable MMU Extended Status: Yes
 Enable SDLC Stop Time: Yes
 Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	Channel 2
1	5
1	6
1	15
2	5
2	6
2	13
2	15
3	16
4	14
5	13
6	13
6	15
13	15

Color Check Enable (MM)1-4-3

Enable Color Check: Yes

MMU Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green	X	X	X	X	X	X							X	X	X	X
Yellow	X	X	X	X	X	X										
Red	X	X	X	X	X	X							X	X	X	X

Secondary To Secondary Addressing (MM)1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term and Facility Enable									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack Enable									

Diagonstics (Test Fixture) Enable: No

EAST PALM BCH BLVD (S.R.80) - SR 80 & SR 31 VID

Configuration Communications**Ethernet Port Configuration (MM)1-5-1**

Controller IP: 10.70.10.51
 Subnet Mask: 255.255.0.0
 Default Gateway IP: 0.0.0.0
 Server IP: 10.70.10.1

NTCIP Parameters (MM)1-5-5

Backup Time: 0
 UDP Port: 501
 Ethernet Priority: 1
 Port 2 Priority: 2
 Port 3A Priority: 3
 Port 3B Priority: 4

Port Configuration (MM)1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Protocol	NTCIP	ECPIP	ECPIP
Enable	Yes	No	Yes
Data Rate	9600	1200	1200
Data Parity Stop	8 N 1	8 N 1	8 0 1
Modem Setup String	None	None	None
User String			
Comm Port Address	1	1	0
System Detector 9-1	0	0	0
Telemetry Response Delay	0.0	1.0	0.9
Duplex Half/Full	Full	Full	Full
Flow Control	Yes	Yes	Yes
AB3418 NTCIP Group Address	0	1	0
AB3418 NTCIP Single Flag Enable	No	No	No
RTS to CTS Delay	0.0	0.0	3.0
RTS Turn Off Delay	0.0	0.0	2.0
Droupout Time	10	10	10
Early RTS	No	No	No
Telemetry Mode	FSK	FSK	FSK
Rail Road	0	0	0
Rail Road Line	0	0	0
ATCS Group	0	0	0
Wayside Device	0	0	0
ATCS Device	0	0	0
Wayside SubNode	0	0	0
ATCS SubNode	0	0	0

ECPIP Parameters (MM)1-5-6

Controller Address: 1
 Expanded System Detector Address: 0

Local System Detector

Local System Detector	Number
1	17
2	18
3	19
4	20
5	21
6	22
7	23
8	24

EAST PALM BCH BLVD (S.R.80) - SR 80 & SR 31 VID

Configuration Logging/Display

Event Logging (MM)1-6-1

Critical RFE's	Yes	3 Critical RFE's in 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Faults	Yes
Non-Critical RFE's (Det/Test)	Yes	Detector Errors	Yes
Coordination Errors	Yes	Controller Download	Yes
Preempt	Yes	TSP	Yes
Power On/Off	Yes	Low Battery	Yes
Access	Yes	Data Change	Yes
Online/Offline	Yes		

Alarm Log	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X	X														

Display Options (MM)1-7-2

Key Click Enable:	No
Backlight Enable:	Yes
LED Mode:	Auto
Main Status Display Mode:	Basic
Screen Format:	Basic
Trans Mode Pop-up Disable:	No

Sign On (MM)8-5

Sign On Message Line 1: Property of Lee County DOT
 Sign On Message Line 2: SR-80 @ SR-31

EAST PALM BCH BLVD (S.R.80) - SR 80 & SR 31 VID

Logic Processor Page 1
Statement Control (MM)1-8-1

LP	Statement Control
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EAST PALM BCH BLVD (S.R.80) - SR 80 & SR 31 VID

Logic Processor Page 2

Logic Statements (MM)1-8-2

EAST PALM BCH BLVD (S.R.80) - SR 80 & SR 31 VID

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	EBLT	WB	SB	NB	WBLT	EB										
Min Green	5	20	8	7	5	20	0	0	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	7	7	0	7	0	0	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	21	34	27	0	33	0	0	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	5.0	4.0	2.0	2.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	3.0	7.0	4.0	2.0	2.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	25	60	30	15	20	60	0	0	0	0	0	0	0	0	0	0
Max 2	25	150	25	10	15	75	0	0	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	5.4	4.3	4.0	4.0	5.4	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Clear	2.5	2.0	2.5	2.5	2.5	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	EBLT	WB	SB	NB	WBLT	EB										
Min Green	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	0	0	0	0	0	0	0	0
Max 2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	EBLT	WB	SB	NB	WBLT	EB										
Min Green	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	0	0	0	0	0	0	0	0
Max 2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	EBLT	WB	SB	NB	WBLT	EB										
Min Green	5	5	5	5	5	5	5	5	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	0	0	0	0	0	0	0
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	0	0	0	0	0	0	0	0
Max 2	40	40	40	40	40	40	40	40	0	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

EAST PALM BCH BLVD (S.R.80) - SR 80 & SR 31 VID

**Controller Overlaps
Vehicle Overlaps (MM)2-2**

Overlap	Type	Lag Green	Yellow	Red	Advance Green
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Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phase	Lag 2 Phase	Flash Green
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PPLT FYA

Overlap	Protected Phase	Permissive Phase	Flash Arrow Output	Flash Arrow Channel	FYA Delay	FYA Clearance	Special Function Disable
E	1	2	Ped Yellow	13	3.0	0.0	2
G	5	6	Ped Yellow	15	3.0	0.0	1

**Guaranteed Minimum Time Data (MM) 2-4
Phase Time Data**

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	4.0	2.0	5
B02	5	0	7	4.0	2.0	5
C03	5	0	7	4.0	2.0	5
D04	5	0	7	4.0	2.0	5
E05	5	0	7	4.0	2.0	5
F06	5	0	7	4.0	2.0	5
G07	5	0	7	4.0	2.0	5
H08	5	0	7	4.0	2.0	5
I09	5	0	7	4.0	2.0	5
J10	5	0	7	4.0	2.0	5
K11	5	0	7	4.0	2.0	5
L12	5	0	7	4.0	2.0	5
M13	5	0	7	4.0	2.0	5
N14	5	0	7	4.0	2.0	5
O15	5	0	7	4.0	2.0	5
P16	5	0	7	4.0	2.0	5

EAST PALM BCH BLVD (S.R.80) - SR 80 & SR 31 VID

Controller Pedestrian Overlaps

Pedestrian Overlaps (MM) 2-3

Included Phase	Ped Overlap
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EAST PALM BCH BLVD (S.R.80) - SR 80 & SR 31 VID

Controller Start/Fash (MM) 2-5**Startup**

Phase	Phase Setting
1	R
5	R

Overlap

Flash > Mon: Yes
Flash Time: 0
All Red: 4
Power Start Sequence: 1
MUTCD Enabled: No
MUTCD Yellow to Green: n/a

Automatic Flash

Entry Phase
2
6

Exit Phase
1
5

Overlap Exit

Flash > Mon: Yes
Exit Flash Interval: R
Minimum Auto Flash: 8
Minimum Recall: Yes
Cycle Through Phase: No

EAST PALM BCH BLVD (S.R.80) - SR 80 & SR 31 VID

Controller Options

Controller Options (MM)2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Green Phase																
Guaranteed Passage																
Non Act 1		X				X										
Non Act 2																
Dual Entry																
Conditional Service																
Conditional Reservice																
Ped Reservice																
Rest In Walk																
Flashing Walk																
Ped Clear Yellow																
Ped Clear Red																
IGRN + Veh Ext																

Ped Clear Protect: Off

Red Revert: 2.0

MUTCD 3 Seconds Don't Walk: No

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No

Free Input Enables Pre-Timed: No

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed Phase																

Phase Recall Options (MM)2-8

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall		X				X										
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall	X	X	X	X	X	X	X	X								
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall	X	X	X	X	X	X	X	X								
Ped Recall																
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																

Vehicle Recall	X	X	X	X	X	X	X	X										
Ped Recall																		
Max Recall																		
Soft Recall																		
No Rest																		
AI Calc																		

EAST PALM BCH BLVD (S.R.80) - SR 80 & SR 31 VID

Coordination Options

Coordination Options (MM)3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	TBC	System Format	STD
Splits In	Percent	Offsets In	Percent
Transition	Smooth	Max Select	MAXINH
Dwell/Add Time	0		
Delay Coord Walk to LZ	No	Force Off	Fixed
Offset Reference	Lead	Use Ped Time	No
Ped Recall	No	Ped Reservice	Yes
Local Zero Override	No	FO Added Initial Green	No
Re-Sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM)3-5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Demand 1																
Demand 2																

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0
Cycle Count	0	0

EAST PALM BCH BLVD (S.R.80) - SR 80 & SR 31 VID

Coordination Pattern Data
Pattern Data (MM)3-2

Pattern - 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits in	Percent
Cycle	90	Std (COS)	112	Offsets in	Percent
Offset Value	31%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	Fixed		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 1)	17	53	0	30	0	70	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	70%	0%	0%

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

Split Pattern Data

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

Pattern - 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits in	Percent
Cycle	180	Std (COS)	0	Offsets in	Percent
Offset Value	0%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	Fixed		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 2)	10	30	50	10	10	30	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	40%	0%	0%

Misc. Data

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

Split Pattern Data

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

Pattern - 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits in	Percent
Cycle	180	Std (COS)	0	Offsets in	Percent
Offset Value	82%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	Fixed		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 6)	57	18	15	10	12	63	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	75%	0%	0%

Misc. Data

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

Split Pattern Data

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

Pattern - 7

Split Pattern	7	TS2 (Pat-Off)	2-1	Splits in	Percent
Cycle	95	Std (COS)	511	Offsets in	Percent
Offset Value	37%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	Fixed		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 7)	15	60	0	25	0	75	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	75%	0%	0%

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

Split Pattern Data

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

Pattern - 8

Split Pattern	8	TS2 (Pat-Off)	2-2	Splits in	Percent
Cycle	85	Std (COS)	344	Offsets in	Percent
Offset Value	63%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	Fixed		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 8)	17	56	0	27	0	73	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	73%	0%	0%

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

Split Pattern Data

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

Pattern - 9

Split Pattern	9	TS2 (Pat-Off)	2-3	Splits in	Percent
Cycle	80	Std (COS)	233	Offsets in	Percent
Offset Value	76%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	Fixed		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 9)	18	54	0	28	0	72	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	72%	0%	0%

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

Split Pattern Data

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

Pattern - 10

Split Pattern	10	TS2 (Pat-Off)	3-1	Splits in	Percent
Cycle	180	Std (COS)	0	Offsets in	Percent
Offset Value	0%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	Fixed		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 10)	50	20	20	10	12	58	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	70%	0%	0%

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

Split Pattern Data

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

Pattern - 11

Split Pattern	11	TS2 (Pat-Off)	3-2	Splits in	Percent
Cycle	150	Std (COS)	111	Offsets in	Percent
Offset Value	11%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	11		
Max Select	None	Force Off	Fixed		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 11)	16	58	15	11	14	60	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	74%	0%	0%

Misc. Data

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

Split Pattern Data

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

Pattern - 12

Split Pattern	12	TS2 (Pat-Off)	3-3	Splits in	Percent
Cycle	150	Std (COS)	122	Offsets in	Percent
Offset Value	90%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	12		
Max Select	None	Force Off	Fixed		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 12)	21	48	18	13	15	54	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	69%	0%	0%

Misc. Data

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

Split Pattern Data

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

Pattern - 21

Split Pattern	21	TS2 (Pat-Off)	6-3	Splits in	Percent
Cycle	80	Std (COS)	211	Offsets in	Percent
Offset Value	72%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	Fixed		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 21)	21	50	0	29	0	71	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	71%	0%	0%

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

Split Pattern Data

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

Pattern - 22

Split Pattern	22	TS2 (Pat-Off)	7-1	Splits in	Percent
Cycle	80	Std (COS)	222	Offsets in	Percent
Offset Value	25%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	Fixed		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 22)	25	40	0	35	0	65	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	65%	0%	0%

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

Split Pattern Data

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

Pattern - 24

Split Pattern	24	TS2 (Pat-Off)	7-3	Splits in	Percent
Cycle	80	Std (COS)	244	Offsets in	Percent
Offset Value	26%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	Fixed		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 24)	25	46	0	29	0	71	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	71%	0%	0%

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

Split Pattern Data

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

Pattern - 31

Split Pattern	31	TS2 (Pat-Off)	10-1	Splits in	Percent
Cycle	90	Std (COS)	311	Offsets in	Percent
Offset Value	21%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	Fixed		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 31)	19	56	0	25	0	75	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	75%	0%	0%

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

Split Pattern Data

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

Pattern - 33

Split Pattern	33	TS2 (Pat-Off)	10-3	Splits in	Percent
Cycle	90	Std (COS)	333	Offsets in	Percent
Offset Value	3%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	Fixed		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 33)	29	40	0	31	0	69	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	69%	0%	0%

Misc. Data

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

Split Pattern Data

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

Pattern - 41

Split Pattern	41	TS2 (Pat-Off)	13-2	Splits in	Percent
Cycle	90	Std (COS)	411	Offsets in	Percent
Offset Value	62%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	Fixed		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 41)	19	52	0	29	0	71	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	71%	0%	0%

Misc. Data

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

Split Pattern Data

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

Pattern - 42

Split Pattern	42	TS2 (Pat-Off)	13-3	Splits in	Percent
Cycle	90	Std (COS)	422	Offsets in	Percent
Offset Value	53%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	Fixed		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 42)	22	50	0	28	0	72	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	72%	0%	0%

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

Split Pattern Data

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

Pattern - 43

Split Pattern	43	TS2 (Pat-Off)	14-1	Splits in	Percent
Cycle	90	Std (COS)	433	Offsets in	Percent
Offset Value	96%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	Fixed		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 43)	20	42	0	38	0	62	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	62%	0%	0%

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

Split Pattern Data

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

Pattern - 44

Split Pattern	44	TS2 (Pat-Off)	14-2	Splits in	Percent
Cycle	90	Std (COS)	444	Offsets in	Percent
Offset Value	58%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	Fixed		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 44)	22	50	0	28	0	72	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	72%	0%	0%

Misc. Data

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

Split Pattern Data

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

Pattern - 61

Split Pattern	61	TS2 (Pat-Off)	0-0	Splits in	Percent
Cycle	120	Std (COS)	611	Offsets in	Percent
Offset Value	75%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	Fixed		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 61)	33	38	0	29	0	71	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	71%	0%	0%

Misc. Data

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

Split Pattern Data

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

Pattern - 63

Split Pattern	63	TS2 (Pat-Off)	0-0	Splits in	Percent
Cycle	120	Std (COS)	633	Offsets in	Percent
Offset Value	74%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	1		
Actuated Walk Rest	No	Sequence	0		
Phase Reservice	No	Action Plan	63		
Max Select	None	Force Off	Fixed		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	EBLT	WB	SB	NB	WBLT	EB										
Splits (Split Pat 63)	23	41	21	15	21	43	0	0	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	64%	0%	0%

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

Split Pattern Data

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

EAST PALM BCH BLVD (S.R.80) - SR 80 & SR 31 VID

Preemptor

Preempt Plan (MM)4-1

No Enabled Preempts

EAST PALM BCH BLVD (S.R.80) - SR 80 & SR 31 VID

Time Base Clock/Calendar

Clock/Calendar Options (MM)5-1

Enable Action Plan: 0
Sync Reference Time: 2:00 AM
Sync Reference: Reference Time
Day Light Savings: USDLS
Time Reset Input Set Time: 3:30:00
Standard Time From GMT: -5

EAST PALM BCH BLVD (S.R.80) - SR 80 & SR 31 VID

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

Action Plan - 3

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

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

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

Action Plan - 4

Pattern	254 - FREE	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	2	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

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

Action Plan - 7

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

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

Action Plan - 8

Pattern	8	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

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

Action Plan - 9

Pattern	9	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

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

Action Plan - 11

Pattern	11	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	2	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

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

Action Plan - 12

Pattern	12	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	2	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

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

Action Plan - 13

Pattern	12	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

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

Action Plan - 21

Pattern	21	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

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

Action Plan - 22

Pattern	22	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

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

Action Plan - 24

Pattern	24	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

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

Action Plan - 31

Pattern	31	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

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

Action Plan - 33

Pattern	33	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

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

Action Plan - 41

Pattern	41	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

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

Action Plan - 42

Pattern	42	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

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

Action Plan - 43

Pattern	43	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

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

Action Plan - 44

Pattern	44	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

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

Action Plan - 61

Pattern	61	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

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

Action Plan - 63

Pattern	63	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

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

Action Plan - 64

Pattern	63	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	2	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

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

Special Function	X	X														
------------------	---	---	--	--	--	--	--	--	--	--	--	--	--	--	--	--

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

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

EAST PALM BCH BLVD (S.R.80) - SR 80 & SR 31 VID

Time Base Day Plan/Schedule
Day Plan (MM)5-3**Day Plan - 1**

Event	Action Plan	Start Time
2	11	4:00 AM
3	31	6:45 AM
4	11	8:10 AM
5	22	10:45 AM
6	33	2:30 PM
7	11	6:00 PM
8	0	8:30 PM

Day Plan - 2

Event	Action Plan	Start Time
2	41	6:00 AM
3	42	9:00 AM
4	43	3:00 PM
5	0	7:00 PM

Day Plan - 3

Event	Action Plan	Start Time
2	12	6:30 AM
3	24	9:30 AM
4	12	5:30 PM
5	0	7:30 PM

Day Plan - 4

Event	Action Plan	Start Time
2	12	7:30 AM
3	24	9:00 AM
4	12	5:30 PM
5	0	8:30 PM

Day Plan - 5

Event	Action Plan	Start Time
2	44	9:00 AM
3	0	7:00 PM

Day Plan - 6

Event	Action Plan	Start Time
2	44	10:00 AM
3	0	7:00 PM

Day Plan - 7

Event	Action Plan	Start Time
1	4	6:00 AM
2	11	8:00 AM
3	63	9:00 AM
4	64	11:00 AM
5	63	2:00 PM
6	13	3:30 PM
7	12	4:00 PM
8	64	6:00 PM
9	3	8:00 PM

Day Plan - 8

Event	Action Plan	Start Time
1	3	12:00 AM
2	3	6:00 AM
3	63	8:00 AM
4	63	9:00 AM
5	63	11:00 AM
6	63	2:00 PM
7	63	4:00 PM
8	3	8:00 PM

Day Plan - 9

Event	Action Plan	Start Time
1	3	12:00 AM
2	3	6:00 AM
3	63	9:00 AM
4	63	11:00 AM
5	63	2:00 PM
6	63	4:00 PM
7	3	7:00 PM
8	3	8:00 PM

Schedule (MM)5-4

Schedule Number - 1

Day Plan Number: 1

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

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

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

Schedule Number - 2

Day Plan Number: 2

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

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

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

Schedule Number - 3

Day Plan Number: 7

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

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

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

Schedule Number - 4

Day Plan Number: 9

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

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X						

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

Schedule Number - 5

Day Plan Number: 8

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

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
							X

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

EAST PALM BCH BLVD (S.R.80) - SR 80 & SR 31 VID

Time Base Exceptions

Exception Day Program (MM)5-5

Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan
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EAST PALM BCH BLVD (S.R.80) - SR 80 & SR 31 VID

Detectors**Detectors Page 1****Vehicle Detectors Setup (MM)6-1**

Vehicle Plan	Detector Number	Called	Type
1	2	2	N
1	3	3	N
1	4	4	N
1	6	6	N
2	1	1	N
2	2	2	N
2	3	3	N
2	4	4	N
2	5	5	N
2	6	6	N

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Type	TS2 Detector	Detector Description
1	N-NTCIP	Yes	
2	N-NTCIP	Yes	
3	N-NTCIP	Yes	
4	N-NTCIP	Yes	
5	N-NTCIP	Yes	
6	N-NTCIP	Yes	
7	N-NTCIP	Yes	
8	N-NTCIP	Yes	
9	N-NTCIP	Yes	
10	N-NTCIP	Yes	
11	N-NTCIP	Yes	
12	N-NTCIP	Yes	
13	N-NTCIP	Yes	
14	N-NTCIP	Yes	
15	N-NTCIP	Yes	
16	N-NTCIP	Yes	
17	N-NTCIP	Yes	
18	N-NTCIP	Yes	
19	N-NTCIP	Yes	
20	N-NTCIP	Yes	
21	N-NTCIP	Yes	
22	N-NTCIP	Yes	
23	N-NTCIP	Yes	
24	N-NTCIP	Yes	
25	N-NTCIP	Yes	
26	N-NTCIP	Yes	
27	N-NTCIP	Yes	
28	N-NTCIP	Yes	
29	N-NTCIP	Yes	
30	N-NTCIP	Yes	
31	N-NTCIP	Yes	
32	N-NTCIP	Yes	
33	N-NTCIP	Yes	
34	N-NTCIP	Yes	
35	N-NTCIP	Yes	
36	N-NTCIP	Yes	
37	N-NTCIP	Yes	
38	N-NTCIP	Yes	
39	N-NTCIP	Yes	
40	N-NTCIP	Yes	
41	N-NTCIP	Yes	
42	N-NTCIP	Yes	
43	N-NTCIP	Yes	
44	N-NTCIP	Yes	

45	N-NTCIP	Yes	
46	N-NTCIP	Yes	
47	N-NTCIP	Yes	
48	N-NTCIP	Yes	
49	N-NTCIP	Yes	
50	N-NTCIP	Yes	
51	N-NTCIP	Yes	
52	N-NTCIP	Yes	
53	N-NTCIP	Yes	
54	N-NTCIP	Yes	
55	N-NTCIP	Yes	
56	N-NTCIP	Yes	
57	N-NTCIP	Yes	
58	N-NTCIP	Yes	
59	N-NTCIP	Yes	
60	N-NTCIP	Yes	
61	N-NTCIP	Yes	
62	N-NTCIP	Yes	
63	N-NTCIP	Yes	
64	N-NTCIP	Yes	

Vehicle Detector Setup (MM)6-2 continued

Det Num	Veh Det Plan	Phase	ECPI Log	Call Option	Delay Time	Ext Option	Extend Time / Passage Time	Queue Lim / Discon. Time	Use Added Initial	Cross Switch Phase	Lock In	NTCIP Vol.	NTCIP Occ.	Pmt Queue Delay
1	1	1	No	Yes	0.0	Passage	0.0	0	No	2	None	No	No	No
1	2	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	3	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
1	4	1	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	1	2	No	Yes	0.0	Passage	2.0	0	No	0	None	No	No	No
2	2	2	No	Yes	0.0	Passage	2.0	0	No	0	None	No	No	No
2	3	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
2	4	2	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	1	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	2	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	3	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
3	4	3	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	1	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	2	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	3	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
4	4	4	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	1	5	No	Yes	0.0	Passage	0.0	0	No	6	None	No	No	No
5	2	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	3	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
5	4	5	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	1	6	No	Yes	0.0	Passage	2.0	0	No	0	None	No	No	No
6	2	6	No	Yes	0.0	Passage	2.0	0	No	0	None	No	No	No
6	3	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
6	4	6	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	3	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
7	4	7	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	3	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
8	4	8	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	3	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
9	4	9	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	3	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
10	4	10	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
11	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

62	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
62	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
63	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	1	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	2	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	3	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No
64	4	0	No	Yes	0.0	Passage	0.0	0	No	0	None	No	No	No

Ped Detector Options (MM)6-3

Phase Ped Detector (NTCIP)

Local Ped Detector	Number
1	1
2	2
3	8
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16

EAST PALM BCH BLVD (S.R.80) - SR 80 & SR 31 VID

Detectors

Detectors Page 2

Log - Speed Detector Setup (MM)6-4

NTCIP Log Period: 0 ECPI Log Period: TBAP Length Unit: Inch

Speed Detector	Local Detector	One/Two Detector	Vehicle Length	Trap Length	Enable Log
1	0	1	0	0	No
2	0	1	0	0	No
3	0	1	0	0	No
4	0	1	0	0	No
5	0	1	0	0	No
6	0	1	0	0	No
7	0	1	0	0	No
8	0	1	0	0	No
9	0	1	0	0	No
10	0	1	0	0	No
11	0	1	0	0	No
12	0	1	0	0	No
13	0	1	0	0	No
14	0	1	0	0	No
15	0	1	0	0	No
16	0	1	0	0	No

Vehicle Detector Diagnostics (MM)6-5

Plan	Detector	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay
1	1	0	255	30	2	255	0
1	2	0	255	30	2	255	0
1	3	0	255	30	2	255	0
1	4	0	255	30	2	255	0
1	5	0	255	30	2	255	0
1	6	0	255	30	2	255	0
1	7	0	0	0	1	255	0
1	8	0	0	0	1	255	0
1	9	0	0	0	1	255	0
1	10	0	0	0	1	255	0
1	11	0	0	0	1	255	0
1	12	0	0	0	1	255	0
1	13	0	0	0	1	255	0
1	14	0	0	0	1	255	0
1	15	0	0	0	1	255	0
1	16	0	0	0	1	255	0
1	17	0	0	0	1	255	0
1	18	0	0	0	1	255	0
1	19	0	0	0	1	255	0
1	20	0	0	0	1	255	0
1	21	0	0	0	1	255	0
1	22	0	0	0	1	255	0
1	23	0	0	0	1	255	0
1	24	0	0	0	1	255	0
1	25	0	0	0	1	255	0
1	26	0	0	0	1	255	0
1	27	0	0	0	1	255	0
1	28	0	0	0	1	255	0
1	29	0	0	0	1	255	0
1	30	0	0	0	1	255	0
1	31	0	0	0	1	255	0
1	32	0	0	0	1	255	0
1	33	0	0	0	1	255	0

1	34	0	0	0	1	255	0
1	35	0	0	0	1	255	0
1	36	0	0	0	1	255	0
1	37	0	0	0	1	255	0
1	38	0	0	0	1	255	0
1	39	0	0	0	1	255	0
1	40	0	0	0	1	255	0
1	41	0	0	0	1	255	0
1	42	0	0	0	1	255	0
1	43	0	0	0	1	255	0
1	44	0	0	0	1	255	0
1	45	0	0	0	1	255	0
1	46	0	0	0	1	255	0
1	47	0	0	0	1	255	0
1	48	0	0	0	1	255	0
1	49	0	0	0	1	255	0
1	50	0	0	0	1	255	0
1	51	0	0	0	1	255	0
1	52	0	0	0	1	255	0
1	53	0	0	0	1	255	0
1	54	0	0	0	1	255	0
1	55	0	0	0	1	255	0
1	56	0	0	0	1	255	0
1	57	0	0	0	1	255	0
1	58	0	0	0	1	255	0
1	59	0	0	0	1	255	0
1	60	0	0	0	1	255	0
1	61	0	0	0	1	255	0
1	62	0	0	0	1	255	0
1	63	0	0	0	1	255	0
1	64	0	0	0	1	255	0
2	1	0	0	0	1	255	0
2	2	0	0	0	1	255	0
2	3	0	0	0	1	255	0
2	4	0	0	0	1	255	0
2	5	0	0	0	1	255	0
2	6	0	0	0	1	255	0
2	7	0	0	0	1	255	0
2	8	0	0	0	1	255	0
2	9	0	0	0	1	255	0
2	10	0	0	0	1	255	0
2	11	0	0	0	1	255	0
2	12	0	0	0	1	255	0
2	13	0	0	0	1	255	0
2	14	0	0	0	1	255	0
2	15	0	0	0	1	255	0
2	16	0	0	0	1	255	0
2	17	0	0	0	1	255	0
2	18	0	0	0	1	255	0
2	19	0	0	0	1	255	0
2	20	0	0	0	1	255	0
2	21	0	0	0	1	255	0
2	22	0	0	0	1	255	0
2	23	0	0	0	1	255	0
2	24	0	0	0	1	255	0
2	25	0	0	0	1	255	0
2	26	0	0	0	1	255	0
2	27	0	0	0	1	255	0
2	28	0	0	0	1	255	0
2	29	0	0	0	1	255	0
2	30	0	0	0	1	255	0
2	31	0	0	0	1	255	0
2	32	0	0	0	1	255	0
2	33	0	0	0	1	255	0
2	34	0	0	0	1	255	0
2	35	0	0	0	1	255	0
2	36	0	0	0	1	255	0
2	37	0	0	0	1	255	0

2	38	0	0	0	1	255	0
2	39	0	0	0	1	255	0
2	40	0	0	0	1	255	0
2	41	0	0	0	1	255	0
2	42	0	0	0	1	255	0
2	43	0	0	0	1	255	0
2	44	0	0	0	1	255	0
2	45	0	0	0	1	255	0
2	46	0	0	0	1	255	0
2	47	0	0	0	1	255	0
2	48	0	0	0	1	255	0
2	49	0	0	0	1	255	0
2	50	0	0	0	1	255	0
2	51	0	0	0	1	255	0
2	52	0	0	0	1	255	0
2	53	0	0	0	1	255	0
2	54	0	0	0	1	255	0
2	55	0	0	0	1	255	0
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2	57	0	0	0	1	255	0
2	58	0	0	0	1	255	0
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3	12	0	0	0	1	255	0
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3	14	0	0	0	1	255	0
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3	17	0	0	0	1	255	0
3	18	0	0	0	1	255	0
3	19	0	0	0	1	255	0
3	20	0	0	0	1	255	0
3	21	0	0	0	1	255	0
3	22	0	0	0	1	255	0
3	23	0	0	0	1	255	0
3	24	0	0	0	1	255	0
3	25	0	0	0	1	255	0
3	26	0	0	0	1	255	0
3	27	0	0	0	1	255	0
3	28	0	0	0	1	255	0
3	29	0	0	0	1	255	0
3	30	0	0	0	1	255	0
3	31	0	0	0	1	255	0
3	32	0	0	0	1	255	0
3	33	0	0	0	1	255	0
3	34	0	0	0	1	255	0
3	35	0	0	0	1	255	0
3	36	0	0	0	1	255	0
3	37	0	0	0	1	255	0
3	38	0	0	0	1	255	0
3	39	0	0	0	1	255	0
3	40	0	0	0	1	255	0
3	41	0	0	0	1	255	0

3	42	0	0	0	1	255	0
3	43	0	0	0	1	255	0
3	44	0	0	0	1	255	0
3	45	0	0	0	1	255	0
3	46	0	0	0	1	255	0
3	47	0	0	0	1	255	0
3	48	0	0	0	1	255	0
3	49	0	0	0	1	255	0
3	50	0	0	0	1	255	0
3	51	0	0	0	1	255	0
3	52	0	0	0	1	255	0
3	53	0	0	0	1	255	0
3	54	0	0	0	1	255	0
3	55	0	0	0	1	255	0
3	56	0	0	0	1	255	0
3	57	0	0	0	1	255	0
3	58	0	0	0	1	255	0
3	59	0	0	0	1	255	0
3	60	0	0	0	1	255	0
3	61	0	0	0	1	255	0
3	62	0	0	0	1	255	0
3	63	0	0	0	1	255	0
3	64	0	0	0	1	255	0
4	1	0	0	0	1	255	0
4	2	0	0	0	1	255	0
4	3	0	0	0	1	255	0
4	4	0	0	0	1	255	0
4	5	0	0	0	1	255	0
4	6	0	0	0	1	255	0
4	7	0	0	0	1	255	0
4	8	0	0	0	1	255	0
4	9	0	0	0	1	255	0
4	10	0	0	0	1	255	0
4	11	0	0	0	1	255	0
4	12	0	0	0	1	255	0
4	13	0	0	0	1	255	0
4	14	0	0	0	1	255	0
4	15	0	0	0	1	255	0
4	16	0	0	0	1	255	0
4	17	0	0	0	1	255	0
4	18	0	0	0	1	255	0
4	19	0	0	0	1	255	0
4	20	0	0	0	1	255	0
4	21	0	0	0	1	255	0
4	22	0	0	0	1	255	0
4	23	0	0	0	1	255	0
4	24	0	0	0	1	255	0
4	25	0	0	0	1	255	0
4	26	0	0	0	1	255	0
4	27	0	0	0	1	255	0
4	28	0	0	0	1	255	0
4	29	0	0	0	1	255	0
4	30	0	0	0	1	255	0
4	31	0	0	0	1	255	0
4	32	0	0	0	1	255	0
4	33	0	0	0	1	255	0
4	34	0	0	0	1	255	0
4	35	0	0	0	1	255	0
4	36	0	0	0	1	255	0
4	37	0	0	0	1	255	0
4	38	0	0	0	1	255	0
4	39	0	0	0	1	255	0
4	40	0	0	0	1	255	0
4	41	0	0	0	1	255	0
4	42	0	0	0	1	255	0
4	43	0	0	0	1	255	0
4	44	0	0	0	1	255	0
4	45	0	0	0	1	255	0

4	46	0	0	0	1	255	0
4	47	0	0	0	1	255	0
4	48	0	0	0	1	255	0
4	49	0	0	0	1	255	0
4	50	0	0	0	1	255	0
4	51	0	0	0	1	255	0
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4	57	0	0	0	1	255	0
4	58	0	0	0	1	255	0
4	59	0	0	0	1	255	0
4	60	0	0	0	1	255	0
4	61	0	0	0	1	255	0
4	62	0	0	0	1	255	0
4	63	0	0	0	1	255	0
4	64	0	0	0	1	255	0

Pedestrian Detector Diagnostics (MM)6-6

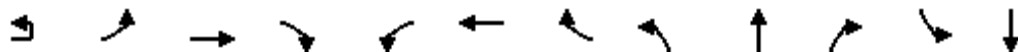
Plan	Detector	Counts	Act	Pres	Multiplier
1	2	0	0	10	1
1	3	0	0	10	1
1	4	0	0	10	1
1	6	0	0	10	1

Appendix G
Existing Year Operations Analysis Output
(Synchro)

Lanes, Volumes, Timings

3: SR 80 & SR 31

Year 2019 - Existing Conditions AM Peak



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔	↔↔↔	↔	↔	↔↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	1	125	559	30	59	1625	284	61	29	43	190	21
Future Volume (vph)	1	125	559	30	59	1625	284	61	29	43	190	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		255		390	510		350	0		320	550	
Storage Lanes		1		1	1		1	1		1	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.91	1.00	0.91	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt				0.850			0.850			0.850		
Flt Protected		0.950			0.950			0.950	0.982		0.950	0.961
Satd. Flow (prot)	0	1672	4893	1553	1770	3539	1568	1665	1721	1553	1603	1633
Flt Permitted		0.054			0.422			0.950	0.982		0.950	0.961
Satd. Flow (perm)	0	95	4893	1553	786	3539	1568	1665	1721	1553	1603	1633
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				122			255			129		
Link Speed (mph)			45			45			25			40
Link Distance (ft)			1018			686			524			3624
Travel Time (s)			15.4			10.4			14.3			61.8
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	8%	6%	4%	2%	2%	3%	3%	3%	4%	7%	3%
Adj. Flow (vph)	1	130	582	31	61	1693	296	64	30	45	198	22
Shared Lane Traffic (%)								28%			45%	
Lane Group Flow (vph)	0	131	582	31	61	1693	296	46	48	45	109	111
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			24			24			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	1
Detector Template	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	100	20	20	100	20	20	100	20	20	100
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split	NA
Protected Phases	1	1	6		5	2		4	4		3	3
Permitted Phases	6	6		6	2		2			4		
Detector Phase	1	1	6	6	5	2	2	4	4	4	3	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	20.0	20.0	5.0	20.0	20.0	7.0	7.0	7.0	8.0	8.0
Minimum Split (s)	11.5	11.5	47.4	47.4	11.5	35.4	35.4	40.5	40.5	40.5	47.8	47.8

Lanes, Volumes, Timings
3: SR 80 & SR 31

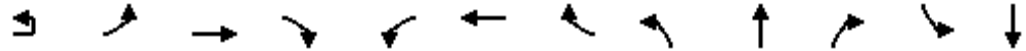
Year 2019 - Existing Conditions AM Peak

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	215
Future Volume (vph)	215
Ideal Flow (vphpl)	1900
Storage Length (ft)	400
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1538
Flt Permitted	
Satd. Flow (perm)	1538
Right Turn on Red	Yes
Satd. Flow (RTOR)	191
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.96
Heavy Vehicles (%)	5%
Adj. Flow (vph)	224
Shared Lane Traffic (%)	
Lane Group Flow (vph)	224
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Turn Type	Perm
Protected Phases	
Permitted Phases	3
Detector Phase	3
Switch Phase	
Minimum Initial (s)	8.0
Minimum Split (s)	47.8

Lanes, Volumes, Timings

3: SR 80 & SR 31

Year 2019 - Existing Conditions AM Peak

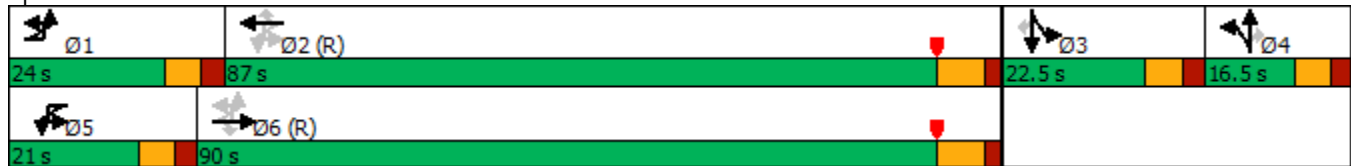


Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Total Split (s)	24.0	24.0	90.0	90.0	21.0	87.0	87.0	16.5	16.5	16.5	22.5	22.5
Total Split (%)	16.0%	16.0%	60.0%	60.0%	14.0%	58.0%	58.0%	11.0%	11.0%	11.0%	15.0%	15.0%
Maximum Green (s)	17.5	17.5	82.6	82.6	14.5	79.6	79.6	10.0	10.0	10.0	15.7	15.7
Yellow Time (s)	4.0	4.0	5.4	5.4	4.0	5.4	5.4	4.0	4.0	4.0	4.3	4.3
All-Red Time (s)	2.5	2.5	2.0	2.0	2.5	2.0	2.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5	7.4	7.4	6.5	7.4	7.4	6.5	6.5	6.5	6.8	6.8
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	5.0	5.0	2.0	5.0	5.0	2.0	2.0	2.0	4.0	4.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None
Walk Time (s)			7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)			33.0	33.0		21.0	21.0	27.0	27.0	27.0	34.0	34.0
Pedestrian Calls (#/hr)			0	0		0	0	0	0	0	0	0
Act Effect Green (s)		109.7	98.8	98.8	97.1	90.1	90.1	8.5	8.5	8.5	14.4	14.4
Actuated g/C Ratio		0.73	0.66	0.66	0.65	0.60	0.60	0.06	0.06	0.06	0.10	0.10
v/c Ratio		0.66	0.18	0.03	0.11	0.80	0.28	0.49	0.49	0.22	0.71	0.71
Control Delay		41.5	11.5	0.1	8.0	28.8	3.9	85.6	85.5	2.3	90.4	90.0
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		41.5	11.5	0.1	8.0	28.8	3.9	85.6	85.5	2.3	90.4	90.0
LOS		D	B	A	A	C	A	F	F	A	F	F
Approach Delay			16.3			24.6			58.6			57.6
Approach LOS			B			C			E			E

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 16.5 (11%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 28.5
 Intersection LOS: C
 Intersection Capacity Utilization 93.7%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 3: SR 80 & SR 31



Lanes, Volumes, Timings

3: SR 80 & SR 31

Year 2019 - Existing Conditions AM Peak



Lane Group	SBR
Total Split (s)	22.5
Total Split (%)	15.0%
Maximum Green (s)	15.7
Yellow Time (s)	4.3
All-Red Time (s)	2.5
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.8
Lead/Lag	Lead
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	4.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	34.0
Pedestrian Calls (#/hr)	0
Act Effect Green (s)	14.4
Actuated g/C Ratio	0.10
v/c Ratio	0.70
Control Delay	25.5
Queue Delay	0.0
Total Delay	25.5
LOS	C
Approach Delay	
Approach LOS	
Intersection Summary	

Queues

3: SR 80 & SR 31

Year 2019 - Existing Conditions AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	131	582	31	61	1693	296	46	48	45	109	111	224
v/c Ratio	0.66	0.18	0.03	0.11	0.80	0.28	0.49	0.49	0.22	0.71	0.71	0.70
Control Delay	41.5	11.5	0.1	8.0	28.8	3.9	85.6	85.5	2.3	90.4	90.0	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	11.5	0.1	8.0	28.8	3.9	85.6	85.5	2.3	90.4	90.0	25.5
Queue Length 50th (ft)	63	86	0	17	692	17	46	48	0	109	111	30
Queue Length 95th (ft)	135	112	0	33	885	68	94	97	0	#192	#193	124
Internal Link Dist (ft)		938			606			444			3544	
Turn Bay Length (ft)	255		390	510		350			320	550		400
Base Capacity (vph)	253	3223	1064	646	2126	1044	111	114	223	167	170	331
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.18	0.03	0.09	0.80	0.28	0.41	0.42	0.20	0.65	0.65	0.68

Intersection Summary

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

HCM 6th TWSC
8: SR 31 & Marina Dr (S)

Year 2019 - Existing Conditions AM Peak

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘		↘	↑	↑	↘
Traffic Vol, veh/h	3	6	9	429	420	8
Future Vol, veh/h	3	6	9	429	420	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	400	-	-	220
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	3	7	10	477	467	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	964	467	476	0	-	0
Stage 1	467	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.18	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.272	-	-	-
Pot Cap-1 Maneuver	276	584	1056	-	-	-
Stage 1	619	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	274	584	1056	-	-	-
Mov Cap-2 Maneuver	274	-	-	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	599	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1056	-	424	-	-
HCM Lane V/C Ratio	0.009	-	0.024	-	-
HCM Control Delay (s)	8.4	-	13.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC
 12: SR 31 & Restaurant Driveway

Year 2019 - Existing Conditions AM Peak

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗		↘	↑	↑	↘
Traffic Vol, veh/h	12	38	43	389	390	36
Future Vol, veh/h	12	38	43	389	390	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	55
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	13	40	46	414	415	38

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	921	415	453	0	-	0
Stage 1	415	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.18	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.272	-	-	-
Pot Cap-1 Maneuver	293	625	1077	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	280	625	1077	-	-	-
Mov Cap-2 Maneuver	280	-	-	-	-	-
Stage 1	626	-	-	-	-	-
Stage 2	593	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1077	-	482	-	-
HCM Lane V/C Ratio	0.042	-	0.11	-	-
HCM Control Delay (s)	8.5	-	13.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Lanes, Volumes, Timings

3: SR 80 & SR 31

Year 2019 - Existing Conditions PM Peak



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		↔	↔↔↔	↔		↔	↔↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	3	213	1564	66	2	116	785	264	99	100	220	338
Future Volume (vph)	3	213	1564	66	2	116	785	264	99	100	220	338
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		255		390		510		350	0		320	550
Storage Lanes		1		1		1		1	1		1	1
Taper Length (ft)		100				50			25			50
Lane Util. Factor	0.91	1.00	0.91	1.00	0.95	1.00	0.95	1.00	0.95	0.95	1.00	0.95
Frt				0.850				0.850				0.850
Flt Protected		0.950				0.950			0.950	0.996		0.950
Satd. Flow (prot)	0	1753	5085	1583	0	1770	3539	1583	1681	1763	1583	1665
Flt Permitted		0.264				0.104			0.950	0.996		0.950
Satd. Flow (perm)	0	487	5085	1583	0	194	3539	1583	1681	1763	1583	1665
Right Turn on Red				Yes				Yes			Yes	
Satd. Flow (RTOR)				122				272			181	
Link Speed (mph)			45				45			25		
Link Distance (ft)			1018				686			524		
Travel Time (s)			15.4				10.4			14.3		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	3%	2%	2%	0%	2%	2%	2%	2%	2%	2%	3%
Adj. Flow (vph)	3	220	1612	68	2	120	809	272	102	103	227	348
Shared Lane Traffic (%)									10%			41%
Lane Group Flow (vph)	0	223	1612	68	0	122	809	272	92	113	227	205
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left
Median Width(ft)			24				24			12		
Link Offset(ft)			0				0			0		
Crosswalk Width(ft)			60				60			16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15
Number of Detectors	1	1	2	1	1	1	2	1	1	2	1	1
Detector Template	Left	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left
Leading Detector (ft)	20	20	100	20	20	20	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	20	6	20	20	20	6	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)			94				94			94		
Detector 2 Size(ft)			6				6			6		
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0				0.0			0.0		
Turn Type	pm+pt	pm+pt	NA	Perm	pm+pt	pm+pt	NA	Perm	Split	NA	Perm	Split
Protected Phases	1	1	6		5	5	2		4	4		3

Lanes, Volumes, Timings

3: SR 80 & SR 31

Year 2019 - Existing Conditions PM Peak

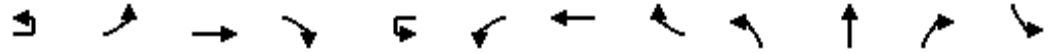


Lane Group	SBT	SBR
Lane Configurations	↕	↕
Traffic Volume (vph)	61	162
Future Volume (vph)	61	162
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		400
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected	0.966	
Satd. Flow (prot)	1698	1538
Flt Permitted	0.966	
Satd. Flow (perm)	1698	1538
Right Turn on Red		Yes
Satd. Flow (RTOR)		174
Link Speed (mph)	40	
Link Distance (ft)	3624	
Travel Time (s)	61.8	
Peak Hour Factor	0.97	0.97
Heavy Vehicles (%)	2%	5%
Adj. Flow (vph)	63	167
Shared Lane Traffic (%)		
Lane Group Flow (vph)	206	167
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	40	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	3	

Lanes, Volumes, Timings

3: SR 80 & SR 31

Year 2019 - Existing Conditions PM Peak



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Permitted Phases	6	6		6	2	2		2				4
Detector Phase	1	1	6	6	5	5	2	2	4	4	4	3
Switch Phase												
Minimum Initial (s)	5.0	5.0	20.0	20.0	5.0	5.0	20.0	20.0	7.0	7.0	7.0	8.0
Minimum Split (s)	11.5	11.5	47.4	47.4	11.5	11.5	35.4	35.4	40.5	40.5	40.5	47.8
Total Split (s)	31.5	31.5	81.0	81.0	22.5	22.5	72.0	72.0	19.5	19.5	19.5	27.0
Total Split (%)	21.0%	21.0%	54.0%	54.0%	15.0%	15.0%	48.0%	48.0%	13.0%	13.0%	13.0%	18.0%
Maximum Green (s)	25.0	25.0	73.6	73.6	16.0	16.0	64.6	64.6	13.0	13.0	13.0	20.2
Yellow Time (s)	4.0	4.0	5.4	5.4	4.0	4.0	5.4	5.4	4.0	4.0	4.0	4.3
All-Red Time (s)	2.5	2.5	2.0	2.0	2.5	2.5	2.0	2.0	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5	7.4	7.4			6.5	7.4	6.5	6.5	6.5	6.8
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag	Lag	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	5.0	5.0	2.0	2.0	5.0	5.0	2.0	2.0	2.0	4.0
Recall Mode	None	None	C-Max	C-Max	None	None	C-Max	C-Max	None	None	None	None
Walk Time (s)			7.0	7.0			7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)			33.0	33.0			21.0	21.0	27.0	27.0	27.0	34.0
Pedestrian Calls (#/hr)			0	0			0	0	0	0	0	0
Act Effct Green (s)		95.9	81.9	81.9			87.2	77.5	77.5	12.0	12.0	20.1
Actuated g/C Ratio		0.64	0.55	0.55			0.58	0.52	0.52	0.08	0.08	0.13
v/c Ratio		0.53	0.58	0.07			0.60	0.44	0.29	0.69	0.80	0.77
Control Delay		15.3	24.2	0.2			25.9	24.3	3.0	92.0	104.0	34.3
Queue Delay		0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		15.3	24.2	0.2			25.9	24.3	3.0	92.0	104.0	34.3
LOS		B	C	A			C	C	A	F	F	C
Approach Delay			22.3				19.6			64.8		
Approach LOS			C				B			E		

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 135 (90%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 33.8
 Intersection LOS: C
 Intersection Capacity Utilization 84.0%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: SR 80 & SR 31



Lanes, Volumes, Timings

3: SR 80 & SR 31

Year 2019 - Existing Conditions PM Peak

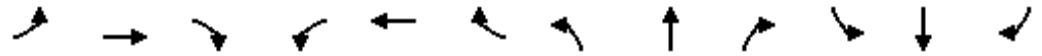


Lane Group	SBT	SBR
Permitted Phases		3
Detector Phase	3	3
Switch Phase		
Minimum Initial (s)	8.0	8.0
Minimum Split (s)	47.8	47.8
Total Split (s)	27.0	27.0
Total Split (%)	18.0%	18.0%
Maximum Green (s)	20.2	20.2
Yellow Time (s)	4.3	4.3
All-Red Time (s)	2.5	2.5
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.8	6.8
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	4.0	4.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	34.0	34.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	20.1	20.1
Actuated g/C Ratio	0.13	0.13
v/c Ratio	0.91	0.47
Control Delay	103.2	11.4
Queue Delay	0.0	0.0
Total Delay	103.2	11.4
LOS	F	B
Approach Delay	77.7	
Approach LOS	E	
Intersection Summary		

Queues

3: SR 80 & SR 31

Year 2019 - Existing Conditions PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	223	1612	68	122	809	272	92	113	227	205	206	167
v/c Ratio	0.53	0.58	0.07	0.60	0.44	0.29	0.69	0.80	0.77	0.92	0.91	0.47
Control Delay	15.3	24.2	0.2	25.9	24.3	3.0	92.0	104.0	34.3	106.0	103.2	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.3	24.2	0.2	25.9	24.3	3.0	92.0	104.0	34.3	106.0	103.2	11.4
Queue Length 50th (ft)	83	376	0	43	258	0	93	115	43	211	212	0
Queue Length 95th (ft)	122	453	0	82	331	49	#169	#218	#156	#375	#374	63
Internal Link Dist (ft)		938			606			444			3544	
Turn Bay Length (ft)	255		390	510		350			320	550		400
Base Capacity (vph)	529	2775	919	289	1828	949	145	152	302	224	228	357
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.58	0.07	0.42	0.44	0.29	0.63	0.74	0.75	0.92	0.90	0.47

Intersection Summary

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

HCM 6th TWSC
8: SR 31 & Marina Dr (S)

Year 2019 - Existing Conditions PM Peak

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗		↘	↑	↑	↘
Traffic Vol, veh/h	7	6	6	571	555	25
Future Vol, veh/h	7	6	6	571	555	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	400	-	-	220
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	8	7	7	664	645	29

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1323	645	674	0	-	0
Stage 1	645	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.18	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.272	-	-	-
Pot Cap-1 Maneuver	167	462	889	-	-	-
Stage 1	511	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	166	462	889	-	-	-
Mov Cap-2 Maneuver	166	-	-	-	-	-
Stage 1	507	-	-	-	-	-
Stage 2	493	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.3	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	889	-	236	-	-
HCM Lane V/C Ratio	0.008	-	0.064	-	-
HCM Control Delay (s)	9.1	-	21.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

HCM 6th TWSC
 12: SR 31 & Restaurant Driveway

Year 2019 - Existing Conditions PM Peak

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	RT		LT	TH	TH	RT
Traffic Vol, veh/h	31	71	38	540	509	19
Future Vol, veh/h	31	71	38	540	509	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	55
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	35	80	43	607	572	21

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1265	572	593	0	-	0
Stage 1	572	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.18	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	2.272	-	-	-
Pot Cap-1 Maneuver	182	508	954	-	-	-
Stage 1	553	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	174	508	954	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	485	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.3	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	954	-	321	-	-
HCM Lane V/C Ratio	0.045	-	0.357	-	-
HCM Control Delay (s)	8.9	-	22.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.6	-	-

Appendix H
Crash Data (2013 to 2017) and Crash Rate
calculation

HSMV_Report_Number	Crash_Date	Crash_Time	Crash_Type	Fatalities	Injuries	Estimated_Damages	Weather_Condition	Light_Condition	Crash_Severity
9486120	5/25/2013	11:45 AM	Other	0	0	\$0	Other	Unknown	Property Damage Only
9493265	11/6/2013	4:03 PM	Other	0	0	\$0	Other	Unknown	Property Damage Only
9509259	9/21/2013	10:50 AM	Off Road	0	0	\$50,000	Clear	Daylight	Property Damage Only
81593840	11/9/2013	4:20 PM	Sideswipe	0	1	\$2,000	Cloudy	Dusk	Injury
83337469	8/5/2013	12:35 PM	Off Road	0	1	\$7,000	Cloudy	Daylight	Injury
83807198	5/17/2014	12:43 PM	Rear End	0	0	\$2,000	Clear	Daylight	Property Damage Only
84153775	4/29/2014	9:40 AM	Rear End	0	0	\$0	Clear	Daylight	Property Damage Only
84794284	7/11/2014	2:55 PM	Other	0	0	\$1,000	Rain	Daylight	Property Damage Only
84892669	8/29/2015	6:35 AM	Off Road	0	0	\$5,000	Clear	Dawn	Property Damage Only
84900879	5/30/2015	2:02 PM	Rear End	0	0	\$7,800	Clear	Daylight	Property Damage Only
84995151	9/20/2014	4:10 AM	Other	0	0	\$2,500	Rain	Dark - Not Lighted	Property Damage Only
85243022	3/21/2016	6:38 AM	Other	0	0	\$1,200	Clear	Dawn	Property Damage Only
85418925	1/9/2017	4:38 PM	Rear End	0	2	\$5,000	Clear	Dusk	Injury
85473783	1/28/2017	7:02 PM	Head On	0	1	\$10,000	Clear	Dark - Not Lighted	Injury
85591991	12/12/2017	6:36 PM	Left Turn	0	0	\$1,750	Clear	Dark - Not Lighted	Property Damage Only
85775285	2/28/2015	7:40 PM	Rear End	0	0	\$0	Rain	Dark - Not Lighted	Property Damage Only
85882109	4/30/2015	4:52 PM	Other	0	1	\$30,000	Clear	Daylight	Injury
86100511	9/13/2015	2:55 AM	Other	0	0	\$0	Clear	Dark - Not Lighted	Property Damage Only
86100512	9/13/2015	3:40 AM	Other	0	0	\$5,000	Clear	Dark - Lighted	Property Damage Only
86100915	9/13/2015	3:40 AM	Head On	0	0	\$13,000	Clear	Dark - Lighted	Property Damage Only
86377531	10/6/2016	1:45 PM	Rear End	0	0	\$1,000	Cloudy	Daylight	Property Damage Only
86379146	12/3/2016	7:40 AM	Other	0	0	\$0	Clear	Daylight	Property Damage Only
86380579	1/22/2017	11:35 AM	Other	0	0	\$100	Cloudy	Daylight	Property Damage Only
86832507	4/17/2017	8:42 PM	Sideswipe	0	0	\$6,000	Clear	Dark - Not Lighted	Property Damage Only
86832675	4/22/2017	12:35 PM	Off Road	0	0	\$0	Cloudy	Daylight	Property Damage Only
87379785	10/2/2017	9:15 AM	Rear End	0	0	\$5,700	Clear	Daylight	Property Damage Only
87380925	11/2/2017	11:18 AM	Other	0	0	\$0	Clear	Daylight	Property Damage Only
83697296	3/29/2014	9:59 AM	Sideswipe	0	0	\$5,500	Cloudy	Daylight	Property Damage Only
83792775	4/25/2014	6:40 AM	Bicycle	0	1	\$1,080	Clear	Dawn	Injury
84995646	10/14/2014	1:37 PM	Off Road	0	0	\$0	Clear	Daylight	Property Damage Only
86375438	7/16/2016	6:53 PM	Other	0	0	\$0	Rain	Daylight	Property Damage Only
85605355	12/25/2017	6:14 PM	Rear End	0	0	\$2,500	Clear	Dark - Not Lighted	Property Damage Only
86103431	1/8/2016	12:30 PM	Sideswipe	0	0	\$200	Clear	Daylight	Property Damage Only
81581260	2/14/2013	8:55 AM	Head On	0	2	\$5,500	Cloudy	Daylight	Injury
81584467	11/23/2013	6:56 PM	Off Road	0	0	\$1,200	Clear	Dusk	Property Damage Only
84995164	9/22/2014	6:35 AM	Rear End	0	0	\$11,000	Clear	Dark - Lighted	Property Damage Only
85288574	5/4/2016	1:52 PM	Head On	0	3	\$13,000	Rain	Daylight	Injury
85471562	5/7/2017	6:07 AM	Other	0	0	\$7,500	Clear	Dark - Not Lighted	Property Damage Only
86380760	1/27/2017	6:52 AM	Pedestrian	0	0	\$0	Clear	Dark - Not Lighted	Property Damage Only
86833215	5/10/2017	3:56 PM	Rear End	0	0	\$0	Clear	Daylight	Property Damage Only
82028054	8/15/2013	4:55 PM	Rear End	0	0	\$200	Cloudy	Daylight	Property Damage Only
84152274	3/3/2014	1:15 PM	Other	0	0	\$1,500	Clear	Daylight	Property Damage Only
85110495	9/28/2015	6:20 AM	Left Turn	0	1	\$5,000	Clear	Dark - Not Lighted	Injury
85130613	6/8/2016	10:15 AM	Unknown	0	2	\$25,000	Cloudy	Daylight	Injury
85296072	5/17/2016	1:32 PM	Other	0	0	\$4,000	Rain	Daylight	Property Damage Only
85348891	10/13/2016	7:05 AM	Left Turn	0	1	\$26,500	Clear	Dawn	Injury
85403154	11/15/2016	2:34 PM	Rollover	0	0	\$10,000	Clear	Daylight	Property Damage Only
85414302	1/23/2017	11:35 AM	Other	0	0	\$17,000	Cloudy	Daylight	Property Damage Only
85418914	11/10/2016	4:31 PM	Left Turn	0	1	\$11,000	Clear	Daylight	Injury
85486719	5/20/2017	11:23 AM	Left Turn	0	0	\$1,800	Clear	Daylight	Property Damage Only
85541914	9/23/2017	10:41 AM	Rear End	0	0	\$8,400	Clear	Daylight	Property Damage Only
85591934	9/28/2017	9:37 PM	Off Road	0	1	\$7,500	Clear	Dark - Lighted	Injury
86376554	8/30/2016	6:18 PM	Rear End	0	0	\$0	Rain	Dusk	Property Damage Only
87380463	10/21/2017	3:30 AM	Other	0	1	\$15,000	Clear	Dark - Not Lighted	Injury
81584475	1/23/2014	2:03 AM	Off Road	0	1	\$10,000	Clear	Dark - Not Lighted	Injury
81585075	7/3/2013	7:11 PM	Rear End	0	1	\$10,600	Rain	Daylight	Injury
83337520	11/27/2013	6:16 AM	Off Road	0	0	\$3,500	Cloudy	Dark - Lighted	Property Damage Only
84994919	9/10/2014	11:45 AM	Sideswipe	0	0	\$3,000	Clear	Daylight	Property Damage Only
84995431	10/3/2014	7:32 PM	Rear End	0	0	\$500	Clear	Dark - Not Lighted	Property Damage Only
85418939	1/27/2017	6:33 AM	Left Turn	0	1	\$13,000	Clear	Dawn	Injury
85471635	5/21/2017	10:30 PM	Rear End	0	0	\$2,000	Rain	Dark - Lighted	Property Damage Only
86101822	11/5/2015	9:11 PM	Rear End	0	1	\$2,000	Clear	Dark - Lighted	Injury
86379062	11/30/2016	8:49 PM	Off Road	0	0	\$5,000	Clear	Dark - Lighted	Property Damage Only
86379351	12/9/2016	7:15 AM	Rear End	0	1	\$21,000	Rain	Dawn	Injury
87379803	10/2/2017	2:19 PM	Rear End	0	0	\$7,900	Rain	Daylight	Property Damage Only
87380506	10/23/2017	7:09 AM	Rear End	0	0	\$10,000	Clear	Dawn	Property Damage Only
9494994	9/3/2013	6:53 AM	Head On	0	0	\$0	Other	Unknown	Property Damage Only
9500838	3/6/2013	12:59 PM	Head On	0	0	\$0	Other	Unknown	Property Damage Only
9504453	4/9/2013	5:19 AM	Head On	0	0	\$0	Other	Unknown	Property Damage Only
81581608	5/16/2013	2:00 PM	Sideswipe	0	0	\$500	Clear	Daylight	Property Damage Only
81590723	9/8/2013	1:48 AM	Other	0	1	\$500,000	Rain	Dark - Lighted	Injury
81596861	11/1/2013	2:15 AM	Off Road	0	0	\$10,000	Clear	Dark - Lighted	Property Damage Only
83301469	8/13/2013	6:15 PM	Left Turn	0	2	\$14,000	Cloudy	Daylight	Injury
83676425	9/29/2013	2:10 PM	Rear End	0	0	\$3,100	Clear	Daylight	Property Damage Only
83731263	3/25/2015	4:18 PM	Rear End	0	0	\$6,600	Clear	Daylight	Property Damage Only
83784575	3/30/2014	2:26 PM	Rear End	0	0	\$800	Clear	Daylight	Property Damage Only
84152264	3/2/2014	9:57 PM	Left Turn	0	0	\$7,000	Clear	Dark - Lighted	Property Damage Only
84519288	10/17/2014	10:20 PM	Left Turn	0	0	\$24,000	Clear	Dark - Lighted	Property Damage Only
84531211	1/26/2015	6:18 PM	Left Turn	0	1	\$6,500	Clear	Daylight	Injury
84551084	5/1/2015	3:59 PM	Left Turn	0	0	\$5,200	Clear	Daylight	Property Damage Only
84557445	2/9/2015	3:35 PM	Rear End	0	0	\$500	Cloudy	Daylight	Property Damage Only
84561908	5/3/2015	1:00 PM	Left Turn	0	0	\$5,000	Clear	Daylight	Property Damage Only
84793506	5/25/2014	12:20 PM	Rear End	0	0	\$0	Clear	Daylight	Property Damage Only
84877704	4/22/2015	12:01 PM	Sideswipe	0	0	\$1,500	Cloudy	Daylight	Property Damage Only

HSMV_Report_Number	Crash_Date	Crash_Time	Crash_Type	Fatalities	Injuries	Estimated_Damages	Weather_Condition	Light_Condition	Crash_Severity
84902801	10/3/2015	6:00 PM	Rear End	0	0	\$2,000	Clear	Daylight	Property Damage Only
85188943	9/9/2015	1:40 PM	Left Turn	0	0	\$4,000	Clear	Daylight	Property Damage Only
85188963	10/2/2015	6:00 PM	Rear End	0	0	\$7,000	Clear	Daylight	Property Damage Only
85218911	1/30/2016	7:29 PM	Left Turn	0	3	\$14,000	Cloudy	Dark - Lighted	Injury
85243141	2/20/2016	6:19 AM	Left Turn	0	0	\$30,000	Clear	Dark - Not Lighted	Property Damage Only
85293999	7/18/2016	12:14 PM	Rear End	0	0	\$900	Cloudy	Daylight	Property Damage Only
85335807	7/12/2016	7:38 AM	Rear End	0	0	\$1,300	Clear	Daylight	Property Damage Only
85337573	5/24/2016	5:40 PM	Rear End	0	1	\$6,800	Clear	Daylight	Injury
85371814	10/19/2016	5:20 PM	Rear End	0	0	\$2,800	Cloudy	Daylight	Property Damage Only
85414120	2/25/2017	7:38 PM	Rear End	0	0	\$6,000	Clear	Dark - Not Lighted	Property Damage Only
85471529	3/15/2017	10:11 AM	Sideswipe	0	0	\$1,000	Clear	Daylight	Property Damage Only
85591977	11/23/2017	8:51 PM	Rear End	0	0	\$2,000	Cloudy	Dark - Lighted	Property Damage Only
85614695	1/6/2015	3:05 PM	Sideswipe	0	0	\$0	Clear	Daylight	Property Damage Only
85615634	2/7/2015	2:10 AM	Rear End	0	0	\$5,000	Clear	Dark - Not Lighted	Property Damage Only
85774854	2/14/2015	2:16 AM	Other	0	0	\$0	Clear	Dark - Lighted	Property Damage Only
85775147	2/24/2015	3:50 PM	Rear End	0	0	\$11,000	Clear	Daylight	Property Damage Only
85882077	4/29/2015	4:32 PM	Sideswipe	0	0	\$0	Clear	Daylight	Property Damage Only
86099472	7/31/2015	11:20 AM	Rear End	0	0	\$0	Cloudy	Daylight	Property Damage Only
86102388	11/26/2015	10:51 PM	Rear End	0	4	\$46,000	Cloudy	Dark - Lighted	Injury
86102407	11/28/2015	9:10 AM	Rear End	0	0	\$0	Clear	Daylight	Property Damage Only
86103024	12/22/2015	8:49 AM	Left Turn	0	0	\$16,000	Clear	Daylight	Property Damage Only
86103494	1/11/2016	10:16 AM	Rear End	0	0	\$4,000	Clear	Daylight	Property Damage Only
86372255	3/16/2016	1:59 PM	Rear End	0	0	\$0	Clear	Daylight	Property Damage Only
86373004	4/8/2016	4:53 PM	Rear End	0	3	\$3,500	Clear	Daylight	Injury
86373192	4/15/2016	2:58 PM	Off Road	0	1	\$10,000	Clear	Daylight	Injury
86374668	6/11/2016	4:45 PM	Rear End	0	0	\$0	Clear	Daylight	Property Damage Only
86377270	9/26/2016	4:41 PM	Sideswipe	0	2	\$19,500	Cloudy	Daylight	Injury
86378499	11/10/2016	5:41 AM	Angle	0	0	\$0	Clear	Dark - Lighted	Property Damage Only
86829807	1/27/2017	6:45 PM	Rear End	0	0	\$8,000	Clear	Dark - Lighted	Property Damage Only
86830960	3/2/2017	3:03 PM	Sideswipe	0	0	\$0	Cloudy	Daylight	Property Damage Only
86832571	4/19/2017	6:50 PM	Rear End	0	0	\$0	Clear	Daylight	Property Damage Only
86834582	7/1/2017	8:53 AM	Left Turn	0	0	\$0	Clear	Daylight	Property Damage Only
87378022	8/3/2017	8:27 AM	Rear End	0	0	\$2,000	Clear	Daylight	Property Damage Only
87378023	8/3/2017	9:23 AM	Rear End	0	0	\$1,500	Clear	Daylight	Property Damage Only
87379063	9/6/2017	4:33 PM	Rear End	0	0	\$2,600	Clear	Daylight	Property Damage Only
87379117	9/8/2017	8:59 AM	Sideswipe	0	0	\$5,000	Clear	Daylight	Property Damage Only
87379389	9/20/2017	12:37 PM	Rear End	0	0	\$2,000	Clear	Daylight	Property Damage Only
9498224	5/1/2013	1:10 PM	Rear End	0	0	\$500	Rain	Daylight	Property Damage Only
9500853	9/19/2013	10:32 AM	Head On	0	0	\$0	Other	Unknown	Property Damage Only
81581612	10/29/2013	7:07 AM	Rear End	0	0	\$8,000	Clear	Daylight	Property Damage Only
81593839	10/22/2013	11:50 AM	Sideswipe	0	1	\$1,400	Clear	Daylight	Injury
83312236	7/19/2013	9:10 AM	Left Turn	0	3	\$30,000	Cloudy	Daylight	Injury
83702096	12/17/2013	5:49 PM	Rear End	0	0	\$2,100	Clear	Dark - Not Lighted	Property Damage Only
83724955	4/4/2014	11:08 AM	Rollover	0	1	\$5,500	Clear	Daylight	Injury
83792792	7/15/2014	11:23 AM	Rear End	0	0	\$1,300	Cloudy	Daylight	Property Damage Only
83838250	12/4/2014	12:23 PM	Rear End	0	0	\$2,500	Clear	Daylight	Property Damage Only
83839899	5/24/2015	10:20 PM	Sideswipe	0	0	\$2,000	Clear	Dark - Lighted	Property Damage Only
84152739	3/18/2014	5:34 PM	Rear End	0	0	\$0	Clear	Daylight	Property Damage Only
84519298	11/16/2014	7:20 PM	Rear End	0	1	\$9,000	Cloudy	Dark - Lighted	Injury
84546515	2/28/2015	7:00 PM	Left Turn	0	4	\$20,000	Rain	Dark - Not Lighted	Injury
84793344	5/15/2014	5:59 PM	Rear End	0	0	\$5,500	Cloudy	Daylight	Property Damage Only
84793427	5/20/2014	6:12 PM	Sideswipe	0	0	\$2,000	Clear	Daylight	Property Damage Only
84793593	6/3/2014	7:20 PM	Sideswipe	0	0	\$0	Clear	Daylight	Property Damage Only
84898290	1/31/2016	10:20 AM	Rear End	0	0	\$1,000	Clear	Daylight	Property Damage Only
84900862	4/30/2015	2:33 PM	Sideswipe	0	0	\$2,800	Clear	Daylight	Property Damage Only
84995127	9/19/2014	3:50 PM	Head On	0	3	\$3,000	Clear	Daylight	Injury
84995319	9/27/2014	7:00 PM	Rear End	0	0	\$5,000	Rain	Daylight	Property Damage Only
85143798	11/20/2015	6:13 AM	Left Turn	0	0	\$12,000	Clear	Dawn	Property Damage Only
85147814	8/31/2015	6:35 PM	Angle	0	2	\$7,500	Cloudy	Daylight	Injury
85231177	3/6/2016	9:37 AM	Left Turn	0	4	\$12,000	Clear	Daylight	Injury
85256636	2/12/2016	6:25 AM	Left Turn	0	0	\$3,000	Clear	Dark - Lighted	Property Damage Only
85319185	6/29/2016	3:24 PM	Sideswipe	0	2	\$30,000	Clear	Daylight	Injury
85334036	8/31/2016	11:21 PM	Sideswipe	0	0	\$5,000	Rain	Dark - Lighted	Property Damage Only
85362828	9/7/2016	11:21 AM	Left Turn	0	1	\$12,000	Clear	Daylight	Injury
85368897	8/11/2016	6:55 AM	Rear End	0	0	\$7,000	Clear	Daylight	Property Damage Only
85368920	10/11/2016	6:40 AM	Rear End	0	0	\$1,000	Clear	Dark - Lighted	Property Damage Only
85370745	9/25/2016	5:48 PM	Left Turn	0	0	\$6,000	Rain	Daylight	Property Damage Only
85408190	12/12/2016	6:11 AM	Rear End	0	0	\$42,804	Fog, Smog, Smok	Dawn	Property Damage Only
85408212	1/9/2017	10:27 AM	Rollover	0	1	\$4,500	Clear	Daylight	Injury
85414267	11/19/2016	5:32 AM	Left Turn	0	2	\$30,500	Clear	Dark - Lighted	Injury
85422064	3/17/2017	7:19 AM	Left Turn	0	2	\$15,000	Clear	Daylight	Injury
85457940	6/27/2017	6:26 AM	Rear End	0	0	\$5,500	Clear	Daylight	Property Damage Only
85527860	8/17/2017	5:46 PM	Rear End	0	0	\$4,000	Rain	Daylight	Property Damage Only
85529904	12/22/2017	3:41 PM	Rear End	0	3	\$30,000	Clear	Daylight	Injury
85615444	2/1/2015	7:22 PM	Unknown	0	0	\$3,000	Clear	Dark - Lighted	Property Damage Only
85775291	2/28/2015	8:02 PM	Rear End	0	0	\$0	Rain	Dark - Lighted	Property Damage Only
85882224	5/6/2015	7:15 AM	Rear End	0	1	\$4,000	Clear	Daylight	Injury
86100132	8/28/2015	5:34 PM	Rear End	0	0	\$0	Rain	Daylight	Property Damage Only
86103144	12/27/2015	10:42 AM	Rear End	0	0	\$0	Clear	Daylight	Property Damage Only
86370860	2/1/2016	6:36 PM	Rear End	0	6	\$7,000	Clear	Dark - Lighted	Injury
86371033	2/7/2016	5:45 PM	Unknown	0	4	\$6,000	Clear	Daylight	Injury
86371907	3/5/2016	7:00 PM	Rear End	0	0	\$0	Clear	Dark - Lighted	Property Damage Only
86371908	3/5/2016	7:42 PM	Rear End	0	1	\$500	Clear	Dark - Lighted	Injury
86372056	3/10/2016	12:16 PM	Rear End	0	0	\$26,000	Clear	Daylight	Property Damage Only

HSMV_Report_Number	Crash_Date	Crash_Time	Crash_Type	Fatalities	Injuries	Estimated_Damages	Weather_Condition	Light_Condition	Crash_Severity
86372097	3/11/2016	4:54 PM	Rear End	0	1	\$500	Clear	Daylight	Injury
86372201	3/15/2016	2:48 PM	Rear End	0	1	\$15,200	Clear	Daylight	Injury
86372325	3/18/2016	9:20 AM	Rear End	0	0	\$2,000	Clear	Daylight	Property Damage Only
86373493	4/27/2016	5:44 PM	Rear End	0	0	\$0	Clear	Daylight	Property Damage Only
86373527	4/29/2016	8:00 AM	Rear End	0	0	\$0	Clear	Daylight	Property Damage Only
86373552	4/29/2016	5:52 PM	Rear End	0	0	\$0	Rain	Daylight	Property Damage Only
86373875	5/11/2016	6:20 PM	Rear End	0	0	\$7,000	Clear	Daylight	Property Damage Only
86374526	6/6/2016	1:38 PM	Rear End	0	0	\$0	Rain	Other	Property Damage Only
86374605	6/9/2016	10:04 AM	Rear End	0	0	\$6,000	Rain	Daylight	Property Damage Only
86375812	8/1/2016	8:30 AM	Rear End	0	0	\$0	Clear	Daylight	Property Damage Only
86377067	9/19/2016	9:05 AM	Rear End	0	0	\$0	Clear	Daylight	Property Damage Only
86377090	9/20/2016	8:10 AM	Sideswipe	0	0	\$0	Clear	Daylight	Property Damage Only
86377424	10/2/2016	5:05 PM	Off Road	0	0	\$3,000	Rain	Daylight	Property Damage Only
86377760	10/14/2016	7:46 PM	Left Turn	0	2	\$30,000	Clear	Dark - Lighted	Injury
86379159	12/3/2016	5:22 PM	Rear End	0	0	\$0	Clear	Daylight	Property Damage Only
86379416	12/12/2016	5:45 AM	Rear End	0	0	\$0	Fog, Smog, Smok	Dark - Lighted	Property Damage Only
86380403	1/17/2017	10:32 PM	Off Road	0	0	\$4,000	Clear	Dark - Lighted	Property Damage Only
86380628	1/24/2017	7:57 AM	Other	0	0	\$0	Clear	Daylight	Property Damage Only
86829839	1/29/2017	10:31 AM	Rear End	0	0	\$500	Rain	Daylight	Property Damage Only
86830164	2/8/2017	9:35 AM	Sideswipe	0	3	\$3,000	Clear	Daylight	Injury
86830944	3/2/2017	8:00 AM	Unknown	0	0	\$0	Clear	Daylight	Property Damage Only
86832713	4/23/2017	8:50 AM	Other	0	0	\$30,000	Rain	Daylight	Property Damage Only
86833166	5/8/2017	5:40 PM	Other	0	1	\$0	Clear	Daylight	Injury
87380000	10/7/2017	3:37 PM	Unknown	0	0	\$2,000	Clear	Daylight	Property Damage Only
87381753	11/25/2017	10:30 AM	Rear End	0	0	\$350	Clear	Daylight	Property Damage Only
87381827	11/28/2017	9:30 AM	Rear End	0	0	\$2,000	Clear	Daylight	Property Damage Only
87382031	12/3/2017	4:20 PM	Rear End	0	0	\$1,300	Clear	Daylight	Property Damage Only
9504136	3/10/2013	4:13 PM	Rear End	0	0	\$2,000	Other	Unknown	Property Damage Only
9505172	4/20/2013	10:46 PM	Rear End	0	0	\$700	Rain	Dark - Lighted	Property Damage Only
81586059	1/5/2013	4:29 PM	Rear End	0	3	\$18,000	Clear	Daylight	Injury
81588187	2/14/2013	11:25 AM	Rear End	0	0	\$110,000	Rain	Daylight	Property Damage Only
81589978	2/2/2013	9:50 PM	Left Turn	0	9	\$11,000	Clear	Dark - Lighted	Injury
81592544	5/1/2013	1:00 AM	Right Turn	0	1	\$11,000	Rain	Daylight	Injury
82053098	3/20/2013	6:50 PM	Left Turn	0	1	\$8,000	Rain	Dusk	Injury
83696199	3/7/2014	11:50 AM	Rear End	0	0	\$3,000	Cloudy	Daylight	Property Damage Only
83788714	4/2/2014	9:20 AM	Rear End	0	0	\$500	Clear	Daylight	Property Damage Only
83796316	9/8/2014	6:42 PM	Left Turn	0	3	\$15,000	Cloudy	Daylight	Injury
83813733	8/27/2014	8:25 PM	Left Turn	0	1	\$40,000	Clear	Dark - Lighted	Injury
84531218	2/1/2015	5:52 PM	Left Turn	0	0	\$3,500	Clear	Daylight	Property Damage Only
84544280	2/6/2015	11:21 PM	Rear End	0	0	\$2,500	Clear	Dark - Lighted	Property Damage Only
84996203	11/8/2014	7:16 PM	Rear End	0	0	\$0	Cloudy	Dark - Lighted	Property Damage Only
85143799	11/20/2015	7:01 AM	Sideswipe	0	0	\$1,700	Cloudy	Daylight	Property Damage Only
85243091	12/18/2015	5:25 PM	Rear End	0	0	\$7,500	Cloudy	Dusk	Property Damage Only
85289040	6/7/2016	11:34 AM	Rear End	0	0	\$7,000	Cloudy	Daylight	Property Damage Only
85441606	2/4/2017	2:42 AM	Other	0	1	\$7,000	Clear	Dark - Lighted	Injury
85471506	2/11/2017	1:01 PM	Left Turn	0	1	\$10,000	Clear	Daylight	Injury
85471521	3/6/2017	5:29 PM	Rear End	0	0	\$2,500	Clear	Daylight	Property Damage Only
85538839	7/23/2017	12:00 PM	Other	0	0	\$3,500	Clear	Daylight	Property Damage Only
85587490	12/22/2017	4:26 PM	Unknown	0	0	\$2,000	Clear	Daylight	Property Damage Only
85776355	4/2/2015	6:30 PM	Rear End	0	0	\$0	Clear	Daylight	Property Damage Only
85882277	5/8/2015	12:03 AM	Other	0	0	\$13,000	Clear	Dark - Lighted	Property Damage Only
86099679	8/10/2015	6:38 AM	Rear End	0	0	\$0	Clear	Dawn	Property Damage Only
86103236	12/30/2015	9:00 PM	Left Turn	0	1	\$5,000	Clear	Dark - Lighted	Injury
86371362	2/18/2016	5:40 PM	Rear End	0	1	\$2,000	Clear	Daylight	Injury
86371639	2/26/2016	2:25 PM	Rear End	0	0	\$0	Clear	Daylight	Property Damage Only
86374516	6/5/2016	8:00 PM	Rear End	0	1	\$3,000	Cloudy	Dusk	Injury
86379700	12/21/2016	5:58 PM	Angle	0	0	\$0	Clear	Dark - Lighted	Property Damage Only
86830339	2/13/2017	8:27 AM	Rear End	0	0	\$6,500	Clear	Daylight	Property Damage Only
86830872	2/28/2017	8:00 AM	Rear End	0	0	\$0	Clear	Daylight	Property Damage Only
86831012	3/3/2017	9:00 PM	Rear End	0	1	\$11,000	Clear	Dark - Lighted	Injury
86831037	3/5/2017	1:45 PM	Rear End	0	0	\$0	Clear	Daylight	Property Damage Only
86832557	4/19/2017	10:34 AM	Other	0	0	\$17,500	Cloudy	Daylight	Property Damage Only
87120398	12/18/2017	4:45 PM	Rear End	0	0	\$5,000	Clear	Daylight	Property Damage Only
87378545	8/21/2017	4:14 PM	Unknown	0	0	\$2,000	Clear	Daylight	Property Damage Only
87378669	8/24/2017	3:54 PM	Rear End	0	0	\$1,700	Rain	Daylight	Property Damage Only
87379105	9/7/2017	6:43 PM	Sideswipe	0	0	\$1,800	Cloudy	Dusk	Property Damage Only
87380303	10/16/2017	1:10 PM	Rear End	0	1	\$600	Clear	Daylight	Injury
87382294	12/11/2017	4:06 PM	Rear End	0	1	\$800	Clear	Daylight	Injury
9492335	1/8/2013	7:06 PM	Other	0	0	\$500	Other	Unknown	Property Damage Only
83312232	6/27/2013	8:55 AM	Other	0	0	\$750	Cloudy	Daylight	Property Damage Only
83784614	5/29/2014	6:04 PM	Sideswipe	0	0	\$600	Cloudy	Daylight	Property Damage Only
83837724	12/24/2014	12:30 PM	Rear End	0	0	\$2,000	Cloudy	Daylight	Property Damage Only
84152152	2/26/2014	8:50 PM	Off Road	0	0	\$2,500	Clear	Dark - Lighted	Property Damage Only
84793433	5/21/2014	10:27 AM	Other	0	0	\$0	Clear	Daylight	Property Damage Only
84995006	9/14/2014	1:14 PM	Other	0	1	\$0	Rain	Daylight	Injury
84996397	11/15/2014	8:31 PM	Other	0	0	\$4,000	Clear	Dark - Lighted	Property Damage Only
85776295	3/31/2015	8:25 PM	Other	0	0	\$0	Clear	Dark - Lighted	Property Damage Only
86376775	9/7/2016	5:10 PM	Other	0	0	\$13,000	Clear	Daylight	Property Damage Only
87379984	10/6/2017	7:28 PM	Right Turn	0	0	\$600	Clear	Dark - Lighted	Property Damage Only
83728510	1/18/2014	2:30 PM	Rear End	0	0	\$8,000	Clear	Daylight	Property Damage Only
84152847	3/22/2014	2:36 PM	Other	0	0	\$0	Clear	Daylight	Property Damage Only
84153744	4/27/2014	6:40 PM	Other	0	0	\$0	Cloudy	Daylight	Property Damage Only
84153884	5/3/2014	1:22 PM	Other	0	0	\$0	Rain	Daylight	Property Damage Only
84794638	8/2/2014	9:38 AM	Angle	0	0	\$0	Clear	Daylight	Property Damage Only

HSMV_Report_Number	Crash_Date	Crash_Time	Crash_Type	Fatalities	Injuries	Estimated_Damages	Weather_Condition	Light_Condition	Crash_Severity
85614595	1/2/2015	5:05 PM	Left Turn	0	0	\$0	Clear	Daylight	Property Damage Only
86370928	2/4/2016	7:39 AM	Unknown	0	0	\$0	Clear	Daylight	Property Damage Only
86376231	8/18/2016	9:17 AM	Sideswipe	0	0	\$3,000	Clear	Daylight	Property Damage Only
81591111	5/30/2013	8:53 AM	Left Turn	0	1	\$8,500	Cloudy	Daylight	Injury
81595900	8/19/2013	1:28 PM	Angle	0	1	\$200	Clear	Daylight	Injury
83831161	6/9/2014	12:47 PM	Rear End	0	0	\$700	Clear	Daylight	Property Damage Only
84995995	10/31/2014	1:13 PM	Other	0	0	\$0	Clear	Daylight	Property Damage Only
84996099	11/5/2014	2:59 PM	Other	0	0	\$1,700	Clear	Daylight	Property Damage Only
85185210	12/12/2015	2:20 PM	Left Turn	0	1	\$17,000	Clear	Daylight	Injury
85882234	5/6/2015	2:34 PM	Rear End	0	0	\$5,000	Cloudy	Daylight	Property Damage Only
87140825	12/16/2017	10:04 PM	Sideswipe	0	0	\$4,500	Clear	Dark - Lighted	Property Damage Only
87380008	10/7/2017	7:50 PM	Other	0	0	\$500	Clear	Dark - Lighted	Property Damage Only

District	County	Crash Rate Category	3 Legs Rate	3 Legs # Crashes	3 Legs Millior	3 Legs # Fata	3 Legs # Injur	3 Legs # Non-	3 Legs # Inter	4 Legs Rate	4 Legs # Cras	4 Legs Millior	4 Legs # Fata	4 Legs # Injur	4 Legs # Non-	4 Legs # Inter	5 Legs Rate	5 Legs # Cras	5 Legs Millior	5 Legs # Fata	5 Legs # Injur	5 Legs # Non-	5 Legs # Inter
1	Lee	Interstate Urban	0.0647488	763	11784	9	406	515	81	0.0137931	2	145		2	1	1							
1	Lee	Interstate Rural	0.0399221	41	1027		17	29	14														
1	Lee	Toll Road Urban																					
1	Lee	Toll Road Rural																					
1	Lee	Urban Other Limited Access																					
1	Lee	Rural Other Limited Access																					
1	Lee	Ramp Urban	2.5	5	2		3	2	2														
1	Lee	Ramp Rural	1.6644845	1017	611	6	651	602	75	2.3	92	40	1	69	48	6							
1	Lee	Urban 2-3Ln 2Wwy Divd Rasd	1.2896825	325	252		220	187	10	0.4370079	111	254		68	63	7	0.3584906	19	53		16	8	2
1	Lee	Urban 2-3Ln 2Wwy Divd Pavd	0.1246508	357	2864	1	203	221	90	0.294653	259	879	1	192	142	30	1.0769231	28	26		11	21	1
1	Lee	Urban 2-3Ln 2Wwy Undivd	0.0272374	7	257		7	12	12	0.0645161	10	155		2	8	15							
1	Lee	Suburban 2-3Ln 2Wwy Divd Rasd	0.1463415	18	123		14	11	4	2.0689655	180	87		134	99	2							
1	Lee	Suburban 2-3Ln 2Wwy Divd Pavd	0.4708202	597	1268	12	527	270	46	0.6707317	110	164	3	134	46	9							
1	Lee	Suburban 2-3Ln 2Wwy Undivd	0.1246491	222	1781	8	175	116	91	0.1085271	28	258		17	17	13							
1	Lee	Rural 2-3Ln 2Wwy Divd Rasd																					
1	Lee	Rural 2-3Ln 2Wwy Divd Pavd	0.15625	5	32	1	6	1	3	0.6428571	9	14		7	4	1							
1	Lee	Rural 2-3Ln 2Wwy Undivd	0.028169	6	213		5	4	13							3							
1	Lee	Urban 4-5Ln 2Wwy Divd Rasd	0.2338233	1702	7279	22	1115	956	155	0.6298239	1681	2669	22	1291	845	56	1.0662651	177	166		126	94	3
1	Lee	Urban 4-5Ln 2Wwy Divd Pavd	0.0807114	59	731	6	48	29	17	0.5777202	223	386	2	201	110	9							
1	Lee	Urban 4-5Ln 2Wwy Undivd	0.7748691	148	191	1	139	77	5	0.402214	109	271	2	115	46	7							
1	Lee	Suburban 4-5Ln 2Wwy Divd Rasd	0.2158205	1135	5259	13	912	563	104	0.531736	1265	2379	12	980	646	46							
1	Lee	Suburban 4-5Ln 2Wwy Divd Pavd	0.1229917	222	1805	6	167	103	37	0.5131086	137	267	1	95	73	6							
1	Lee	Suburban 4-5Ln 2Wwy Undivd			612				29			401				19							
1	Lee	Rural 4-5Ln 2Wwy Divd Rasd	0.1096866	77	702	1	68	36	23	0.2649573	31	117	1	30	17	4							
1	Lee	Rural 4-5Ln 2Wwy Divd Pavd																					
1	Lee	Rural 4-5Ln 2Wwy Undivd																					
1	Lee	Urban 6+Ln 2Wwy Divd Rasd	0.1977253	2260	11430	15	1481	1281	159	0.3532801	1901	5381	3	1250	1104	71	0.6853933	61	89		29	38	1
1	Lee	Urban 6+Ln 2Wwy Divd Pavd	0.4216824	1163	2758	7	955	626	31	0.473983	501	1057	3	408	247	13	1.3513514	100	74		89	51	1
1	Lee	Urban 6+Ln 2Wwy Undivd	0.15	3	20			3	2														
1	Lee	Suburban 6+Ln 2Wwy Divd Rasd	0.2472587	2954	11947	20	2035	1652	138	0.563716	3477	6168	17	2469	1889	65	0.8172043	76	93		42	49	1
1	Lee	Suburban 6+Ln 2Wwy Divd Pavd																					
1	Lee	Suburban 6+Ln 2Wwy Undivd																					
1	Lee	Rural 6+Ln 2Wwy Divd Rasd																					
1	Lee	Rural 6+Ln 2Wwy Divd Pavd																					
1	Lee	Rural 6+Ln 2Wwy Undivd																					
1	Lee	Urban One Way	0.4846626	158	326	1	97	86	18	0.4573991	102	223		81	54	7							
1	Lee	Suburban One Way	0.8529412	29	34		19	16	2	0.6103896	47	77		45	21	4							
1	Lee	Rural One Way	0.3181818	7	22		2	5	8														
1	Lee	Undefined							7							8							

District	County	Crash Rate Category	Average Crash Rate	Influence Area Crashes	Crash Count	Millions Entering Vehicles	Total Centerline Miles	Average Economic Loss Per Crash
1	Lee	Interstate Urban	0.40373	2	1673	4149	142	241595
1	Lee	Interstate Rural	0.37469	0	156	416	28	286163
1	Lee	Toll Road Urban	0	0	0	0	0	0
1	Lee	Toll Road Rural	0	0	0	0	0	0
1	Lee	Urban Other Limited Access	0	0	0	0	0	0
1	Lee	Rural Other Limited Access	0	0	0	0	0	0
1	Lee	Ramp Urban	0	260	17	1	3	150252
1	Lee	Ramp Rural	0	772	521	185	83	138702
1	Lee	Urban 2-3Ln 2Wwy Divd Rasd	22.97603	183	50	10	2	84492
1	Lee	Urban 2-3Ln 2Wwy Divd Pavd	3.98763	67	302	93	15	145091
1	Lee	Urban 2-3Ln 2Wwy Undivd	1.6606	1	20	13	7	42304
1	Lee	Suburban 2-3Ln 2Wwy Divd Rasd	5.76597	20	198	38	5	144167
1	Lee	Suburban 2-3Ln 2Wwy Divd Pavd	2.74582	103	530	231	42	233221
1	Lee	Suburban 2-3Ln 2Wwy Undivd	0.86149	19	294	363	79	417913
1	Lee	Rural 2-3Ln 2Wwy Divd Rasd	6.28042	1	39	6	1	73973
1	Lee	Rural 2-3Ln 2Wwy Divd Pavd	2.05472	1	97	48	11	574218
1	Lee	Rural 2-3Ln 2Wwy Undivd	0.53215	0	58	109	34	729362
1	Lee	Urban 4-5Ln 2Wwy Divd Rasd	2.61325	209	1922	815	83	246548
1	Lee	Urban 4-5Ln 2Wwy Divd Pavd	1.61218	38	315	219	25	231899
1	Lee	Urban 4-5Ln 2Wwy Undivd	5.32991	54	162	41	6	286505
1	Lee	Suburban 4-5Ln 2Wwy Divd Rasd	1.92073	305	2052	1227	123	214821
1	Lee	Suburban 4-5Ln 2Wwy Divd Pavd	1.24386	8	364	299	28	255823
1	Lee	Suburban 4-5Ln 2Wwy Undivd	0	0	0	0	0	0
1	Lee	Rural 4-5Ln 2Wwy Divd Rasd	0.59496	2	139	237	40	477069
1	Lee	Rural 4-5Ln 2Wwy Divd Pavd	0	0	0	0	0	0
1	Lee	Rural 4-5Ln 2Wwy Undivd	0	0	0	0	0	0
1	Lee	Urban 6+Ln 2Wwy Divd Rasd	2.26765	154	2256	1063	71	131518
1	Lee	Urban 6+Ln 2Wwy Divd Pavd	4.0151	10	1070	269	17	156070
1	Lee	Urban 6+Ln 2Wwy Undivd	1.54559	1	0	1	0	7700
1	Lee	Suburban 6+Ln 2Wwy Divd Rasd	1.89969	150	3897	2130	128	180371
1	Lee	Suburban 6+Ln 2Wwy Divd Pavd	0	0	0	0	0	0
1	Lee	Suburban 6+Ln 2Wwy Undivd	0	0	0	0	0	0
1	Lee	Rural 6+Ln 2Wwy Divd Rasd	0	0	0	0	0	0
1	Lee	Rural 6+Ln 2Wwy Divd Pavd	0	0	0	0	0	0
1	Lee	Rural 6+Ln 2Wwy Undivd	0	0	0	0	0	0
1	Lee	Urban One Way	3.44261	181	228	119	28	98900
1	Lee	Suburban One Way	4.61306	50	48	21	6	104151
1	Lee	Rural One Way	0	1	0	0	6	174018
1	Lee	Undefined	0	161	117	0	0	140086
1	Lee	Not Coded	1.39559	365	16525	12102	1014	206008

Appendix I
Traffic Forecasting Memorandum

TECHNICAL MEMORANDUM
TRAFFIC FORECAST MODELING

SR-31 FROM SR-78 TO COOK BROWN ROAD

CHARLOTTE AND LEE COUNTIES, FLORIDA

December 2019



Traffic Forecast Modeling Technical Memorandum

SR-31

Charlotte and Lee Counties, Florida

Introduction

This Technical Memorandum presents the details of the Model Traffic Forecasts developed in support of a traffic study at SR-31 from SR-78 to Cook Brown Road in Charlotte and Lee Counties, Florida, as seen in the study area map, Figure 1.

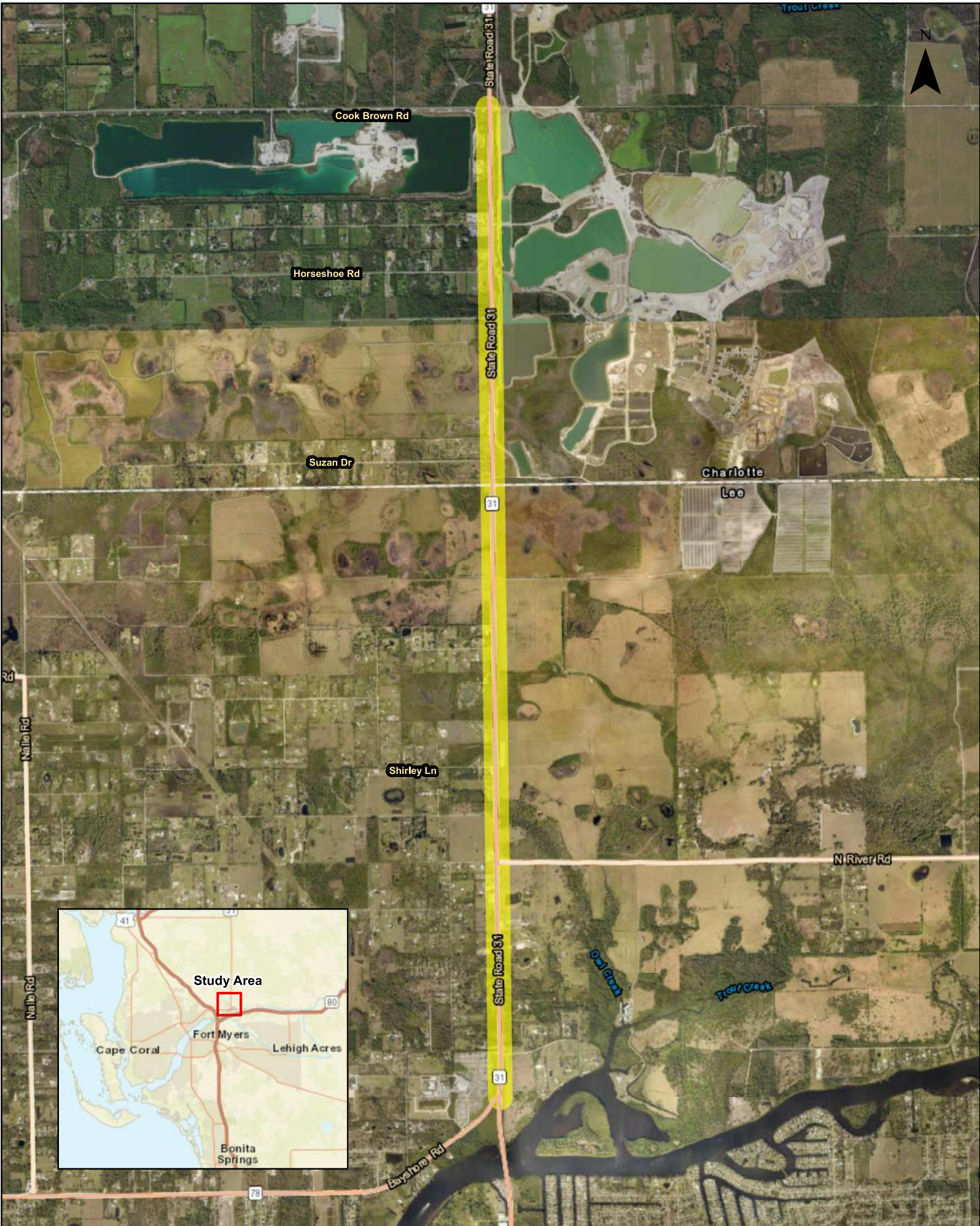
This effort involved conducting a sub-area base year (2010) validation refinement for the study area, as well as development of refined forecast (2026 and 2040) models.

The traffic model applied for this study was based on the current adopted District 1 Cost Feasible 2040 One Regional Planning Model (D1RPM v1.0.3). The D1RPM is a travel demand forecasting tool developed by FDOT District 1, in conjunction with the six District MPO/TPOs in support of their current 2040 Long Range Transportation Plans (LRTP). This model was adopted by the Charlotte and Lee County MPOs for use in developing traffic forecasts within the County.

Model Sub-Area Validation

The original 2010 base year model validation was refined for the project study area to ensure that the base year model is replicating 2010 traffic conditions and counts. The model refinement was performed by using the guidelines identified in "FDOT Project Traffic Forecasting Handbook". Validation criteria including volume over count (v/c) ratios were used to assess the accuracy of the base year model.

Figure 1: SR-31 Study Area Map



The following network revisions were incorporated into the 2010 Base Year model as part of the sub-area validation effort:

- SR-31 from Shirley Ln to Bayshore Rd, FT changed from 35 to 39
- MOCF adjusted from 0.9 to 0.92 on SR-31 N of N River Rd.
- Revised centroid loadings at zones 3883, 3882, and 4073

These revisions resulted in improved validation performance along the study corridor. Tables 1 and 2 and Figures 2 and 3 show the original 2010 model level of validation as well as the level of validation after model sub-area refinement.

Table 1: Original Validation

SL	ROADWAY	AT	FT	ANODE	BNODE	VOLUME	COUNT	V/C
88	SR-31 from Suzan Dr. to Shirley Ln	52	39	24799	24801	415	2241	0.19
88	SR-31 from Suzan Dr. to Shirley Ln	52	39	24801	24799	438	2241	0.20
88	SR-78/N River Rd E of SR-31	33	35	24796	25100	1059	778	1.36
88	SR-78/N River Rd E of SR-32	33	35	25100	24796	1056	778	1.36
88	SR-31 from N River Rd to Old Rodeo Rd	51	35	19133	24796	2159	4011	0.54
88	SR-31 from N River Rd to Old Rodeo Rd	51	35	24796	19133	2205	4011	0.55
88	SR-78/Bayshore Rd W of SR-31	33	35	24646	24794	3837	3736	1.03
88	SR-78/Bayshore Rd W of SR-32	33	35	24794	24646	2394	3736	0.64
Study Area						13563	21532	0.63

Table 2: Refined Validation

SL	ROADWAY	AT	FT	ANODE	BNODE	VOLUME	COUNT	V/C
88	SR-31 from Suzan Dr. to Shirley Ln	52	39	24799	24801	1477	2192	0.67
88	SR-31 from Suzan Dr. to Shirley Ln	52	39	24801	24799	1519	2192	0.69
88	SR-78/N River Rd E of SR-31	33	35	24796	25100	1120	778	1.44
88	SR-78/N River Rd E of SR-32	33	35	25100	24796	1118	778	1.44
88	SR-31 from N River Rd to Old Rodeo Rd	51	39	19133	24796	3193	4011	0.80
88	SR-31 from N River Rd to Old Rodeo Rd	51	39	24796	19133	3255	4011	0.81
88	SR-78/Bayshore Rd W of SR-31	33	35	24646	24794	3365	3736	0.90
88	SR-78/Bayshore Rd W of SR-32	33	35	24794	24646	2793	3736	0.75
Study Area						17840	21434	0.83

Figure 2: D1RPM 2010 Base Year Model- Original

- Volume
- Count
- V/C Ratio
- Study Corridor

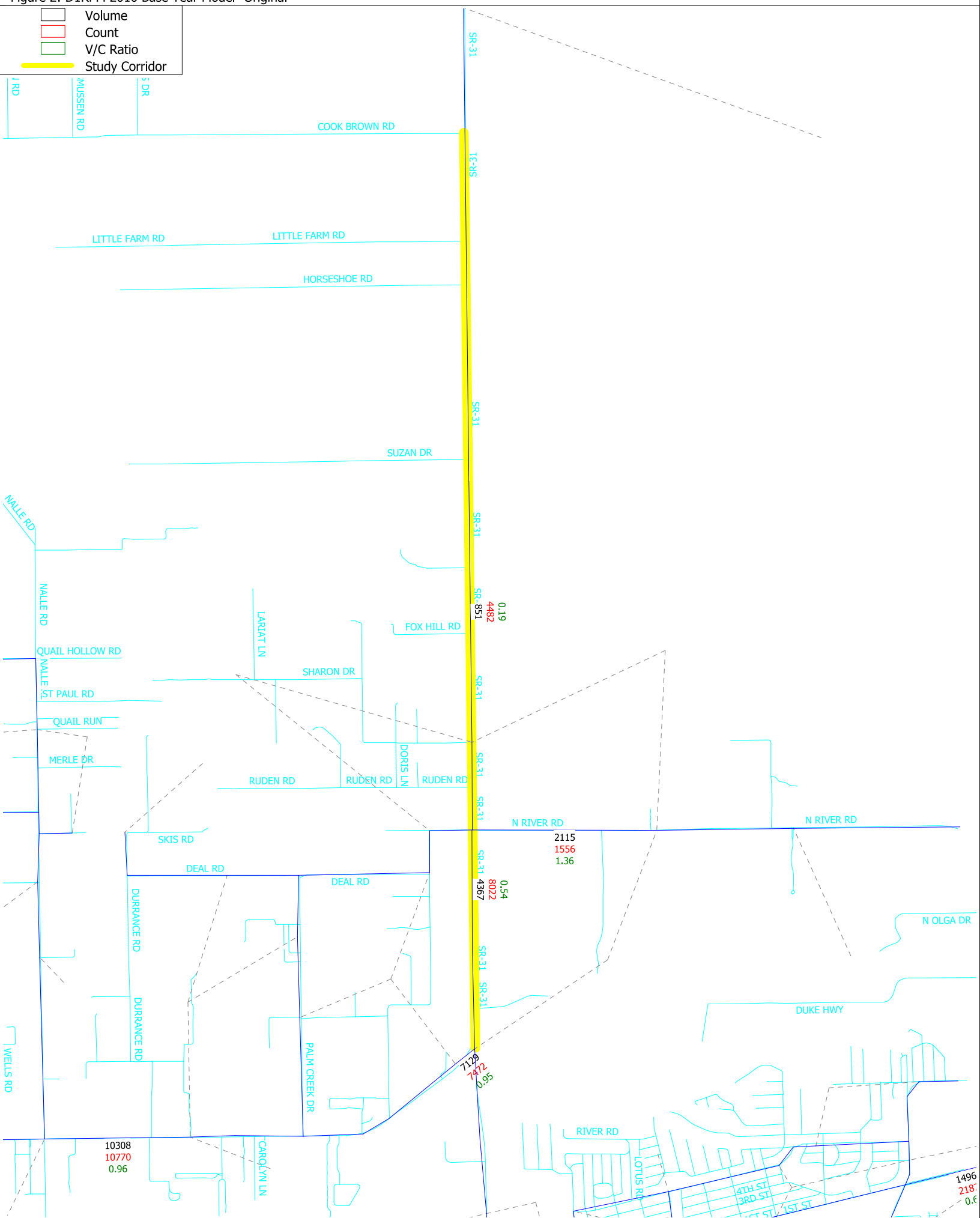
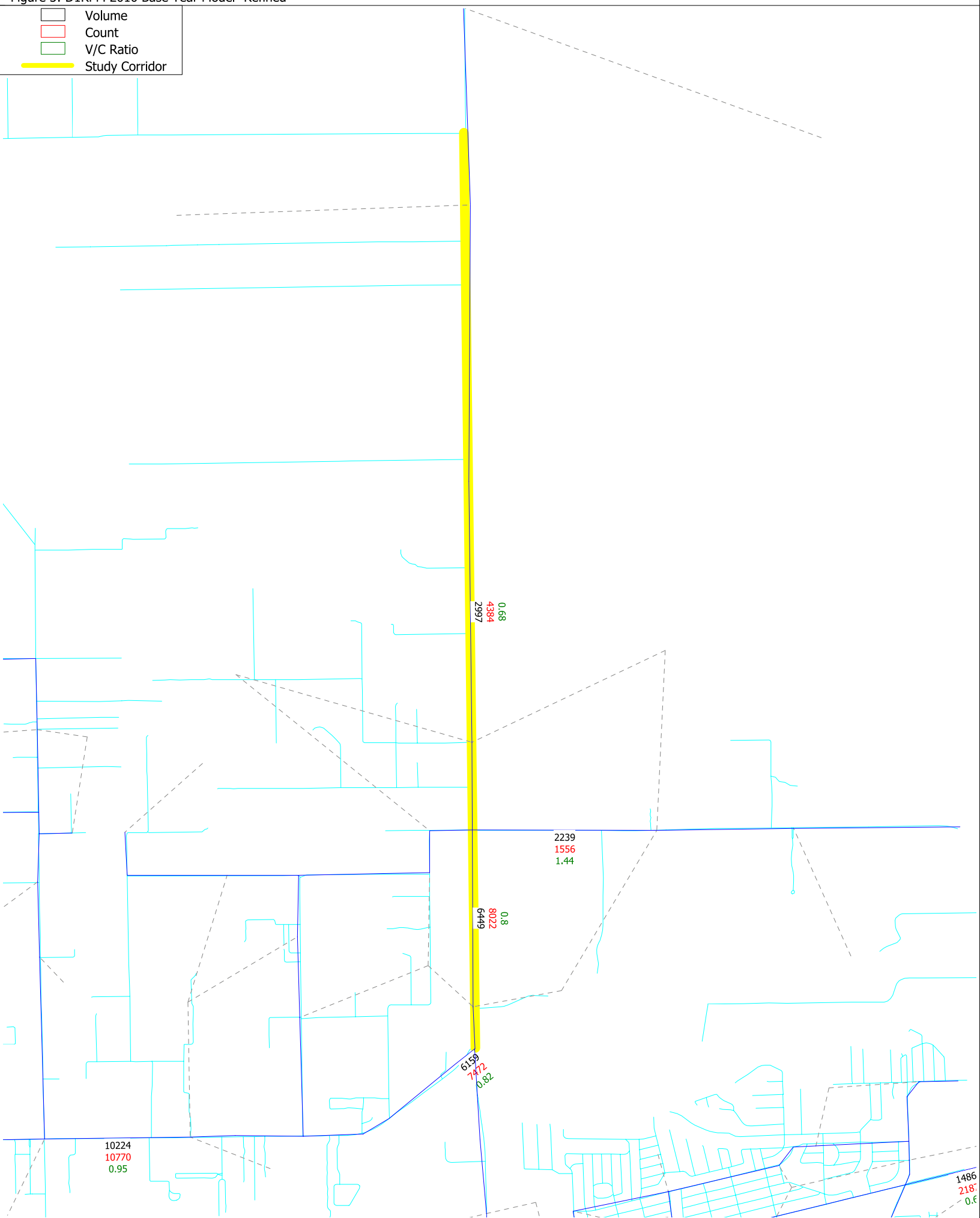


Figure 3: D1RPM 2010 Base Year Model- Refined

- Volume
- Count
- V/C Ratio
- Study Corridor



Forecast Model Development

Forecast model networks were developed by applying appropriate base year validation refinements to the 2040 LRTP Cost Feasible model network.

The Babcock Ranch development in Charlotte and Lee counties will have significant impacts to traffic flow, and includes thousands of new housing units, new employment centers, as well as schools and hotels. These developments are reflected in the 2026 and 2040 model socioeconomic data. Documentation regarding these development levels are included in Appendix A.

One other smaller planned commercial development at the corner of SR-31 and SR-80 in Lee county that was also included in the model socioeconomic data.

A 2026 model was developed by interpolating model input data from 2010 and 2040. The 2026 socioeconomic data was then adjusted to reflect the appropriate developments. The original 2040 model socioeconomic data was also refined to include these developments. Table 3 shows these differences between the original and revised socioeconomic data for both 2026 and 2040.

As a result of the forecast model development, Figures 4 and 5 show future traffic volumes for the study area in both 2026 and 2040, respectively.

Table 4 shows network changes that were made for 2026 and 2040 to accommodate traffic associated with the developments defined above, as agreed upon with department staff.

Table 3: Model Socioeconomic Data Revisions

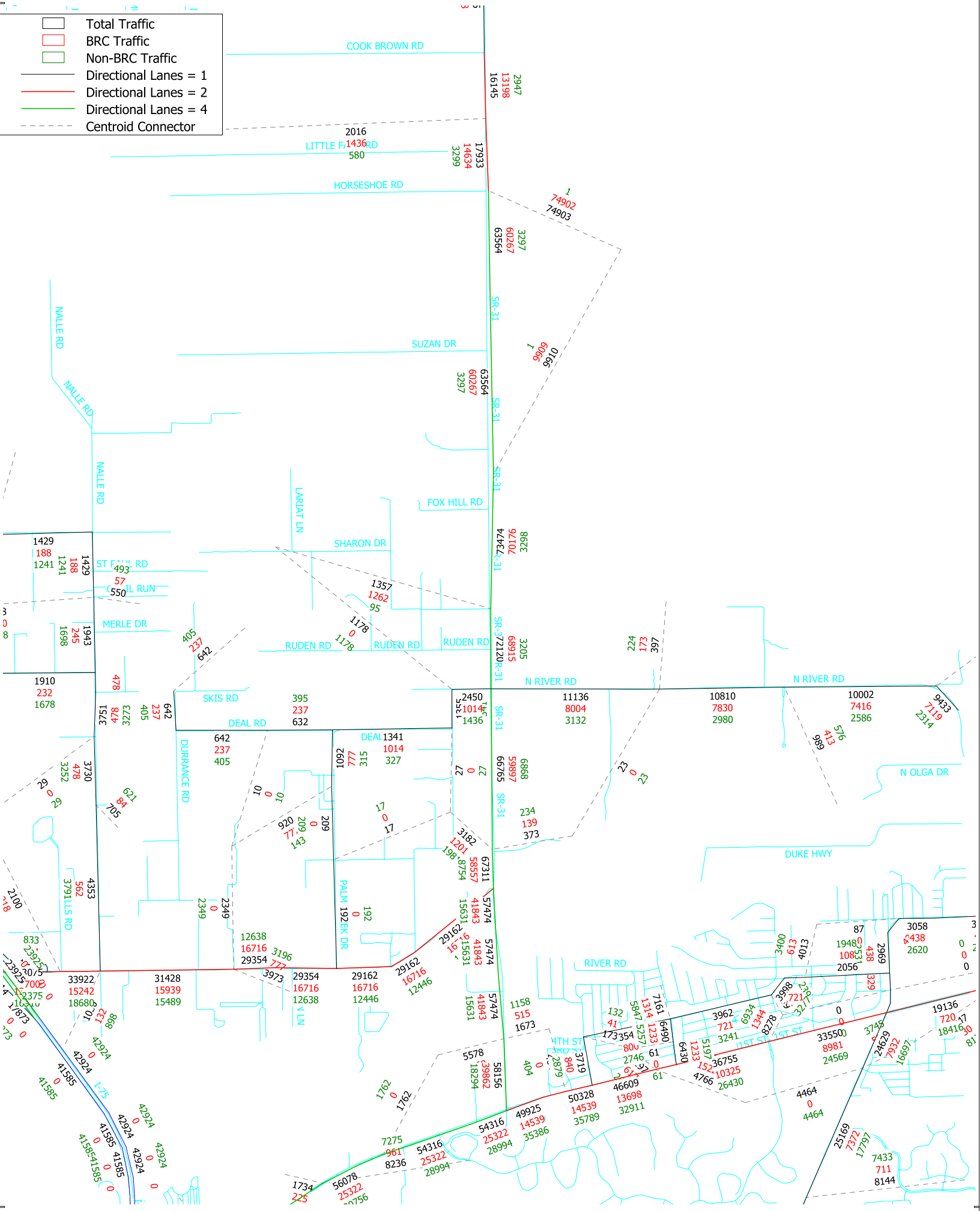
	Zone	SFDU	MFDU	Industrial	Commercial	Service	HMDU	K-12
Original 2026		6	9	76	31	51	0	0
Revised 2026		6	9	76	664	51	0	0
Difference	3739	0	0	0	633	0	0	0
Original 2040		11	11	74	6	92	0	0
Revised 2040		11	11	74	664	92	0	0
Difference		0	0	0	658	0	0	0
Original 2026		1200	800	125	500	500	0	350
Revised 2026		3000	2000	0	2206	2106	600	1466
Difference	4070	1800	1200	-125	1706	1606	600	1116
Original 2040		4656	13215	34	960	1325	0	0
Revised 2040		12596	6904	650	3500	12049	600	4154
Difference		7940	-6311	616	2540	10724	600	4154

Table 4: Forecast Network Revisions

Roadway	Original	Improved
SR-31 from Cook Brown Rd to Horseshoe Rd	2 lanes undivided	4 lanes divided
SR-31 from Horseshoe Rd to Busbee Ln	2 lanes undivided	6 lanes divided
SR-31 from Busbee Ln to SR-78/Bayshore Rd	4 lanes divided	6 lanes divided
SR-31 from SR-78/Bayshore Rd to SR-80	2 lanes undivided	6 lanes divided
SR-78/Bayshore Rd from SR-31 to I-75	2 lanes undivided	4 lanes divided

SR 31 2040 PSWT VOLUMES - 5-20-19

- Total Traffic
- BRC Traffic
- Non-BRC Traffic
- Directional Lanes = 1
- Directional Lanes = 2
- Directional Lanes = 4
- Centroid Connector



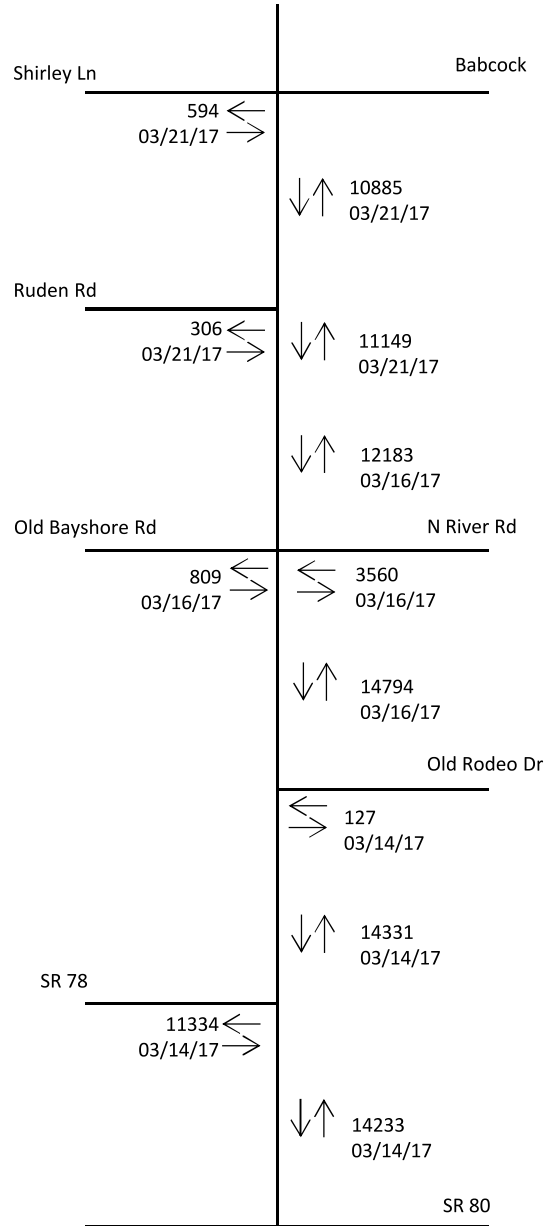
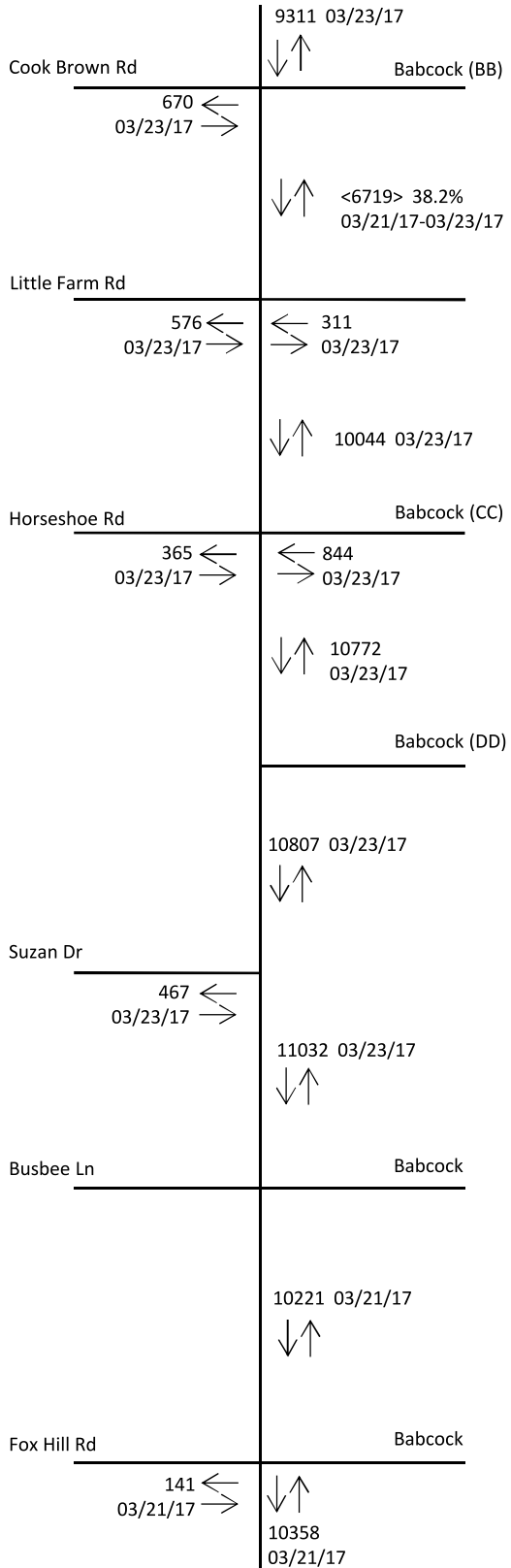
Appendix A

BRC MASTER TRAFFIC STUDY UPDATE 2018 BABCOCK RANCH (Charlotte & Lee County) DEVELOPMENT PARAMETERS - BUILDOUT					
Reference #	Land Use	Unit	Charlotte DRI Buildout (2040) ⁽¹⁾	Lee MPD (2026) ⁽²⁾	Babcock Ranch Total (Buildout)
Residential					
1	Single-Family	d.u.	11,616	980	12,596
2	Multifamily	d.u.	6,254	650	6,904
	Sub-total Residential	d.u.	17,870 ⁽⁵⁾	1,630	19,500
Non-Residential⁽³⁾					
3	Retail/Entertainment	sq. ft.	530,000	870,000	1,400,000
		rooms	-	600	600
4	Hotel	sq. ft.	-	360,000 ⁽⁶⁾	360,000
5	Industrial	sq. ft.	650,000	-	650,000
6	General Office	sq. ft.	1,753,000	257,000	2,010,000
7	Medical Office	sq. ft.	457,000	43,000	500,000
8	Government Office	sq. ft.	90,000	-	90,000
		beds	177	-	177
9	Hospital	sq. ft.	265,500 ⁽⁷⁾	-	265,500
		units	418	-	418
10	ALF	sq. ft.	209,000 ⁽⁸⁾	-	209,000
11 (3)	Sub-total Retail	sq. ft.	530,000	870,000	1,400,000
12 (6+7+8)	Sub-total Office	sq. ft.	2,300,000	300,000	2,600,000 ⁽⁹⁾
13 (4+5+9+10)	Sub-total Other	sq. ft.	1,124,500	360,000	1,484,500
14 (3 thru 10)	Total Non-Residential	sq. ft.	3,954,500	1,530,000	5,484,500 ⁽³⁾
Ancillary⁽⁴⁾					
15	Golf	holes	54	-	54
16	Neighborhood Park	acres	78	48	126
17	Community/Regional Park	acres	178	-	178
18	Recreation Center	sq. ft.	30,000	-	30,000
19	Library	sq. ft.	24,000	-	24,000
20	Churches	sq. ft.	120,000	-	120,000
21	Elementary School	students	1,750	-	1,750
22	Middle School	students	662	-	662
23	High School	students	1,742	-	1,742
Other					
24	Special Use	n/a	-	-	-

Footnotes:

- (1) Proposed BRC Master Traffic Study Update II - Includes approved Increment 1 NOPC (07/2017).
- (2) Approved Lee County Babcock Ranch MPD (02/2018).
- (3) BRC MDO and Babcock MPD - Total Babcock Ranch non-residential use not to exceed 6.0 million sq. ft. Subject to allowable Land Use Conversion.
- (4) Ancillary and supporting community use not part of 6.0 million sq. ft. limitation.
- (5) BRC MDO - Total residential not to exceed 17,870 d.u.
- (6) Estimate Hotel square footage = 600 sq. ft. per room.
- (7) Estimate Hospital square footage = 1,500 sq. ft. per bed.
- (8) Estimate ALF square footage = 500 sq. ft. per unit.
- (9) BRC MDO - Approved 3.5 million sq. ft. of combined office use. Subject to allowable Land Use Conversion.

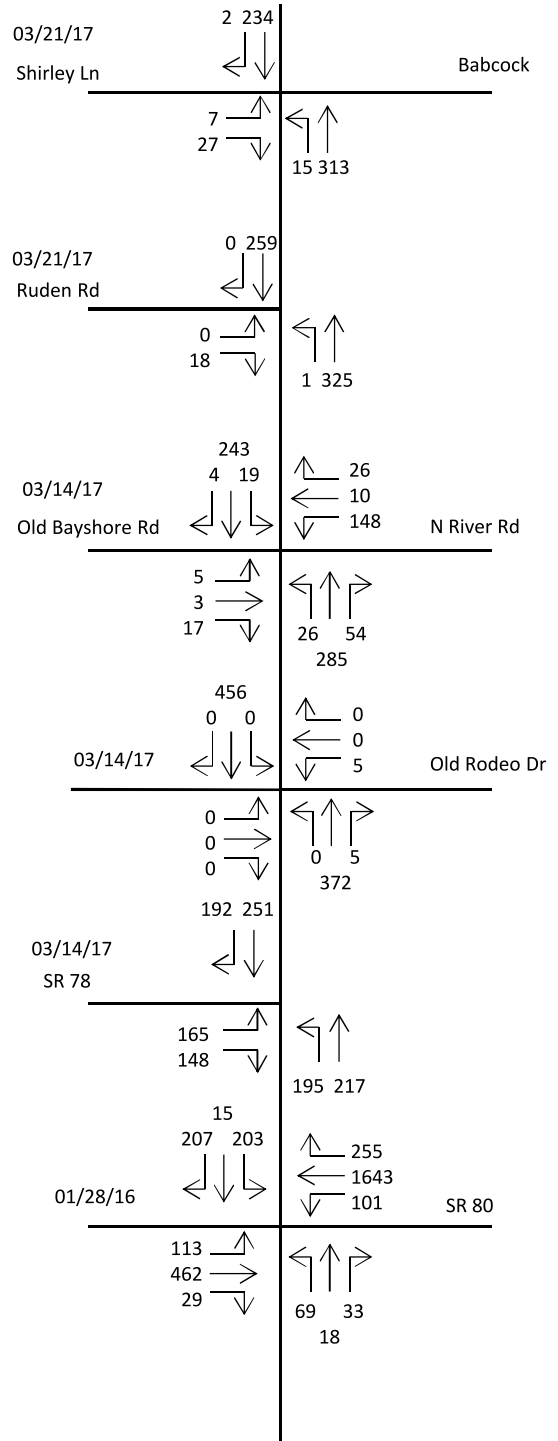
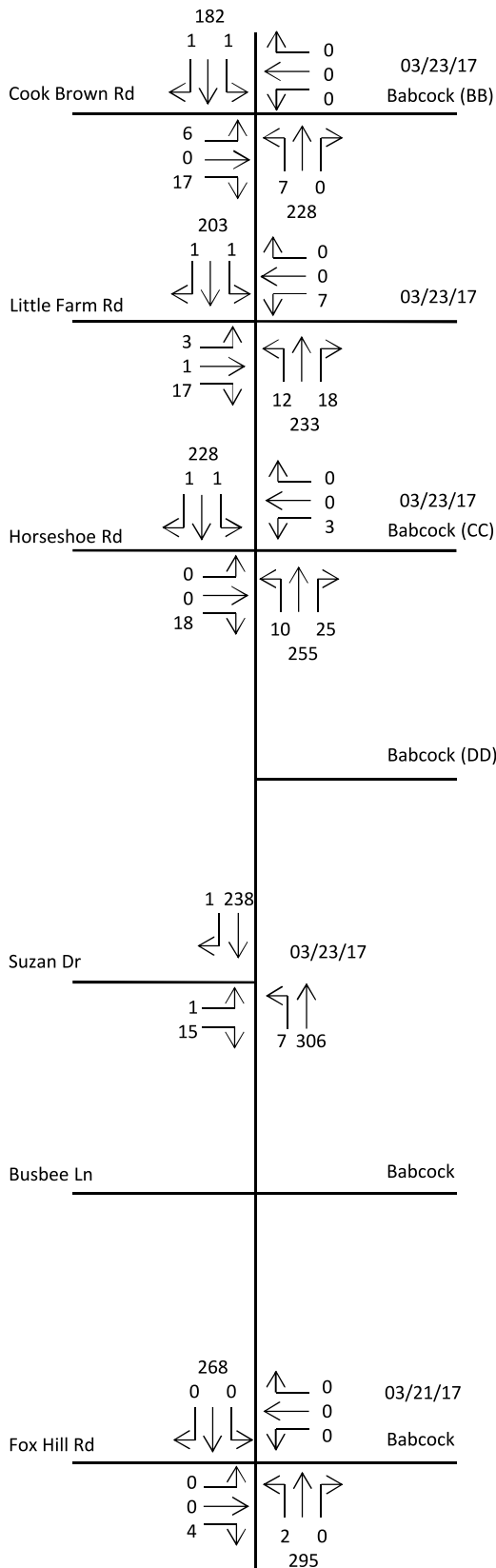




Legend:

- xxxx - 24 Hour Counts
- <xxxx> - Class Count
- xx.x% - Truck Percentage
- 03/21/17 - Date of Count

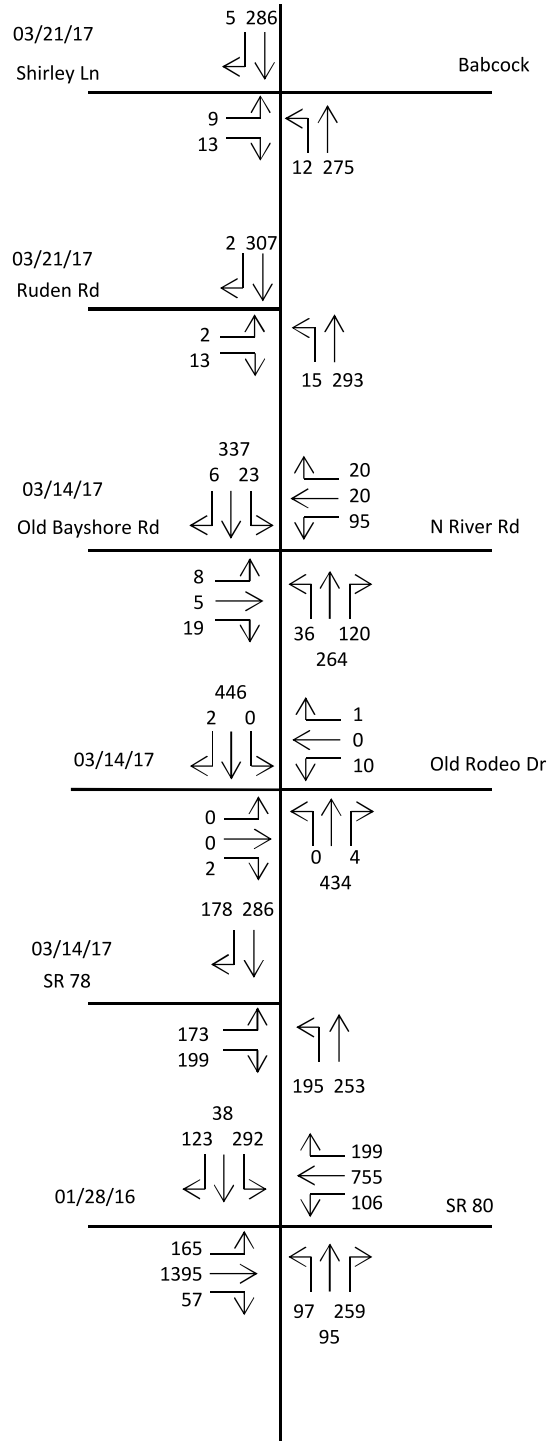
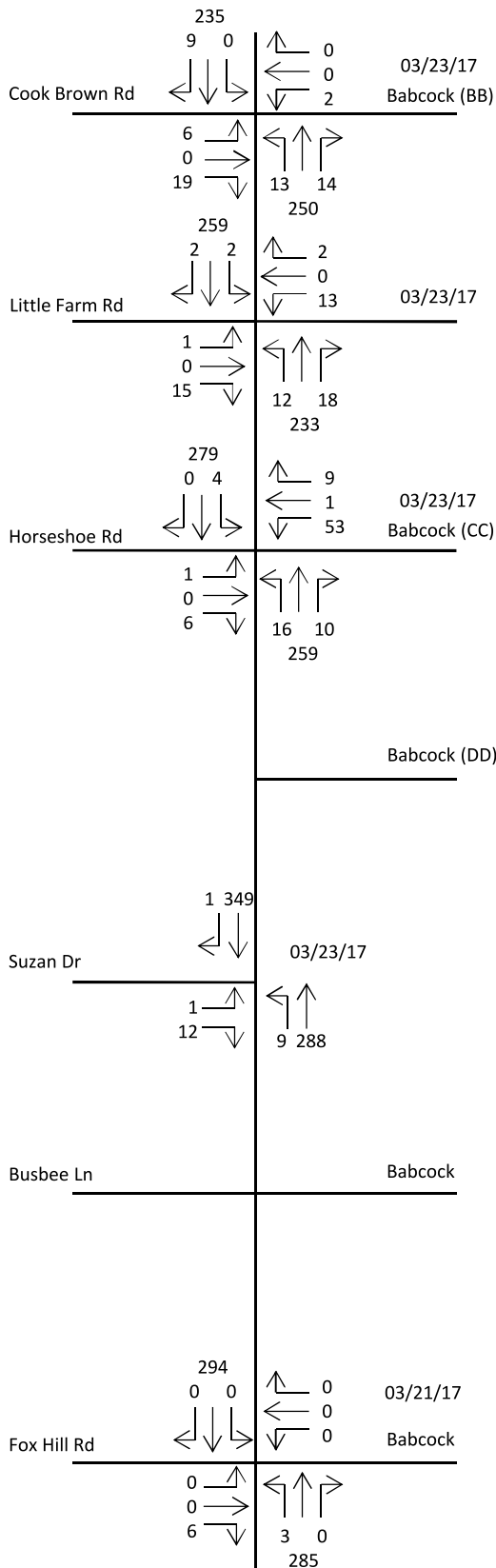




Legend:

xxxx – Turning Counts
 03/31/17 – Date of Count

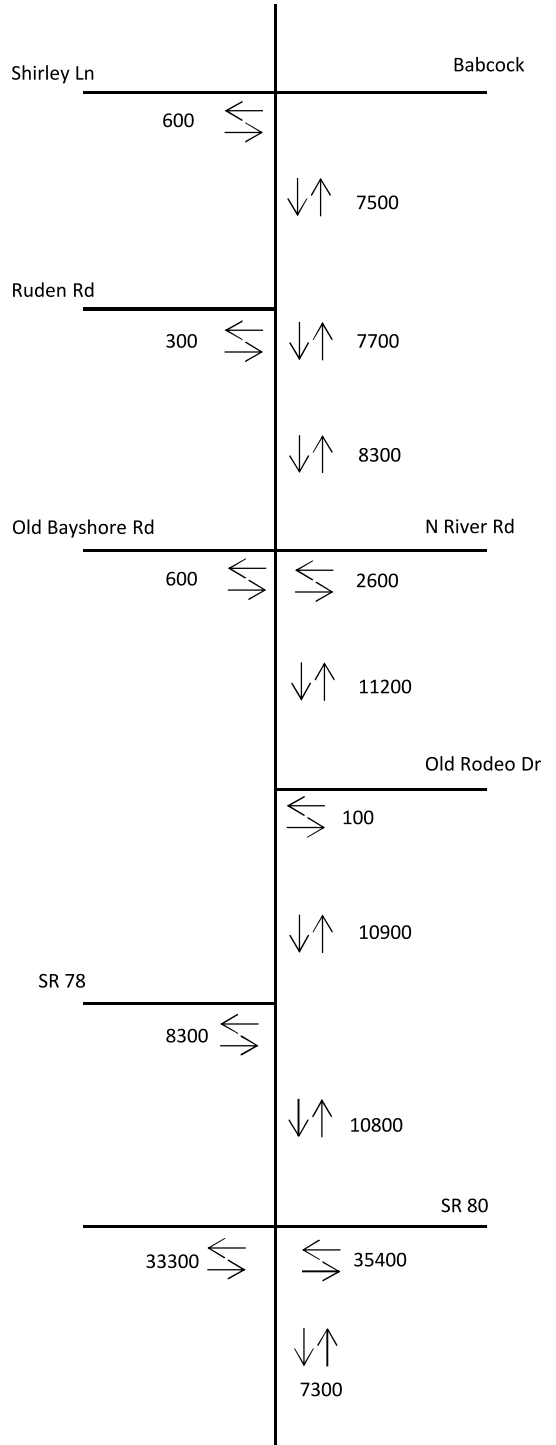
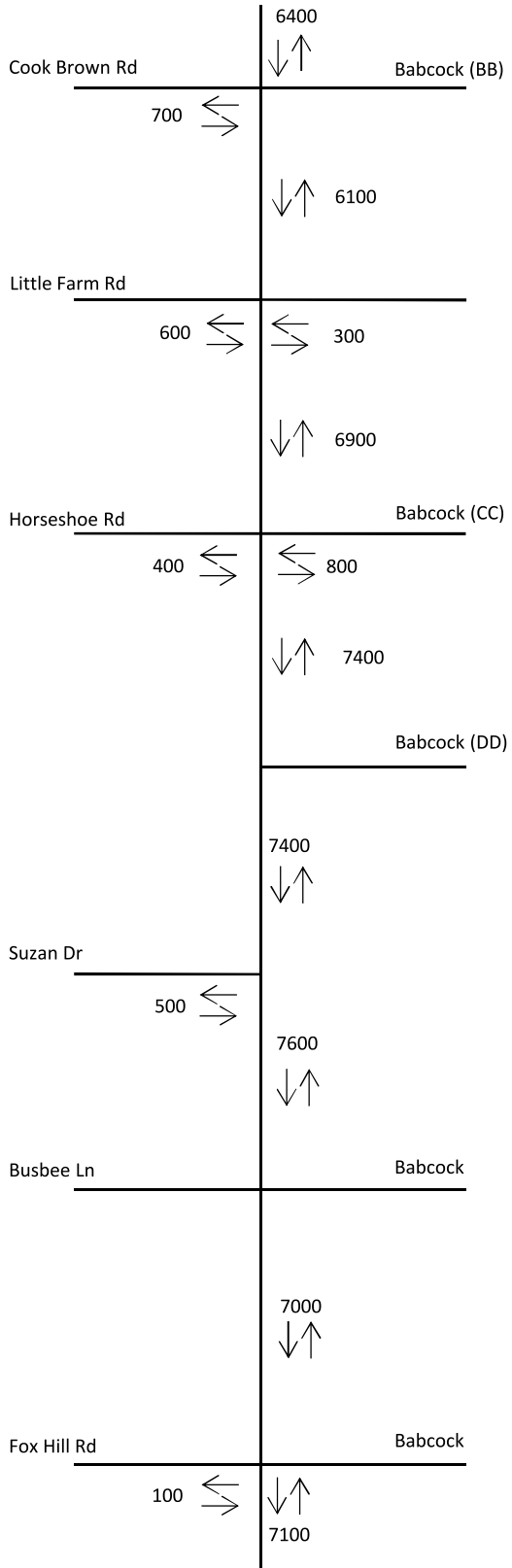




Legend:

xxxx – Turning Counts
 03/31/17 – Date of Count

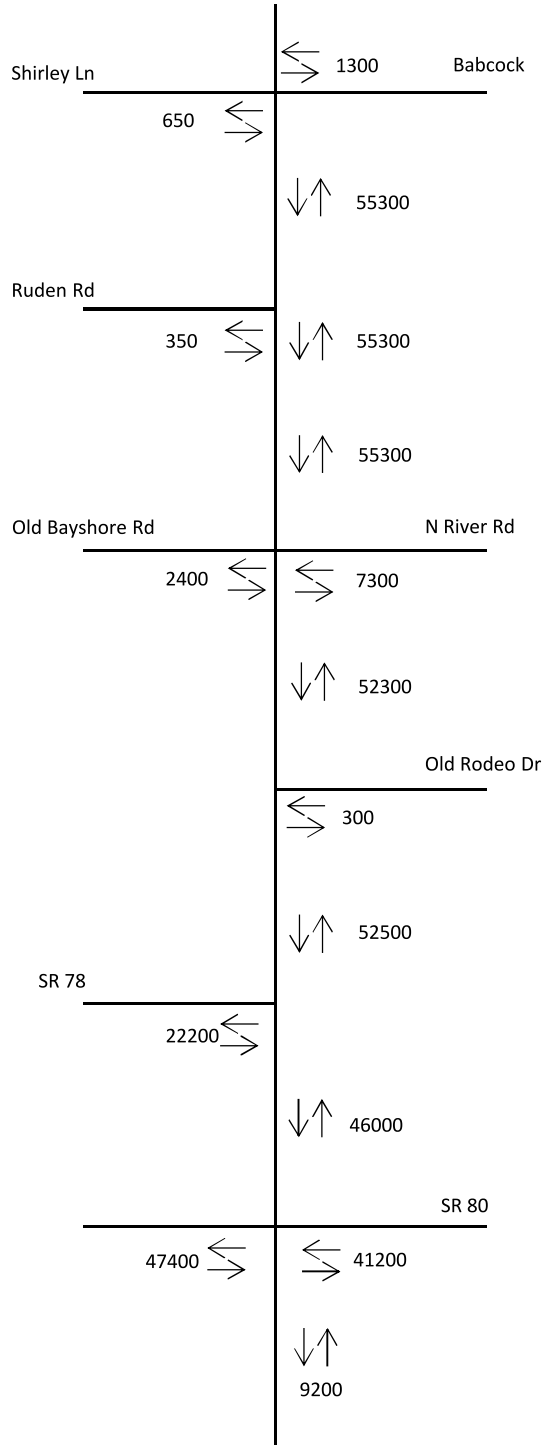
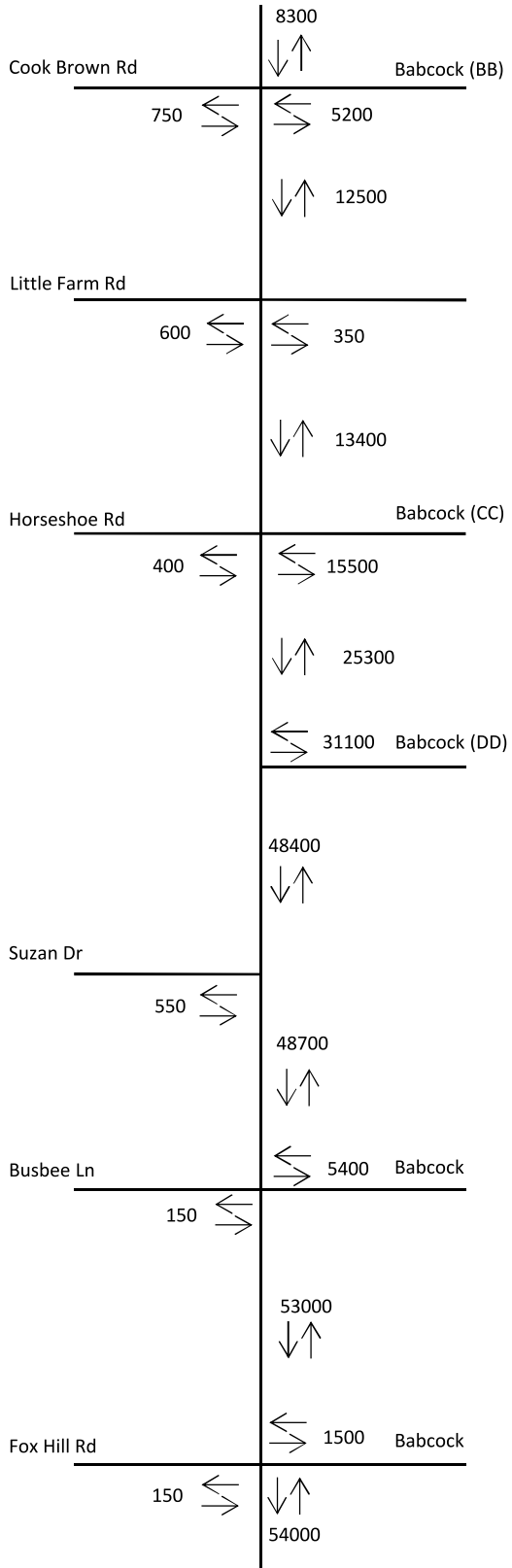




Legend:

xx – 2017 AADT

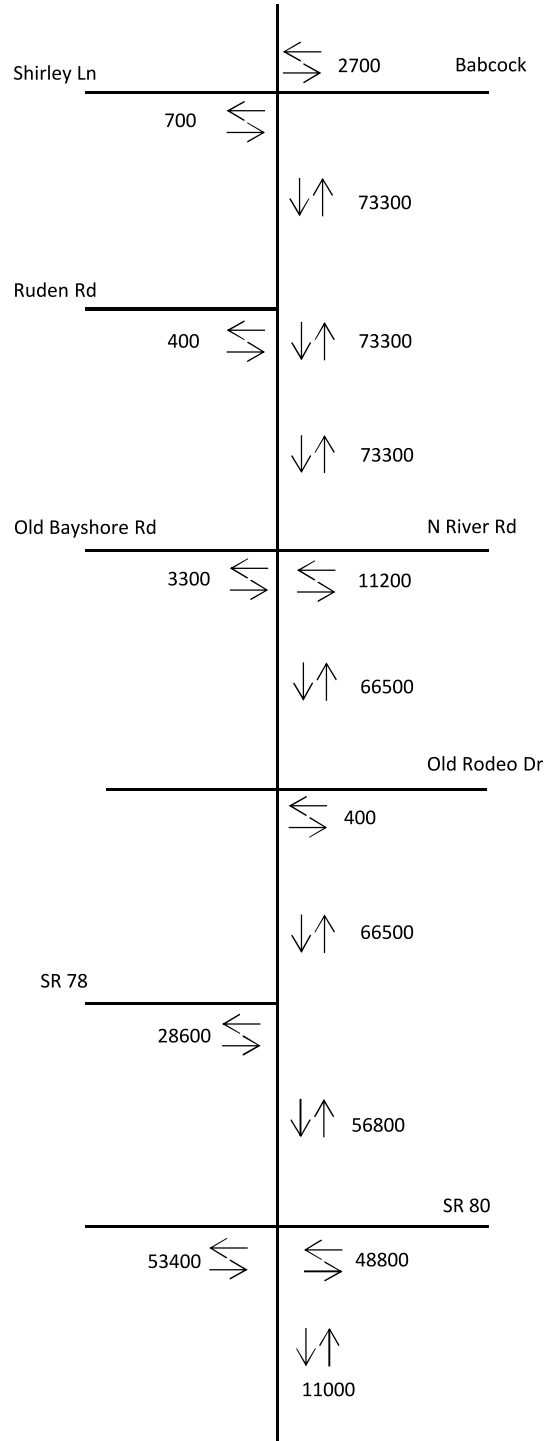
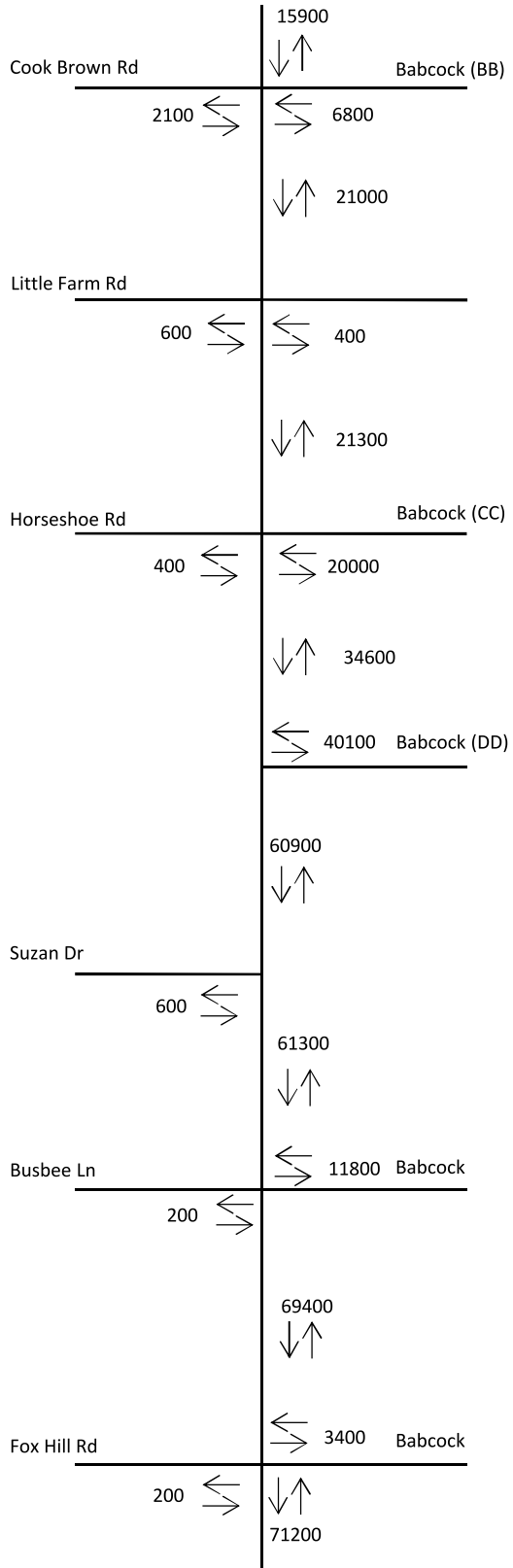




Legend:

xx – 2026 AADT

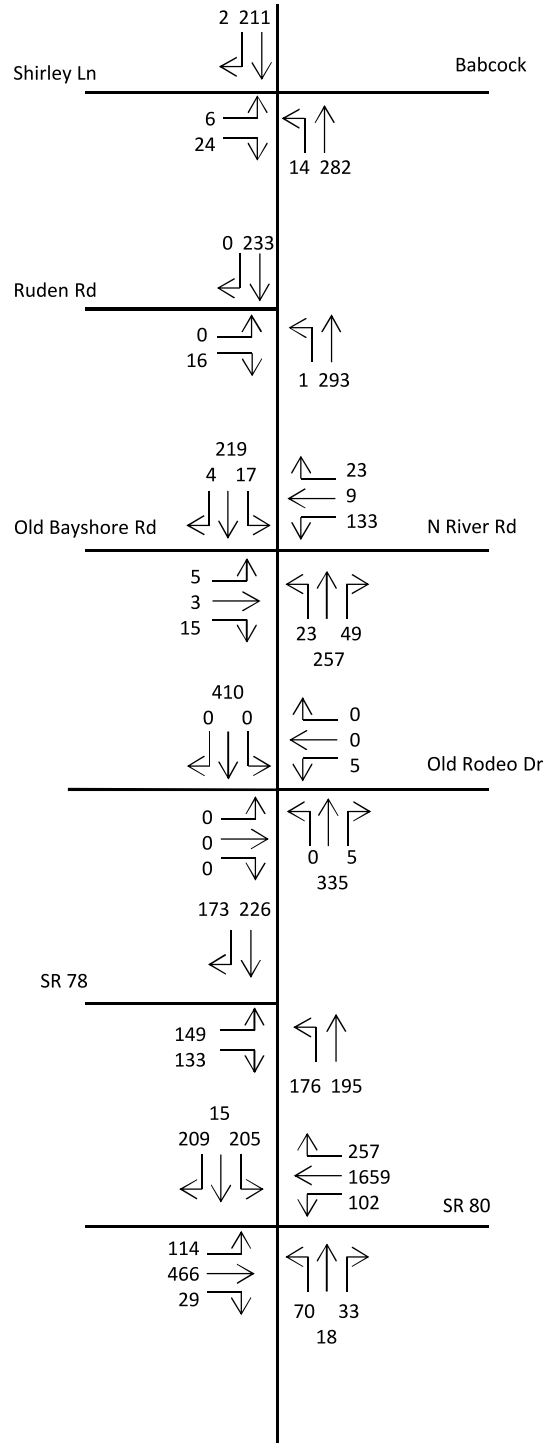
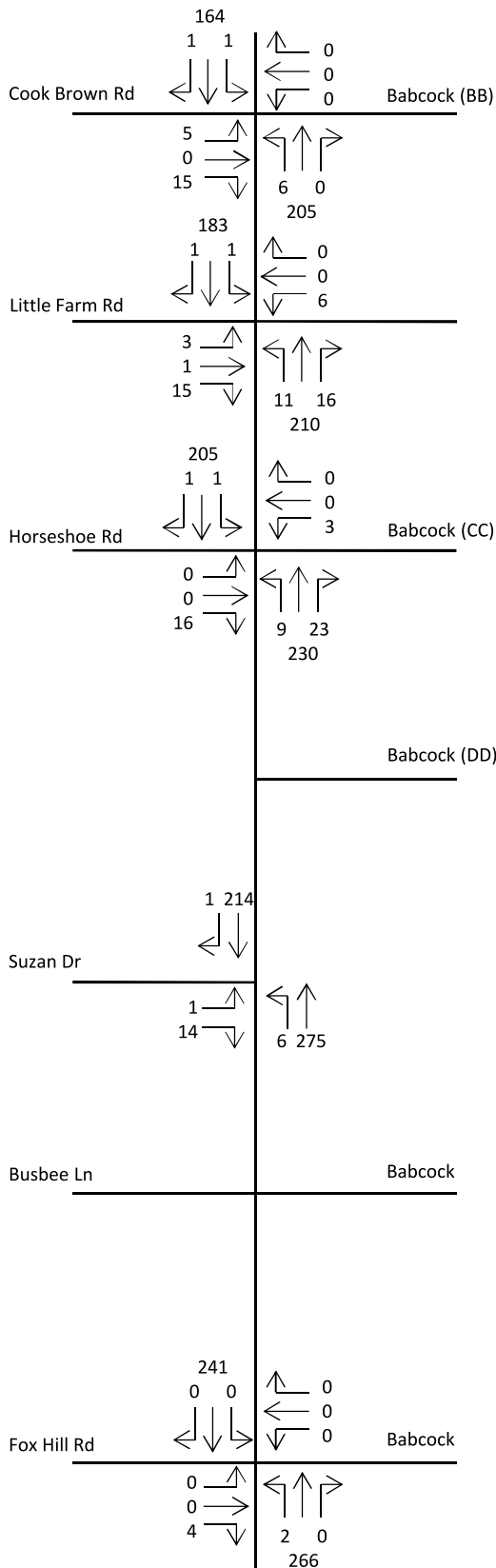


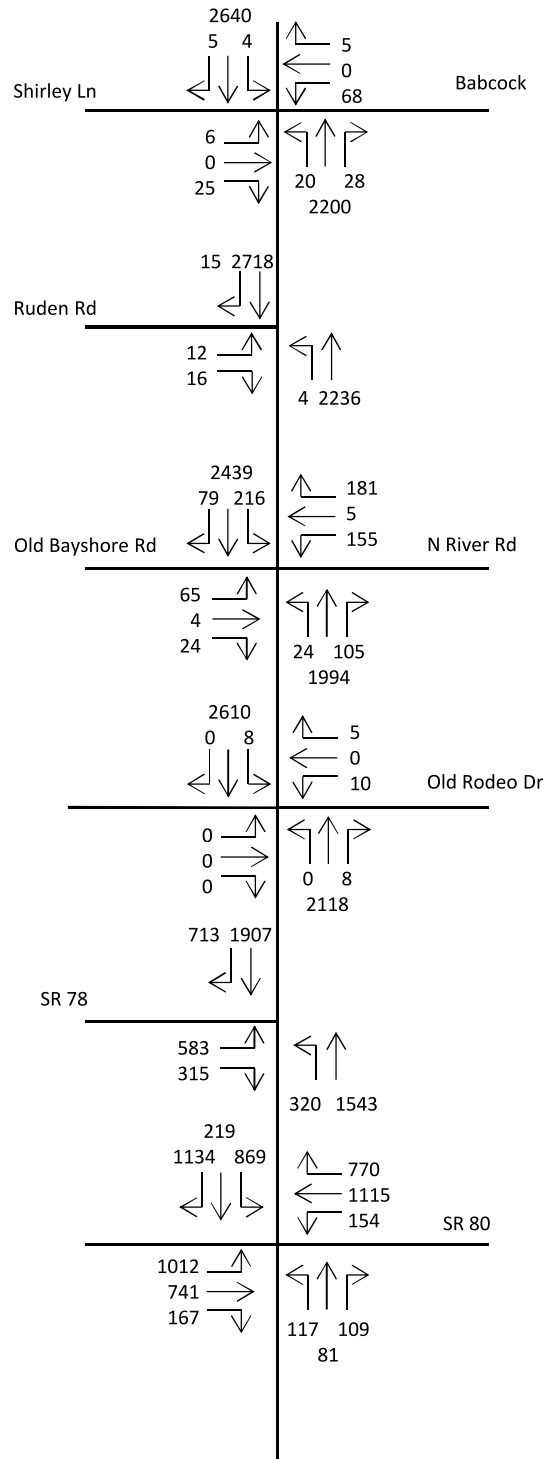
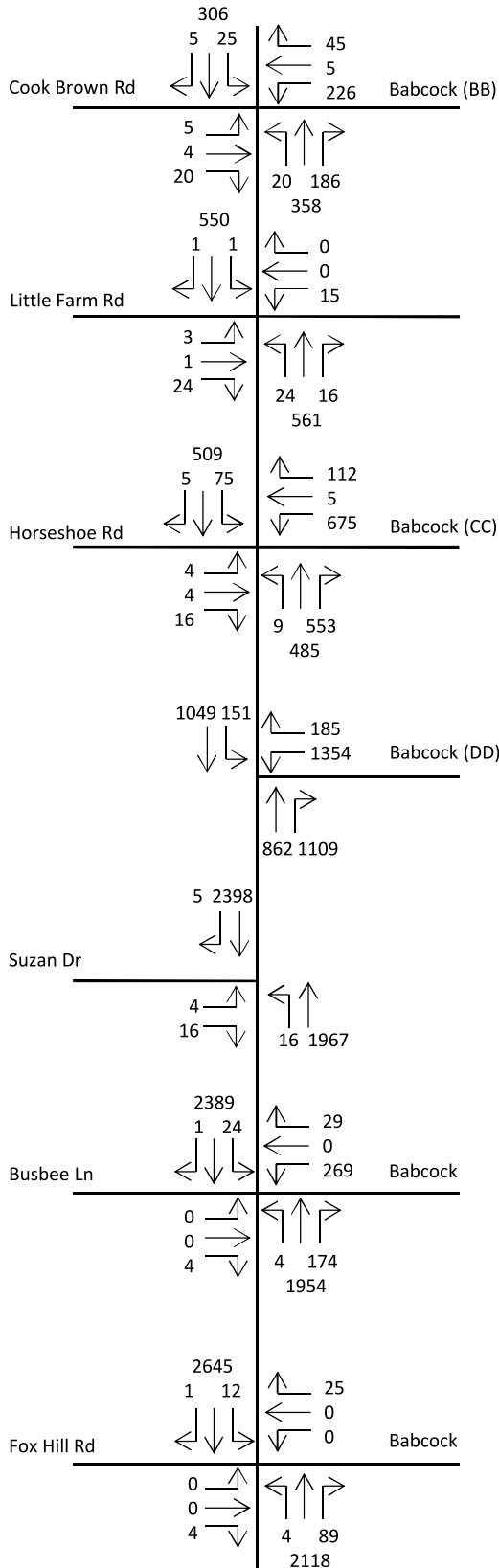


Legend:

xx – 2046 AADT



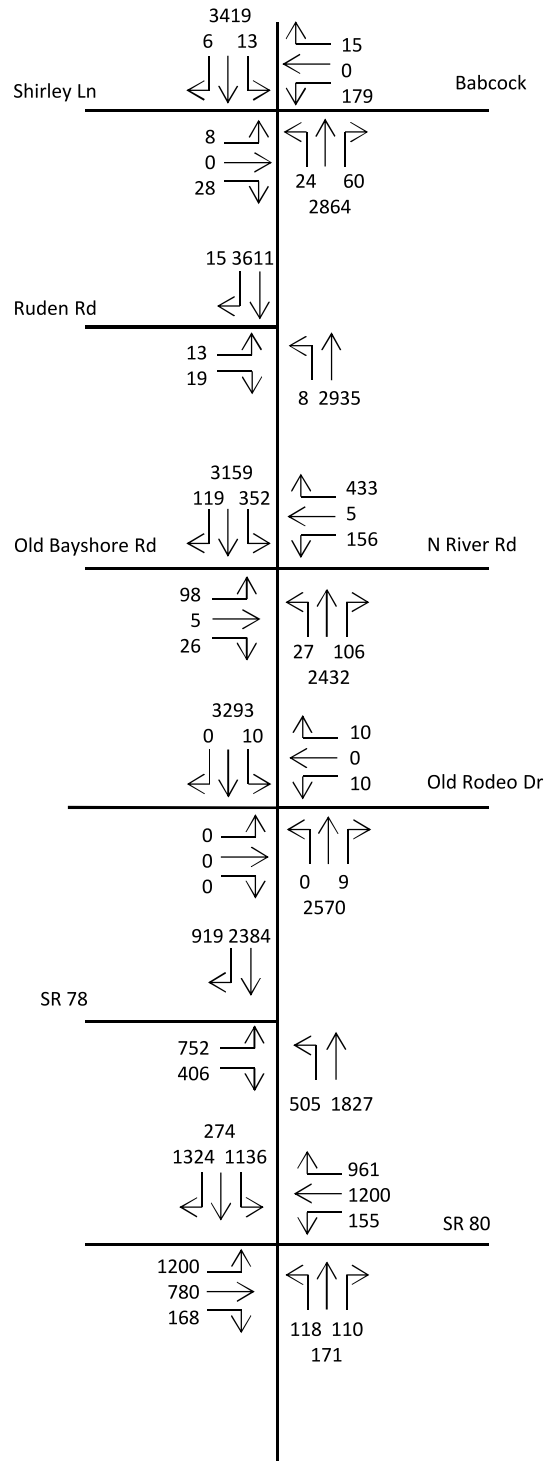
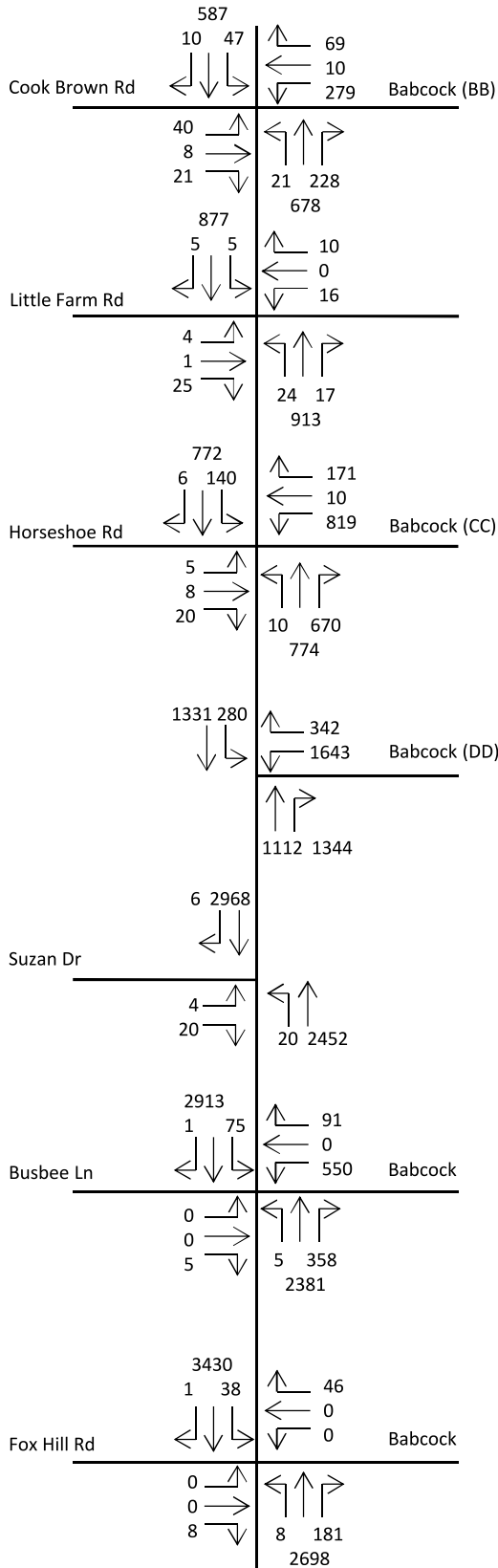




SR 31 from Cook Brown Rd to SR 80 PD&E
 Design Traffic Technical Memorandum (DTTM)
 FFMNo.:xxxxxxx
 Charlotte/Lee County, Florida

2026 Average
 Annual AM Peak
 Hour Traffic

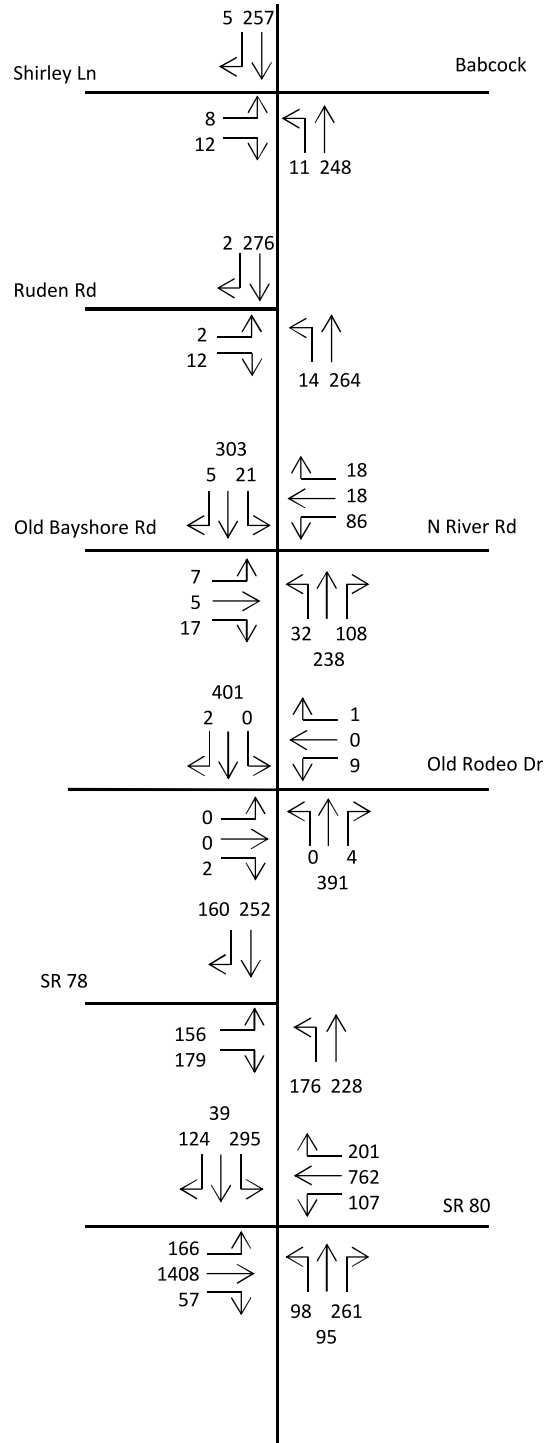
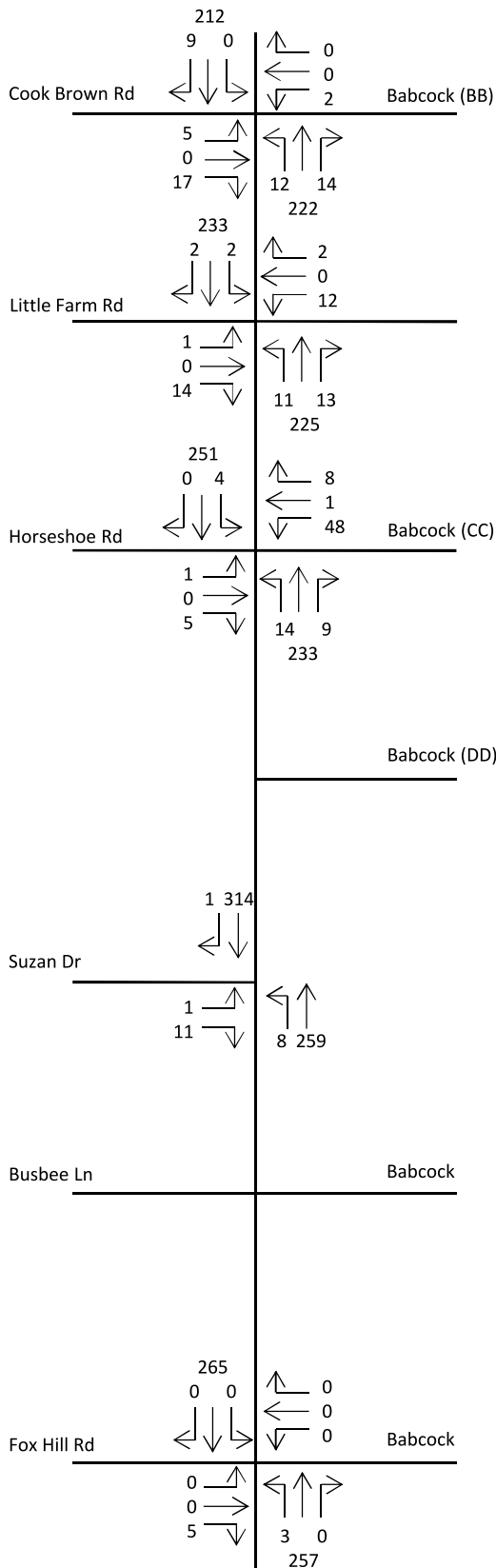




SR 31 from Cook Brown Rd to SR 80 PD&E
 Design Traffic Technical Memorandum (DTTM)
 FFMNo.:xxxxxxx
 Charlotte/Lee County, Florida

2046 Average
 Annual AM Peak
 Hour Traffic

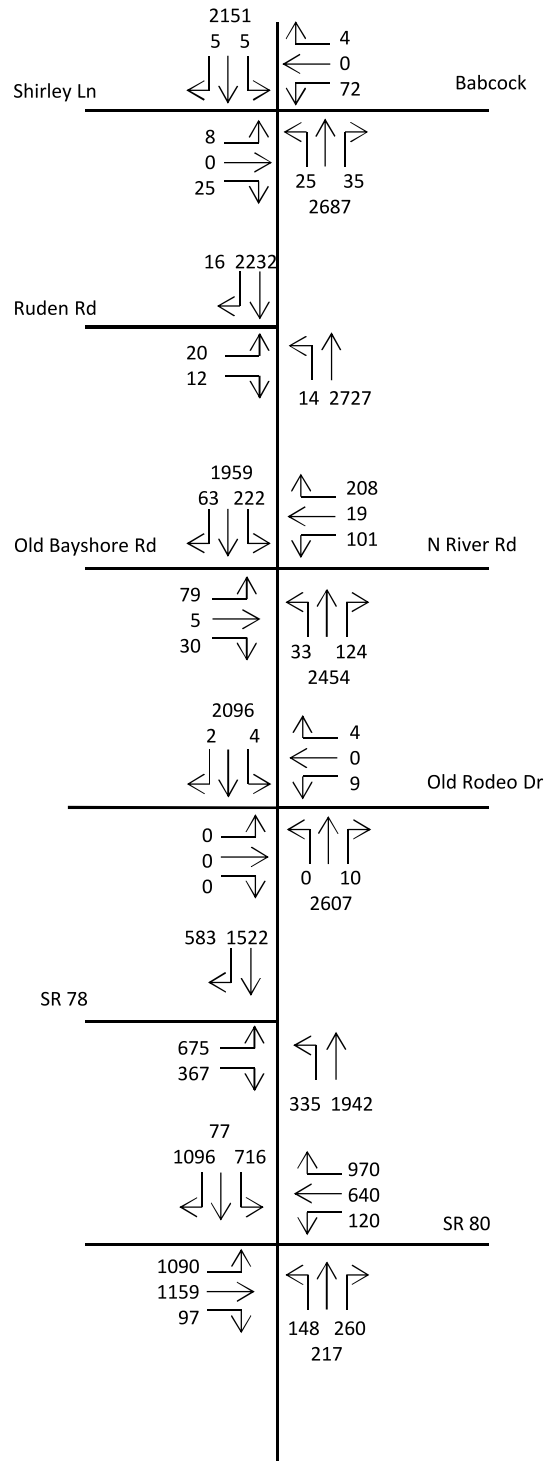
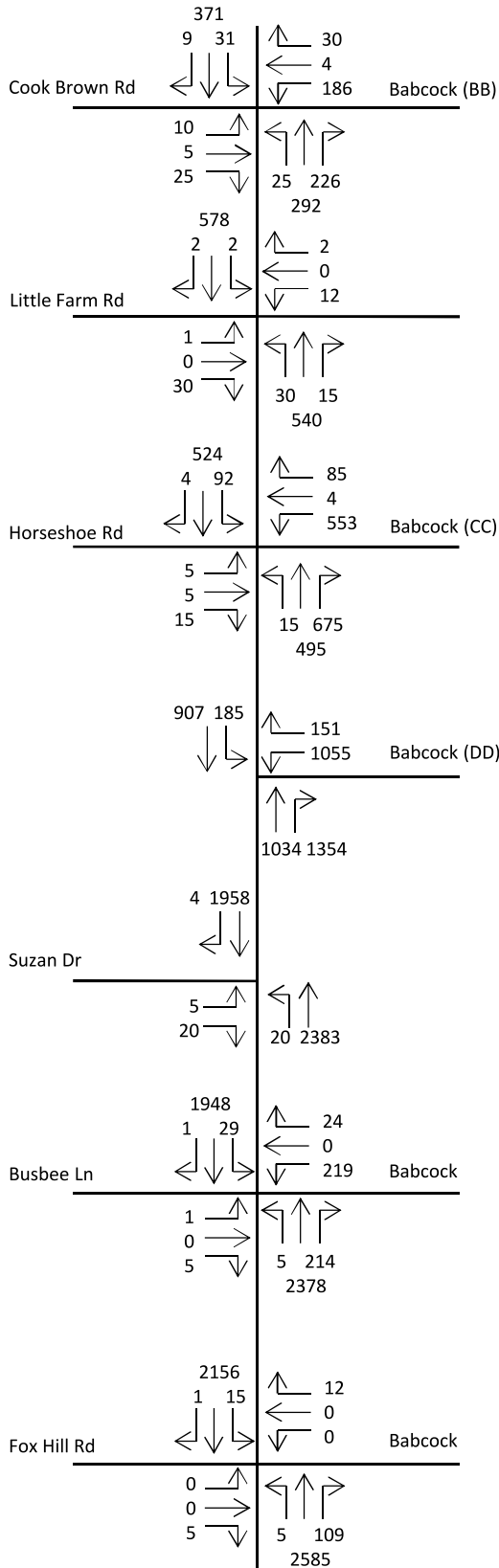




SR 31 from Cook Brown Rd to SR 80 PD&E
 Design Traffic Technical Memorandum (DTTM)
 FFMNo.:xxxxxxx
 Charlotte/Lee County, Florida

2017 Average
 Annual PM Peak
 Hour Traffic

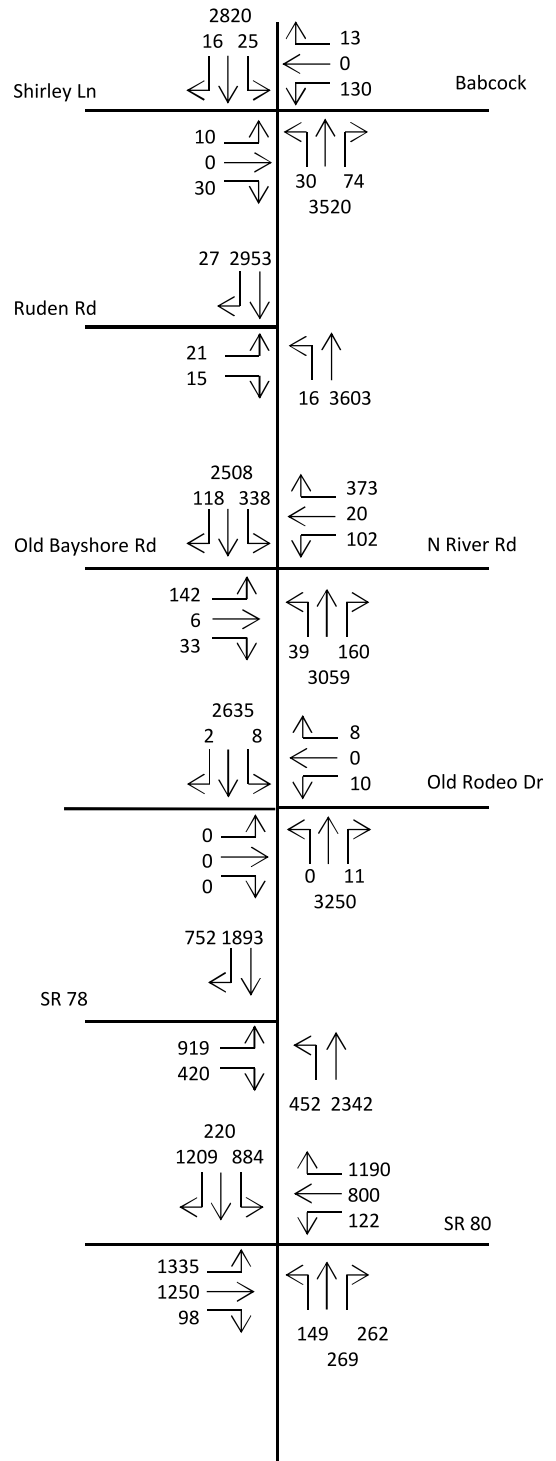
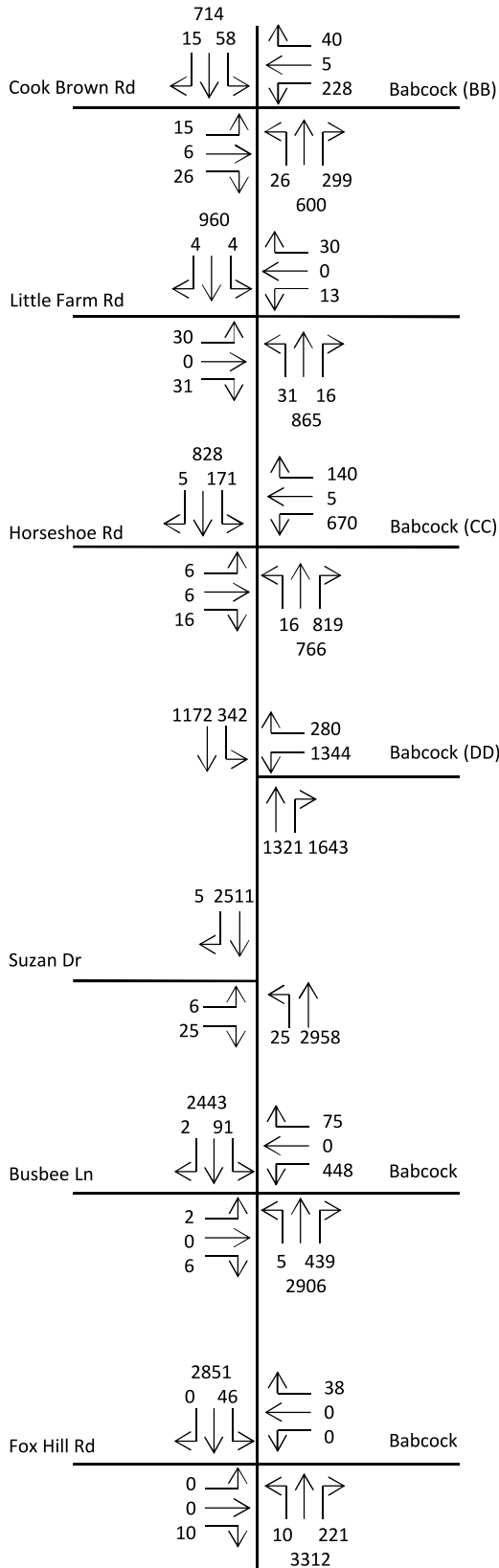




SR 31 from Cook Brown Rd to SR 80 PD&E
 Design Traffic Technical Memorandum (DTTM)
 FFMNo.:xxxxxxx
 Charlotte/Lee County, Florida

2026 Average
 Annual PM Peak
 Hour Traffic





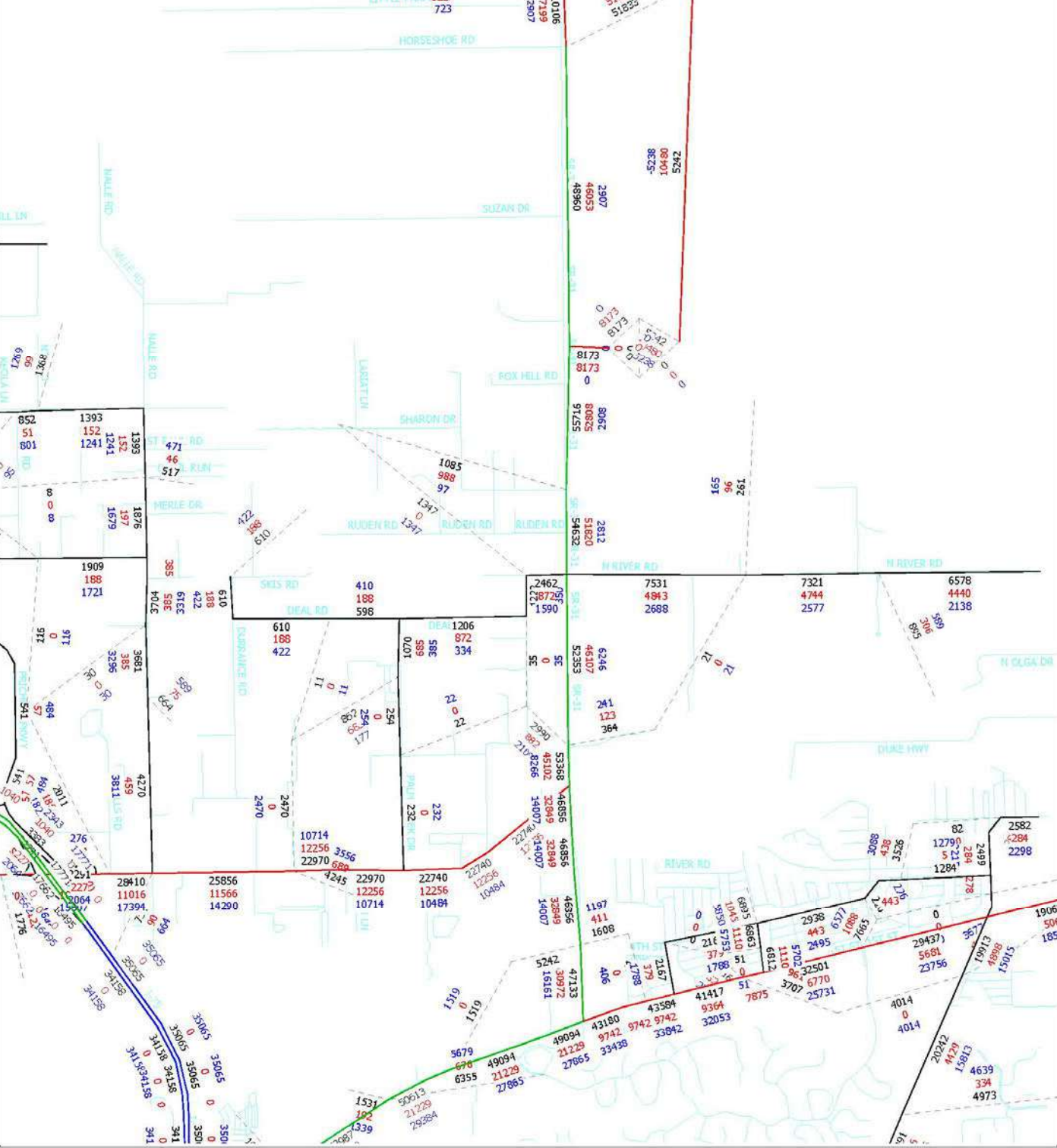
SR 31 from Cook Brown Rd to SR 80 PD&E
 Design Traffic Technical Memorandum (DTTM)
 FFMNo.:xxxxxxx
 Charlotte/Lee County, Florida

2046 Average
 Annual PM Peak
 Hour Traffic



SR 31 Build - 2026 Daily Traffic Volumes (BRC NOPC 4/19)

- Total Daily Traffic
- Background PSWT
- Combined BRC Traffic
- Directional Lanes = 1
- Directional Lanes = 2
- Directional Lanes = 3
- Directional Lanes >3
- Centroid Connector



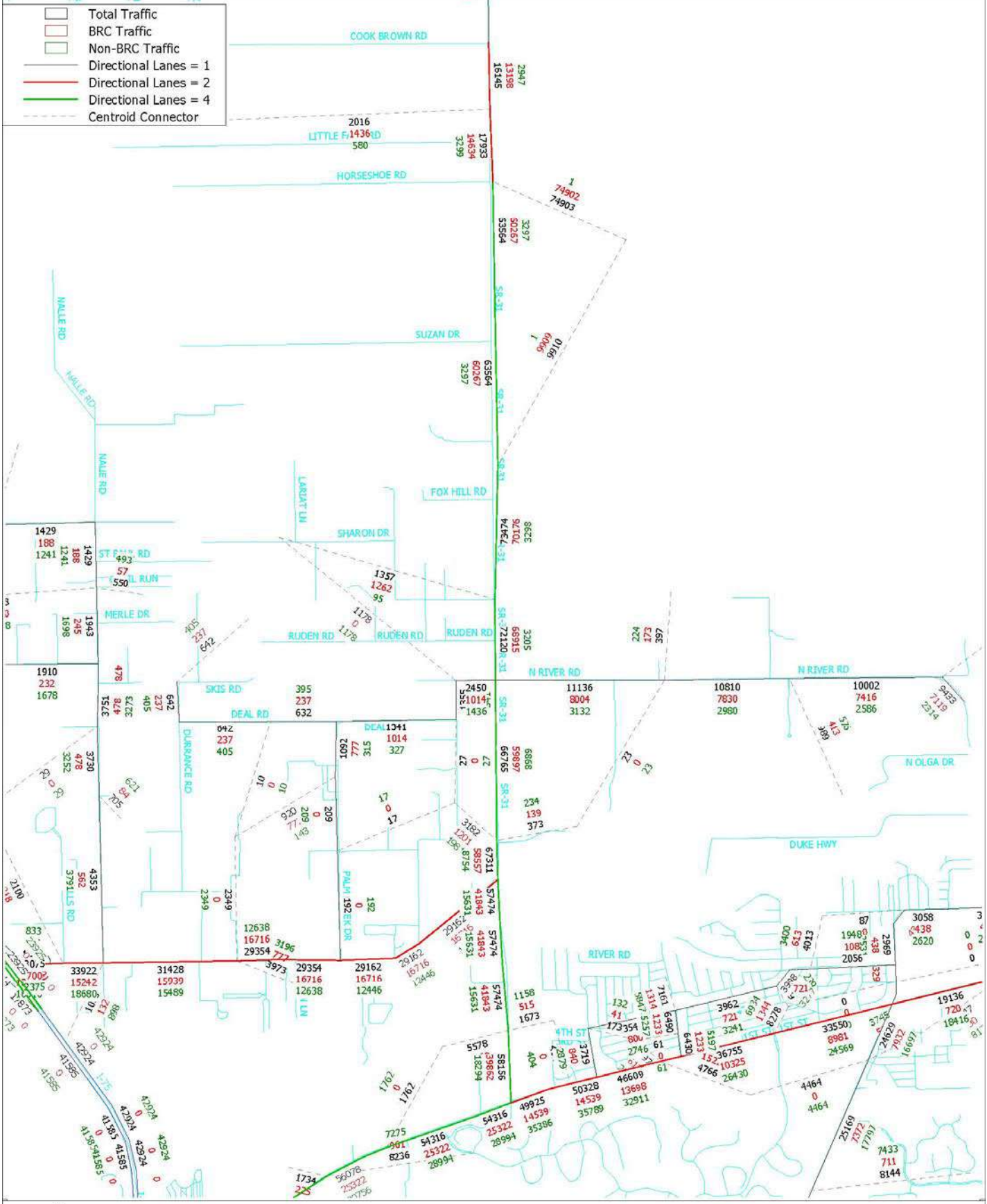
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SR 31 from Cook Brown Rd to SR 80 PD&E
 Design Traffic Technical Memorandum (DTTM)
 FFMNo.:xxxxxxx
 Charlotte/Lee County, Florida

2026 FSUTMS Plot



SR 31 2040 PSWT VOLUMES - 5-20-19



cube

(Licensed to Traf O Data)

SR 31 from Cook Brown Rd to SR 80 PD&E
 Design Traffic Technical Memorandum (DTTM)
 FFMNo.:xxxxxxx
 Charlotte/Lee County, Florida

2040 FSUTMS Plot



Appendix J
Bureau of Economic and Business Research
(BEBR) Bulletin

Projections of Florida Population by County, 2020–2045, with Estimates for 2018

Stefan Rayer, Population Program Director

Ying Wang, Research Demographer

The Bureau of Economic and Business Research (BEBR) has been making population projections for Florida and its counties since the 1970s. This report presents our most recent set of projections and describes the methodology used to construct those projections. To account for uncertainty regarding future population growth, we publish three series of projections. We believe the medium series is the most likely to provide accurate forecasts in most circumstances, but the low and high series provide an indication of the uncertainty surrounding the medium series. It should be noted that these projections refer solely to permanent residents of Florida; they do not include tourists or seasonal residents.

State projections

The starting point for the state-level projections was the April 1, 2010 census population count by age, sex, race, and Hispanic origin, as adjusted by the National Center for Health Statistics (NCHS) in the Vintage 2014 bridged race population estimates. Projections were made in one-year intervals using a cohort-component methodology in which births, deaths, and migration are projected separately for each age-sex cohort in Florida for non-Hispanic whites, non-Hispanic nonwhites, and Hispanics. We applied three different sets of assumptions to provide low, medium, and high series of projections. Although the low and high series do not provide absolute bounds on future

population change, they provide a reasonable range in which Florida's future population is likely to fall.

Survival rates were applied by single year of age, sex, race, and Hispanic origin to project future deaths in the population. These rates were based on Florida Life Tables for 2007–2013, using mortality data published by the Office of Vital Statistics in the Florida Department of Health. The survival rates were adjusted upward each year until 2044 to account for projected increases in life expectancy. These adjustments were based on projected increases in survival rates released by the U.S. Census Bureau. We used the same mortality assumptions for all three series of projections because there is less uncertainty regarding future changes in mortality rates than is true for migration and fertility rates.

Domestic migration rates by age and sex were based on Public Use Microdata Sample (PUMS) files from the 2005–2009 and 2012–2016 American Community Survey (ACS) 5-year estimates. We chose an average of those two sets of migration estimates because the recession of 2007–2009 had a substantial impact on migration patterns in Florida, affecting in- and out-migration in both time periods; in addition, projections based on more than one time period tend to be more accurate than those based on a single time period. The 2005–2009 data are the earliest ACS 5-year

migration estimates that are available, and the 2012–2016 data were the most recent at the time the state projections were made (early February 2019).

For all three racial/ethnic groups, we applied smoothing techniques to the age/sex-specific migration rates to adjust for data irregularities caused by small sample size. The smoothed in- and out-migration rates were weighted to account for recent changes in Florida’s population growth rates. Projections of domestic in-migration were made by applying weighted in-migration rates to the projected population of the United States (minus Florida), using the most recent set of national projections produced by the U.S. Census Bureau. Projections of out-migration were made by applying weighted out-migration rates to the Florida population. In both instances, rates were calculated separately for males and females by race and ethnicity for each age up to 90 and over.

For the medium projection series, in-migration weights for non-Hispanic whites varied from 1.13 to 1.06, and out-migration weights varied from 0.97 to 0.94; for non-Hispanic nonwhites, in-migration weights varied from 1.10 to 1.04, and out-migration weights varied from 0.99 to 0.96; and for Hispanics, in-migration weights varied from 1.10 to 1.04, and out-migration weights varied from 1.00 to 0.96. For the low projection series, the in-migration weights described above were lowered for all three racial/ethnic groups over time – from 6% in 2019 to 11% in 2045; the out-migration weights were raised by the same margins. For the high projection series, the in-migration weights described above were raised for all three racial/ethnic groups over time – from 6% in 2019 to 11% in 2045; the out-migration weights were lowered by the same margins.

The distribution of foreign immigrants for the three racial/ethnic groups by age and sex was also based on an average of the patterns observed for 2005–2009 and 2012–2016. Again, we smoothed the estimates to account for irregularities in the age/sex distribution of immigrants. For the medium projection series, we held foreign immigration at an average of the 2005–2009 and 2012–

2016 levels, with some short-term adjustments based on recent trends. In addition, we made minor adjustments to the racial/ethnic distribution of those migrants based on recent trends. For the low series, foreign immigration was projected to decrease by 1,500 per year from the average of the 2005–2009 and 2012–2016 levels; for the high series, foreign immigration was projected to increase by 1,000 per year. Foreign emigration was assumed to equal 25% of foreign immigration for each series of projections.

Projections were made in one-year intervals, with each projection serving as the base for the following projection. Projected in-migration for each one-year interval was added to the survived Florida population at the end of the interval and projected out-migration was subtracted, giving a projection of the population age one and older.

Births were projected by applying age-specific birth rates (adjusted for child mortality) to the projected female population of each racial/ethnic group. These birth rates were based on Florida birth data for 2007–2013 published by the Office of Vital Statistics in the Florida Department of Health. They imply a total fertility rate (TFR) of 1.66 births per woman for non-Hispanic whites, 2.08 births per woman for non-Hispanic nonwhites, 1.92 births per woman for Hispanics, and 1.83 births per woman for total population. These rates were adjusted in the short-term projections to make them consistent with recent fertility trends. We also raised them long-term, though to a lesser extent than in previous years. We still expect fertility rates to increase, but more slowly and to a lower level than previously projected. We made this downward adjustment because recorded resident births in Florida, after having increased each year from 2012 through 2016, have trended slightly downward again over the past two years (the birth data for 2018 are still provisional). By 2030, the adjusted rates imply a total fertility rate of 1.69 births per woman for non-Hispanic whites, 2.13 births per woman for non-Hispanic nonwhites, 1.98 births per woman for Hispanics, and 1.87 births per woman for total population.

As a final step, projections for non-Hispanic whites, non-Hispanic nonwhites, and Hispanics were added together to provide projections of the total population. The medium projections of total population for 2019–2023 were adjusted to be consistent with the state population forecasts for those years produced by the State of Florida’s Demographic Estimating Conference (DEC) held February 6, 2019. None of the projections after 2023 had any further adjustments. In this publication, we provide projections for 2020, 2025, 2030, 2035, 2040, and 2045. State projections for other years are available by request.

County projections

The cohort-component method is a good way to make population projections at the state level, but is not necessarily the best way to make projections at the county level. Many counties in Florida are so small that the number of persons in each age-sex category is inadequate for making reliable cohort-component projections, given the lack of detailed small-area data. Even more important, county growth patterns are so volatile that a single technique based on data from a single time period may provide misleading results. We believe more useful projections of total population can be made by using several different techniques and historical base periods.

For counties, we started with the population estimate constructed by BEBR for April 1, 2018. We made projections for each county using five different techniques. After 2020, the projections were made in five-year increments. The five techniques were:

1. Linear – the population will change by the same number of persons in each future year as the average annual change during the base period.
2. Exponential – the population will change at the same percentage rate in each future year as the average annual rate during the base period.
3. Share-of-growth – each county’s share of state population growth in the future will be the same as its share during the base period.

4. Shift-share – each county’s share of the state population will change by the same annual amount in the future as the average annual change during the base period.

5. Constant-share – each county’s share of the state population will remain constant at its 2018 level.

For the linear and share-of-growth techniques we used base periods of two, ten, and twenty years (2016–2018, 2008–2018, and 1998–2018), yielding three sets of projections for each technique. For the exponential and shift-share techniques we used base periods of five and fifteen years (2013–2018 and 2003–2018), yielding two sets of projections for each technique. The constant-share method was based on data for a single year (2018).

This methodology produced eleven projections for each county for each projection year (2020, 2025, 2030, 2035, 2040 and 2045). From these, we calculated five averages: one using all eleven projections (AVE-11), one that excluded the highest and lowest projections (AVE-9), one that excluded the two highest and two lowest projections (AVE-7), one that excluded the three highest and three lowest projections (AVE-5), and one that excluded the four highest and four lowest projections (AVE-3). Based on the results of previous research, we designated the average that excluded the three highest and three lowest projections (AVE-5) as the default technique for each county. We evaluated the resulting projections by comparing them with historical population trends and with the level of population growth projected for the state as a whole. For counties in which AVE-5 did not provide reasonable projections, we selected the technique producing projections that fit most closely with our evaluation criteria.

For 65 counties we selected AVE-5, the average in which the three highest and three lowest projections were excluded. For Monroe County, we selected an average of projections made with the exponential technique with a base period of five years and the linear technique with a base period of ten years; and for Putnam County, we selected

AVE-3. In addition, we made manual adjustments to the projections in seven counties in the Florida Panhandle to account for estimated population losses or slowdowns in growth due to the impacts of Hurricane Michael (Bay, Calhoun, Franklin, Gulf, Jackson, Liberty, and Wakulla counties).

We also made adjustments in several counties to account for changes in institutional populations such as university students and prison inmates. Adjustments were made only in counties in which institutional populations account for a large proportion of total population or where changes in the institutional population have been substantially different than changes in the rest of the population. In the present set of projections, adjustments were made for Alachua, Baker, Bradford, Calhoun, Columbia, DeSoto, Dixie, Franklin, Gadsden, Gilchrist, Glades, Gulf, Hamilton, Hardee, Hendry, Holmes, Jackson, Jefferson, Lafayette, Leon, Liberty, Madison, Okeechobee, Santa Rosa, Sumter, Suwannee, Taylor, Union, Wakulla, Walton, and Washington counties.

Range of county projections

The techniques described in the previous section were used to construct the medium series of county projections. This is the series we believe will generally provide the most accurate forecasts of future population change. We also constructed low and high projections to provide an indication of the uncertainty surrounding the medium county projections. The low and high projections were based on analyses of past population forecast errors for counties in Florida, broken down by population size and growth rate. They indicate the range into which approximately three-quarters of future county populations will fall, if the

future distribution of forecast errors is similar to the past distribution.

The range between the low and high projections varies according to a county's population size in 2018 (less than 30,000; 30,000 to 199,999; and 200,000 or more), rate of population growth between 2008 and 2018 (less than 7.5%; 7.5–15%; 15–30%; and 30% or more), and the length of the projection horizon (on average, projection errors grow with the length of the projection horizon). Our studies have found that the distribution of absolute percent errors tends to remain fairly stable over time, leading us to believe that the low and high projections provide a reasonable range of errors for most counties. It must be emphasized, however, that the actual future population of any given county could be below the low projection or above the high projection.

For the medium series of projections, the sum of the county projections equals the state projection for each year (except for slight differences due to rounding). For the low and high series, however, the sum of the county projections does not equal the state projection. The sum of the low projections for counties is lower than the state's low projection and the sum of the high projections for counties is higher than the state's high projection. This occurs because potential variation around the medium projection is greater for counties than for the state as a whole.

Acknowledgement

Funding for these projections was provided by the Florida Legislature.

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Projections of Florida Population by County, 2020–2045, with Estimates for 2018

County and State	Estimates April 1, 2018	Projections, April 1					
		2020	2025	2030	2035	2040	2045
ALACHUA	263,291						
Low		257,300	260,000	261,300	261,100	260,100	258,400
Medium		268,300	279,300	288,600	296,500	303,500	309,800
High		278,700	296,900	314,500	330,700	346,200	360,800
BAKER	27,652						
Low		26,800	27,100	27,200	27,100	26,900	26,500
Medium		28,300	29,500	30,600	31,400	32,200	32,800
High		29,600	32,000	34,300	36,500	38,600	40,600
BAY	181,199						
Low		169,700	173,700	175,600	176,200	175,600	173,700
Medium		178,500	189,600	198,200	205,600	211,800	216,900
High		187,600	204,600	220,400	236,100	250,100	263,300
BRADFORD	28,057						
Low		27,100	26,500	25,700	24,900	24,000	23,300
Medium		28,600	28,800	28,900	29,000	29,100	29,200
High		30,000	31,200	32,400	33,500	34,600	35,700
BREVARD	583,563						
Low		573,800	586,800	594,300	598,400	600,400	600,400
Medium		598,500	630,300	656,300	678,700	698,700	716,900
High		621,600	669,900	715,300	757,900	799,100	838,300
BROWARD	1,897,976						
Low		1,862,700	1,900,300	1,919,900	1,923,100	1,920,200	1,914,200
Medium		1,942,700	2,041,100	2,120,300	2,183,000	2,238,300	2,290,500
High		2,018,000	2,169,500	2,310,700	2,435,700	2,555,300	2,672,900
CALHOUN	15,093						
Low		14,200	14,200	14,200	14,100	13,900	13,800
Medium		14,900	15,500	15,900	16,300	16,700	17,000
High		15,700	16,800	17,900	19,000	20,000	21,100
CHARLOTTE	177,987						
Low		174,300	179,500	182,600	184,000	184,600	184,400
Medium		183,700	196,000	206,100	214,600	222,100	229,100
High		192,600	211,400	229,300	246,500	263,000	279,500
CITRUS	145,721						
Low		142,500	144,900	146,600	147,400	147,300	146,700
Medium		148,600	155,300	161,100	166,200	170,200	173,700
High		154,400	166,100	177,500	188,900	198,700	208,500
CLAY	212,034						
Low		211,000	222,500	231,800	238,600	243,700	247,400
Medium		220,200	239,100	255,700	269,700	281,700	292,600
High		228,600	254,000	279,000	302,200	324,300	345,500
COLLIER	367,347						
Low		362,900	382,600	397,700	407,200	412,700	415,200
Medium		382,800	418,400	449,500	475,200	496,800	516,100
High		401,100	448,100	494,200	536,100	575,200	612,100
COLUMBIA	69,721						
Low		68,100	69,000	69,500	69,700	69,400	69,000
Medium		71,000	73,900	76,500	78,600	80,300	81,800
High		73,800	79,100	84,200	89,300	93,700	98,000
DESOTO	35,520						
Low		34,500	34,400	34,300	34,000	33,600	33,200
Medium		36,000	36,900	37,700	38,400	39,000	39,500
High		37,400	39,400	41,500	43,600	45,400	47,200
DIXIE	16,489						
Low		15,800	15,400	15,000	14,600	14,200	13,700
Medium		16,600	16,800	16,900	17,000	17,100	17,200
High		17,400	18,200	19,000	19,700	20,400	21,000

Projections of Florida Population by County, 2020–2045, with Estimates for 2018 (continued)

County and State	Estimates April 1, 2018	Projections, April 1					
		2020	2025	2030	2035	2040	2045
DUVAL	952,861						
Low		941,100	972,400	992,000	1,005,400	1,013,900	1,017,800
Medium		981,900	1,044,700	1,095,200	1,139,100	1,177,600	1,212,100
High		1,019,500	1,110,200	1,193,900	1,273,400	1,349,300	1,421,200
ESCAMBIA	318,560						
Low		314,400	319,900	322,900	323,900	323,600	322,200
Medium		324,400	337,300	347,600	355,500	362,100	367,700
High		333,900	355,600	375,800	393,700	409,900	424,600
FLAGLER	107,511						
Low		105,500	111,400	116,200	119,700	121,800	123,000
Medium		112,500	123,900	134,400	143,600	151,600	159,000
High		118,900	134,800	151,000	167,300	182,600	198,200
FRANKLIN	12,009						
Low		11,500	11,600	11,700	11,600	11,500	11,300
Medium		12,100	12,700	13,100	13,500	13,800	14,000
High		12,700	13,700	14,700	15,600	16,500	17,400
GADSDEN	47,828						
Low		46,200	45,200	44,100	42,900	41,800	40,600
Medium		48,100	48,400	48,500	48,600	48,700	48,800
High		50,100	51,800	53,400	55,000	56,400	57,700
GILCHRIST	17,424						
Low		16,900	17,200	17,300	17,300	17,200	17,100
Medium		17,800	18,700	19,400	20,000	20,600	21,100
High		18,700	20,200	21,800	23,300	24,800	26,200
GLADES	13,002						
Low		12,500	12,500	12,300	12,100	11,900	11,700
Medium		13,200	13,600	13,900	14,100	14,300	14,500
High		13,900	14,700	15,500	16,300	17,100	17,900
GULF	16,499						
Low		15,600	15,500	15,400	15,300	15,100	14,900
Medium		16,400	16,900	17,300	17,700	18,100	18,400
High		17,200	18,300	19,400	20,600	21,700	22,800
HAMILTON	14,621						
Low		14,200	13,900	13,600	13,200	12,800	12,400
Medium		14,900	15,200	15,300	15,400	15,500	15,600
High		15,700	16,400	17,200	17,800	18,400	19,000
HARDEE	27,296						
Low		26,000	25,100	24,300	23,500	22,700	21,800
Medium		27,300	27,300	27,400	27,400	27,400	27,400
High		28,700	29,700	30,700	31,600	32,600	33,500
HENDRY	39,586						
Low		38,700	39,100	39,300	39,400	39,400	39,300
Medium		40,300	41,900	43,200	44,400	45,500	46,500
High		41,900	44,800	47,600	50,400	53,100	55,900
HERNANDO	185,604						
Low		181,800	188,400	193,500	196,800	198,600	199,400
Medium		191,700	205,800	218,300	229,200	238,400	246,900
High		201,000	221,900	243,000	263,700	282,900	302,300
HIGHLANDS	102,525						
Low		99,800	100,300	100,200	99,800	98,900	97,700
Medium		104,100	107,500	110,300	112,700	114,600	116,300
High		108,200	114,900	121,400	127,900	133,500	138,800
HILLSBOROUGH	1,408,864						
Low		1,390,600	1,461,600	1,511,100	1,541,800	1,559,300	1,568,500
Medium		1,466,800	1,598,400	1,708,600	1,800,200	1,878,700	1,950,500
High		1,536,900	1,712,100	1,877,800	2,030,000	2,173,200	2,312,600

Projections of Florida Population by County, 2020–2045, with Estimates for 2018 (continued)

County and State	Estimates April 1, 2018	Projections, April 1					
		2020	2025	2030	2035	2040	2045
HOLMES	20,133						
Low		19,300	19,000	18,500	18,100	17,600	17,100
Medium		20,300	20,600	20,900	21,000	21,200	21,400
High		21,300	22,400	23,400	24,300	25,300	26,300
INDIAN RIVER	151,825						
Low		149,100	155,000	159,000	161,100	162,000	161,800
Medium		157,200	169,300	179,400	187,700	194,700	200,900
High		164,800	182,600	199,600	215,800	230,700	245,200
JACKSON	50,435						
Low		48,200	47,400	46,500	45,500	44,500	43,500
Medium		50,200	50,700	51,200	51,500	51,800	52,100
High		52,200	54,300	56,300	58,300	60,100	61,800
JEFFERSON	14,733						
Low		14,100	13,900	13,700	13,300	13,000	12,600
Medium		14,900	15,200	15,400	15,500	15,600	15,800
High		15,600	16,400	17,200	18,000	18,600	19,400
LAFAYETTE	8,501						
Low		8,200	8,200	8,200	8,000	7,900	7,700
Medium		8,700	8,900	9,200	9,400	9,500	9,600
High		9,100	9,700	10,300	10,800	11,400	11,900
LAKE	342,917						
Low		341,800	367,500	387,000	401,400	411,800	418,900
Medium		360,700	402,100	437,200	467,400	493,600	517,200
High		377,800	430,500	480,800	528,500	573,900	617,700
LEE	713,903						
Low		708,300	753,700	789,400	815,000	833,100	845,000
Medium		747,400	824,400	892,100	949,800	999,900	1,045,200
High		782,900	882,900	981,000	1,073,000	1,161,100	1,245,800
LEON	292,332						
Low		286,100	290,400	292,200	291,900	290,700	288,500
Medium		298,300	311,900	322,800	331,500	339,200	346,000
High		309,900	331,500	351,700	369,800	386,900	402,800
LEVY	41,054						
Low		39,900	40,100	40,000	39,700	39,400	38,900
Medium		41,600	42,900	44,000	44,900	45,600	46,300
High		43,300	45,900	48,400	50,900	53,100	55,300
LIBERTY	8,915						
Low		8,800	8,900	8,900	8,900	8,800	8,700
Medium		9,300	9,700	10,000	10,300	10,500	10,800
High		9,700	10,500	11,200	12,000	12,700	13,300
MADISON	19,473						
Low		18,600	18,100	17,600	17,100	16,600	16,100
Medium		19,500	19,700	19,800	19,900	20,000	20,100
High		20,500	21,400	22,200	23,100	23,800	24,600
MANATEE	377,826						
Low		374,600	397,200	413,800	426,100	435,800	440,600
Medium		395,200	434,500	467,700	496,700	523,000	545,700
High		414,000	465,300	514,200	561,000	607,400	649,600
MARION	353,898						
Low		348,700	359,500	368,000	374,000	377,400	379,200
Medium		363,700	386,200	406,200	423,600	438,200	451,400
High		377,700	410,400	442,900	473,700	502,200	529,500
MARTIN	155,556						
Low		152,600	155,800	158,200	160,000	161,300	161,900
Medium		159,100	167,000	173,900	180,200	185,800	190,800
High		165,300	178,500	191,600	205,000	217,700	230,200

Projections of Florida Population by County, 2020–2045, with Estimates for 2018 (continued)

County and State	Estimates April 1, 2018	Projections, April 1					
		2020	2025	2030	2035	2040	2045
MIAMI-DADE	2,779,322						
Low		2,743,000	2,830,000	2,889,800	2,926,300	2,950,700	2,955,700
Medium		2,861,600	3,040,300	3,190,200	3,315,900	3,427,200	3,523,500
High		2,971,500	3,230,900	3,478,000	3,706,300	3,926,700	4,127,200
MONROE	73,940						
Low		71,000	69,300	67,500	65,700	63,900	62,100
Medium		74,000	74,200	74,300	74,400	74,600	74,700
High		77,000	79,300	81,700	84,100	86,200	88,200
NASSAU	82,748						
Low		81,100	85,300	88,300	90,500	91,300	91,300
Medium		86,400	94,800	102,100	108,600	113,900	118,600
High		91,400	103,200	114,700	126,400	136,800	147,100
OKALOOSA	198,152						
Low		192,200	194,300	195,200	194,700	193,300	191,400
Medium		202,600	212,100	220,400	227,400	233,400	239,100
High		212,500	228,800	245,000	260,800	275,300	290,200
OKEECHOBEE	41,120						
Low		39,900	39,600	39,100	38,600	38,000	37,400
Medium		41,500	42,400	43,100	43,600	44,200	44,700
High		43,200	45,300	47,400	49,400	51,300	53,200
ORANGE	1,349,597						
Low		1,341,400	1,433,400	1,498,900	1,543,400	1,575,400	1,595,500
Medium		1,415,500	1,568,100	1,694,000	1,799,300	1,891,800	1,975,300
High		1,482,700	1,679,100	1,862,600	2,032,000	2,195,700	2,352,400
OSCEOLA	352,496						
Low		356,500	399,500	432,200	457,100	476,700	491,000
Medium		380,700	445,300	500,200	548,100	591,000	630,400
High		402,000	480,300	554,900	626,300	697,100	766,400
PALM BEACH	1,433,417						
Low		1,412,800	1,455,100	1,486,500	1,507,200	1,517,500	1,518,000
Medium		1,473,700	1,563,100	1,641,000	1,707,500	1,763,200	1,811,000
High		1,530,500	1,661,200	1,789,100	1,908,900	2,019,400	2,119,700
PASCO	515,077						
Low		512,100	539,100	562,000	578,700	590,700	599,300
Medium		534,500	579,400	619,900	654,000	682,900	708,900
High		554,800	615,400	676,400	733,000	786,100	836,800
PINELLAS	970,532						
Low		953,700	960,700	960,700	955,800	947,600	938,300
Medium		983,900	1,012,900	1,034,300	1,050,600	1,063,500	1,075,000
High		1,012,700	1,068,000	1,118,000	1,161,800	1,200,600	1,236,600
POLK	673,028						
Low		670,300	706,100	732,300	751,200	764,300	773,000
Medium		699,600	758,900	807,900	849,400	884,700	916,200
High		726,100	806,200	881,300	951,400	1,017,100	1,079,400
PUTNAM	72,981						
Low		70,200	68,300	66,600	64,800	63,000	61,200
Medium		73,100	73,200	73,300	73,400	73,500	73,600
High		76,000	78,300	80,600	83,000	85,000	87,000
ST. JOHNS	238,742						
Low		239,900	265,600	284,600	298,700	309,600	317,100
Medium		256,100	295,900	329,500	358,600	384,600	408,500
High		270,500	319,300	365,400	409,300	452,700	495,000
ST. LUCIE	302,432						
Low		300,000	314,100	325,800	335,100	341,600	346,600
Medium		313,100	337,500	359,500	378,700	395,100	410,100
High		325,000	358,500	392,100	424,400	454,600	484,000

Projections of Florida Population by County, 2020–2045, with Estimates for 2018 (continued)

County and State	Estimates April 1, 2018	Projections, April 1					
		2020	2025	2030	2035	2040	2045
SANTA ROSA	174,887						
Low		171,300	179,800	185,600	188,800	190,100	189,900
Medium		182,600	199,900	214,700	226,900	237,500	247,000
High		193,200	217,500	241,200	263,800	284,900	305,900
SARASOTA	417,442						
Low		413,200	428,600	438,800	446,200	451,500	454,400
Medium		431,100	460,500	484,300	505,200	523,700	540,200
High		447,600	489,400	528,100	565,100	600,800	634,500
SEMINOLE	463,560						
Low		458,000	473,300	483,200	490,400	493,700	493,900
Medium		477,800	508,500	533,500	555,500	573,700	589,200
High		496,100	540,400	581,600	621,100	657,000	689,700
SUMTER	124,935						
Low		124,100	137,200	147,800	155,000	159,800	162,600
Medium		133,900	155,500	175,100	191,700	206,200	219,500
High		142,700	170,500	198,800	226,100	252,400	279,100
SUWANNEE	44,879						
Low		44,000	45,000	45,700	46,100	46,200	46,200
Medium		45,900	48,200	50,200	52,000	53,400	54,600
High		47,700	51,600	55,400	59,100	62,400	65,700
TAYLOR	22,283						
Low		21,800	21,500	21,200	20,900	20,500	20,000
Medium		22,900	23,400	23,900	24,300	24,600	24,900
High		24,100	25,400	26,700	28,100	29,400	30,800
UNION	15,867						
Low		15,300	15,000	14,600	14,200	13,800	13,300
Medium		16,100	16,300	16,500	16,600	16,700	16,700
High		16,900	17,700	18,400	19,200	19,800	20,500
VOLUSIA	531,062						
Low		527,100	542,000	552,400	559,900	565,000	568,200
Medium		544,100	571,700	594,300	613,600	629,900	644,600
High		559,700	602,500	642,900	680,600	715,800	748,800
WAKULLA	31,943						
Low		31,200	32,200	33,000	33,400	33,500	33,400
Medium		32,800	35,200	37,200	38,900	40,300	41,500
High		34,400	37,900	41,400	44,700	47,700	50,600
WALTON	67,656						
Low		67,300	73,000	77,400	80,700	82,900	84,300
Medium		71,800	81,300	89,500	96,600	102,800	108,400
High		75,900	88,400	100,600	112,700	124,200	135,800
WASHINGTON	25,129						
Low		24,200	24,100	24,000	23,700	23,300	22,800
Medium		25,500	26,300	27,000	27,500	27,900	28,300
High		26,700	28,500	30,200	31,900	33,400	34,900
FLORIDA	20,840,568						
Low		20,888,400	22,027,300	22,886,400	23,514,000	23,966,900	24,292,800
Medium		21,517,600	23,050,800	24,340,500	25,429,300	26,373,600	27,220,000
High		22,133,300	24,050,900	25,759,800	27,299,300	28,726,500	30,088,800

Appendix K
Historic Traffic Counts from FDOT Traffic Online

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0030 - SR 31, NORTH OF SR 80/PALM BEACH BOULEVARD LC391

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
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2018	11500	C	N	5600	S	5900	9.00	55.20	18.60
2017	11200	C	N	5500	S	5700	9.00	54.40	19.00
2016	11100	F	N	5500	S	5600	9.00	57.70	12.50
2015	10100	C	N	5000	S	5100	9.00	57.50	12.50
2014	8700	F	N	4300	S	4400	9.00	56.80	14.90
2013	8500	C	N	4200	S	4300	9.00	56.50	14.90
2012	8700	C	N	4400	S	4300	9.00	54.20	13.80
2011	8500	F	N	4200	S	4300	9.00	56.20	13.70
2010	8500	C	N	4200	S	4300	9.91	56.34	13.70
2009	7800	C	N	3800	S	4000	9.98	55.90	13.40
2008	8500	C	N	4200	S	4300	10.16	57.01	12.80
2007	8700	C	N	4300	S	4400	10.16	54.76	10.80
2006	12500	C	N	6100	S	6400	10.23	54.38	33.20
2005	10500	C	N	5200	S	5300	10.30	54.10	23.30
2004	9800	C	N	4800	S	5000	9.90	54.30	23.30
2003	9400	C	N	4700	S	4700	9.80	55.60	20.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 0085 - SR 80/PALM BEACH BLVD, EAST OF SR 31 LC360

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2018	33500	C	E 16500		W 17000	9.00	55.20	9.30
2017	33500	C	E 16500		W 17000	9.00	54.40	8.50
2016	35000	C	E 17500		W 17500	9.00	57.70	8.20
2015	32000	C	E 16000		W 16000	9.00	57.50	9.00
2014	29500	S	E 15000		W 14500	9.00	56.80	9.20
2013	28500	F	E 14500		W 14000	9.00	56.50	9.20
2012	28500	C	E 14500		W 14000	9.00	54.20	9.20
2011	29500	F	E 14500		W 15000	9.00	56.20	9.40
2010	29500	C	E 14500		W 15000	9.91	56.34	9.40
2009	29500	C	E 14500		W 15000	9.98	55.90	9.50
2008	30000	C	E 15000		W 15000	10.16	57.01	8.10
2007	34000	C	E 17000		W 17000	10.16	54.76	8.50
2006	36000	C	E 18000		W 18000	10.23	54.38	11.00
2005	31500	C	E 15500		W 16000	10.30	54.10	12.10
2004	29500	C	E 14500		W 15000	9.90	54.30	12.10
2003	28000	C	E 14000		W 14000	9.80	55.60	7.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2018 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6005 - SR 80/PALM BEACH BLVD, 0.25 MI W OF SR 31. PTMS 104, LCPR 05

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2018	35091 C		0		0	9.00	64.90	12.60
2017	34000 F		0		0	9.00	64.90	11.10
2016	32970 C	E	16326	W	16644	9.00	64.90	10.40
2015	30167 C	E	14945	W	15222	9.00	63.20	11.00
2014	27785 C	E	13885	W	13900	9.00	62.60	5.90
2013	26228 C	E	12981	W	13247	9.00	61.80	9.50
2012	25563 C	E	12791	W	12772	9.00	61.60	10.80
2011	26888 C	E	13397	W	13491	9.00	61.60	12.40
2010	26743 C	E	13334	W	13409	9.89	61.01	8.90
2009	25939 C	E	12914	W	13025	9.90	62.73	9.60
2008	26004 C	E	12909	W	13095	10.24	63.18	9.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Appendix L
Future Year Turning Movement Calculation for
Driveways

J

Legend
 0,000 AM Peak hour Volume
 0,000 PM Peak hour Volume

Restaurant Driveway	57
	79
	50
	102

31	12
71	38

528	401
426	571

19	509
----	-----

36	390
----	-----

43	389
----	-----

38	540
----	-----

580	432
428	578

25	555
----	-----

8	420
---	-----

9	429
---	-----

6	571
---	-----

561	438
426	577

162	338
-----	-----

215	190
-----	-----

61	338
----	-----

284	264
1625	785
59	116
0	2

1046
1901
714
1,843

3	1
213	125
1564	559
66	30

61	29	43
99	100	220

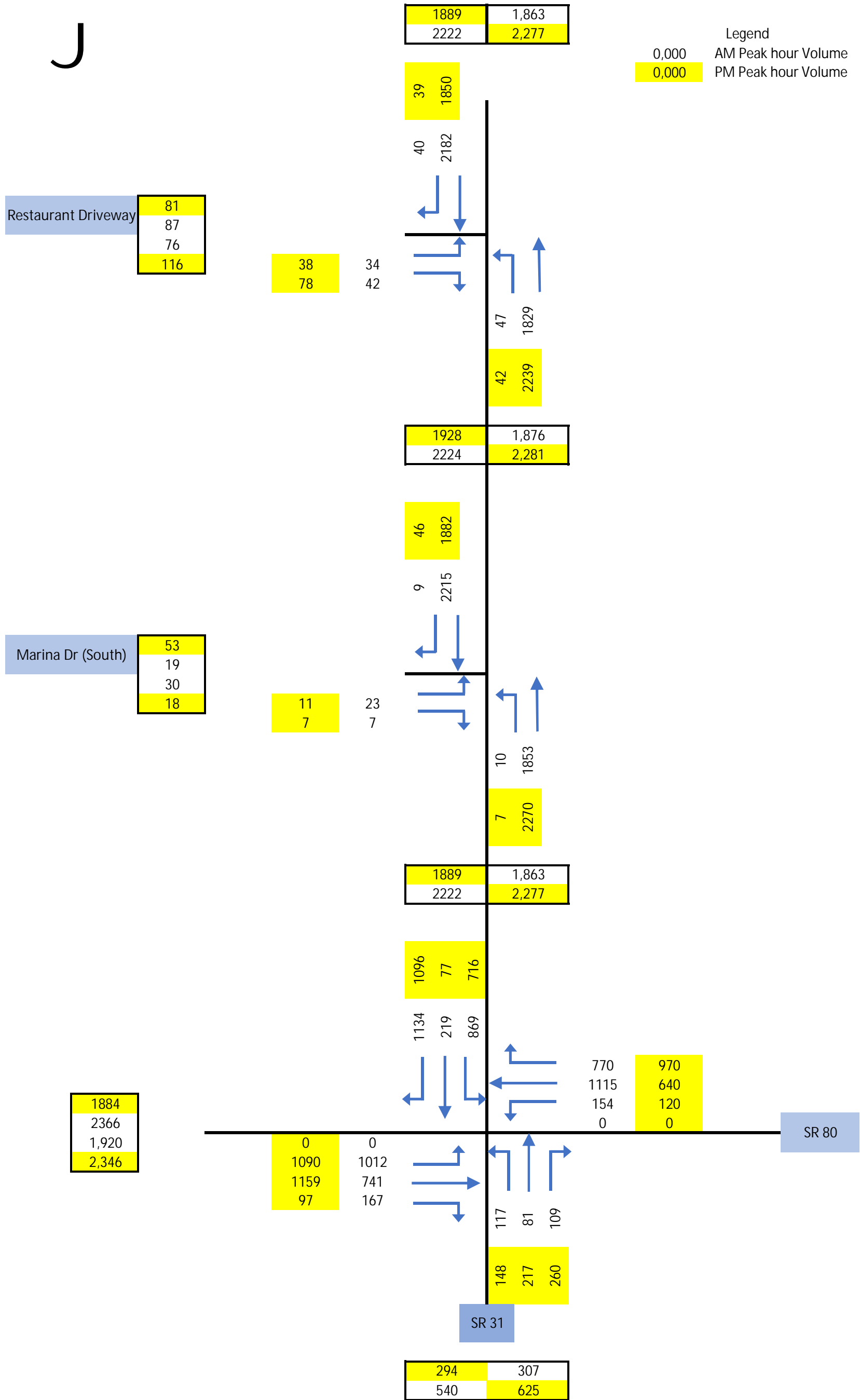
SR 31

243	133
110	419

SR 80

1,968
1,165
792
2,122

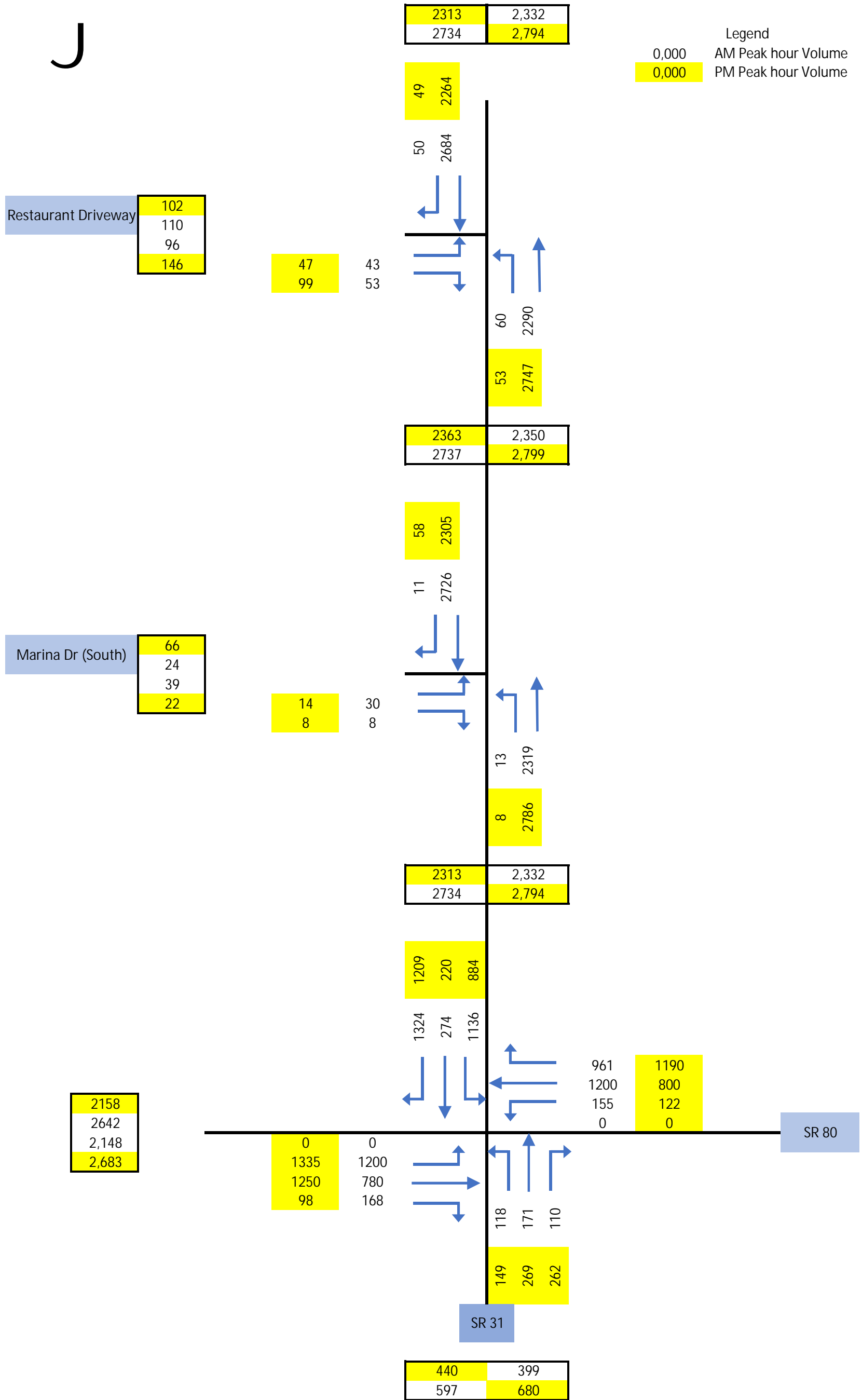
J



Year 2026 Turning Movement Volume

J

Legend
 0,000 AM Peak hour Volume
 0,000 PM Peak hour Volume



Year 2046 Turning Movement Volume

Appendix M
Future Year HCS Analysis Sheets

HCS7 Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	3/23/2020
Agency	FDOT District 1	Analysis Year	2026 Opening Year
Jurisdiction	FDOT District 1	Time Period Analyzed	AM Peak Hour
Project Description	SR 31 - SR 78 to SR 80 PD&E Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	4752
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	40	Access Point Density, pts/mi	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	2341	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.95	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	1.38

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.6
Speed Slope Coefficient	2.97132	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.39334	PF Power Coefficient	0.71629
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.0
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4752	-	-	42.6

Vehicle Results

Average Speed, mi/h	42.6	Percent Followers, %	55.1
Segment Travel Time, minutes	1.27	Followers Density, followers/mi/ln	6.0
Vehicle LOS	F		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1162
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	40	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	2341	Opposing Demand Flow Rate, veh/h	1975
-------------------------------------	------	----------------------------------	------

Peak Hour Factor	0.95	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	1.38

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.1
Speed Slope Coefficient	2.71880	Speed Power Coefficient	0.48931
PF Slope Coefficient	-1.39755	PF Power Coefficient	0.72188
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.0
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1162	-	-	42.5

Vehicle Results

Average Speed, mi/h	42.5	Percent Followers, %	55.0
Segment Travel Time, minutes	0.31	Followers Density, followers/mi/ln	6.0
Vehicle LOS	F		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1373
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	40	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	2341	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.95	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	1.38

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.4
Speed Slope Coefficient	2.86385	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.49646	PF Power Coefficient	0.69213
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.5
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1373	-	-	41.6

Vehicle Results

Average Speed, mi/h	41.6	Percent Followers, %	58.3
Segment Travel Time, minutes	0.38	Followers Density, followers/mi/ln	6.5
Vehicle LOS	F		

HCS7 Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	3/23/2020
Agency	FDOT District 1	Analysis Year	2026 No Build Alternative
Jurisdiction	FDOT District 1	Time Period Analyzed	PM Peak Hour
Project Description	SR 31 - SR 78 to SR 80 PD&E Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	4752
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	40	Access Point Density, pts/mi	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	2401	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.95	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	1.41

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.6
Speed Slope Coefficient	2.97132	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.39334	PF Power Coefficient	0.71629
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.0
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4752	-	-	42.3

Vehicle Results

Average Speed, mi/h	42.3	Percent Followers, %	62.4
Segment Travel Time, minutes	1.28	Followers Density, followers/mi/ln	9.0
Vehicle LOS	F		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1162
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	40	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	2401	Opposing Demand Flow Rate, veh/h	2029
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HCS7 Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	3/23/2020
Agency	FDOT District 1	Analysis Year	2046 No Build Alternative
Jurisdiction	FDOT District 1	Time Period Analyzed	AM Peak Hour
Project Description	SR 31 - SR 78 to SR 80 PD&E Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	4752
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	40	Access Point Density, pts/mi	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	2881	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.95	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	1.69

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.6
Speed Slope Coefficient	2.97132	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.39334	PF Power Coefficient	0.71629
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.0
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4752	-	-	42.6

Vehicle Results

Average Speed, mi/h	42.6	Percent Followers, %	55.1
Segment Travel Time, minutes	1.27	Followers Density, followers/mi/ln	6.0
Vehicle LOS	F		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1162
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	40	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	2881	Opposing Demand Flow Rate, veh/h	2474
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Peak Hour Factor	0.95	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	1.69

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.1
Speed Slope Coefficient	2.71880	Speed Power Coefficient	0.48931
PF Slope Coefficient	-1.39755	PF Power Coefficient	0.72188
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.0
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1162	-	-	42.5

Vehicle Results

Average Speed, mi/h	42.5	Percent Followers, %	55.0
Segment Travel Time, minutes	0.31	Followers Density, followers/mi/ln	6.0
Vehicle LOS	F		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1373
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	40	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	2881	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.95	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	1.69

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.4
Speed Slope Coefficient	2.86385	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.49646	PF Power Coefficient	0.69213
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.5
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1373	-	-	41.6

Vehicle Results

Average Speed, mi/h	41.6	Percent Followers, %	58.3
Segment Travel Time, minutes	0.38	Followers Density, followers/mi/ln	6.5
Vehicle LOS	F		

HCS7 Two-Lane Highway Report

Project Information

Analyst	AECOM	Date	3/23/2020
Agency	FDOT District 1	Analysis Year	2046 No Build Alternative
Jurisdiction	FDOT District 1	Time Period Analyzed	PM Peak Hour
Project Description	SR 31 - SR 78 to SR 80 PD&E Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	4752
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	40	Access Point Density, pts/mi	3.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	2946	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.95	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	1.73

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.6
Speed Slope Coefficient	2.97132	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.39334	PF Power Coefficient	0.71629
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.6
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	4752	-	-	42.4

Vehicle Results

Average Speed, mi/h	42.4	Percent Followers, %	61.6
Segment Travel Time, minutes	1.27	Followers Density, followers/mi/ln	8.6
Vehicle LOS	F		

Segment 2

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	1162
Lane Width, ft	12	Shoulder Width, ft	5
Speed Limit, mi/h	40	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	2946	Opposing Demand Flow Rate, veh/h	2487
-------------------------------------	------	----------------------------------	------

Peak Hour Factor	0.95	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	1.73

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.1
Speed Slope Coefficient	2.75104	Speed Power Coefficient	0.47104
PF Slope Coefficient	-1.42041	PF Power Coefficient	0.71693
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.7
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1162	-	-	42.2

Vehicle Results

Average Speed, mi/h	42.2	Percent Followers, %	62.3
Segment Travel Time, minutes	0.31	Followers Density, followers/mi/ln	8.7
Vehicle LOS	F		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1373
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	40	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	2946	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.95	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	1.73

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.4
Speed Slope Coefficient	2.86385	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.49646	PF Power Coefficient	0.69213
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.3
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1373	-	-	41.3

Vehicle Results

Average Speed, mi/h	41.3	Percent Followers, %	64.7
Segment Travel Time, minutes	0.38	Followers Density, followers/mi/ln	9.3
Vehicle LOS	F		

HCS7 Multilane Highway Report

Project Information

Analyst	AECOM	Date	3/23/2020
Agency	FDOT District 1	Analysis Year	2026 Build Alternative
Jurisdiction	FDOT District 1	Time Period Analyzed	AM Peak Hour
Project Description	SR 31 - SR 78 to SR 80 PD&E Study	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Southbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	7.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	43.3		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	2224	Heavy Vehicle Adjustment Factor (fhv)	0.926
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	843
Total Trucks, %	8.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.44

Direction 1 Speed and Density

Lane Width Adjustment (flw)	0.0	Average Speed (S), mi/h	43.2
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	19.5
Median Type Adjustment (fm)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (fA)	1.8		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (vol),veh/h	780	Effective Speed Factor (St)	4.17
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	4.49
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	D

HCS7 Multilane Highway Report

Project Information

Analyst	AECOM	Date	3/23/2020
Agency	FDOT District 1	Analysis Year	2026 Build Alternative
Jurisdiction	FDOT District 1	Time Period Analyzed	PM Peak Hour
Project Description	SR 31 - SR 78 to SR 80 PD&E Study	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	7.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	43.3		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	2281	Heavy Vehicle Adjustment Factor (fhv)	0.926
Peak Hour Factor	0.95	Flow Rate (V _p), pc/h/ln	864
Total Trucks, %	8.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c _{adj}), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.45

Direction 1 Speed and Density

Lane Width Adjustment (f _{lw})	0.0	Average Speed (S), mi/h	43.2
Total Lateral Clearance Adj. (f _{llc})	0.0	Density (D), pc/mi/ln	20.0
Median Type Adjustment (f _m)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (f _a)	1.8		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v _{OL}),veh/h	800	Effective Speed Factor (S _t)	4.17
Effective Width of Volume (W _v), ft	18	Bicycle LOS Score (BLOS)	4.50
Average Effective Width (W _e), ft	24	Bicycle Level of Service (LOS)	D

Peak Hour Factor	0.95	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	1.41

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	44.1
Speed Slope Coefficient	2.75498	Speed Power Coefficient	0.46896
PF Slope Coefficient	-1.42308	PF Power Coefficient	0.71633
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.2
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1162	-	-	42.1

Vehicle Results

Average Speed, mi/h	42.1	Percent Followers, %	63.2
Segment Travel Time, minutes	0.31	Followers Density, followers/mi/ln	9.2
Vehicle LOS	F		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1373
Lane Width, ft	12	Shoulder Width, ft	4
Speed Limit, mi/h	40	Access Point Density, pts/mi	2.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	2401	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.95	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	1.41

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	43.4
Speed Slope Coefficient	2.86385	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.49646	PF Power Coefficient	0.69213
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.7
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1373	-	-	41.3

Vehicle Results

Average Speed, mi/h	41.3	Percent Followers, %	65.5
Segment Travel Time, minutes	0.38	Followers Density, followers/mi/ln	9.7
Vehicle LOS	F		

HCS7 Multilane Highway Report

Project Information

Analyst	AECOM	Date	3/23/2020
Agency	FDOT District 1	Analysis Year	2046 Build Alternative
Jurisdiction	FDOT District 1	Time Period Analyzed	AM Peak Hour
Project Description	SR 31 - SR 78 to SR 80 PD&E Study	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Southbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	7.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	43.3		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	2737	Heavy Vehicle Adjustment Factor (fhv)	0.926
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1037
Total Trucks, %	8.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.55

Direction 1 Speed and Density

Lane Width Adjustment (flw)	0.0	Average Speed (S), mi/h	43.2
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	24.0
Median Type Adjustment (fm)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (fA)	1.8		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (vol),veh/h	960	Effective Speed Factor (St)	4.17
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	4.60
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	E

HCS7 Multilane Highway Report

Project Information

Analyst	AECOM	Date	3/23/2020
Agency	FDOT District 1	Analysis Year	2046 Build Alternative
Jurisdiction	FDOT District 1	Time Period Analyzed	PM Peak Hour
Project Description	SR 31 - SR 78 to SR 80 PD&E Study	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Northbound		
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	7.0
Lane Width, ft	12	Left-Side Lateral Clearance (LCR), ft	6
Median Type	Divided	Total Lateral Clearance (TLC), ft	12
Free-Flow Speed (FFS), mi/h	43.3		

Direction 1 Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Driver Population SAF	1.000	Final Capacity Adjustment Factor (CAF)	1.000
Driver Population CAF	1.000		

Direction 1 Demand and Capacity

Volume(V) veh/h	2799	Heavy Vehicle Adjustment Factor (fhv)	0.926
Peak Hour Factor	0.95	Flow Rate (Vp), pc/h/ln	1061
Total Trucks, %	8.00	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (cadj), pc/h/ln	1900
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.56

Direction 1 Speed and Density

Lane Width Adjustment (flw)	0.0	Average Speed (S), mi/h	43.2
Total Lateral Clearance Adj. (fLLC)	0.0	Density (D), pc/mi/ln	24.6
Median Type Adjustment (fm)	0.0	Level of Service (LOS)	C
Access Point Density Adjustment (fA)	1.8		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (vol),veh/h	982	Effective Speed Factor (St)	4.17
Effective Width of Volume (Wv), ft	18	Bicycle LOS Score (BLOS)	4.61
Average Effective Width (We), ft	24	Bicycle Level of Service (LOS)	E