PROJECT TRAFFIC ANALYSIS REPORT
DRAFT

Florida Department of Transportation

District One

State Road (SR) 70 Project Development and Environment (PD&E) Study

W. of SR 31 to SE Highlands County Line Rd.

DeSoto County, Florida

Financial Management Number: 451942-1-22-01

ETDM Number: 14569

Date: September 2025

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the Federal Highway Administration and FDOT.

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT), District One, is conducting a Project Development and Environment (PD&E) Study to evaluate the proposed widening of approximately 16.7 miles of State Road (SR) 70 from west of SR 31 to SE Highlands County Line Road in unincorporated DeSoto County, Florida.

The proposed action is to increase the capacity of the existing two-lane undivided roadway by widening it to a four-lane divided roadway, with the inclusion of safety and operational improvements as needed to accomplish the project Purpose and Need. The project will include the construction of wildlife crossing features, roadway signing and pavement markings, and stormwater management facilities including treatment ponds and floodplain compensation sites. Following further discussions after the submission of the methodology, the analysis years were revised to align with the concurrent SR 70 studies, including the North and South PD&E studies. The updated analysis years now include an Existing Year of 2024, an Opening Year of 2030, and a Design Year of 2050.

The study intersections were analyzed using Synchro 12 for signalized intersections and Highway Capacity Software (HCS) 2024 for unsignalized intersections. The Existing Year (2024) unsignalized intersection analysis results indicate that all study intersections operate at an acceptable Level of Service (LOS) (LOS C or better) during AM and PM peak hours. The signalized intersection analysis results indicate that although some individual intersection movements operate at LOS E, both the SR 31 and Siesta Boulevard intersections operate at acceptable LOS (D or better) in both the AM and PM peak hours. The existing arterial operational analysis shows that the four-lane segment from west of SR 31 to east of Siesta Boulevard operates at LOS C in both the eastbound and westbound directions for the AM peak hour and LOS D for each direction during the PM peak hour. For the two-lane segments from west of Toby's RV Resort to Blue Head Street, the arterial operational analysis shows that the corridor operates at LOS A in both the eastbound and westbound directions for the AM and PM peak hours.

The Opening Year (2030) analysis results indicate that the signalized intersections of SR 70 at SR 31 and SR 70 at Siesta Boulevard both operate at LOS D or better in both the No-Build and Build Alternatives. The unsignalized study intersections movements in the No-Build Alternative operate at LOS C or better except the northbound through movement at Hansel Avenue in the AM and PM peak hours which operate at LOS E and LOS D, respectively, and the northbound through movement at Cross Avenue in the AM peak hour which operates at LOS D. All the unsignalized study intersections movements operate at LOS C or better in the Build Alternative. The Opening Year (2030) 95th percentile queues observed at the unsignalized intersections showed no significant queueing while the northbound left turn queues at both signalized intersections exceeded storage lengths during the AM and PM peak hours in both the No-Build and Build Alternative.

The Opening Year (2030) arterial operations results indicate that the segment from W of SR 31 to east of Siesta Boulevard operates at LOS F in the westbound direction during the AM peak hour and LOS E for the rest of the analysis periods during both the AM and PM peak hours in the No-Build Alternative. In the Build Alternative, the segment operates at LOS E for both the AM and PM peak hours. For the two-lane segments from W of Toby's RV Resort to Blue Head Street, the arterial segments operate at LOS C or better in both the eastbound and westbound directions for the AM and PM peak hours in both No-Build and Build Alternatives.

Design Year (2050) No-Build Alternative results indicate that the SR 31 at SR 70 intersection operates at LOS F during both AM and PM peak hours while SR 70 at Siesta Boulevard operates at LOS C in both the AM and PM peak hours. For the unsignalized intersections, some side streets showed worsened operations with the following movements that experience LOS D, E, or F for the AM and PM peak hours:

- Northbound through movement at Townsend Avenue for the AM peak hour.
- Northbound through movement at Hansel Avenue for the AM and PM peak hours.
- Northbound through movement at Walston Road for the AM and PM peak hours.
- Northbound and southbound through movements at Cross Avenue for the AM and PM peak hours.
- Northbound through movement at Florida Corrections Academy facility for the AM and PM peak hours.
- Northbound movement at Blue Head Street for the AM peak hour.

For the Design Year (2050) Build Alternative, analysis results indicated that the SR 31 at SR 70 intersection also operates at LOS F during both AM and PM peak hours while SR 70 at Siesta Boulevard operates at LOS D in both the AM and PM peak hours. The unsignalized intersections analysis showed that some side streets were operating with higher delays compared to the Opening Year (2030) with the following movements experiencing LOS D, E, or F for the AM and PM peak hours:

- Northbound through movement at Hansel Avenue for the AM and PM peak hours.
- Northbound and southbound through movements at Cross Avenue for the AM and PM peak hours.
- Northbound movement at Florida Corrections Academy facility for the AM peak hour.
- Northbound movement at Blue Head Street for the AM peak hour.

The Design Year (2050) 95th percentile queues analyzed for the signalized intersections showed that the northbound left turn queues at both signalized intersections exceed storage lengths during both the AM and PM peak hours as well as the westbound left turn queue in the PM peak hour for the No-Build Alternative. For the Build Alternative, only the northbound left turn queues exceeded storage lengths during the AM and PM peak periods while the analysis observed that the unsignalized intersections showed no 95th percentile queues that exceeded the storage lengths in both the No-Build and Build Alternatives.

The Design Year (2050) No-Build Alternative arterial operations results indicate that the segment from west of SR 31 to Siesta Boulevard operates at LOS F in both the eastbound and westbound directions for the AM and PM peak hours. This four-lane segment shows an undesirable LOS F due to the close spacing between the signals paired with the increase in demand during the Design Year (2050) that causes a significant speed reduction on the segment. The two-lane segments from west of Toby's RV Resort to Blue Head Street operate at LOS C or better in both the eastbound and westbound directions for the AM and PM peak hours except for some segments that operate at LOS D or LOS E in the AM and PM peak hours, including the eastbound segment from west of Toby's RV Resort to Toby's RV Resort, and westbound segments from Hansel Avenue to west of Toby's RV Resort.

In the Design Year (2050) Build Alternative, the four-lane segments from west of SR 31 to east of Siesta Boulevard operate similar to the No-Build alternative, whereas the new four-lane segments from west of Toby's RV Resort to Desoto/Highlands County line operate at LOS B or better in both the eastbound and westbound directions for the AM and PM peak hours. The two-lane highway segment from Desoto/Highlands County line to Blue Head Street operates at LOS C in the eastbound direction and LOS D in the westbound direction during both the AM and PM peak hours in the Build Alternative

The crash data for the five-year period from January 1, 2019, to December 31, 2023, was analyzed for segments of SR 70 from SR 31 to Blue Head Street. The five-year study period was chosen to encapsulate the most recent crash data available. Between the years 2019 to 2023, there were a total of 188 crashes, there were 3 (2%) fatal crashes along the corridor, 20 (11%) incapacitating injury crashes, 26 (14%) non-incapacitating injury crashes, 28 (15%) possible injury crashes and 111 (59%) property damage only crashes. There was one bicyclist crash along SR 70, between the intersection of CR 760 and Guynn Avenue, which resulted in a non-incapacitating injury. While the analysis focuses on data from 2019 to 2023, fatal and serious injury crashes from 2024 were also reviewed to observe crash trends. There were two fatal head-on crashes, and three serious injury crashes (animal, sideswipe, rear end) that occurred in 2024. Based on unit costs for calculating the cost of crashes from FDOT's Crash Analysis Reporting (CAR) System, the crashes along SR 70 from 2019 to 2023 cost an estimated $58,880,580.

A segment crash rate analysis was performed to determine the crash rate per million vehicle miles traveled (MVMT) per segment over the five-year period. The five-year average segment crash rate for the urban four-lane divided segment from West of SR 31 to Ford Dealer was lower than the statewide average crash rate, but higher than the districtwide, and countywide average crash rates. The five-year average segment crash rate for the rural two-lane undivided segment from Ford Dealer to Blue Head Street was lower than statewide, districtwide, and countywide average crash rates. Additionally, the five-year fatal and serious injury average segment crash rate for the urban four-lane divided segment from West of SR 31 to Ford Dealer was higher than the statewide, districtwide, and countywide average crash rates. Based on the intersection crash rate analysis, the intersections of SR 31, Siesta Boulevard, and NE Four Mile Grade were above statewide, districtwide, or countywide averages. Additionally, the intersection of Hansel Avenue was identified on the District 1 Intersection Fatal and Serious Injury High Crash List (2015-2021).

The HSM techniques were used to estimate crashes for a given facility, test the effectiveness of design alternatives on crash reduction, and evaluate their economic crash benefits. The Manual on Uniform Traffic Studies (MUTS) sheets that were utilized to determine the crash reduction and economic crash benefits include, 750-020-21a (Present Worth Analysis for Rural Two-Lane Roads), 750-020-21b (Present Worth Analysis for Rural Multilane Highways), and 750-020-21c (Present Worth Analysis for Urban and Suburban Arterials 2-5 Lanes). The Build Alternative saw a reduction in crashes compared to the No-Build Alternative of 9.8% in the Opening Year (2030) and an increase in crashes by 12.5% in the Design Year (2050). However, the fatal and serious injury crashes decreased approximately 5% between the Opening Year (2030) and Design Year (2050) for the Build Alternative compared to the No-Build Alternative. The total safety benefit between the Opening Year (2030) and Design Year (2050) for the Build Alternative compared to the No-Build Alternative is $21,842,058.

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ACRONYMS

AADT	Annual Average Daily Traffic
ACF	Axle Correction Factor
BEBR	Bureau of Economic and Business Research
CAR	Crash Analysis Reporting System
CFRPM7	Central Florida Regional Planning Model
CMF	Crash Modification Factor
CRF	Crash Reduction Factor
DDTM	Design Traffic Technical Memorandum
D1RPM	District One Regional Planning Model
DRI	Developments of Regional Impact
FDEM	Florida Division of Emergency Management
FDOT	Florida Department of Transportation
FI	Fatal and Injury
FSUTMS	Florida Standard Urban Transportation Model Structure
FTO	Florida Traffic Online
HCM	Highway Capacity Manual
HCS	Highway Capacity Software
HSM	Highway Safety Manual
LOS	Level of Service
LRTP	Long Range Transportation Plan
MEV	Million Entering Vehicles
MOE	Measure of Effectiveness
MUTS	Manual on Uniform Traffic Studies
MVMT	Million Vehicle Miles Traveled
NCHRP	National Cooperative Highway Research Program
PD&E	Project Development and Environment
PDO	Property Damage Only
PTAR	Project Traffic Analysis Report
RMSE	Root Mean Square Error
SF	Seasonal Factor
SIS	Strategic Intermodal System
SR	State Road
TAZ	Traffic Analysis Zone
TMC	Turning Movement Count
TPO	Transportation Planning Organization

1 INTRODUCTION

1.1 Project Description

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) study to evaluate options for widening State Road (SR) 70 in DeSoto County. The project limits cover approximately 16.7 miles of SR 70 from west of SR 31 (Mile Post (MP) 14.973) to SE Highlands County Line Road (MP 31.763), as needed to accommodate roadway tie-ins. The project limits are shown in **Figure 1-1**.

As part of Florida's Strategic Intermodal System (SIS) highway network, SR 70 connects regionally important routes (such as I-75, US 27, Florida's Turnpike, and I-95) and serves as a regional through route for long-haul freight movement and provides access to agricultural/ranching operations, industrial/commercial areas, and other intensive freight activity centers within Central Florida. Truck volumes along SR 70 are expected to increase as freight distribution and logistics activities continue to gain economic significance in Central Florida counties through the rapid growth occurring along the I-4 and I-75 corridors within the broader region. According to the Heartland Regional Transportation Planning Organization (TPO) 2045 Long Range Transportation Plan (LRTP), DeSoto County is expected to continue supporting existing industries such as cattle, trade, transportation, and agriculture, with potential growth in logistics and manufacturing that may increase freight volumes on a regional basis.

SR 70 is also part of the emergency evacuation route network designated by the Florida Division of Emergency Management (FDEM) as well as the network established by DeSoto County. This roadway is critical in facilitating traffic during emergency evacuation periods as it connects to other arterials and highways of the state evacuation route network [such as US 17 (on the west) and US 27 (on the east)] and serves as the only major east-west facility in DeSoto County.

1.2 Purpose and Need

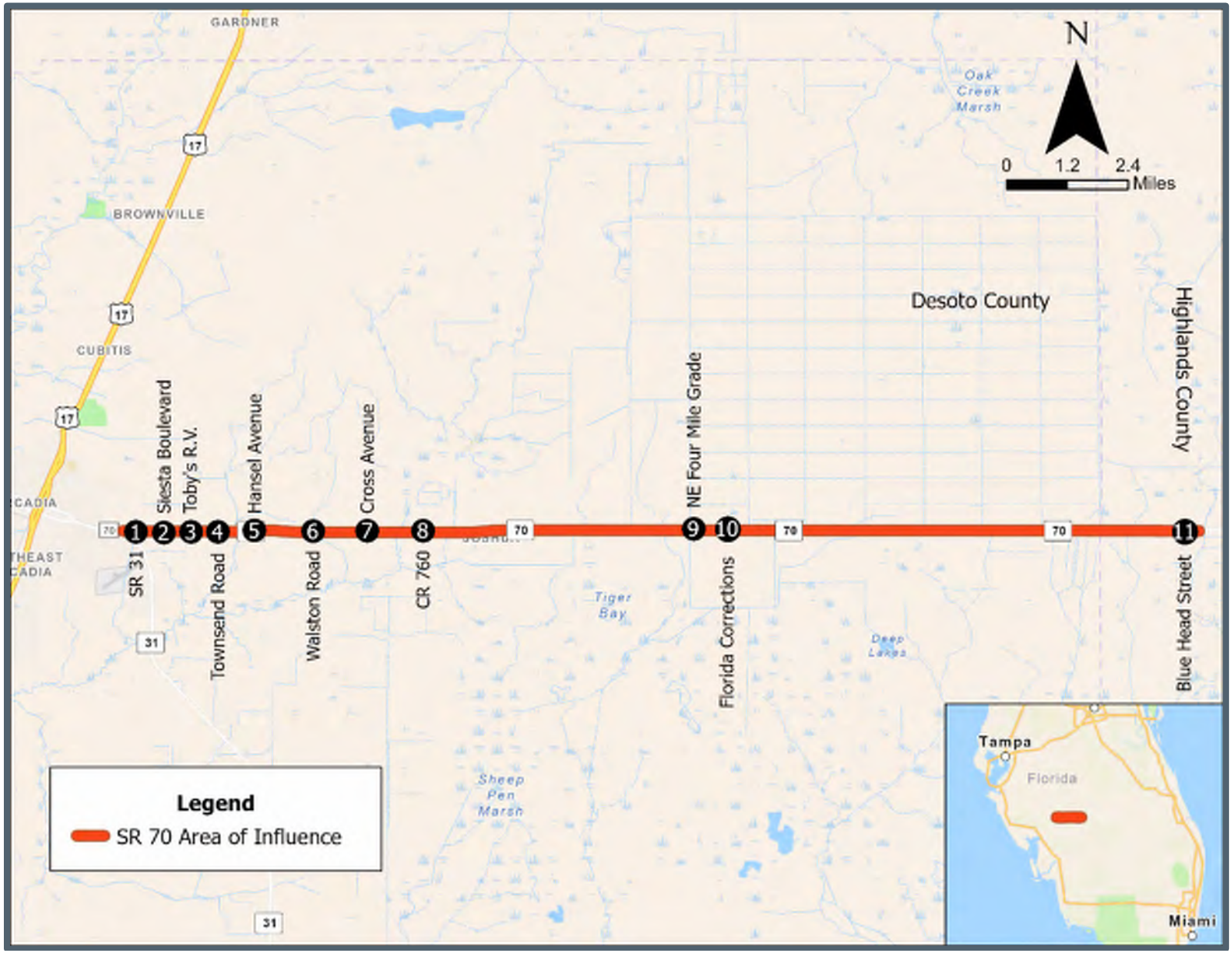
The purpose of this Project Traffic Analysis Report (PTAR) is to provide FDOT District One with the necessary traffic data and operational analysis to conduct the engineering and environmental evaluations needed for the recommended improvements along the SR 70 study area. The need for the project is based on several factors: improving emergency evacuation and response times, maintaining crucial east-west system linkage within the regional transportation network, and accommodating freight movement in the study area.

1.3 Existing Facility

SR 70 is part of the arterial system in DeSoto County and is part of the FDOT SIS network. The project corridor spans from west of SR 31 to east of the DeSoto/Highlands County line. SR 70 connects Bradenton (Manatee County) to the west and Fort Pierce (St. Lucie County) to the east.

Within the project limits, SR 70 is a four-lane divided urban arterial from west of SR 31 to east of Siesta Boulevard, and a two-lane undivided rural arterial with five-foot paved shoulders in both directions from east of Siesta Boulevard to east of the Desoto/Highlands County line. The posted speed limit is 45 miles per hour (mph) from SR 31 to west of Ford Dealer, 55 mph from west of Ford Dealer to east of Ford Dealer, and 60 mph along the remainder of the corridor.

Figure 1-1 – Project Location Map



2 EXISTING CONDITIONS

2.1 Existing Lane Configuration, Study Intersections, and Signal Timing

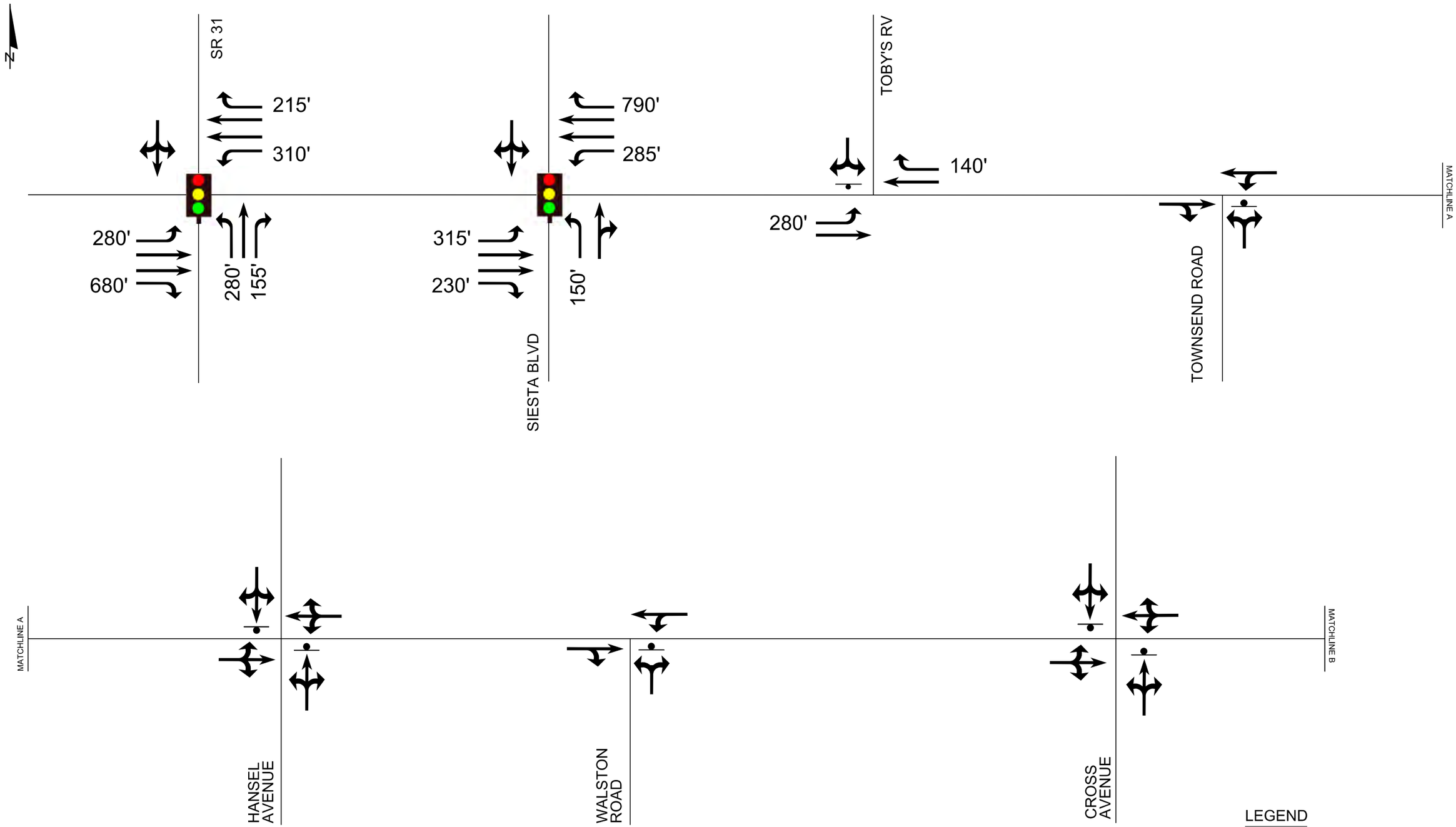
SR 70 is part of the arterial system in DeSoto County and is part of the FDOT SIS network. The project corridor spans from west of SR 31 to east of the DeSoto/Highlands County line. SR 70 connects Bradenton (Manatee County) to the west and Fort Pierce (St. Lucie County) to the east.

Within the project limits, SR 70 is a four-lane divided urban arterial from west of SR 31 to east of Siesta Boulevard, and a two-lane undivided rural arterial with five-foot paved shoulders in both directions from east of Siesta Boulevard to east of the Desoto/Highlands County line. The posted speed limit is 45 miles per hour (mph) from SR 31 to west of Ford Dealer, 55 mph from west of Ford Dealer to east of Ford Dealer, and 60 mph along the remainder of the corridor. **Figure 2-1** illustrates the lane geometry of SR 70 for the Existing Year (2024). There are two signalized and nine unsignalized intersections within the area of influence that are being evaluated under this study. The intersections are listed below:

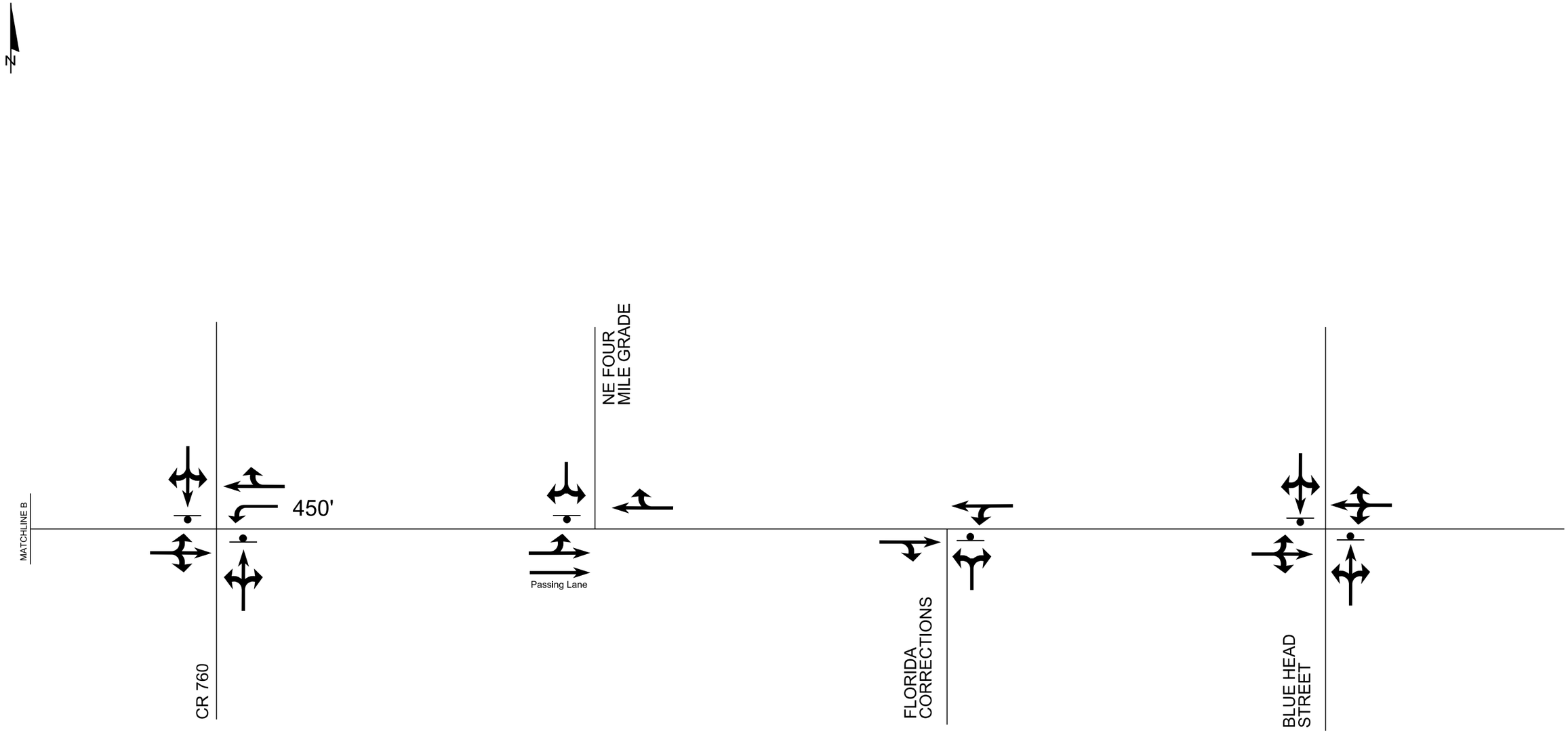
Table 2-1 – Intersections & Control Type along SR 70

Intersections along SR 70	Intersection Control Type
SR 31	Signalized
Siesta Boulevard	Signalized
Toby's RV Resort Entrance	Unsignalized
SE Townsend Avenue	Unsignalized
Hansel Avenue	Unsignalized
Walston Road	Unsignalized
Cross Avenue	Unsignalized
CR 760	Unsignalized
NE Four Mile Grade	Unsignalized
Florida Corrections Academy	Unsignalized
Blue Head Street – Highlands County	Unsignalized

Raw traffic counts collected within the study limits are provided in **Appendix A** and the signal timing sheets received from DeSoto County are shown in **Appendix B**.



FDOT	SR 70 PD&E STUDY DESOTO COUNTY	Existing Year (2024) Lane Geometry (1/2)	Figure 2-1



LEGEND

- Traffic Signal
- Stop Sign

XXX' - Storage Length (ft)

FDOT	SR 70 PD&E STUDY DESOTO COUNTY	Existing Year (2024) Lane Geometry (2/2)	Figure 2-1

2.2 Data Collection

The traffic data used for this study was collected in March of 2024 on typical weekdays (Tuesday, Wednesday, and Thursday) at the locations within the study area of influence of SR 70 from west of SR 31 to Blue Head Street. The traffic data consisted of 13-hour turning movement counts (TMCs) and 24-hour approach/departure machine counts. The TMCs were collected at the study intersections during the AM and PM peak periods from 6:00 AM to 7:00 PM. In addition, 24-hour approach machine counts were collected on SR 70 for selected approaches at selected intersections. The collected raw traffic data is included in **Appendix A**.

The location of 13-hour TMCs and 24-hour approach/departure counts are described below:

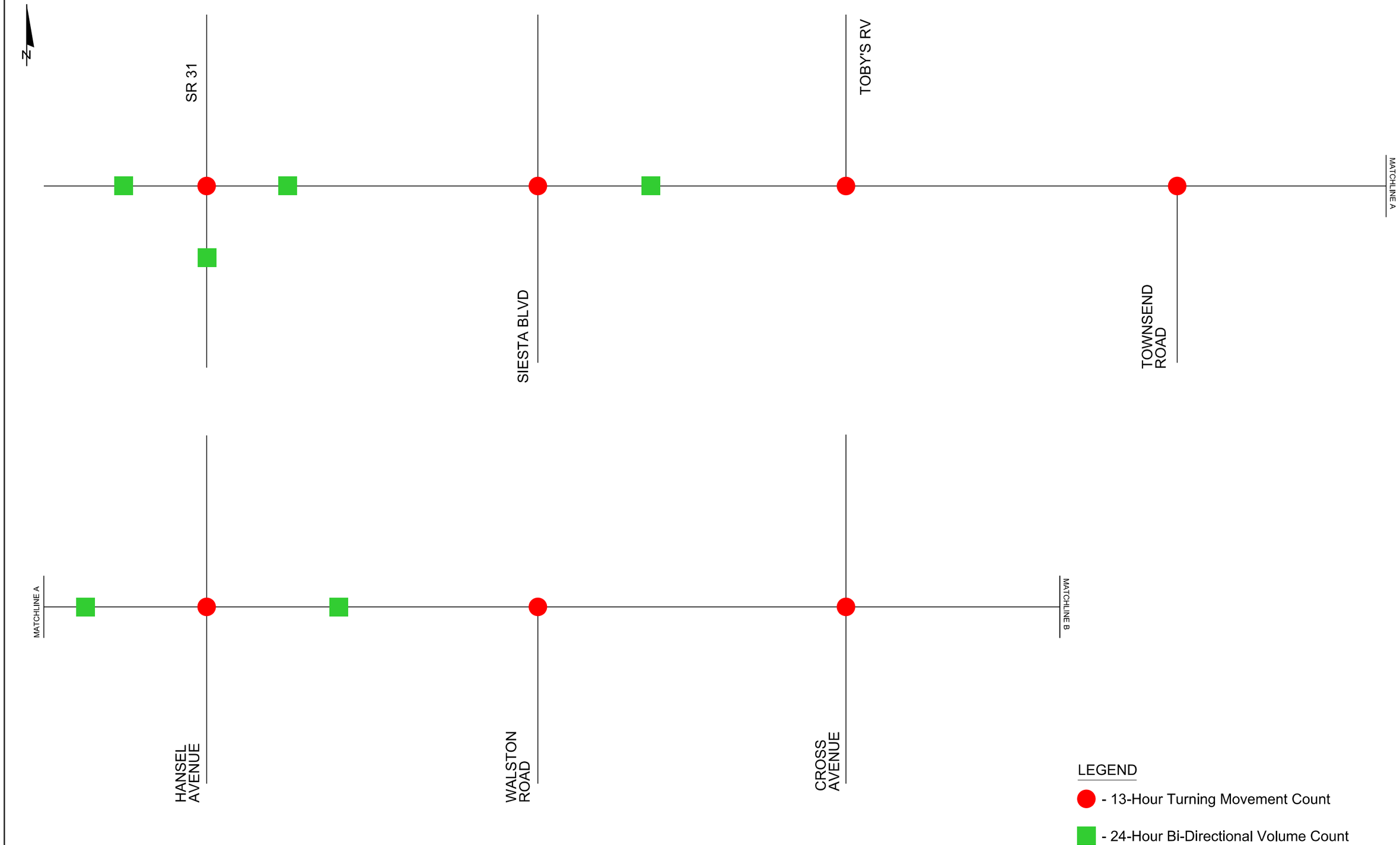
- **13-hour Turning Movement Counts (TMCs)**

  - SR 70 at SR 31.
  - SR 70 at Siesta Boulevard.
  - SR 70 at Toby's RV Resort Entrance.
  - SR 70 at SE Townsend Avenue.
  - SR 70 at Hansel Avenue.
  - SR 70 at Walston Road.
  - SR 70 at Cross Avenue.
  - SR 70 at CR 760.
  - SR 70 at NE Four Mile Grade.
  - SR 70 at Florida Corrections Academy.
  - SR 70 at Blue Head Street.

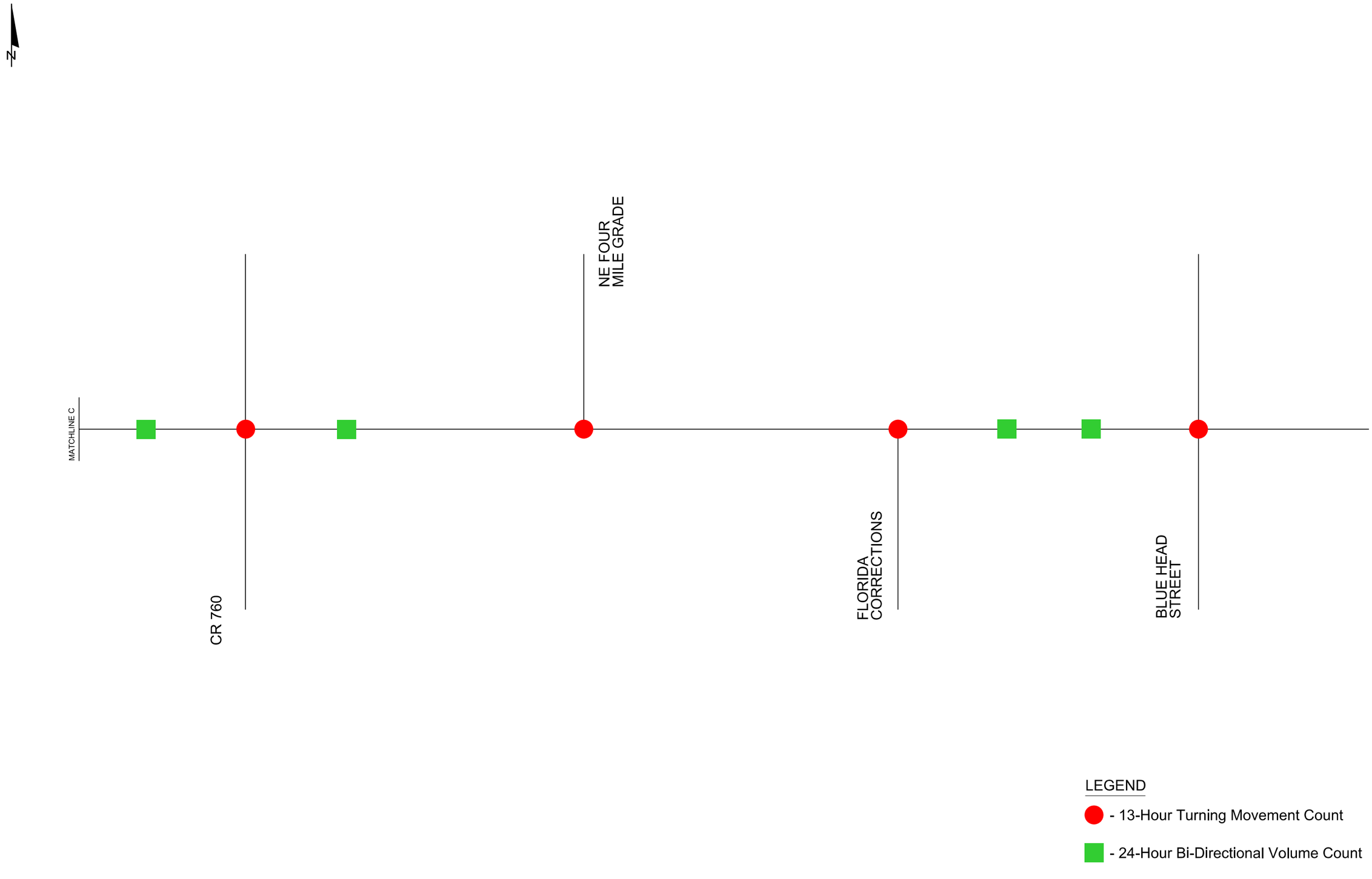
- **24-hour Approach/Departure Machine Counts**

  - SR 70 West of SR 31.
  - SR 70 East of SR 31.
  - SR 31 South of SR 70.
  - SR 70 East of Siesta Boulevard.
  - SR 70 West of Hansel Avenue.
  - SR 70 East of Hansel Avenue.
  - SR 70 West of CR 760.
  - SR 70 East of CR 760.
  - SR 70 East of Florida Corrections Academy.
  - SR 70 East of Desoto/Highlands County Line.

Additional data was also collected from FDOT's Florida Traffic Online (FTO) database, including available data from six (6) count stations in the project area. The locations of field traffic counts are shown in **Figure 2-2** while the FTO station data is attached in **Appendix C**.



FDOT	SR 70 PD&E STUDY DESOTO COUNTY	Traffic Count Locations (1/2)	Figure 2-2



FDOT	SR 70 PD&E STUDY DESOTO COUNTY	Traffic Count Locations (2/2)	Figure 2-2

2.3 Existing Year (2024) Traffic Characteristics

Traffic volumes used in this study were collected in March 2024 as mentioned in Section 2.2 and were used to develop the Existing Year (2024) Annual Average Daily Traffic (AADT) and the balanced peak hour volumes for intersection operational analysis.

The Existing Year (2024) AADT volumes were developed using collected field 24-hr bidirectional counts and applying a seasonal factor (SF) and an axle correction factor (ACF). At locations where the 24-hr bidirectional counts were taken using portable video counters that provided vehicle counts by classification, only the seasonal factor (SF) was applied to develop the Existing Year AADT volumes. Where both FTO data and 24-hr bidirectional counts were not available, peak hour volume counts were used to estimate AADT using the appropriate adjustment factors from FTO. According to FTO data for the year 2023, the county-wide seasonal adjustment factor associated with the week of March 5, 2023 to March 11, 2023, is 0.86 for SR 70. The 2023 Weekly Axle Factor Category Report indicates that the SR 70 axle adjustment factor for this same period is 0.82 for the study corridors.

FTO Historical AADT data for 2023 were grown over one year with a 0.5% annual traffic growth factor calculated from historical traffic and population data. Except for Hansel Avenue and CR 760, peak hour volume counts were relied upon for the development of the cross street AADTs for the study area.

The developed 2024 AADTs were then selected by comparing AADTs developed using FTO data and the field counts. The selection of 2024 AADTs for SR 70 and cross streets is shown in **Table 2-2** and **Table 2-3** and shown graphically in **Figure 2-3**.

The Existing Year (2024) balanced peak hour volumes were calculated from the collected 2024 13-hr TMC. **Figure 2-4** illustrates the balanced Existing Year (2024) peak hour volumes for the study limits. The 13-hr turning movement counts collected in the study were also compared to the 24-hr bi-directional counts to check for any inconsistency in the volumes.

Table 2-2 – Existing Year (2024) SR 70 AADT Development

Roadway	24-Hour Counts (2024)		Peak Hour Bidirectional Counts (2024)	Adjustment Factors[1]			2024 AADT[2] (24-Hr Counts)	2024 AADT[3] (Est. from FTO)	Selected[4] 2024 AADT
	EB	WB		SF	ACF	K			
SR 70 - West of SR 31	13,244	12,568	1,614	0.86	0.82	9.0	18,200	25,600	25,600
SR 70 - East of SR 31/West of Siesta Blvd	9,062	8,667	1,252	0.86	0.82	9.0	12,500	15,000	16,000
SR 70 - East of Siesta Blvd	5,798	5,535	774	0.86	0.82	9.0	8,000	15,000	11,200
SR 70 - West of Toby's RV Resort			726	0.86		9.0		15,000	11,200
SR 70 - East of Toby's RV Resort			655	0.86		9.0		15,000	10,500
SR 70 - West of Townsend Ave			648	0.86		9.0		15,000	10,500
SR 70 - East of Townsend Ave			641	0.86		9.0		15,000	10,400
SR 70 - West of Hansel Ave	4,813	4,514	636	0.86	0.82	9.0	6,600	15,000	10,400
SR 70 - East of Hansel Ave	4,005	4,199	579	0.86	0.82	9.0	5,800	15,000	9,700
SR 70 - West of Walston Rd			882	0.86		9.0		15,000	9,700
SR 70 - East of Walston Rd			873	0.86		9.0		15,000	9,500
SR 70 - West of Cross Ave			854	0.86		9.0		15,000	9,500
SR 70 - East of Cross Ave			628	0.86		9.0		15,000	8,900
SR 70 - West of CR 760	3,168	3,074	494	0.86		9.0	5,400	15,000	8,900
SR 70 - East of CR 760	3,198	3,226	505	0.86		9.5	5,500	6,200	9,000
SR 70 - West of NE Four Mile Grade			617	0.86		9.5		6,200	9,000
SR 70 - East of NE Four Mile Grade			612	0.86		9.5		6,200	9,100
SR 70 - West of Florida Corrections Academy			430	0.86		9.5		6,200	9,100
SR 70 - East of Florida Corrections Academy	2,764	2,927	432	0.86		9.5	4,900	6,200	8,300
SR 70 - West of Blue Head St	2,717	2,750	487	0.86		9.5	4,700	4,500	8,300
SR 70 - East of Blue Head St			488	0.86		9.5		4,500	8,200

1. Adjustment/traffic factors obtained from Florida Traffic Online (FTO).
2. AADT obtained by adjusting 24-Hr Counts using the seasonal factor (SF).
3. AADT obtained by applying an estimated growth factor of 0.5% to the 2023 AADT from FTO
4. Selected AADT estimated from DDHVs.

Table 2-3 – Existing Year (2024) Cross Streets AADT Development

Roadway	24-Hour Counts (2024)		Peak Hour Bidirectional Counts (2024)	Adjustment Factors[1]		2024 AADT[2] (24-Hr Counts)	2024 AADT[3] (Est. from FTO)	Selected[4] 2024 AADT
	NB	SB		SF	K			
NE Canal Ave North of SR 70			20	0.86	9.0			450
SR 31 South of SR 70	4,308	4,705	670	0.86	9.0	7,800	8,700	12,700
Siesta Blvd North of SR 70			67	0.86	9.0			900
Siesta Blvd South of SR 70			461	0.86	9.0			4,800
Tobys RV North of SR 70			35	0.86	9.0			800
Townsend Ave South of SR 70			9	0.86	9.0			300
Hansel Ave North of SR 70			11	0.86	9.0			300
Hansel Ave South of SR 70			60	0.86	9.0		400	1,000
Walston Rd South of SR 70			15	0.86	9.0			400
Cross Ave North of SR 70*			99	0.86	9.0			1,200
Cross Ave South of SR 70			6	0.86	9.0			300
CR 760 South of SR 70			27	0.86	9.5		400	700
NE Four Mile Grade North of SR 70			13	0.86	9.5			100
Florida Corrections Academy South of SR 70			32	0.86	9.5			1,100

1. Adjustment/traffic factors obtained from Florida Traffic Online (FTO).
2. AADT obtained by adjusting 24-Hr Counts using the seasonal factor (SF).
3. AADT obtained by applying an estimated growth factor of 0.5% to the 2023 AADT from FTO
4. Selected AADT estimated from DDHVs.

N

SR 31

450

25,600

Site: 040021

Site: 040011

16,000

900

12,700

Site: 040026

4,800

SIESTA BLVD

11,200

800

TOBY'S RV

10,500

10,400

MATCHLINE A

TOWNSEND ROAD

300

MATCHLINE A

300

10,400

9,700

1,000

HANSEL AVENUE

Site: 044100

400

WALSTON ROAD

9,500

1,200

CROSS AVENUE

300

8,900

MATCHLINE B

LEGEND

- FDOT Portable Traffic Monitoring Site

(9,999) - Segment AADT

FDOT

SR 70 PD&E STUDY
DESOTO COUNTY

Existing Year (2024) AADT (1/2)

Figure 2-3

N

MATCHLINE B

8,900

100

9,000

100

NE FOUR MILE GRADE

9,100

8,300

8,200

Site: 040006

700

Site: 044138

CR 760

FLORIDA CORRECTIONS

1,100

BLUE HEAD STREET

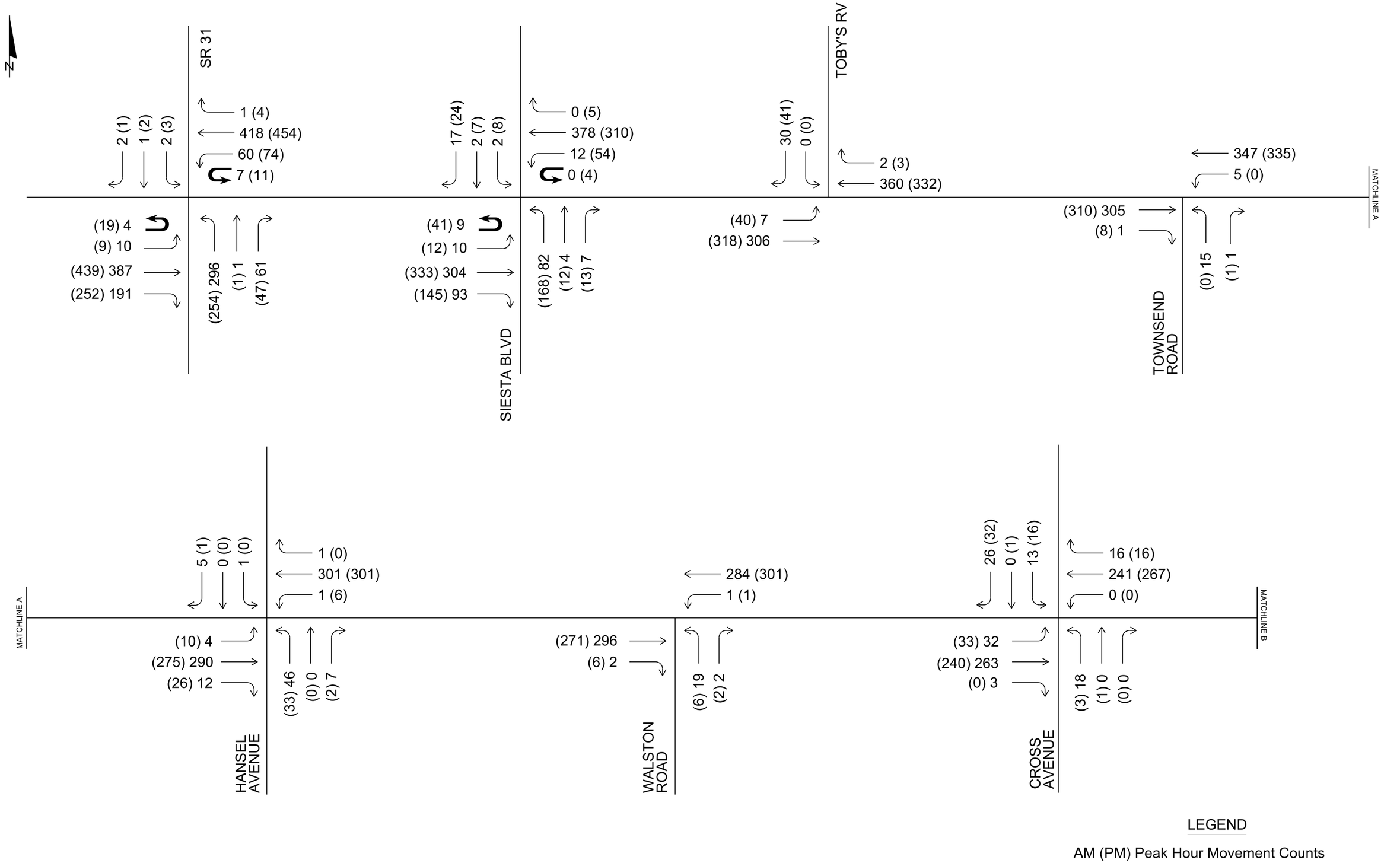
100

LEGEND

- FDOT Portable Traffic Monitoring Site

(9,999) - Segment AADT

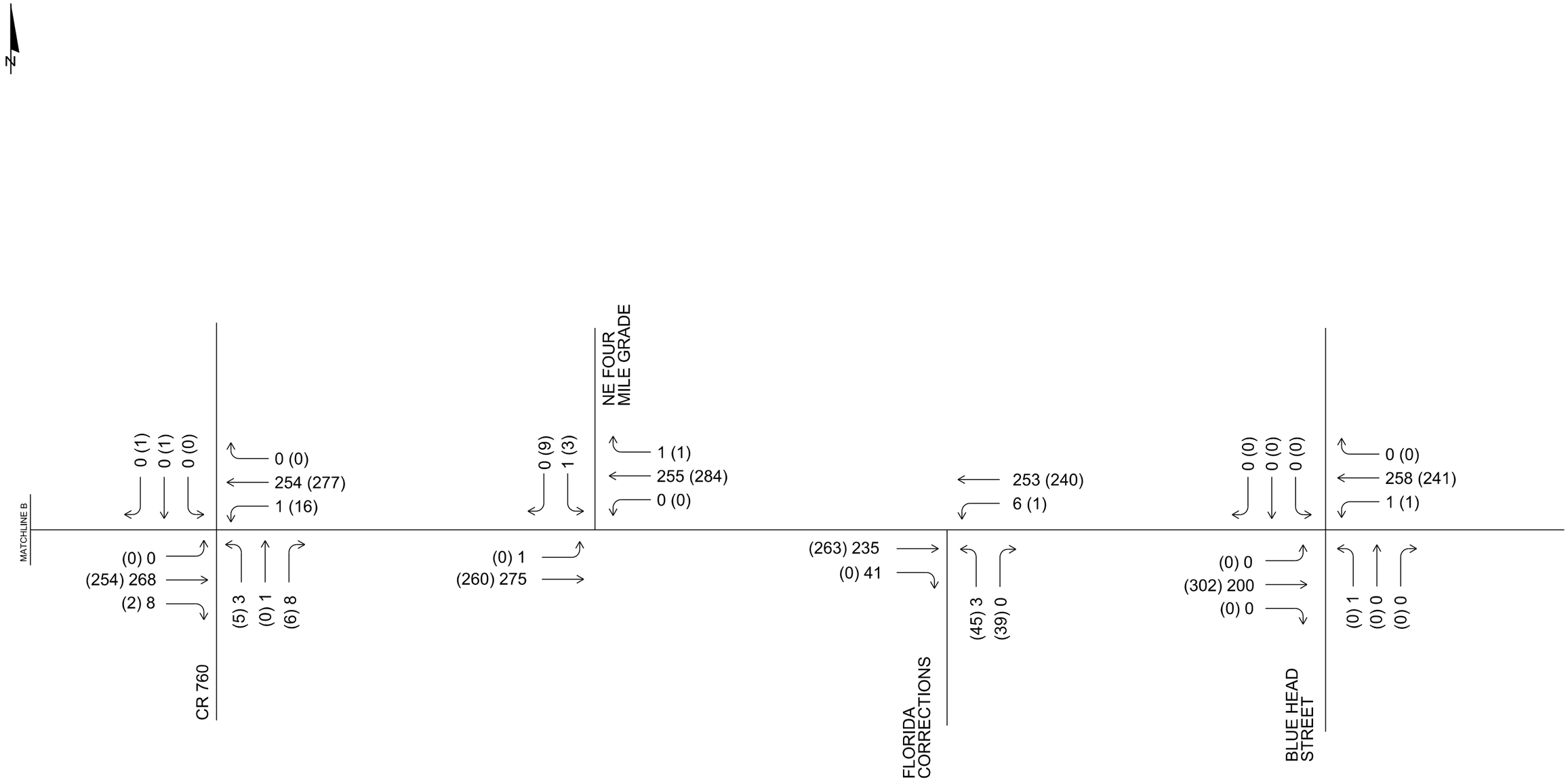
FDOT	SR 70 PD&E STUDY DESOTO COUNTY	Existing Year (2024) AADT (2/2)	Figure 2-3



SR 70 PD&E STUDY
DESOTO COUNTY

Existing Year (2024) Peak Hour Volumes (1/2)

Figure 2-4



LEGEND

AM (PM) Peak Hour Movement Counts

FDOT	SR 70 PD&E STUDY DESOTO COUNTY	Existing Year (2024) Peak Hour Volumes (2/2)	Figure 2-4

2.4 Existing Year (2024) Intersection Operational Analysis

The study area intersections for the Existing Year (2024) conditions were analyzed using HCS 2024 for unsignalized intersections along the corridor while Synchro 12 was used to analyze the signalized intersections at SR 70 and SR 31 and Siesta Boulevard. The operational analysis follows the guidelines on the 2021 FDOT Traffic Analysis Handbook. For the signalized intersections, the delay was obtained from the Highway Capacity Manual (HCM) 2000 module within Synchro. The HCM 2000 module was selected due to the signal phasing at SR 31 and Siesta Boulevard. The Level of Service (LOS) was estimated using HCM thresholds. Based on the 2023 FDOT Multimodal Quality/Level of Service Handbook, the motorized vehicle-mode LOS targets for the state highway system during peak travel hours are LOS D in urbanized areas and LOS C outside of urbanized areas.

The intersection operational results for the Existing Year (2024) AM and PM peak hours are presented in **Table 2-4** for the signalized and unsignalized intersections. The Synchro and HCS generated reports are provided in **Appendix D** and **Appendix E**, respectively**.** The signalized intersection analysis results indicate that although some individual intersection movements operate at LOS E, both the SR 31 and Siesta Boulevard intersections operate at acceptable LOS (D or better) in both the AM and PM peak hours. The unsignalized intersection analysis results indicate that all study intersections operate at an acceptable LOS (LOS C or better) during AM and PM peak hours. All eastbound and westbound approaches at the unsignalized intersections operate at LOS A with little delay due to the free flow condition and minimal interruptions from the minor cross streets. Additionally, all northbound and southbound approaches operate at acceptable LOS (LOS C or better), with minor delay.

The 95th percentile queues for turning movements at the study intersections are summarized in **Table 2-5**. The results show that the 95th percentile queues exceed the storage capacity for the following intersection movement:

- Northbound left-turn movement at SR 70 and Siesta Boulevard for the PM peak hour.

Table 2-4 – Existing Year (2024) Intersection Operations

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SR 70 at SR 31	Signalized	EBL	15.2	B	11.2	B
		EBT	19.3	B	14.9	B
		EBR	18.5	B	14.6	B
		WBL	9.2	A	9.2	A
		WBT	12.8	B	12.9	B
		WBR	14.6	B	11.4	B
		NBL	48.5	D	58.1	E
		NBT	48.8	D	58.4	E
		NBR	35.5	D	48.3	D
		SBT*	56.9	E	71.1	E
		Overall	23.7	C	22.1	C
SR 70 at Siesta Boulevard	Signalized	EBL	1.1	A	9.9	A
		EBT	1.6	A	11.6	B
		EBR	1.4	A	3.5	A
		WBL	8.2	A	12.6	B
		WBT	10.7	B	17.0	B
		WBR	0.0	A	15.1	B
		NBL	51.7	D	57.8	E
		NBT*	44.7	D	46.0	D
		SBT*	52.9	D	60.1	E
		Overall	11.5	B	21.3	C
SR 70 at Toby's RV Resort	Two-Way Stop Control	EBL	8.2	A	8.1	A
		SBT*	10.8	B	10.6	B
SR 70 at Townsend Avenue	Two-Way Stop Control	WBL	8.0	A	8.0	A
		WBT	0.0	A	0.0	A
		NBT*	14.5	B	10.2	B
SR 70 at Hansel Avenue	Two-Way Stop Control	EBL	8.0	A	8.0	A
		EBT	0.0	A	0.1	A
		EBR	0.0	A	0.1	A
		WBL	8.0	A	8.0	A
		WBT	0.0	A	0.1	A
		WBL	0.0	A	0.1	A
		NBT*	17.0	C	16.5	C
		SBT*	11.2	B	10.1	B
SR 70 at Walston Road	Two-Way Stop Control	WBL	8.0	A	8.0	A
		WBT	0.0	A	0.0	A
		NBT*	14.4	B	13.8	B
SR 70 at Cross Avenue	Two-Way Stop Control	EBL	8.1	A	8.1	A
		EBT	0.3	A	0.4	A
		EBR	0.3	A	0.4	A
		WBL	7.9	A	7.9	A

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
		WBT	0.0	A	0.0	A
		WBR	0.0	A	0.0	A
		NBT*	16.1	C	17.6	C
		SBT*	12.2	B	13.6	B
SR 70 at CR 760	Two-Way Stop Control	EBL	7.9	A	7.9	A
		EBT	0.0	A	0.0	A
		EBR	0.0	A	0.0	A
		WBL	7.9	A	7.9	A
		NBT*	11.2	B	11.5	B
		SBT*	0.0	A	12.1	B
SR 70 at NE Four Mile Grade	Two-Way Stop Control	EBL	7.8	A	8.0	A
		EBT	0.0	A	0.0	A
		SBT*	11.7	B	9.3	A
SR 70 at Florida Corrections Academy	Two-Way Stop Control	WBL	7.9	A	8.0	A
		WBT	0.1	A	0.0	A
		NBT*	12.9	B	11.1	B
SR 70 at Blue Head Street	Two-Way Stop Control	EBL	8.0	A	7.8	A
		EBT	0.0	A	0.0	A
		EBR	0.0	A	0.0	A
		WBL	7.8	A	8.0	A
		WBT	0.0	A	0.0	A
		WBR	0.0	A	0.0	A
		NBT*	14.3	B	0.0	A
		SBT*	0.0	A	0.0	A

*Shared thru/turn movement

Table 2-5 – Existing Year (2024) – 95th Percentile Queue Length (ft)

Intersection	Time Period	Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
SR 70 at SR 31	AM	18	182	59	34	121	m0	171	172	0	-	14	-
	PM	24	171	50	51	114	m0	171	174	0	-	19	-
	Storage	280	-	680	310	-	215	280	-	155	-	-	-
SR 70 at Siesta Blvd	AM	2	12	0	12	127	0	104	19	-	-	28	-
	PM	26	66	13	49	137	0	217	35	-	-	52	-
	Storage	315	-	230	285	-	790	150	-	-	-	-	-
SR 70 at Toby's RV Resort	AM	0	-	-	-	-	0	-	-	-	-	5	-
	PM	3	-	-	-	-	0	-	-	-	-	5	-
	Storage	280	-	-	-	-	140	-	-	-	-	-	-
SR 70 at Townsend Ave	AM	-	-	-	0	-	-	-	3	-	-	-	-
	PM	-	-	-	0	-	-	-	0	-	-	-	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-
SR 70 at Hansel Ave	AM	0	-	-	0	-	-	-	16	-	-	0	-
	PM	0	-	-	0	-	-	-	10	-	-	0	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-
SR 70 at Walston Rd	AM	-	-	-	0	0	-	-	5	-	-	-	-
	PM	-	-	-	0	0	-	-	3	-	-	-	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-
SR 70 at Cross Ave	AM	3	-	-	0	-	-	-	5	-	-	8	-
	PM	3	-	-	0	-	-	-	3	-	-	13	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-
SR 70 at CR 760	AM	0	-	-	0	-	-	-	3	-	-	-	-
	PM	0	-	-	0	-	-	-	3	-	-	0	-
	Storage	-	-	-	450	-	-	-	-	-	-	-	-
SR 70 at NE Four Mile Grade	AM	0	-	-	-	-	-	-	-	-	-	0	-
	PM	0	-	-	-	-	-	-	-	-	-	3	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-
SR 70 at Florida Corrections Academy	AM	-	-	-	0	-	-	-	0	-	-	-	-
	PM	-	-	-	0	-	-	-	15	-	-	-	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-
SR 70 at Blue Head St	AM	0	-	-	0	-	-	-	0	-	-	-	-
	PM	0	-	-	0	-	-	-	0	-	-	-	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-

1. The # footnote indicates that the volume for the 95th percentile cycle exceeds capacity. If the reported v/c <1 for this movement, the methods used represent a valid method for estimating the 95th percentile queue. In practice, 95th percentile queue shown will rarely be exceeded and the queues shown with the # footnote are acceptable for the design of storage bay (Trafficware).
2. The storage length values were estimated from aerials or design drawings.
3. Queues highlighted in yellow exceed the storage length.

2.5 Existing Year (2024) Arterial Operations

Corridor operational analysis was performed using Synchro for the four-lane segment from west of SR 31 to east of Siesta Boulevard and HCS 2024 for the two-lane segments along the SR 70 corridor from west of Toby's RV Resort to Blue Head Street. Arterial LOS for eastbound and westbound SR 70 is summarized in **Table 2-6** and **Table 2-7** for the AM peak hour and **Table 2-8** and **Table 2-9** for the PM peak hour. The documented measures of effectiveness (MOEs) for the arterial analysis for the four-lane segment from west of SR 31 to east of Siesta Boulevard include average speed (mph) and level of service. The documented MOEs for the arterial analysis for the two-lane segments from west of Toby's RV Resort to Blue Head Street include average speed (mph), travel time (minutes), follower density (followers/mi/ln), and level of service with the follower density being the primary MOE for determination of LOS as per the HCM 7 methodology.

The existing arterial operational analysis shows that the four-lane segment from west of SR 31 to east of Siesta Boulevard operates at LOS C in both the eastbound and westbound directions for the AM peak hour and LOS D for each direction during the PM peak hour. For the two-lane segments from west of Toby's RV Resort to Blue Head Street, the arterial operational analysis shows that the corridor operates at LOS A in both the eastbound and westbound directions for the AM and PM peak hours. The average speed, travel time, follower density and LOS for each segment of analysis is reported in **Tables 2-6** to **Table 2-9** for eastbound and westbound SR 70 during the AM and PM peak hours. The HCS generated reports for the arterial operations of the corridor are provided in **Appendix F.**

Table 2-6 – SR 70 (Four-Lane) AM Peak Arterial Analysis

Segment		Eastbound		Westbound	
From	To	Avg Speed (mph)	LOS	Avg Speed (mph)	LOS
West of SR 31	East of SR 31	19.3	D	22.2	C
West of Siesta Blvd	East of Siesta Blvd	31.0	B	22.3	C
Overall		23.6	C	22.3	C

Note: Analysis performed using Synchro

Table 2-7 – SR 70 (Two-Lane) AM Peak Arterial Analysis

Segment		Eastbound				Westbound			
From	To	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS
West of Toby's RV Resort	Toby's RV Resort	60.2	0.3	2.5	B	59.7	0.4	3.2	B
Toby's RV Resort	Townsend Ave	65.4	0.4	2.1	B	65.1	0.4	2.4	B
Townsend Ave	Hansel Ave	66.0	0.5	2.2	B	65.8	0.5	2.3	B
Hansel Ave	Walston Rd	64.7	0.9	2.2	B	64.6	0.9	1.9	A
Walston Rd	Cross Ave	65.5	0.9	2.0	A	65.3	0.9	1.8	A
Cross Ave	CR 760	65.5	0.9	1.9	A	66.3	0.9	1.3	A
CR 760	NE Four Mile Grade	67.0	3.1	1.3	A	66.6	3.2	1.2	A
NE Four Mile Grade	Florida Corrections Academy	66.4	1.3	1.5	A	65.9	1.3	1.3	A
Florida Corrections Academy	Blue Head St	66.3	7.3	1.1	A	66.3	7.3	1.1	A
Overall		-	15.8	0.9	A	-	15.8	0.8	A

Note: Analysis performed using HCS Highways (Two-lane Facility) Sheets

Table 2-8 – SR 70 (Four-Lane) PM Peak Arterial Analysis

Segment		Eastbound		Westbound	
From	To	Avg Speed (mph)	LOS	Avg Speed (mph)	LOS
West of SR 31	East of SR 31	21.8	D	22.0	C
West of Siesta Blvd	East of Siesta Blvd	21.4	D	18.2	D
Overall		21.6	D	19.9	D

Note: Analysis performed using Synchro

Table 2-9 – SR 70 (Two-Lane) PM Peak Arterial Analysis

Segment		Eastbound				Westbound			
From	To	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS
West of Toby's RV Resort	Toby's RV Resort	60.1	0.4	3.1	B	60.1	0.4	2.9	B
Toby's RV Resort	Townsend Ave	65.4	0.4	2.3	B	65.5	0.4	2.1	B
Townsend Ave	Hansel Ave	66.2	0.5	2.2	B	66.0	0.5	2.1	B
Hansel Ave	Walston Rd	64.7	0.9	2.3	B	64.9	0.9	1.9	A
Walston Rd	Cross Ave	65.4	0.9	2.2	B	65.6	0.9	2.2	B
Cross Ave	CR 760	65.8	0.9	1.5	A	66.2	0.9	1.9	A
CR 760	NE Four Mile Grade	67.1	3.1	1.3	A	67.2	3.1	1.4	A
NE Four Mile Grade	Florida Corrections Academy	66.0	1.3	1.8	A	65.9	1.3	1.8	A
Florida Corrections Academy	Blue Head St	66.7	7.3	1.8	A	67.1	7.2	1.4	A
Overall		-	15.7	1.0	A	-	15.7	1.0	A

Note: Analysis performed using HCS Highways (Two-lane Facility) Sheets

2.6 Crash Data and Safety Analysis

2.6.1 Crash History

The crash data for the five-year period from January 1, 2019, to December 31, 2023, was analyzed for segments of SR 70 from SR 31 to Blue Head Street. Crash data was downloaded from Signal Four Analytics database, which includes crash data previously located in the FDOT Crash Analysis Reporting System (CAR) database. The five-year study period was chosen to encapsulate the most recent crash data available. Additionally, fatal and serious injury crashes from 2024 were reviewed to provide a more comprehensive understanding of recent trends.

2.6.2 Crash Review by Year

Between the years 2019 and 2023, there were a total of 188 crashes, **Table 2-10** summarizes the number of crashes, fatalities, and injuries that occurred within the study corridor for each year of analysis. Crash totals from 2019 to 2023 show a steady increasing trend in crashes since 2021, as shown in **Figure 2-5,** with the peak being in 2023. Of the 188 crashes, there were 3 (2%) fatal crashes along the corridor, 20 (11%) incapacitating injury crashes, 26 (14%) non-incapacitating injury crashes, 28 (15%) possible injury crashes and 111 (59%) property damage only crashes. There was one bicyclist crash along SR 70, between the intersection of CR 760 and Guynn Avenue, which resulted in a non-incapacitating injury. While the analysis focuses on data from 2019 to 2023, fatal and serious injury crashes from 2024 were also reviewed to observe crash trends. There were two fatal head-on crashes, and three serious injury crashes (animal, sideswipe, rear end) that occurred in 2024.

Table 2-10 – Total Number of Crashes, Fatalities, and Injuries (2019-2023)

Year	Total Crashes	Fatal Crashes	Incapacitating Injury Crashes	Non-Incapacitating Crashes	Possible Injury Crashes	Property Damage Crashes
2019	34	1	3	1	7	22
2020	36	0	3	2	7	24
2021	34	1	2	9	8	14
2022	41	0	5	8	2	26
2023	43	1	7	6	4	25
5-Year Total	**188**	**3**	**20**	**26**	**28**	**111**

All five of the fatal crashes from 2019 to 2024 exhibited contributing factors due to driver behavior and have been summarized below:

1. 2019 – A motorist travelling westbound on State Road 70 abruptly steered off the road onto the northern grass shoulder. The vehicle continued in a northwesterly direction, eventually colliding with a canal embankment. The impact caused the vehicle to rotate counterclockwise and come to rest.

2. 2021 – A motorist travelling westbound on State Road 70 lost control near the intersection of NE Wildwood Ave. Vehicle 1 (V01) crossed into the eastbound lane and onto the southern grass shoulder, then rotated clockwise into the path of vehicle 2 (V02), a semi-truck/trailer. V02's driver steered left to avoid V01, but the front of V02 collided with the left side of V01 causing them to rotate. Additionally, the driver of V01 was under the influence of alcohol.

3. 2023 – A motorist travelling eastbound on State Road 70 failed to maintain control of their own vehicle causing the vehicle to rotate and run off the roadway to the left onto the north grass shoulder of SR 70. While the vehicle rotated/overturned, both occupants were ejected, and the vehicle came to a rest in a water filled ditch.

4. 2024 – A motorist travelling eastbound on SR 70, just west of Walston Ave attempted to pass traffic and lost control causing the vehicle to rotate into the westbound lane. The right side of this vehicle collided with vehicle 2 (V02). Driver 1 was not fully secured by a seat belt and became fully ejected when vehicle 1 was rotating. Both drivers were pronounced deceased prior to arrival of authorities.

5. 2024 – A motorist travelling westbound on SR 70 attempted to overtake other westbound vehicles near the intersection of Cross Ave. This maneuver caused vehicle 1 to collide with the front left of vehicle 2 which was travelling eastbound. After the collision, vehicle 1 rotated clockwise and came to rest on the northern shoulder while vehicle 2 came to rest on the southern shoulder.

Figure 2-5 shows the total crashes, crash severity, and the most common crash types by year, as well as a heat map of all crash locations along SR 70. **Figure 2-6** displays the most common crash types along the corridor by year. It is evident from the heat map that the majority of the crashes occur on the western half of SR 70 with the most crashes occurring at SR 31. A comprehensive review of all crash types within the study corridor was performed. The predominant type of crashes were rear ends (44).

The second highest crash type are animal crashes (37), followed by off road crashes (32), and then sideswipe crashes (23). Most of the intersections along the study corridor are unsignalized intersections. **Table 2-12** summarizes the locations of the crashes along the study corridor.

Table 2-11 – Crash Locations (2019-2023)

Location	No. of Crashes	% of Total Crashes
SR 31	43	22.87%
Siesta Boulevard	13	6.92%
Hansel Avenue	4	2.13%
Four Mile Grade Road	4	2.13%
Cross Avenue	1	0.53%
Lake Browning Grade Road	1	0.53%
Toby's RV Resort	1	0.53%
Wildwood Ave	1	0.53%
Non-Intersection	120	63.83%
Total	**188**	**100%**

Note: These crashes occurred at or within 500 feet of the intersection

Figure 2-7 shows the contributing causes for the crashes and the lighting and weather conditions during the crashes.

Figure 2-5 – SR 70 Crash Summary and Heat Map (2019-2023)

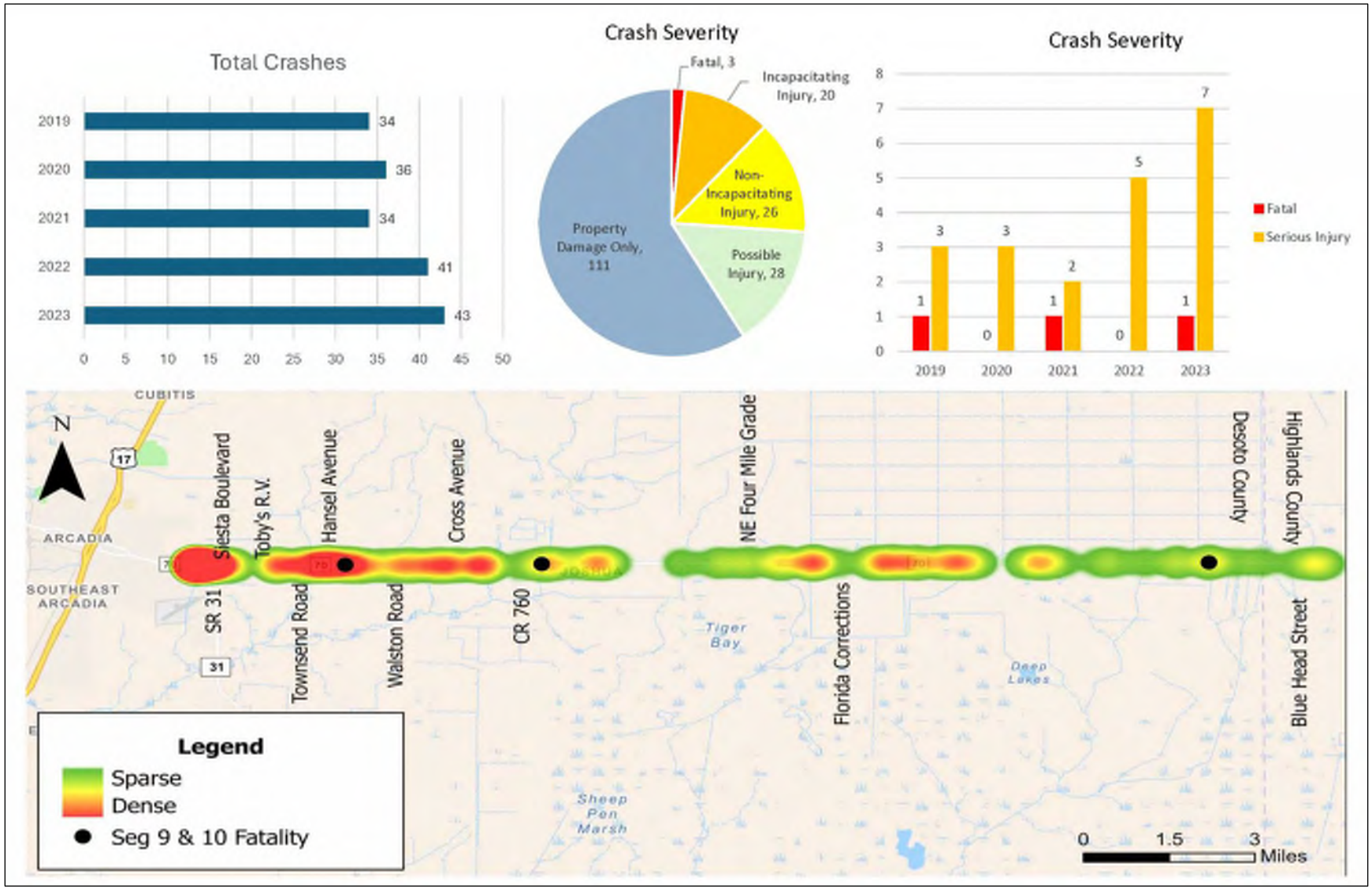
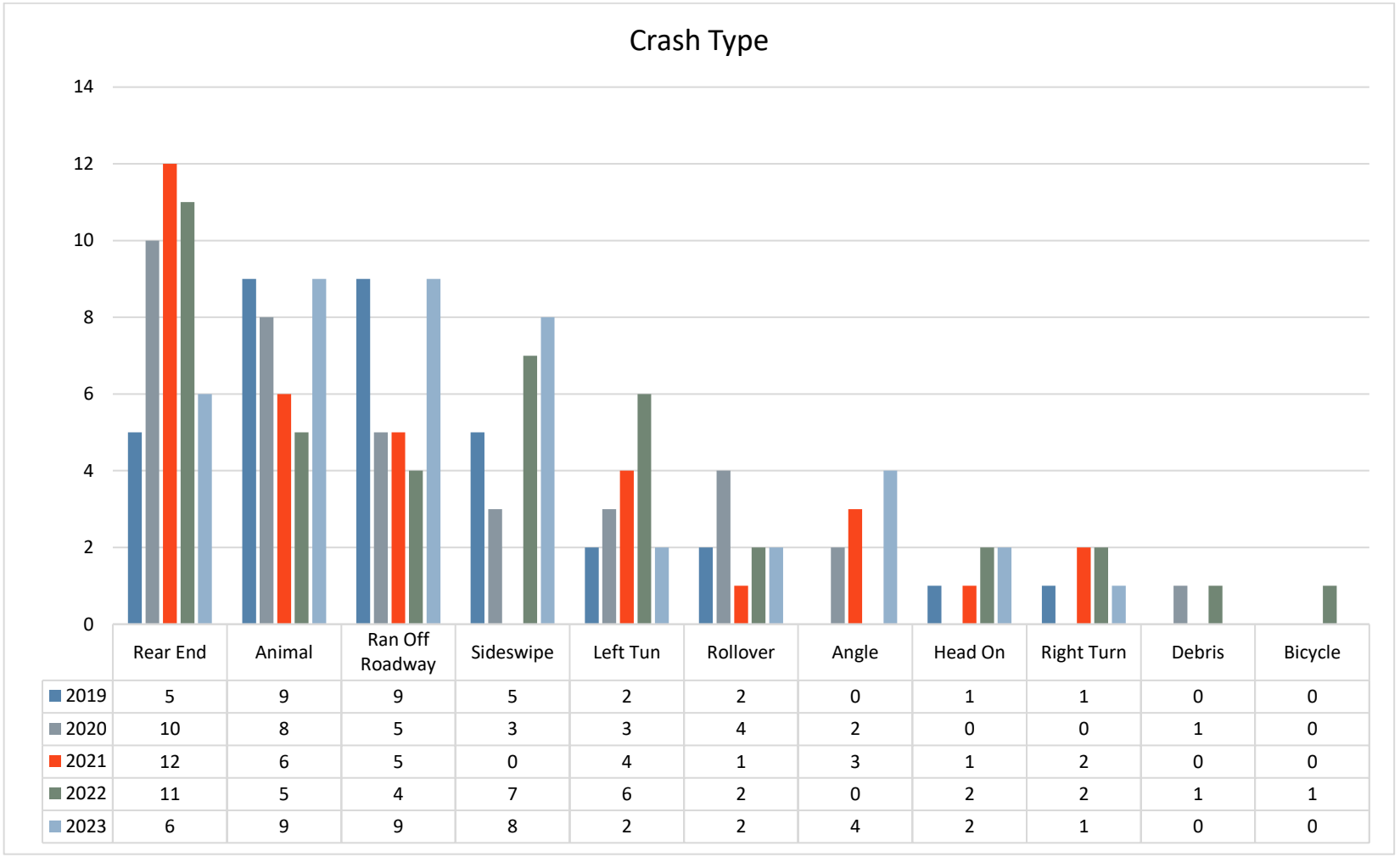
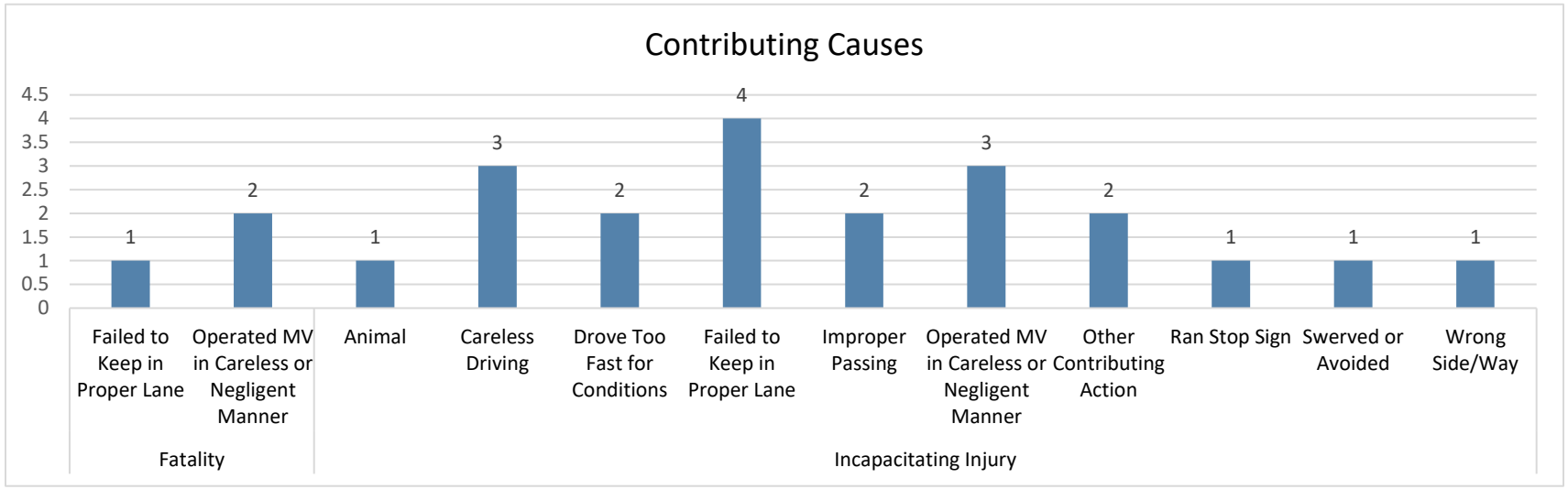


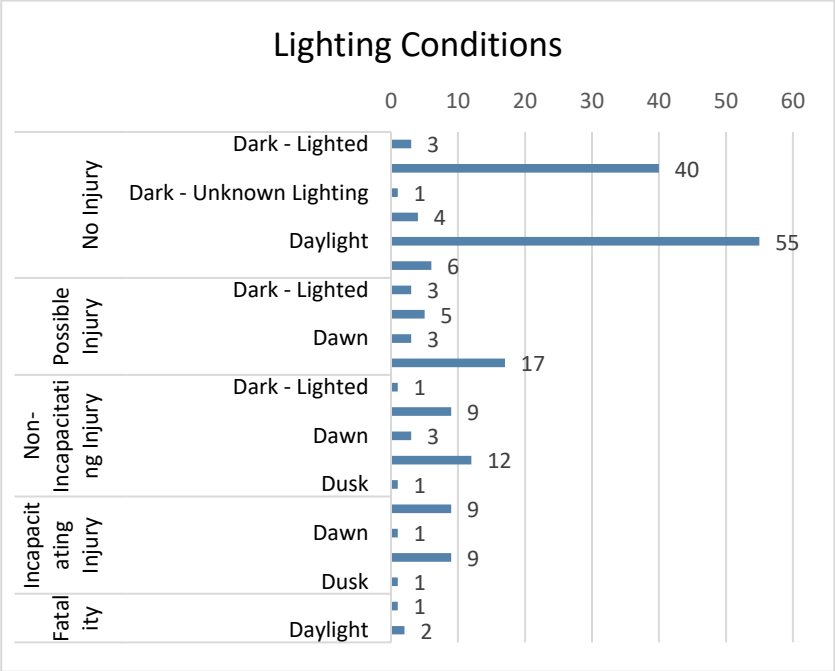
Figure 2-6 – SR 70 Crash Type Summary (2019-2023)

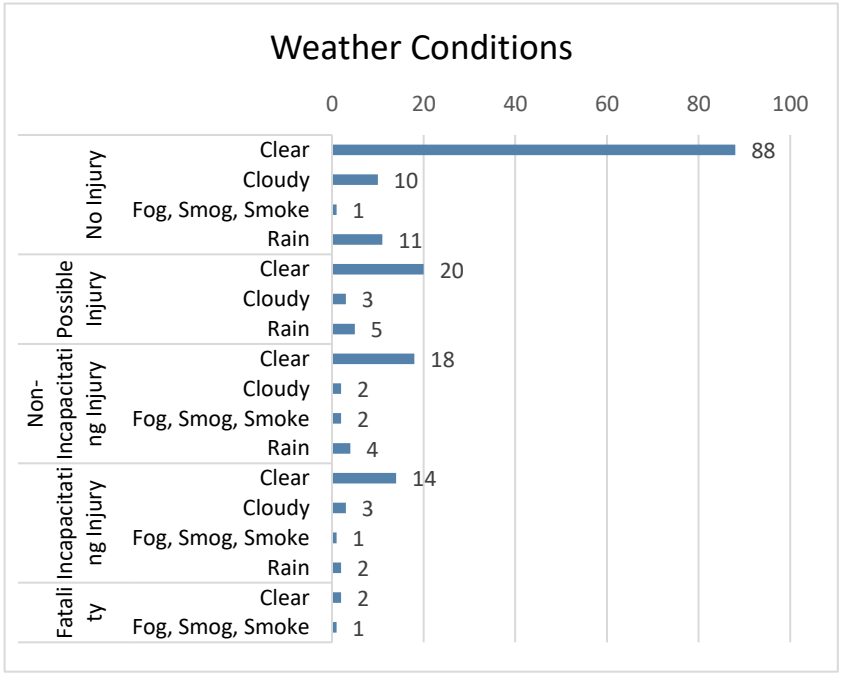


	Rear End	Animal	Ran Off Roadway	Sideswipe	Left Tun	Rollover	Angle	Head On	Right Turn	Debris	Bicycle
2019	5	9	9	5	2	2	0	1	1	0	0
2020	10	8	5	3	3	4	2	0	0	1	0
2021	12	6	5	0	4	1	3	1	2	0	0
2022	11	5	4	7	6	2	0	2	2	1	1
2023	6	9	9	8	2	2	4	2	1	0	0

Figure 2-7 – Contributing Causes, Lighting Conditions and Weather Conditions along SR 70 (2019-2023)



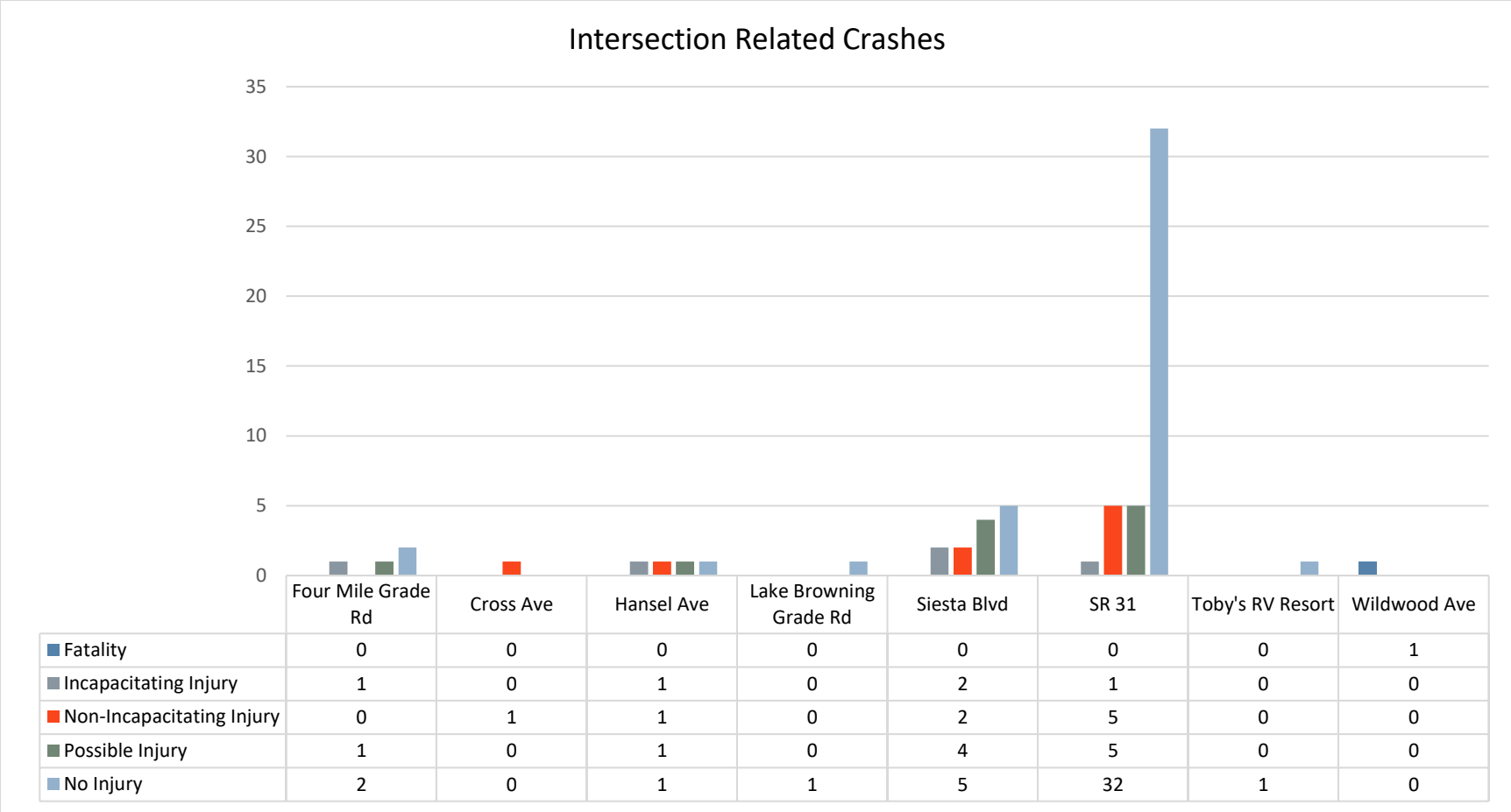




2.6.3 Intersection Crash Summary

There was a total of 68 intersection crashes along SR 70. **Figure 2-8** shows the number of crashes at intersections within the study area. The intersection influence area was defined as 500 feet from each intersection. The highest number of crashes (43) occurred at the intersection of SR 70 and SR 31, followed by 13 crashes at Siesta Boulevard.

Figure 2-8 – Intersection Related Crash Summary

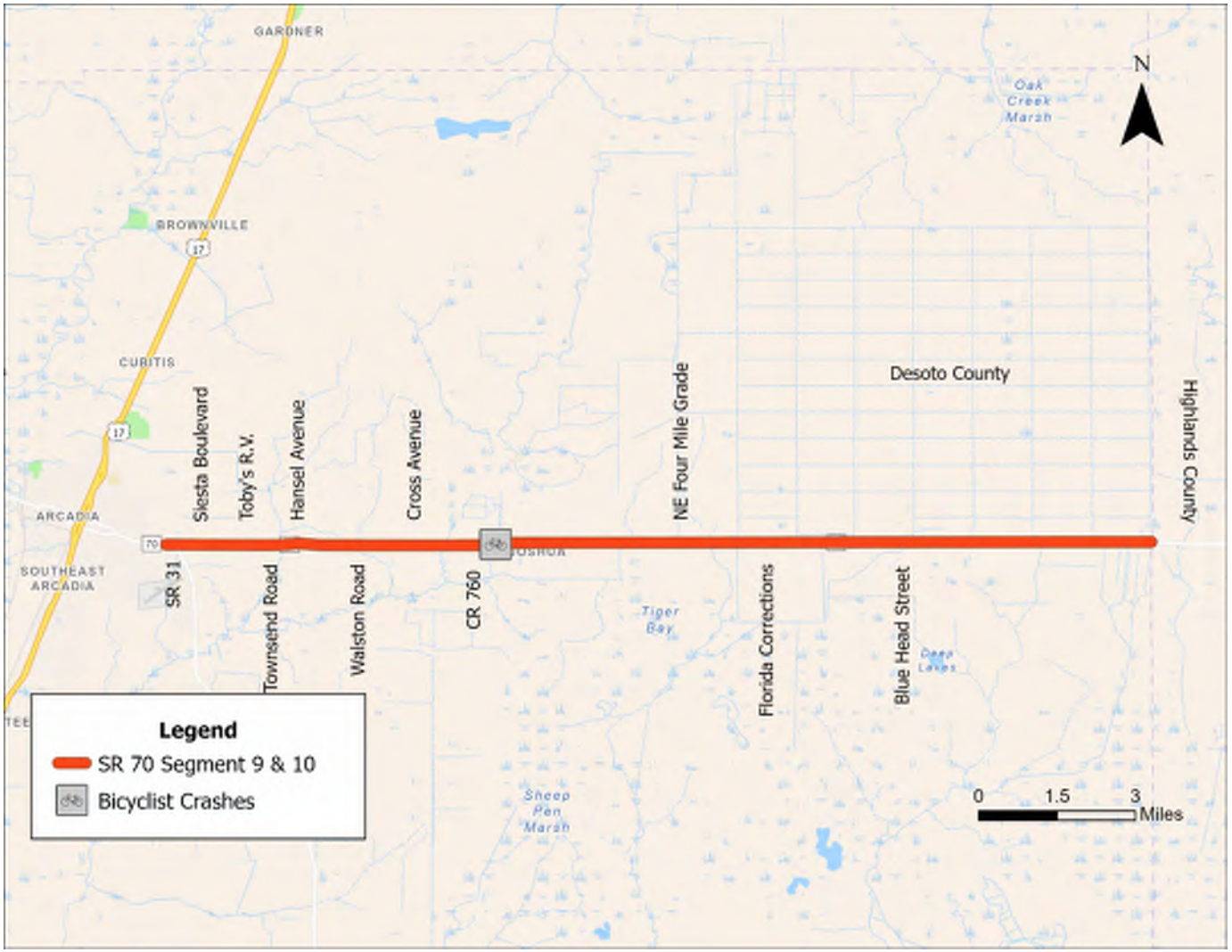


	Four Mile Grade Rd	Cross Ave	Hansel Ave	Lake Browning Grade Rd	Siesta Blvd	SR 31	Toby's RV Resort	Wildwood Ave
Fatality	0	0	0	0	0	0	0	1
Incapacitating Injury	1	0	1	0	2	1	0	0
Non-Incapacitating Injury	0	1	1	0	2	5	0	0
Possible Injury	1	0	1	0	4	5	0	0
No Injury	2	0	1	1	5	32	1	0

2.6.4 Summary of Pedestrian and Bicycle Crashes

The singular bicycle crash took place on SR 70 between the intersection of CR 760 and Guynn Ave and resulted in a non-incapacitating injury for the bicyclist. The bicyclist was traveling westbound on SR 70 in the north paved shoulder when a vehicle traveling in the same direction failed to stay in its proper lane and the mirror of the vehicle struck the bicyclist in the back. **Figure 2-9** displays the location of the bicycle crash.

Figure 2-9 – Bicycle and Pedestrian Crash Location along SR 70 (2019-2023)



2.6.5 Segment and Intersection Crash Rate along SR 70 (2019-2023)

The total number of crashes per segment and the crash rates per million vehicle miles traveled (MVMT) over the five-year period are shown in **Table 2-12**. The segment crashes are on-street crashes along SR 70 which also contain a portion of the intersection crashes that occurred along the same extent. The most recent five-year statewide average segment crash rates (2019-2023) are displayed in the table corresponding to the facility type of the segment. The segment and intersection crash rates are calculated for the years 2019-2023. The five-year countywide average segment crash rates for the segments are also calculated along with the districtwide crash rates for the same period. The five-year average segment crash rate for the urban four-lane divided segment from West of SR 31 to Ford Dealer is lower than the statewide average crash rate, but higher than the districtwide, and countywide average crash rates. The five-year average segment crash rate for the rural two-lane undivided segment from Ford Dealer to Blue Head Street is lower than statewide, districtwide, and countywide average crash rates.

The total number of fatal and serious injury crashes per segment and the crash rates per million vehicle miles traveled (MVMT) over the five-year period are shown in **Table 2-13**. The five-year average segment crash rate for the urban four-lane divided segment from West of SR 31 to Ford Dealer is higher than the statewide, districtwide, and countywide average crash rates. The five-year average segment crash rate for the rural two-lane undivided segment from Ford Dealer to Blue Head Street is lower than statewide, districtwide, and countywide average crash rates. Based on the District 1 Segment Fatal and Serious Injury High Crash List (2015-2021), the SR 70 segment between Walston Avenue and Mahon Avenue (MP 18.7-19.5) was identified and ranked as #282 out of 755. In the more recent District's High Crash List (2021-2024) the segment from Ford Dealer to east of Waston Avenue (MP 15.748–18.470) ranks #328 out of 687, indicating a higher severity compared to other segments.

The total number of crashes per intersection and the crash rates for the intersection expressed as accidents per million entering vehicles (MEV) over the five-year period from 2019 to 2023 are shown in **Table 2-14**. The intersection crash rates are analyzed for the intersections along the study area with the annual average daily traffic for SR 70 used as the primary data source for entering vehicles. The five-year statewide, districtwide, and countywide average crash rate is shown in **Table 2-14**. The intersections of SR 31 and Siesta Boulevard are located on the urban four-lane divided section of SR 70. The intersection of SR 31 had a crash rate above statewide, districtwide, and countywide averages, while Siesta Boulevard had a crash rate above countywide averages. On the two-lane rural undivided section of SR 70, all intersections were below statewide, districtwide, and countywide averages except NE Four Mile Grade. Based on the District 1 Intersection Fatal and Serious Injury High Crash List (2015-2021), the intersections of SR 70 and Townsend Avenue (MP 16.673), SR 70 and Hansel Avenue (MP 17.182), SR 70 and NE Four Mile Grade (MP 23.693), were identified and ranked as shown in **Table 2-14**. No crashes were observed at the SE Townsend Avenue intersection between 2019-2023.

Table 2-12 – Segment Crash Rate along SR 70 (2019-2023)

Segment	Classification	Length (miles)	Total Crashes	Crash Rate (MVMT)			
				Segment Crash Rate	Statewide Crash Rate	Districtwide Crash Rate	Countywide Crash Rate
SR 70, from West of SR 31 to Ford Dealer	Urban 4 Lane Divided	0.668	67	3.123	3.859	2.606	1.202
SR 70, from Ford Dealer to Blue Head Street	Rural 2 Lane Undivided	17.525	121	0.407	0.802	0.757	0.733

Source: Florida Department of Transportation State Safety Office, 2022.

Table 2-13 – Fatal and Serious Injury Segment Crash Rate along SR 70 (2019-2023)

Segment	Classification	Length (miles)	Total Crashes	Fatal and Serious Injury Crash Rate (MVMT)			
				Segment Crash Rate	Statewide Crash Rate	Districtwide Crash Rate	Countywide Crash Rate
SR 70, from West of SR 31 to Ford Dealer	Urban 4 Lane Divided	0.668	4	0.186	0.142	0.143	0.124
SR 70, from Ford Dealer to Blue Head Street	Rural 2 Lane Undivided	17.525	19	0.064	0.093	0.117	0.174

Source: Florida Department of Transportation State Safety Office, 2022.

Table 2-14 – Intersection Crash Rates along SR 70 (2019-2023)

Intersection	No. of Crashes	Statewide Crash Rate	Districtwide Crash Rate	Countywide Crash Rate	*Ranking (out of 2380)	Crash Rate (MEV)
SR 70 at SR 31	43	0.666	0.496	0.189	-	0.86
SR 70 at Siesta Blvd	13	0.666	0.496	0.189	-	0.43
SR 70 at Toby's RV Resort	1	0.201	0.224	0.179	-	0.05
SR 70 at Hansel Ave	4	0.258	0.400	0.224	#893	0.20
SR 70 at Cross Ave	1	0.258	0.400	0.224	-	0.06
SR 70 at NE Four Mile Grade	4	0.201	0.224	0.179	#1680	0.24

Source: Florida Department of Transportation State Safety Office, 2022.
* D1 Intersection Fatal and Serious Injury (FSI) High Crash List (HCL) 2015-2021.

2.6.6 Economic Loss from Crashes

FDOT's CAR System provides unit costs for calculating the cost of crashes and injuries. Based on these unit costs, the crashes along SR 70 cost an estimated $58,880,580 as shown in **Table 2-15**.

Table 2-15 – Estimated Economic Loss from Crashes along Study Corridor (2019-2023)

Crash Severity	No. of Crashes	Comprehensive Crash Cost	Economic Loss
Fatal	3	$10,890,000	$32,670,000
Severe Injury (Incapacitating)	20	$888,030	$17,760,600
Moderate Injury (Non-incapacitating)	26	$180,180	$4,684,680
Minor Injury (Possible Injury)	28	$103,950	$2,910,600
Property Damage Only	111	$7,700	$854,700
Total	**188**		**$58,880,580**

Source: Florida Department of Transportation State Safety Office's Crash Analysis Reporting (CAR) System, analysis years 2015 through 2019. Published by FDOT State Safety Office on 2/23/2022.

3 ALTERNATIVE ANALYSIS

3.1 No-Build Alternative

The No-Build Alternative assumes that the existing conditions would remain within the project limits for SR 70 beyond the Design Year (2050). The existing conditions along the corridor are as described in Section 2.1.

3.2 Build Alternative

The recommended typical sections for the Opening Year (2030) and Design Year (2050) preferred Build Alternative include the following improvements:

- Four-lane divided roadway with 12-foot travel lanes, 8-foot inside shoulders, and 5-foot outside shoulders from east of Siesta Boulevard to Desoto County Line Road.
- Two-lane undivided roadway with 12-foot travel lanes from east of Desoto County Line Road to Blue Head Street.
- 12-foot shared-use path on the southside of the corridor from east of SR 31 to the Desoto County line.

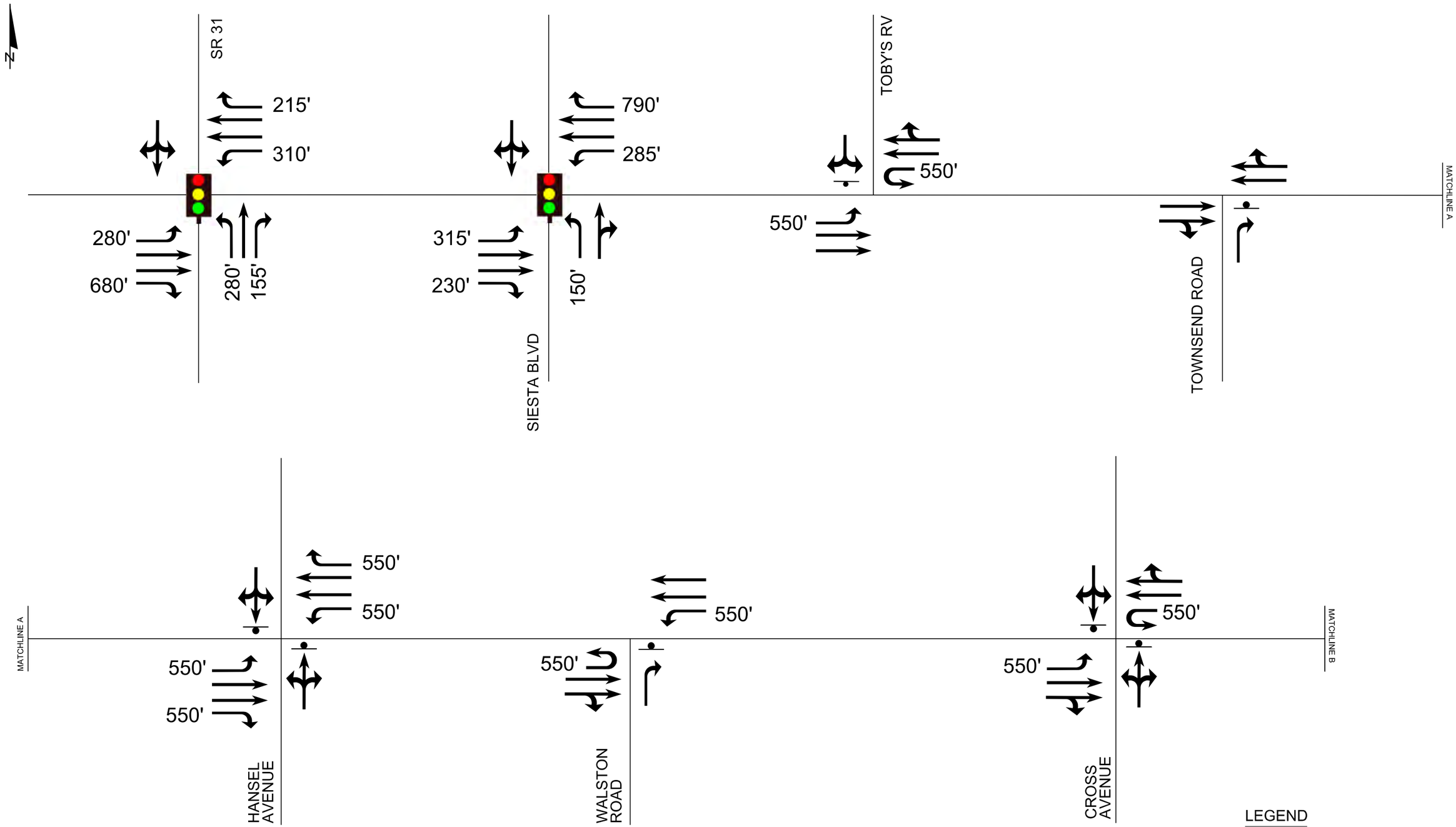
To accommodate the recommended typical sections and tie down slopes, additional right of way may be required throughout the project limits.

The Build Alternative also proposes the addition of left and right turn lanes along SR 70 at:

- Hansel Avenue.
- CR 760.
- Florida Corrections Academy (Left turn and U-turn only).

Additional improvements along the corridor include restricting left turn movements with the median at SE Townsend Avenue, NE Wildwood Avenue, NE Manley Road, NE Guynn Ave, as well as installing directional median with mainline left turn and U-turn access at Walston Road, SE Turkey Hammock Road, NE Four Mile Grade, Desoto Recycling, Desoto Landfill, and SE Lake Browning Grade for potential safety and operations improvements along the corridor. The dedicated right-turn lane at Toby's RV intersection was removed following an analysis that determined it was unnecessary due to the roadway being widened to four lanes.

The Build alternative lane geometry for the corridor is shown in **Figure 3-1**, with the build plans also provided in **Appendix G**.



FDOT	SR 70 PD&E STUDY DESOTO COUNTY	Build Lane Geometry (1/2)	Figure 3-1

N

MATCHLINE

550'
450'

CR 760

525'
500'

NE FOUR
MILE GRADE

550'

550'

FLORIDA
CORRECTIONS

550'

550'

BLUE HEAD
STREET

LEGEND

- Traffic Signal
- Stop Sign

XXX' - Storage Length (ft)

FDOT	SR 70 PD&E STUDY DESOTO COUNTY	Build Lane Geometry (2/2)	Figure 3-1

3.3 Future Traffic Forecasting

The District One Regional Planning Model version 2.1 (D1RPM) was utilized for the development of future year daily traffic projections in the study area. The D1RPM is a Florida Standard Urban Transportation Model Structure (FSUTMS), four-step, trip-based model with Base Year 2015 and Horizon Year (Cost Feasible Year) 2045.

D1RPM v2.1 is the latest available adopted and validated daily travel demand model from FDOT D1. This section includes the travel demand modeling procedure that was used for the SR 70 study.

A traffic analysis subarea, shown in **Figure 3-2,** was developed to include areas along SR 70, with connecting facilities such as US 27, US 17, SR 31, SR 72, and parallel facilities such as SR 66 and several county roads within the subarea for a broader traffic analysis of existing facilities within the subarea.

The highway network modeling efforts included updating the base year 2015 traffic counts, reviewing speeds, facility types, area types, and number of lanes for highway links and checking centroid connector locations. The 2015 AADT counts in the D1RPM were reviewed using historical AADT data obtained from FTO. For the model validation, the 2015 AADT counts were compared with the model output volumes for validation.

The travel demand model forecasts future year auto and truck trips, and travel patterns along SR 70. Forecasted demand is used in identifying which proposed strategies are most effective in reducing future year congestion and delay. A review of the 2045 model was conducted to assess the reasonableness of future traffic projections in the study area.

Figure 3-2 - Subarea Map and Project Location



3.3.1 Base Year Model Validation

The subarea validation methodology was approved by FDOT, District One and is provided in **Appendix H**. The purpose of the traffic analysis is to evaluate SR 70 and identify other existing parallel and connecting facilities to SR 70 that could potentially be improved to meet the purpose and need.

Regional Model Coverage and Subarea

D1RPM v2.1 developed by the FDOT District One was utilized for the study. The traffic analysis subarea shown in **Figure 3-2** was developed to include areas and facilities SR 70 and the existing parallel facilities of SR 72, SR 66 and SR 64, and the connecting facilities of US 27, US 17, SR 31 and other county roads for a broader traffic analysis of existing facilities in Highlands County.

Review of 2015 D1RPM model and Socioeconomic Data

The D1RPM model socioeconomic data is based on Household data from the 2015 American Community Survey (US Census) supplemented with National Household Travel Survey Data from Florida as well as Property Appraiser Parcel Data. Non-household data was obtained from FDOT or the InfoUSA employer database; School and University data were obtained from the Florida Department of Education, and Hotel/Motel data was taken from Florida Department of Business and Professional Regulations.

The analysis included 206 Traffic Analysis Zones (TAZs) in the subarea. There are seven centroid connectors and four roadway connections to the study segment. The extended subarea is selected to capture the impact of regional traffic on the study area as SR 70 is a major corridor in the connecting counties in the District.

Highway Network

The highway network modeling efforts included updating the base year 2015 traffic counts, reviewing speeds, facility types, area types, and number of lanes for highway links and checking centroid connector locations. The overall modeling efforts also included reviewing and updating the base year 2015 land use, roadways, and reviewing the base year 2015 traffic counts and locations.

Traffic Counts Update

The 2015 AADT counts in the D1RPM were reviewed using historical AADT data obtained from FTO. For the model validation, the 2015 AADT counts were compared to the model output volumes for validation.

Model Parameter Updates

The model parameters such as the trip generation rates, friction factors, auto occupancy rates, time-of-day capacity factors were reviewed in this validation process, and they were not changed.

Review of 2045 Forecast Model

The travel demand model forecasts future year auto and truck trips, travel patterns, congestion and delay on along SR 70. Forecasted demand and the associated LOS are used in identifying the proposed strategies that are most effective in improving the facility.

The analysis of corridor needs will go through a structured process of characterizing existing and projected corridor conditions, evaluate improvement options and their performance measures such as level of service, to evaluate potential corridor improvements against the performance measures to develop a set of recommended improvements.

Figure 3-3 to Figure 3-6 shows the 2015 base year zonal characteristics and network characteristics.

Figure 3-3 - 2015 Employment

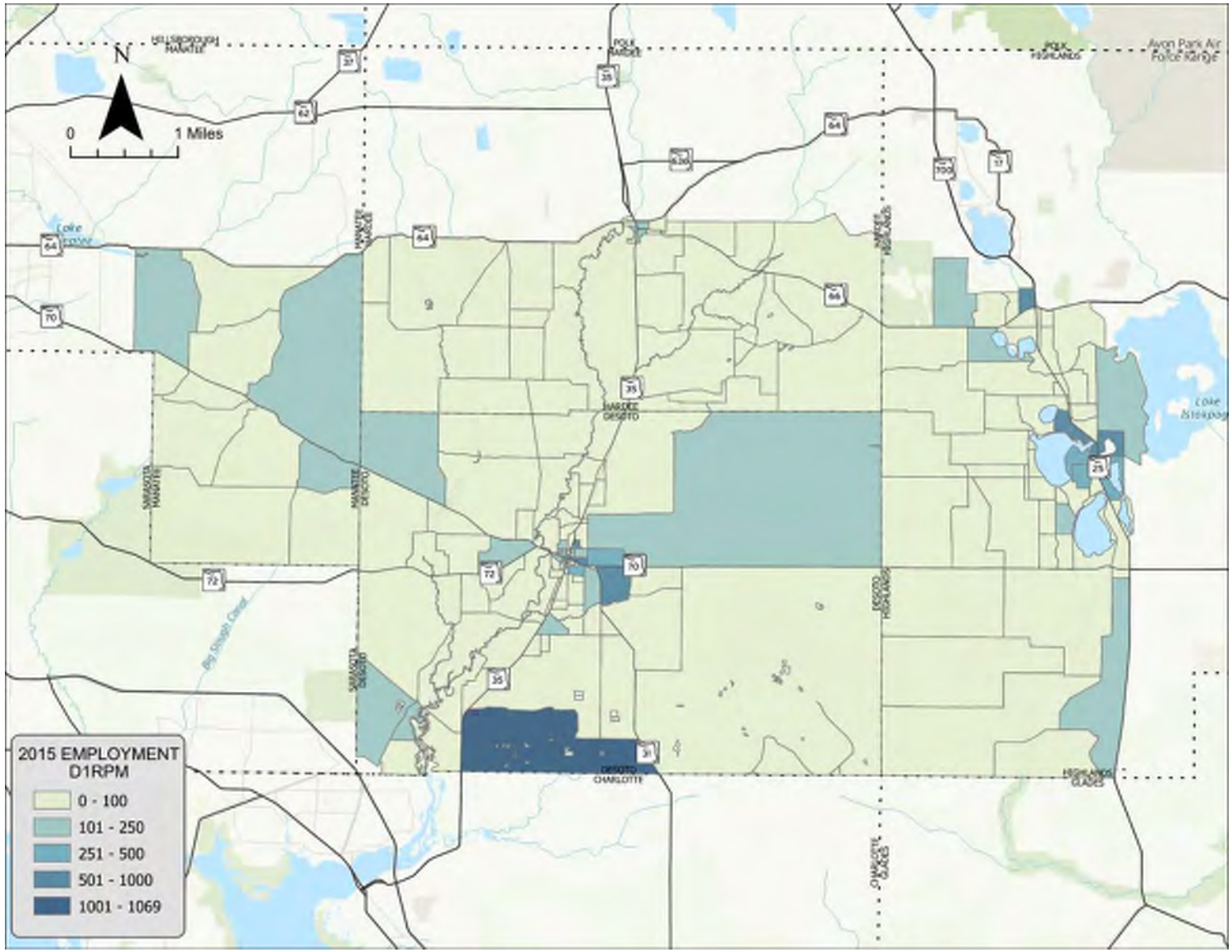


Figure 3-4 - 2015 Population

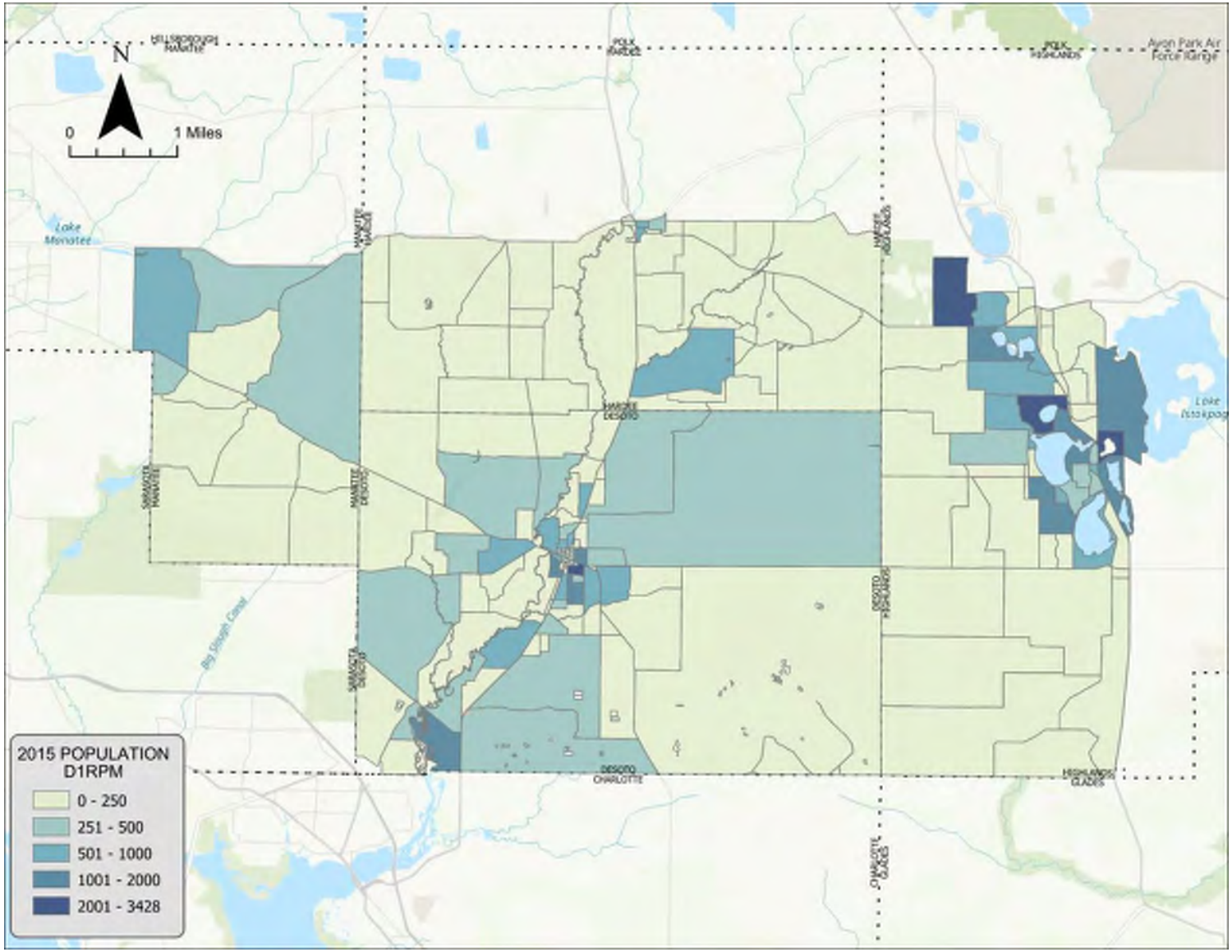


Figure 3-5 - Speed Limit

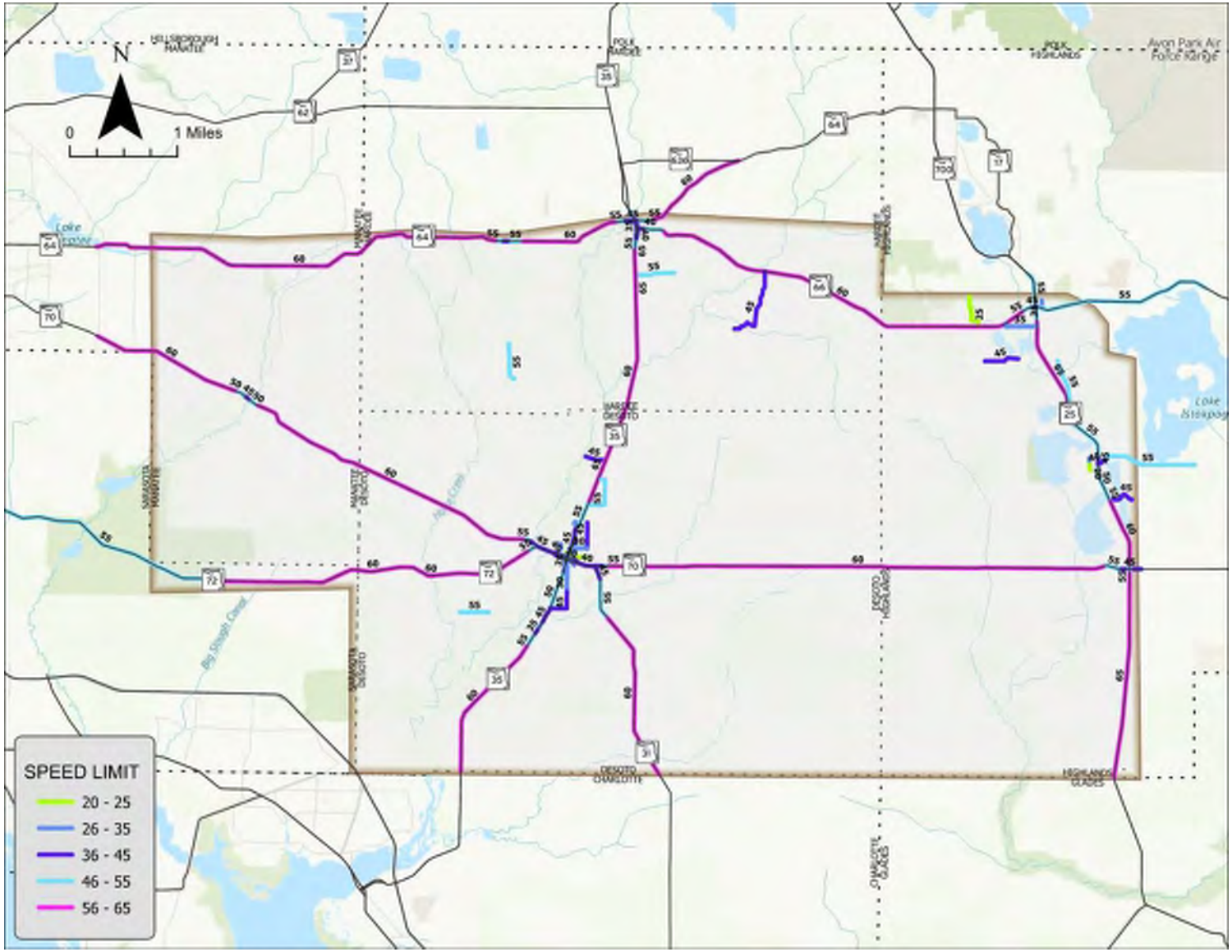
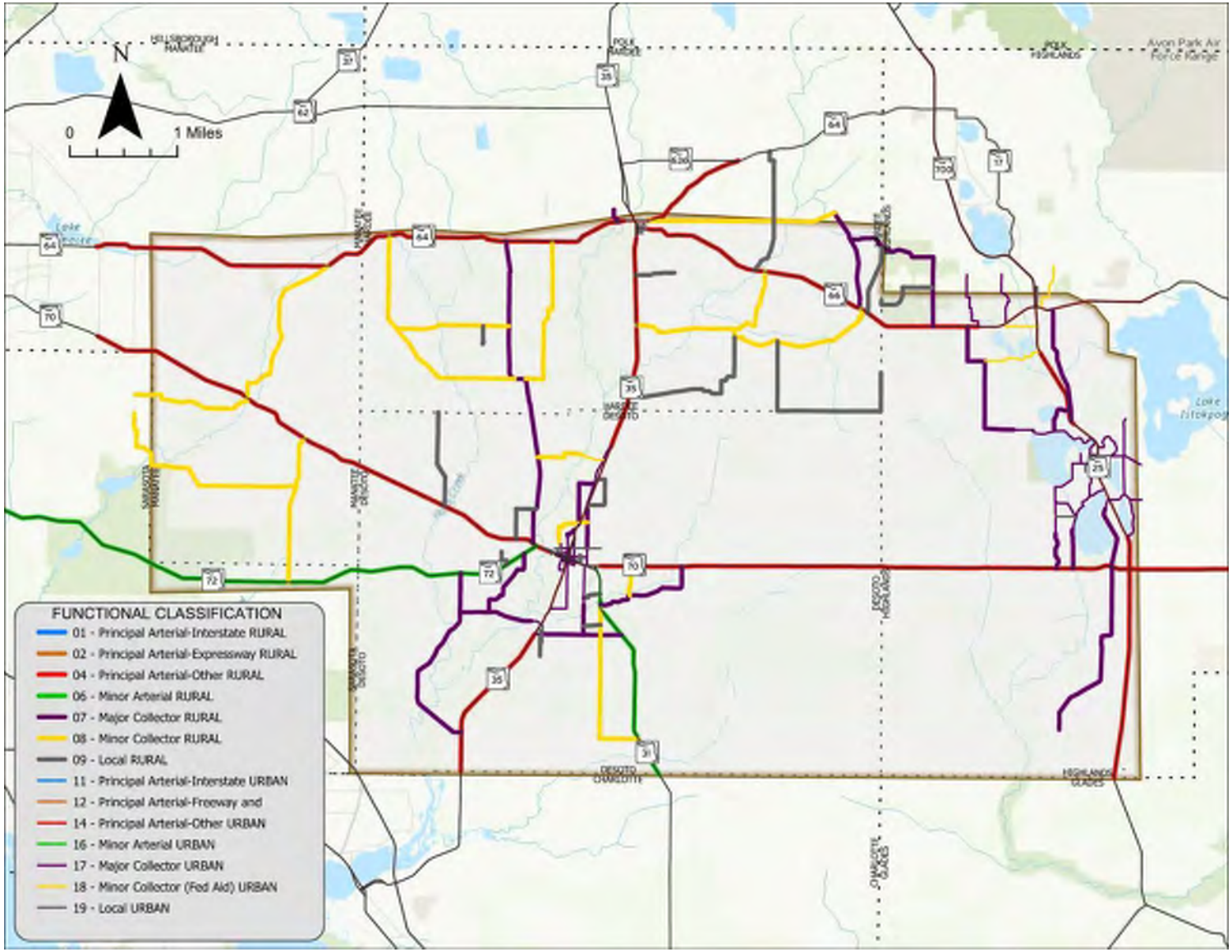


Figure 3-6 - Functional Classification



3.3.2 Initial Subarea Validation Process and Results

The 2015 base year model was updated with the 2015 daily traffic counts from FTO, and 2015 land use, as detailed in the previous sections. The subarea was then validated based on year 2015 conditions. The initial step of validation was to evaluate the Root Mean Square Error (RMSE) by volume group and volume/count (V/C) by facility type for the daily volumes. The acceptable and preferable thresholds were obtained from FSUTMS- Cube framework Phase II, Model Calibration and Validation Standards and D1RPM.

Table 3-1 and **Table 3-2** summarize the results of the subarea RMSE and V/C statistics for daily volumes before validation. For the base subarea model overall V/C statistics are within the acceptable range for the daily volumes for most of the facility types. Also, the subarea model RMSEs are within the acceptable range for the daily volumes for most of the volume groups. The efforts were focused on areas surrounding the SR 70 corridor to reduce the disparity between daily counts from FTO and model volumes and refinement of TAZs.

Table 3-1 - 2015 Daily Volume Subarea V/C by Facility Type

Facility type	Description	Links	Average Count Volume	Average Model Volume	V/C	Acceptable Threshold	Acceptable Threshold -Report (D1RPM/FSUTMS)	Preferable Threshold - Report (D1RPM/FSUTMS)
2x	Divided Arterials	23	11,530	11,000	0.95	0.90-1.10	+/-15%(+/-10%)	+/-10%(+/-7%)
3x	Undivided Arterials	33	5,350	4,300	0.80	0.90-1.10	+/-15%(+/-10%)	+/-10%(+/-7%)
4x	Collector Facilities	35	1,690	1,500	0.89	0.85-1.15	+/-25%(+/-15%)	+/-20%(+/-10%)
6x	One-way Facilities	6	7,180	6,600	0.92	0.80-1.20	(+/-20%)	(+/-15%)

Table 3-2 - 2015 Daily Volume Subarea RMSE by Volume Group

Volume Group	No. Links	Count	Model	%RMSE	Acceptable Threshold	Preferable Threshold
Less Than 5,000	51	2,100	1,600	73.6	100%	45%
5,000 - 9,999	33	7,500	6,900	22.5	45%	35%
10,000 - 14,999	8	12,200	11,400	17.3	35%	27%
15,000 - 19,999	4	18,700	17,000	22.9	30%	25%
20,000 - 29,999	-	-	-	0.0	27%	15%
30,000 - 49,999	0	-	-	-	25%	15%
Area-wide		5,600	5,000	31.3	45%	35%

Table 3-3 below shows the AADT counts from FTO and daily volume along SR 70 at FTO count stations for the base year 2015. **Table 3-4** shows the corridor level RMSE for SR 70. The validation statistics for the evaluated corridors provide very low RMSE values, which is an indication of a good match between model volumes and observed traffic counts; thus, the model was determined to be well validated and could be used with confidence for forecasting future traffic for the alternative corridors.

Table 3-3 - 2015 Corridor Daily Volume

STATION	DESCRIPTION	2015 AADT_FTO	2015 TOT VOL_D1RPM	DIFFERENCE
45009	SR 70 EB, WEST OF SR 35/US 17 SB/DESOTO RD (5010=WB)	8,100	8,620	520
45013	SR 70 EB, WEST OF LEE AVENUE (5014=WB)	6,800	5,940	-860
45011	SR 70 EB, WEST OF SR 35/US 17 NB/BREVARD AVE (5012=WB)	9,400	9,160	-240
45019	SR 70 EB, East OF LUTHER AVENUE (5020=WB)	10,500	9,770	-730
45020	SR 70 WB, East OF LUTHER AVENUE (5019=EB)	9,400	6,970	-2,430
40021	SR 70, East OF 17TH AVE/TURNER RD	19,700	17,890	-1,810
45014	SR 70 WB, WEST OF LEE AVENUE (5013=EB)	7,200	6,390	-810
40011	SR 70, EAST OF SR 31	12,600	11,950	-650
45010	SR 70 WB, WEST OF SR35/US17SB/DESOTO ROAD (5009=EB)	8,900	8,820	-80
45012	SR 70 WB, WEST OF SR 35/US 17NB/BREVARD AVE (5011=EB)	8,500	6,910	-1,590
40006	SR 70, EAST OF CR 760	4,900	3,430	-1,470
40022	SR 70, SOUTHEAST OF SR 72 DESOTO COUNTY	13,800	10,040	-3,760
40002	SR 70, NORTHWEST OF CR 661A	6,800	7,620	820
90002	SR 70, WEST OF SR 25/US 27 BAIRS DEN	3,400	1,910	-1,490
90003	SR 70, WEST OF SR 25/US 27 BAIRS DEN	3,400	5,210	1,810
130046	SR 70, SOUTHEAST OF MYAKKA CITY CUT-OFF/SINGLETARY ROAD	5,400	4,830	-570
40012	SR 70, EAST OF OLD PINE LEVEL ROAD	5,200	5,970	770
40068	SR-70, 0.24 MILE SOUTHEAST OF NW MIZELL AVE.,DESOTO CO.	3,955	4,920	965
90033	SR-70, WEST OF JEFFERSON AVE	3,000	3,880	880

Table 3-4 – Corridor level RMSE

Corridor	Allowed RMSE %	Model RMSE %	2015 Count	Model Volume	Vol/Count	No: of Links
SR 70	32-39	**19%**	7,950	7,400	0.93	19

3.3.3 Subarea Adjustments and Results

The subarea adjustments were mainly focused on adjusting the data in the subarea itself with no changes outside the subarea. The following sections detail the procedure adopted for the subarea adjustments.

Socioeconomic Data

The changes made in the SR 70 SR 70 Traffic Forecast Modeling Technical Memorandum - Design Traffic Technical Memorandum (DDTM) are incorporated in the D1RPM 2.1 version and are listed below.

- TAZ 1854 - Add 72 MF (mobile homes).
- TAZ 1852 – Reduce SFDU from 927 to 650 (2015 Highlands parcel data).

The DTTM report is attached in **Appendix I**.

Highway Network

The Highway network was verified for the correct facility types. The facilities for the study area appear to be coded reasonably and match the base year conditions. The changes made in the SR 70 DTTM and US 98 PD&E were incorporated in the D1RPM 2.1 version as given in the appendix. The additional changes incorporated are listed below.

- SR 70 West of Siesta Blvd to East of SR 31– Facility Type from 31 to 39.
- E Oak St – Facility Type from 45 to 43.
- N 17th Ave – Facility Type from 43 to 31.
- SR 66 west of George Blvd – Facility Type from 35 to 39.

Traffic Analysis Zones loading

The TAZ loading or centroid connector locations from surrounding TAZs were adjusted based on the SR 70 DTTM. **Table 3-5** and **Table 3-6** show the results in total volume after adjustment in TAZ loading and socioeconomic data.

Table 3-5 - 2015 Daily Volume Subarea V/C by Facility Type

Facility type	Description	Links	Average Count Volume	Average Model Volume	V/C	Acceptable Threshold	Acceptable Threshold -Report (D1RPM/FSUTMS)	Preferable Threshold - Report (D1RPM/FSUTMS)
2x	Divided Arterials	23	11,530	11,500	1.00	11,530	+/-15%(+/-10%)	+/-10%(+/-7%)
3x	Undivided Arterials	33	5,450	4,700	0.86	5,450	+/-15%(+/-10%)	+/-10%(+/-7%)
4x	Collector Facilities	35	1,800	1,600	0.89	1,800	+/-25%(+/-15%)	+/-20%(+/-10%)
6x	One-way Facilities	6	7,180	6,200	0.86	7,180	(+/-20%)	(+/-15%)

Table 3-6 - 2015 Daily Volume Subarea RMSE by Volume Group

Volume Group	No. Links	Count	Model	%RMSE	Acceptable Threshold	Preferable Threshold
Less Than 5,000	51	2,100	1,700	64.8	100%	45%
5,000 - 9,999	33	7,500	6,900	22.6	45%	35%
10,000 - 14,999	8	12,200	11,900	16.8	35%	27%
15,000 - 19,999	4	18,700	19,300	15.9	30%	25%
20,000 - 29,999	1	-	-	0.0	27%	15%
30,000 - 49,999	0	-	-	-	25%	15%
50,000 - 59,999	0	-	-	-	-	-
60,000+	0	-	-	-		
Area-wide		5,652	5,270	27.9	45%	35%

Table 3-7 – 2015 Daily Volume with TAZ Employment Adjustment Results

STATION	DESCRIPTION	2015 AADT_FTO	2015 TOT VOL_D1RPM	DIFFERENCE
45009	SR 70 EB, WEST OF SR 35/US 17 SB/DESOTO RD (5010=WB)	8,100	8,840	740
45013	SR 70 EB, WEST OF LEE AVENUE (5014=WB)	6,800	6,020	-780
45011	SR 70 EB, WEST OF SR 35/US 17 NB/BREVARD AVE (5012=WB)	9,400	9,030	-370
45019	SR 70 EB, EAST OF LUTHER AVENUE (5020=WB)	10,500	9,750	-750
45020	SR 70 WB, EAST OF LUTHER AVENUE (5019=EB)	9,400	6,650	-2,750
40021	SR 70, EAST OF 17TH AVE/TURNER RD	19,700	18,950	-750
45014	SR 70 WB, WEST OF LEE AVENUE (5013=EB)	7,200	6,470	-730
40011	SR 70, EAST OF SR 31	12,600	13,520	920
45010	SR 70 WB, WEST OF SR35/US17SB/DESOTO ROAD (5009=EB)	8,900	9,610	710
45012	SR 70 WB, WEST OF SR 35/US 17NB/BREVARD AVE (5011=EB)	8,500	7,800	-700
40006	SR 70, EAST OF CR 760	4,900	3,900	-1,000
40022	SR 70, SOUTHEAST OF SR 72 DESOTO COUNTY	13,800	10,160	-3,640
40002	SR 70, NORTHWEST OF CR 661A	6,800	7,730	930
90002	SR 70, WEST OF SR 25/US 27 BAIRS DEN	3,400	2,970	-430
90003	SR 70, WEST OF SR 25/US 27 BAIRS DEN	3,400	4,490	1,090
130046	SR 70, SOUTHEAST OF MYAKKA CITY CUT-OFF/SINGLETARY ROAD	5,400	4,910	-490
40012	SR 70, EAST OF OLD PINE LEVEL ROAD	5,200	6,060	860
40068	SR-70, 0.24 MILE SOUTHEAST OF NW MIZELL AVE.,DESOTO CO.	3,960	5,000	1,045
90033	SR-70, WEST OF JEFFERSON AVE	3,000	4,340	1,340

Table 3-8 – Corridor level RMSE

Corridor	Allowed RMSE %	Model RMSE %	2015 Count	Model Volume	Vol/Count	No: of Links
SR 70	32-39	**17%**	7,950	7,700	0.97	19

Summary

The regional model was validated based on year 2015 conditions. Primary focus of validating a subarea included review of socioeconomic data and highway and transit networks. The validation statistics provided RMSE values within the allowed range as shown in **Table 3-6 and 3-8**.

The corridors were checked and modified where appropriate for facility type and TAZ loading to improve

the V/C and RMSE. The V/C ratio along SR 70 has improved to 0.97 after subarea validation and the RMSE reduced from 19 to 17. The model shows an overall improvement and will be used for forecasting the future AADTs. The one-way facilities showed a reduction in V/C after validation. The number of links with one-way facilities are very few and are not located along SR 70. The validated model along with National Cooperative Highway Research Program (NCHRP) smoothing method will be utilized for the 2045 forecasting.

3.3.4 Future Volumes

The validation process consisted of assessing the reasonableness of the D1RPM Base Year 2015 highway assignment output by means of calculating model output-to-count ratios in those links where counts were available.

The changes made in the 2015 Base Year model were carried over to the future year model. Additionally, the socioeconomic data updates and internal-external trips were updated based on the SR 70 (DDTM).

3.3.4.1 No-Build Alternative

Figures 3-7 and Figure 3-8 graphically display the population and employment growth, respectively, by TAZ, between D1RPM base year 2015 and future year 2045. The socio-economic data and highway network changes made in the SR 70 DTTM and US 98 Project Development and Environment Study are incorporated in the No-Build Alternative. The potential developments (not incorporated in the current version of D1RPM), received from the Highlands County and D1 (https://arcg.is/1r5GvC) were also included. Traffic in northeast Polk County in the D1RPM includes the flow to/from the Central Florida Regional Planning Model (CFRPM7) while maintaining previous agreements with the Polk County TPO as to external station volumes. Known Developments of Regional Impact (DRIs) or other significant developments within this area were closely analyzed to make sure they were properly accounted for based on their build-out capacities and dates, resulting in some adjustments to total population and employment at the county level.

3.3.4.1.1 Future Year Socioeconomic Data

The TAZs within the study area were reviewed and updated, as needed, to reflect projected 2045 conditions. **Table 3-9** presents the growth added to each TAZs in addition to the developments in D1RPM.

Figure 3-7 - D1RPM Interim 2015-2045 Zonal Population Growth

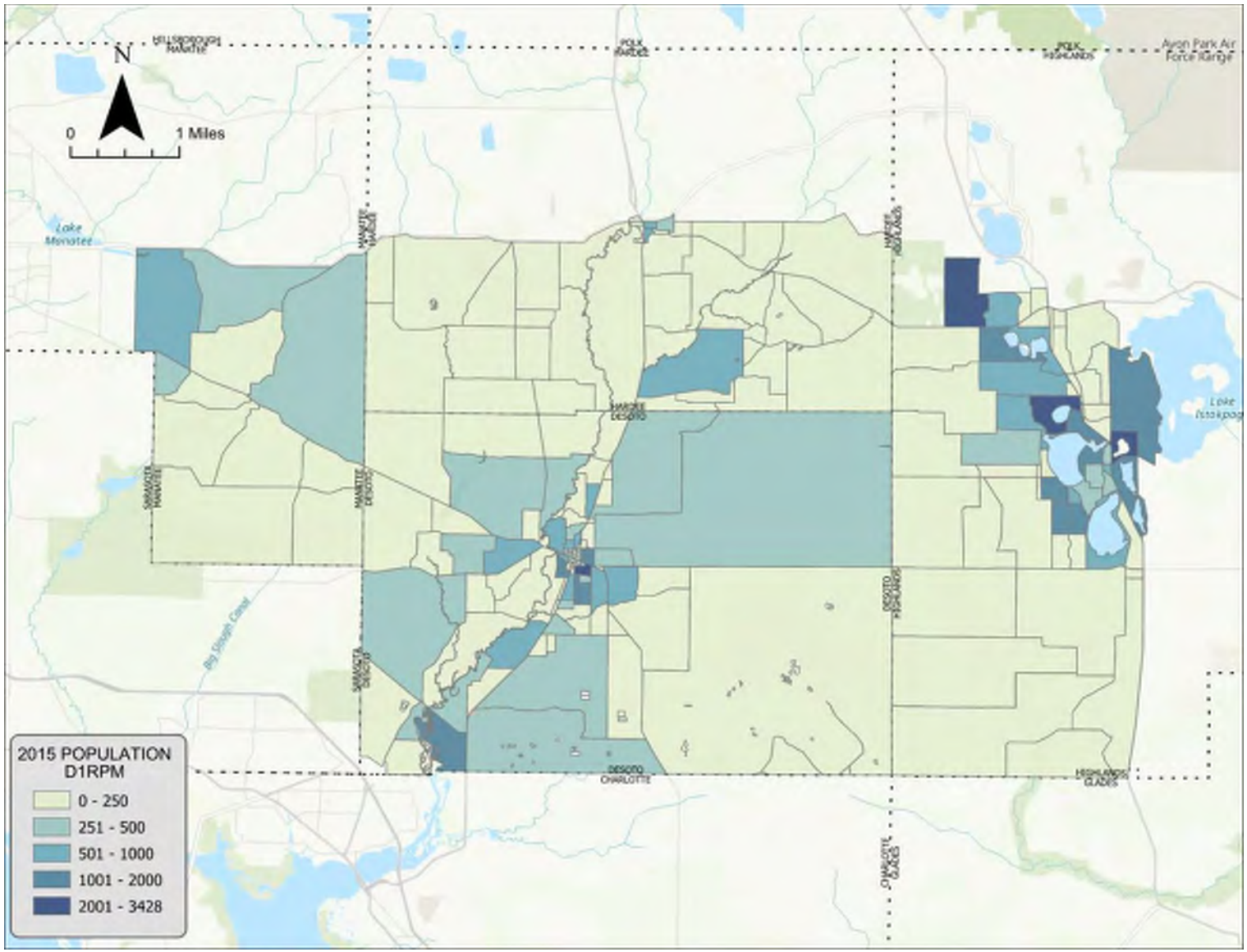


Figure 3-8 - 2015-2045 Zonal Employment Growth

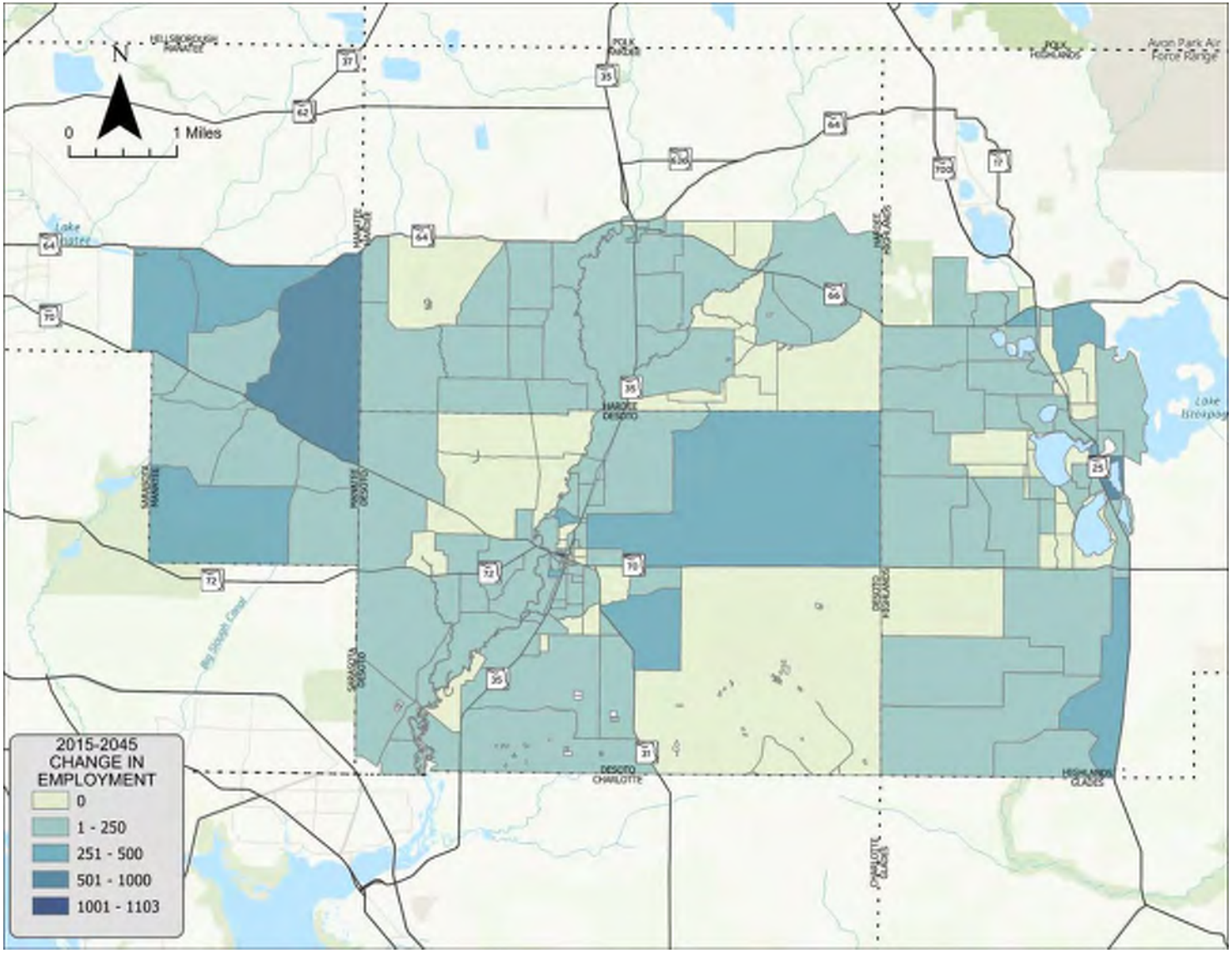


Table 3-9- Potential Growth added to 2045 Socioeconomic Data

TAZ15	COUNTY	SU	MFU	IND	COMM	SERV
923	DESOTO	1256	0	43	77	0
949	DESOTO	2538	0	0	0	0
1308	HARDEE	0	406	22	19	0
1695	HIGHLANDS	27	0	0	0	0
1697	HIGHLANDS	149	0	0	77	677
1698	HIGHLANDS	193	70	0	27	0
1700	HIGHLANDS	25	70	14	9	36
1701	HIGHLANDS	0	0	0	0	50
1713	HIGHLANDS	144	104	0	0	0
1715	HIGHLANDS	185	0	3	73	0
1723	HIGHLANDS	114	0	0	0	0
1724	HIGHLANDS	0	0	0	0	67
1725	HIGHLANDS	0	0	43	35	192
1727	HIGHLANDS	0	0	15	0	67
1728	HIGHLANDS	0	0	5	0	26
1730	HIGHLANDS	0	0	0	17	33
1731	HIGHLANDS	0	0	0	0	24
1745	HIGHLANDS	247	135	0	0	0
1754	HIGHLANDS	334	67	168	0	50
1755	HIGHLANDS	30	0	0	0	0
1766	HIGHLANDS	0	0	174	0	0
1770	HIGHLANDS	0	72	48	59	208
1783	HIGHLANDS	544	367	0	0	0
1791	HIGHLANDS	31	0	0	0	0
1798	HIGHLANDS	59	0	11	0	0
1811	HIGHLANDS	15	0	0	0	0
1830	HIGHLANDS	174	0	0	0	0
1839	HIGHLANDS	0	1	0	0	0
1854	HIGHLANDS	0	72	0	0	0
1857	HIGHLANDS	0	0	0	0	131
4606	CHARLOTTE	29	0	0	0	0
5521	SARASOTA	0	0	0	402	496
5532	SARASOTA	341	217	0	229	309
5534	SARASOTA	569	0	0	0	0
5535	SARASOTA	0	0	37	71	85
5538	SARASOTA	256	0	0	0	0
5687	SARASOTA	36	0	0	0	0
5690	SARASOTA	712	0	0	0	0
5693	SARASOTA	0	0	0	0	355
5694	SARASOTA	1144	876	0	368	811
5698	SARASOTA	411	0	0	71	146
5703	SARASOTA	0	0	0	176	531
5704	SARASOTA	2902	0	0	86	176
5707	SARASOTA	286	200	175	480	1149
6175	MANATEE	832	0	173	160	0
6185	MANATEE	1713	714	0	0	0
6186	MANATEE	220	20	0	157	164
6187	MANATEE	351	72	0	0	0
6189	MANATEE	3931	10	0	977	1957
6201	MANATEE	641	48	0	0	0
6239	MANATEE	26	9	400	286	492
6254	MANATEE	505	4	78	0	0

The No-Build alternative from the 2045 cost feasible model was used to predict future traffic volumes and patterns. The alternative included improvements based on the 2045 SIS Cost Feasible Plan including improvements to the north of the study area and the completion of the Central Polk Parkway East and the Poinciana Parkway Extension.

3.3.4.1.2 Future Year Adjacent Developments

Long Range Transportation Plan (LRTP) improvements were added based on the SIS Cost Feasible Plan 2045. Major planned projects surrounding the study area are included. Developments such as Central Polk Parkway, Poinciana Parkway in District One, SR 70 PD&E improvements along adjacent sections and SR 31 extension project in Arcadia are added to the future model for forecasting purposes, as they can have an impact on regional traffic patterns.

3.3.4.2 Build Alternative

SR 70 Build Alternative will operate as a four-lane divided highway. The Build model was developed from the No-Build model by coding SR 70 as four-lane divided facility within the project limits.

3.3.4.3 Volume Development

2045 Cost Feasible Model with Base Year Model subarea validation was used for the future year AADTs. The NCHRP smoothing method was used to develop 2045 projected volume, using validated 2045 D1RPM model and existing year AADT from FTO and ADTs collected from the field. After the AADTs were established, the K-factors and D-factors recommended for the project were applied to calculate the demand in the peak hour according to the existing peak direction. The K-factor and D-factor are the same as those used in the base year volume development.

The NCHRP report 765 recommends the factoring procedures that includes difference method and ratio method approach, which was further utilized to correct the error associated with validated regional model projected volumes. The estimated model volumes were compared to observed counts and the difference (delta), and ratio were calculated. This delta and ratio were applied to the future year 2045 D1RPM model AADT values to correct the error in the model and to make sure growth rates are reasonable. The averaging from the two methods reduces the extremes that may be reached by one of the individual methods. This method is used for the development of AADT for No-Build Alternative and Build Alternative. Once 2045 projected volumes were established, the growth rate was used to project 2050 demand from 2045 projected volumes from the model after NCHRP smoothing.

3.3.4.3.1 Growth Rate Selection

The travel demand model replicated existing travel behavior at the subarea level. An analysis was undertaken to determine the appropriate growth rate for the corridor. The growth was used to project 2050 demand from 2045 projected volumes from the model after NCHRP smoothing, and for the projected volumes for the side streets. The growth rate analysis included a detailed assessment of historical traffic growth trends, travel demand model highway assignment growth (D1RPM 2015/2045), county-wide socio-economic growth (D1RPM 2015/2045) and socioeconomic growth from nearby zones of the study area. The trends analysis resulted in growth that showed R^2 value below allowable limits. Hence the model growth rates along the corridor within the project limits were used for the future projections. Trend analysis growth rates are shown in **Table 3-10** and included in **Appendix C**.

SR 70 provides a regional connection between the counties in D1. Off-model methods were also analyzed for checking the reasonableness of future traffic volume estimates. Population projections produced by the Bureau of Economic and Business Research (BEBR) were also analyzed. **Table 3-11** and **Table 3-12** shows the BEBR population estimate and projects the annual growth rate for Desoto, Hardee, Highlands, and Manatee Counties. The county-wide population growth rates were lower when compared to the subarea population growth of 1.42%. The employment growth rate within the subarea is 1.79%. The growth rates from validated corridor and subarea level were considered for future projections.

Table 3-10 – Traffic Trend Analysis Growth Rates

Site/Description	10-Year Trend Regression Analysis			5-Year Trend Regression Analysis		
	Linear	Exponential	Decaying	Linear	Exponential	Decaying
040026: SR 31, South of SR 70	3.11%	3.05%	3.89%	-0.71%	-0.70%	-0.96%
040021: SR 70, East of 17th Ave/Turner Rd	3.29%	2.92%	3.27%	4.73%	4.27%	3.93%
040011: SR 70, East of SR 31	1.07%	0.98%	0.96%	3.74%	3.47%	3.20%
040006: SR 70, East of CR 760	3.24%	2.76%	2.76%	7.53%	6.80%	6.37%

Table 3-11 – 2015 Base Year BEBR Population Estimates and Projections and Growth Rates

BEBR Totals (Projected from 2015)				
County	2015	2025	2045	Growth Rate
Desoto	34,777	36,300	38,300	**0.32%**
Hardee	27,645	28,000	28,100	**0.05%**
Highlands	100,748	110,400	122,500	**0.65%**
Manatee	349,334	418,700	520,900	**1.34%**

Table 3-12 – BEBR Population Estimates and Projections and Growth Rates

BEBR Totals (Projected from 2023)					
County	2015	2023	2045	2050	Growth Rate
Desoto	34,777	34,974	36,057	36,186	**0.14%**
Hardee	27,645	25,645	25,855	25,885	**0.04%**
Highlands	100,748	104,385	113,488	114,889	**0.38%**
Manatee	349,334	439,566	592,175	614,552	**1.36%**

The total volumes from D1RPM for the 2015 Base Year model and 2045 Cost Feasible Model along the study section are shown in **Table 3-13.** The 2045 Cost Feasible model volumes showed an increase

in traffic growth rate compared to the 2015 Base Year growth rate varied from 1.9% to 6.0% along the SR 70 corridor within the study area. The side streets showed a growth rate from -0.6% to 29.6% (the difference in growth rate is due to the low volumes along few side streets). The average annual growth for the No-Build Alternative is 2.7% and for the Build Alternative is 5%. This growth rate represented the traffic growth within the study area. This also ensures a minimum growth rate needed for traffic projections along side streets.

The NCHRP report 765 recommending the Factoring Procedure-Difference Method and Ratio Method approach was applied to correct the difference associated with validated regional model projected volumes. The average from the two methods resulted in reasonable prediction of values along the major corridor. 2050 projected volumes were predicted from the adjusted model volumes and growth rates. The growth rate was also applied to the existing AADTs to project the side street volumes.

Table 3-13 – Development of No-Build and Build Alternatives within the Project Limits

Roadway	2015 AADT D1RPM	2045 AADT D1RPM No-B	No-Build GR	2045 AADT D1RPM Build	Build GR	2024 AADT	2023 AADT (FTO)	No-Build AADT 2050	BUILD AADT 2050	No-Build AADT 2030	BUILD AADT 2030
SR 70 - West of SR 31	18,945	23,347	0.8%	24,690	1.0%	25,600	25,500	32,000	37,500	26,300	27,600
SR 70 - East of SR 31/West of Siesta Blvd	13,524	8,193		10,851		16,000	14,900	24,300	29,000	17,800	18,900
SR 70 - East of Siesta Blvd	13,951	8,644		11,531		11,200	6,950	17,800	23,500	12,600	13,900
SR 70 - West of Tobys RV	13,951	8,644		11,531		11,200	6,950	17,800	23,500	12,600	13,900
SR 70 - East of Tobys RV	13,951	8,644		11,531		10,500	6,950	16,400	21,800	11,700	12,900
SR 70 - West of Townsend Ave	13,951	8,644		11,531		10,500	6,950	16,400	21,800	11,700	12,900
SR 70 - East of Townsend Ave	5,932	11,026	2.9%	14,604	4.9%	10,400	6,950	16,200	21,800	11,600	12,900
SR 70 - West of Hansel Ave	5,932	11,026	2.9%	14,604	4.9%	10,400	6,950	16,200	21,800	11,600	12,900
SR 70 - East of Hansel Ave	3,756	6,802	2.7%	10,127	5.7%	9,700	6,600	14,400	19,300	10,500	11,700
SR 70 - West of Walston Rd	3,756	6,802	2.7%	10,127	5.7%	9,700	6,600	14,400	19,300	10,500	11,700
SR 70 - East of Walston Rd	3,812	7,018	2.8%	10,272	5.6%	9,500	6,600	13,900	19,700	10,300	11,900
SR 70 - West of Cross Ave	3,812	7,018	2.8%	10,272	5.6%	9,500	6,600	13,900	19,700	10,300	11,900
SR 70 - East of Cross Ave	3,812	7,018	2.8%	10,272	5.6%	8,900	6,600	13,600	18,200	9,900	11,200
SR 70 - West of CR 760	3,887	7,378	3.0%	10,775	5.9%	8,900	6,600	13,600	18,200	9,900	11,200
SR 70 - East of CR 760	3,902	7,518	3.1%	10,958	6.0%	9,000	6,200	13,200	17,800	9,500	10,700
SR 70 - West of NE Four Mile Grade	3,766	5,960	1.9%	9,217	4.8%	9,000	6,200	13,200	17,800	9,500	10,700
SR 70 - East of NE Four Mile Grade	3,766	5,960	1.9%	9,217	4.8%	9,100	6,200	13,300	17,800	9,600	10,700
SR 70 - West of Florida Corrections Academy	3,766	5,960	1.9%	9,217	4.8%	9,100	6,200	13,300	17,800	9,600	10,700
SR 70 - East of Florida Corrections Academy	3,766	5,960	1.9%	9,217	4.8%	8,300	6,200	12,400	16,900	9,000	10,000
SR 70 - West of Blue Head St	3,766	5,960	1.9%	9,217	4.8%	8,300	4,500	12,400	16,900	9,000	10,000
SR 70 - East of Blue Head St	3,766	5,960	1.9%	9,217	4.8%	8,200	4,500	12,500	16,900	9,000	10,100
Average GR	-		2.4%		5.0%						
SR 31 North of SR 70	-	9,381	0.0%	9,785	-	450	8,700	11,200	12,500	2,900	3,200
SR 31 South of SR 70	7,798	11,091	1.4%	16,030	3.5%	12,700		20,100	23,500	13,800	14,600
Siesta Blvd North of SR 70	962	948	0.0%	-		900		1,800	2,200	1,150	1,250
Siesta Blvd South of SR 70	-	-				4,800		7,900	11,200	5,800	6,550
Tobys RV North of SR 70	-	-				800		1,700	2,300	1,100	1,200
Townsend Ave South of SR 70	10,756	8,958	-0.6%	3,072		300		600	750	350	400
Hansel Ave North of SR 70	1,236	3,007	4.8%	-		300		500	750	300	350
Hansel Ave South of SR 70	1,009	1,563	1.8%	-		1,000		2,000	2,600	1,150	1,300
Walston Rd South of SR 70	56	221	9.8%	-		400		900	950	500	500
Cross Ave North of SR 70*	-	-		-		1,200		2,000	2,800	1,400	1,650
Cross Ave South of SR 70	-	-		-		300		550	600	300	350
CR 760 North of SR 70	-	-		-		100		200	250	100	100
CR 760 South of SR 70	14	138	29.5%	-		700		1,300	1,600	750	800
NE Four Mile Grade North of SR 70	-	-				100		200	350	200	200
Florida Corrections Academy South of SR 70	-	-				1,100		1,800	2,400	1,300	1,450
Blue Head St North of SR 70	-	-				0		0	0	0	0
Blue Head St South of SR 70	-	-		-		100		100	100	100	100

3.3.4.4 Traffic Factors

This study considered the FTO tool, and the field data collected for the development of traffic factors. The development and selection of traffic factors used in the future years traffic analysis is documented in the following subsections.

3.3.4.5 Directional Factors

The directional distributional factor (D-factor) was developed considering the field collected approach counts, turning movement counts and using the most recent five years of historic data from the FTO online tool. D-factors calculated from field data and data obtained from FTO are shown in **Table 3-14**, were compared to Recommended D-Factors for Project Traffic Forecasting (shown in **Table 3-15**) from FDOT's *Project Traffic Forecasting Handbook* to select appropriate factors for use in the study.

Table 3-14 – Estimated Directional Factors

Location	FTO 2023 D-Factor	AM Peak		PM Peak	
		Peak Direction	D-Factor	Peak Direction	D-Factor
SR-70 West of SR-31	55.9	WB	54.7	WB	50.5
SR-70 East of SR-31	55.9	EB	50.0	WB	53.9
SR-31 South of SR-70	55.9	NB	58.0	SB	54.9
SR 70 - East of Siesta Blvd	55.9	WB	51.4	WB	56.4
SR-70 West of Hansel Ave	55.9	WB	53.4	WB	57.1
SR-70 East of Hansel Ave	55.9	EB	51.2	WB	57.9
SR 70 - West of CR 760	55.9	EB	56.4	WB	60.6
SR 70 - East of CR 760	55.9	EB	56.8	WB	61.5
SR 70 - East of Florida Corrections Academy	55.9	EB	51.0	WB	51.5
SR 70 - E of County Line	55.9	WB	61.5	EB	59.9

Table 3-15 – Recommended D-Factors for Project Traffic Forecasting (FDOT)

Road Type	Low	D	High	Standard Deviation
Rural Freeway	52.3	54.8	57.3	1.73
Rural Arterial	51.1	58.1	79.6	6.29
Urban Freeway	50.4	55.8	61.2	4.11
Urban Arterial	50.8	57.9	67.1	4.60

The D-factor from the field data ranges from 50.0 to 61.5 for the locations collected. For design purposes the D-factor provided by FTO was selected since it captures data collected over a longer timeframe compared to the field collected data. The selected D-factors are documented in **Table 3-16**.

Table 3-16 – Selected D-Factors

Location	AM Peak		PM Peak	
	Peak Direction	D-Factor	Peak Direction	D-Factor
SR-70 West of SR-31	WB	55.9	WB	55.9
SR-70 East of SR-31	WB		WB	
SR-31 South of SR-70	NB		SB	
SR 70 - East of Siesta Blvd	WB		WB	
SR-70 West of Hansel Ave	WB		WB	
SR-70 East of Hansel Ave	EB		WB	
SR 70 - West of CR 760	EB		WB	
SR 70 - East of CR 760	EB		WB	
SR 70 - East of Florida Corrections Academy	EB		WB	
SR 70 - E of County Line	WB		EB	

3.3.4.6 Truck Factors

The truck factors used in the study for the existing year and the future years were estimated based on existing traffic counts collected as part of this study, and the daily truck percentage (T-Factor) taken from the FTO 2023 online tool for nearby stations. The truck factors used in the study are summarized in **Table 3-17**.

Table 3-17 – Truck Factors

Intersection	Approach	AM Peak Truck%	PM Peak Truck%	T-Factor (FTO 2023)
SR-70 at SR-31	EB (SR 70)	16.2	6.4	14.9 (FTO Site: 040011)
	WB (SR 70)	12.5	5.6	
	NB (SR 31)	33.0	6.3	
	SB (NE Canal Ave)	20.0	0.0	
SR-70 at Siesta Blvd	EB (SR 70)	8.3	5.7	
	WB (SR 70)	15.3	6.9	
	NB (Driveway)	6.0	2.3	
	SB (Siesta Blvd)	0.0	0.0	
SR-70 at Toby's RV	EB (SR 70)	10.5	8.7	
	WB (SR 70)	15.8	7.7	
	SB (Toby's RV)	0.0	0.0	
SR 70 at Townsend Rd	EB (SR 70)	10.5	9.4	
	WB (SR 70)	15.3	7.8	
	NB (Townsend Rd)	0.0	0.0	
SR-70 at Hansel Ave	EB (SR 70)	10.4	7.9	
	WB (SR 70)	17.9	8.1	
	NB (Hansel Ave)	8.1	0.0	
	SB (NE Hansel Ave)	0.0	0.0	
SR-70 at Walston Rd	EB (SR 70)	14.2	12.0	
	WB (SR 70)	19.8	6.0	
	NB (Walston Rd)	9.1	0.0	
SR 70 at Cross Ave	EB (SR 70)	14.3	13.1	
	WB (SR 70)	17.4	10.0	
	NB (Cross Ave)	0.0	0.0	
	SB (NE Cross Ave)	10.3	0.7	
SR 70 at CR 760	EB (SR 70)	14.9	12.4	29.4 (FTO Site: 040006)
	WB (SR 70)	22.6	7.5	
	NB (CR 760)	8.3	18.2	
	SB (CR 760)	0.0	0.0	

Intersection	Approach	AM Peak Truck%	PM Peak Truck%	T-Factor (FTO 2023)
SR 70 at NE Four Mile Grade	EB (SR 70)	13.3	12.8	29.4 (FTO Site: 040006)
	WB (SR 70)	16.1	10.2	
	NB (Driveway)	0.0	8.3	
SR 70 at Florida Corrections Academy	EB (SR 70)	13.9	10.7	
	WB (SR 70)	23.1	5.9	
	NB (Driveway)	0.0	0.0	
SR 70 at Blue Head Street	EB (SR 70)	27.1	9.0	
	WB (SR 70)	19.4	11.8	
	NB (Driveway)	0.0	0.0	
	EB (SR 70)	0.0	0.0	

3.3.4.7 K-Factors

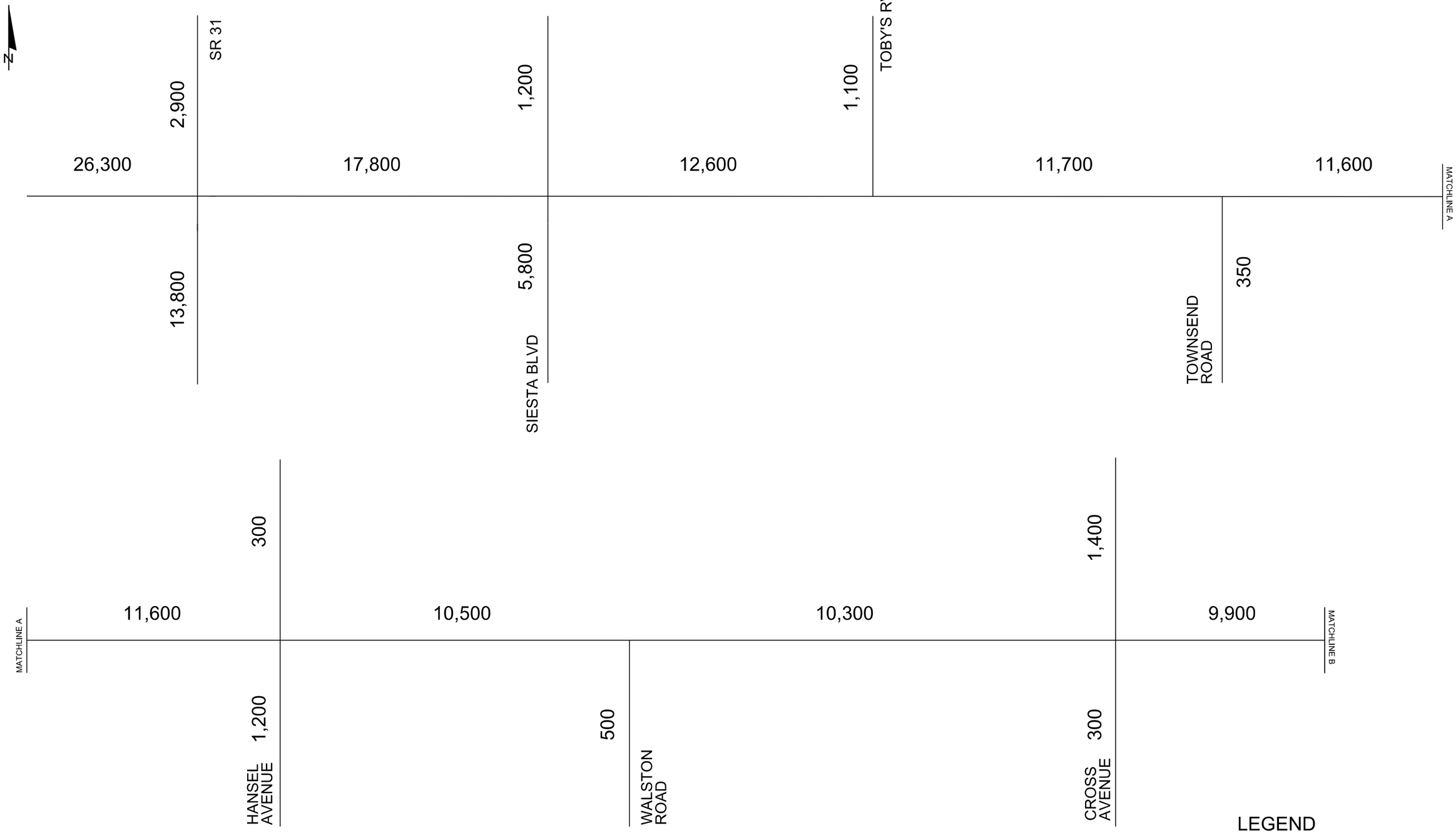
The design hour factor (Standard K-factor) of 9.0% was used for all roadways within the study area. The K-factor used was obtained from the FTO Online tool and was found to be consistent among nearby FTO stations observed in the study area. Data from FTO showing station information including the K-factors are attached in **Appendix C**.

3.3.5 Project Traffic Forecast

The Design Year (2050) AADTs were developed by applying a growth rate to the Existing Year (2024) AADTs. Opening Year (2030) AADTs were then determined through interpolation of Existing Year (2024) and Design Year (2050) AADTs. The Opening Year (2030) and the Design Year (2050) AADTs are shown in **Figure 3-9** and **Figure 3-10.**

Directional Design Hour Volumes (DDHV) for the Opening Year (2030) and the Design Year (2050) were calculated by applying the K-factor and D-factor to the AADTs for the intersections as shown in previous section. For the intersections, the DDHV turning movements were developed by applying existing turning percentages from the field collected turning movement counts to the intersection approach DDHVs. The DDHVs were balanced and adjusted so that the intersection turns balance with the adjacent intersection approach volume. The traffic projections were also checked for reasonableness. Since the project's proposed improvements are expected to result in changes in travel pattern and access in the four-lane divided section, design hour volumes were developed for both the No-Build and Build Alternative.

The DDHVs for Opening Year (2030) and Design Year (2050) No-Build Alternative are shown in **Figure 3-11** and **Figure 3-12**. The DDHVs for Opening Year (2030) and Design Year (2050) Build Alternative are shown in **Figure 3-13** and **Figure 3-14**.



FDOT	SR 70 PD&E STUDY DESOTO COUNTY	Opening Year (2030) No-Build AADT (1/2)	Figure 3-9

N

MATCHLINE B

9,900

100

9,500

200

NE FOUR MILE GRADE

9,600

9,000

9,000

750

CR 760

FLORIDA CORRECTIONS

1,300

BLUE HEAD STREET

100

LEGEND

(9,999) - Segment AADT

FDOT

SR 70 PD&E STUDY
DESOTO COUNTY

Opening Year (2030) No-Build AADT (2/2)

Figure 3-9

N

32,000

11,200

SR 31

20,100

24,300

1,800

7,900

SIESTA BLVD

17,800

1,700

TOBY'S RV

16,400

16,200

MATCHLINE A

600

TOWNSEND ROAD

MATCHLINE A

16,200

500

HANSEL AVENUE

2,000

14,400

900

WALSTON ROAD

13,900

2,000

CROSS AVENUE

550

13,600

MATCHLINE B

LEGEND

(9,999) - Segment AADT

FDOT	SR 70 PD&E STUDY DESOTO COUNTY	Design Year (2050) No-Build AADT (1/2)	Figure 3-10

N

MATCHLINE B

13,600

200

13,200

200

NE FOUR MILE GRADE

13,300

12,400

12,500

1,300

CR 760

FLORIDA CORRECTIONS

1,800

BLUE HEAD STREET

100

LEGEND

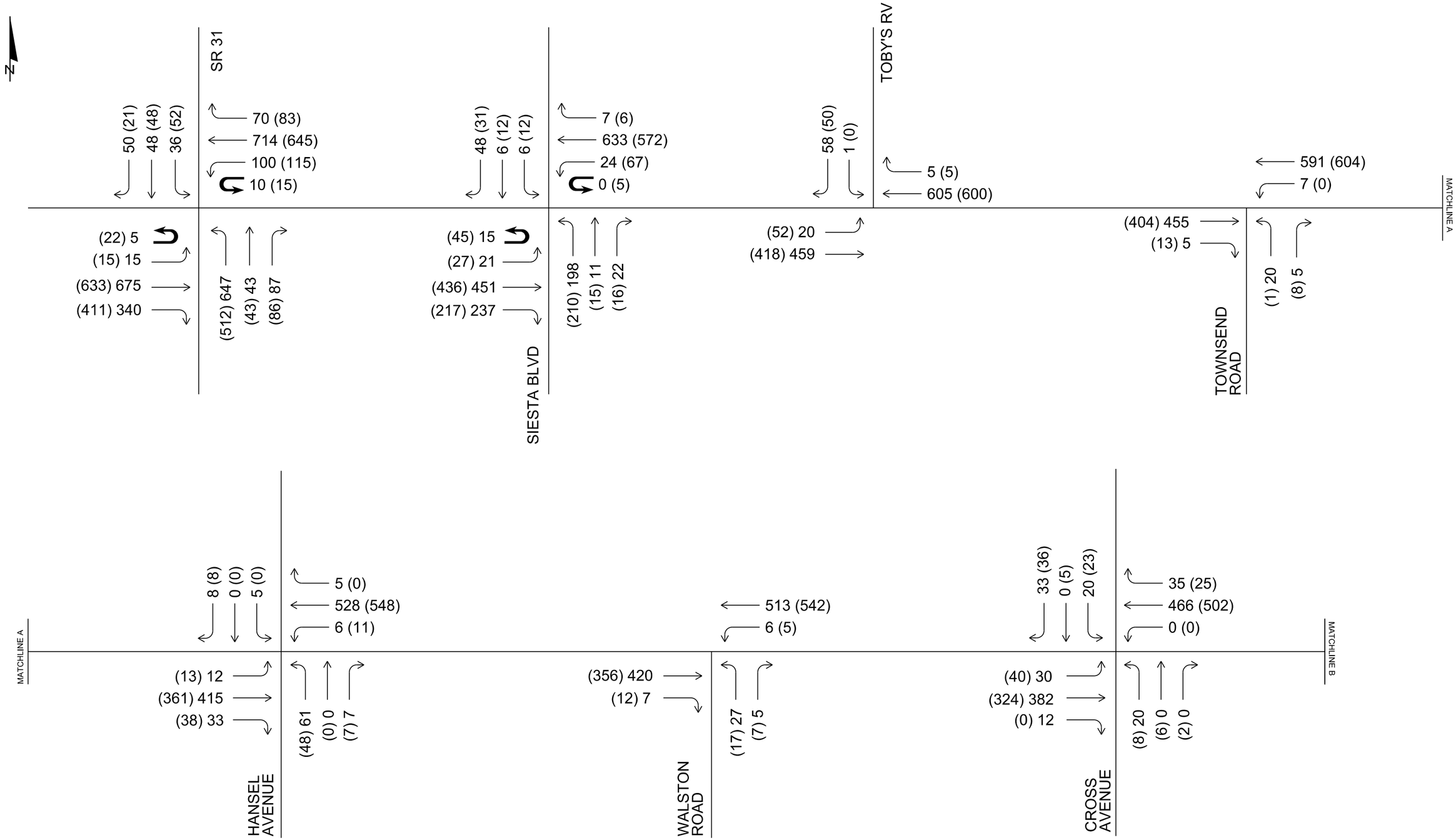
(9,999) - Segment AADT

FDOT

SR 70 PD&E STUDY
DESOTO COUNTY

Design Year (2050) No-Build AADT (2/2)

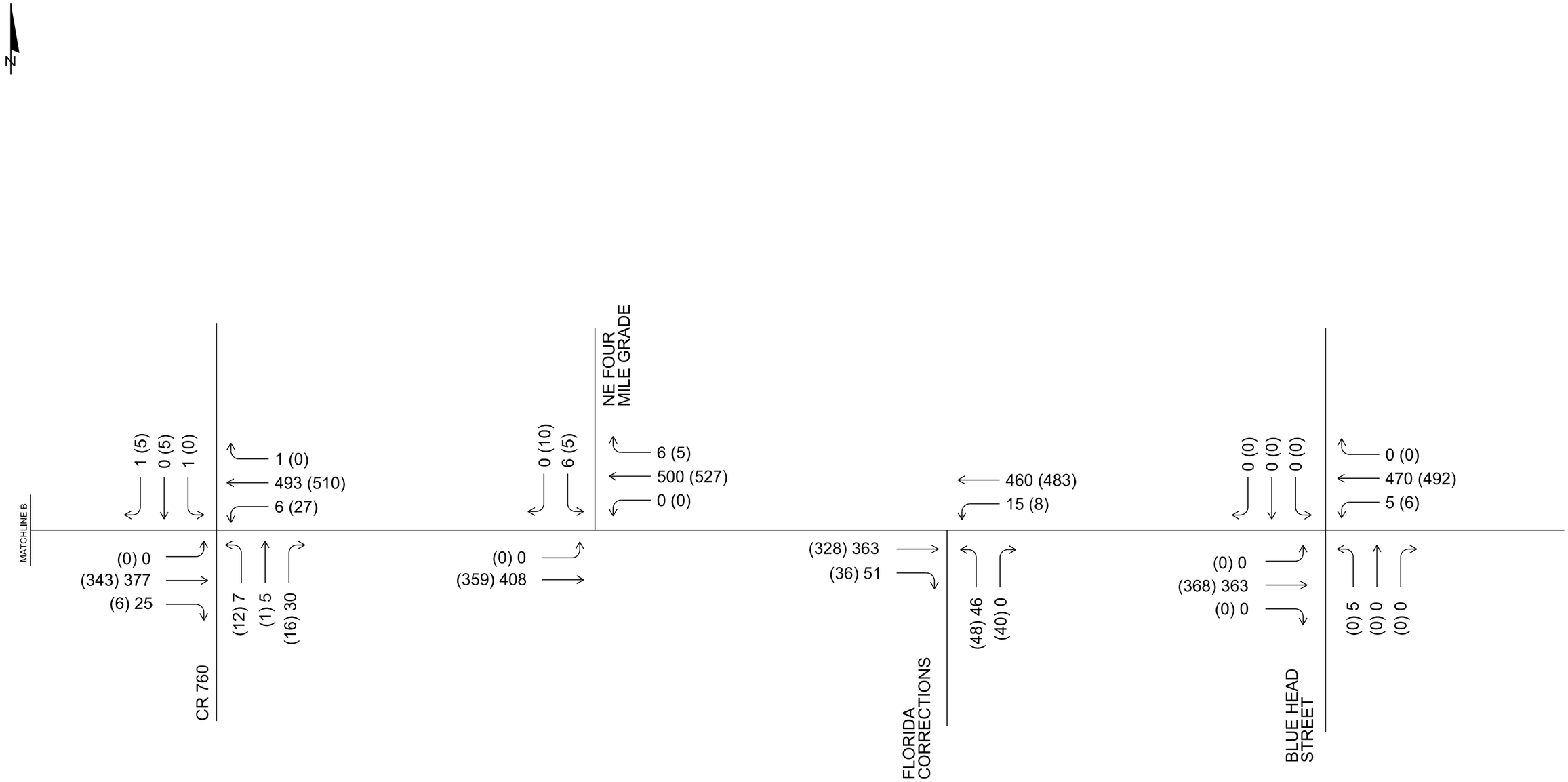
Figure 3-10



LEGEND

AM (PM) Peak Hour Movement Counts

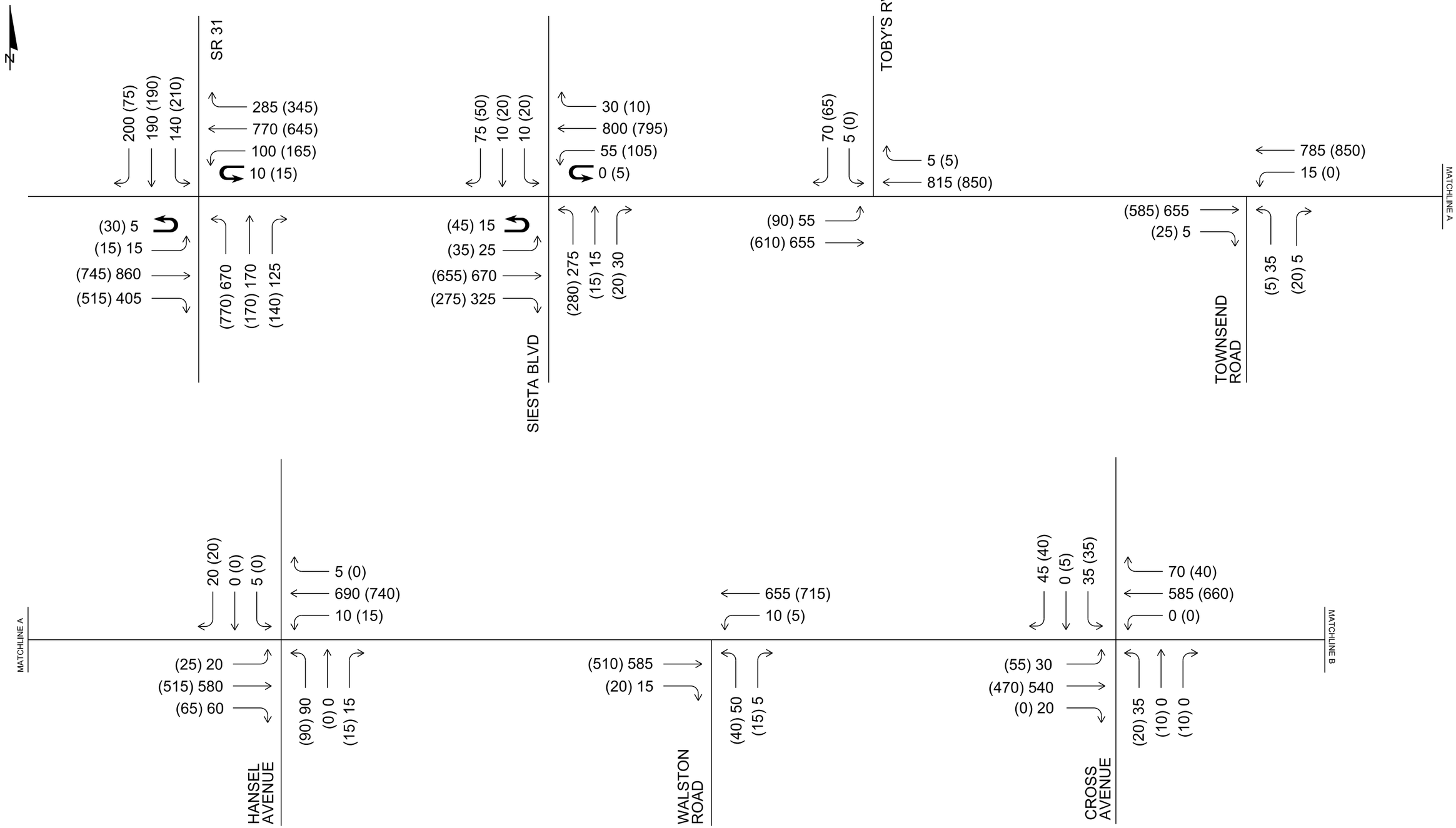
FDOT	SR 70 PD&E STUDY DESOTO COUNTY	Opening Year (2030) No-Build DDHV (1/2)	Figure 3-11



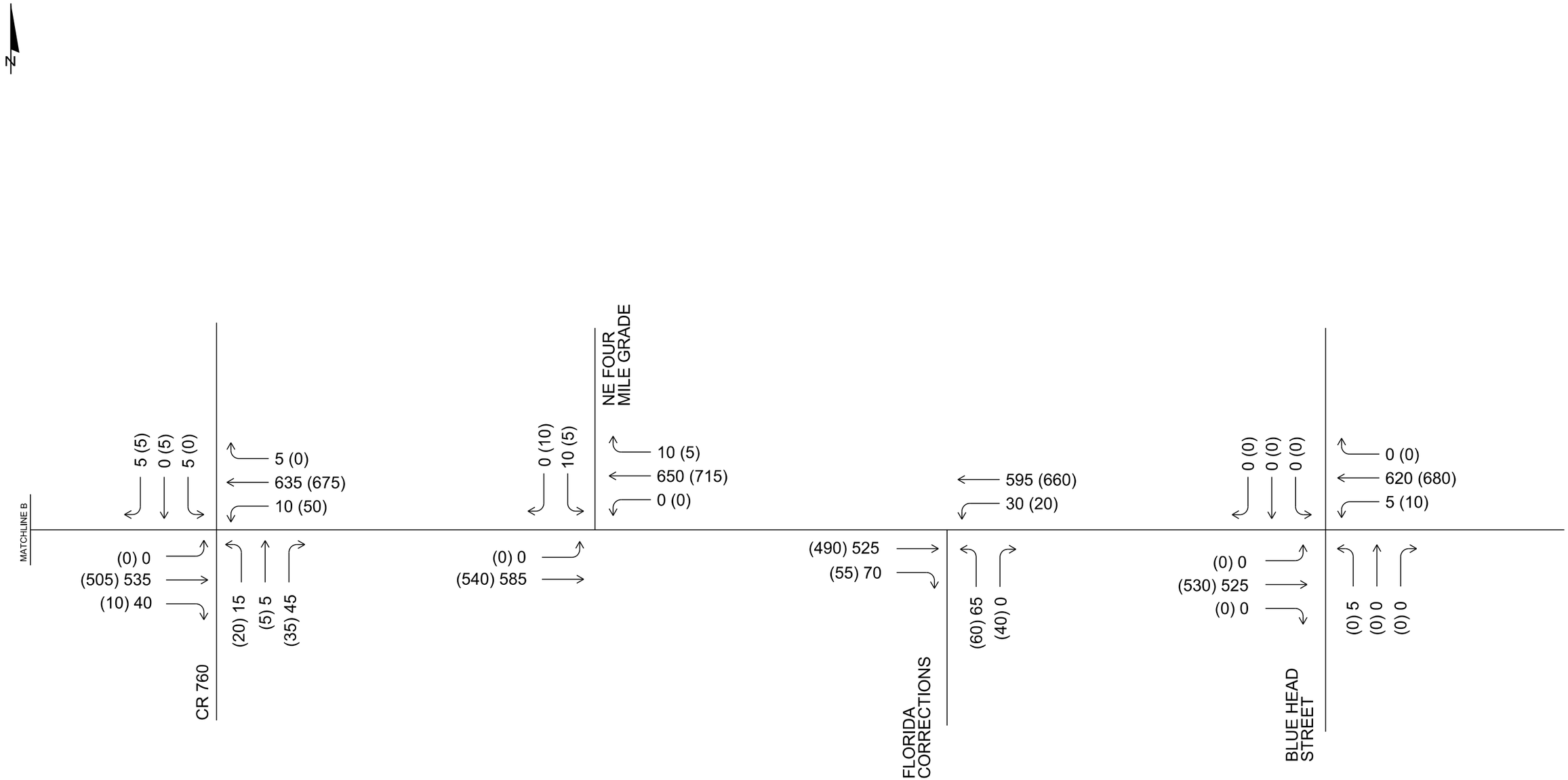
SR 70 PD&E STUDY
DESOTO COUNTY

Opening Year (2030) No-Build DDHV (2/2)

Figure 3-11



FDOT	SR 70 PD&E STUDY DESOTO COUNTY	Design Year (2050) No-Build DDHV (1/2)	Figure 3-12



LEGEND

AM (PM) Peak Hour Movement Counts

FDOT	SR 70 PD&E STUDY DESOTO COUNTY	Design Year (2050) No-Build DDHV (2/2)	Figure 3-12

N

SR 31

SIESTA BLVD

TOBY'S RV

TOWNSEND ROAD

MATCHLINE A

27,600	3,200	18,900	1,300	13,900	1,200	12,900	400	12,900
	14,600		6,600					

MATCHLINE A

MATCHLINE B

HANSEL AVENUE

WALSTON ROAD

CROSS AVENUE

12,900	400	11,700	500	11,900	1,700	11,200
	1,300				400	

LEGEND

(9,999) - Segment AADT

FDOT

SR 70 PD&E STUDY
DESOTO COUNTY

Opening Year (2030) Build AADT (1/2)

Figure 3-13

N

MATCHLINE B

11,200

100

CR 760

800

10,700

200

NE FOUR MILE GRADE

10,700

FLORIDA CORRECTIONS

1,500

10,000

BLUE HEAD STREET

100

10,100

LEGEND

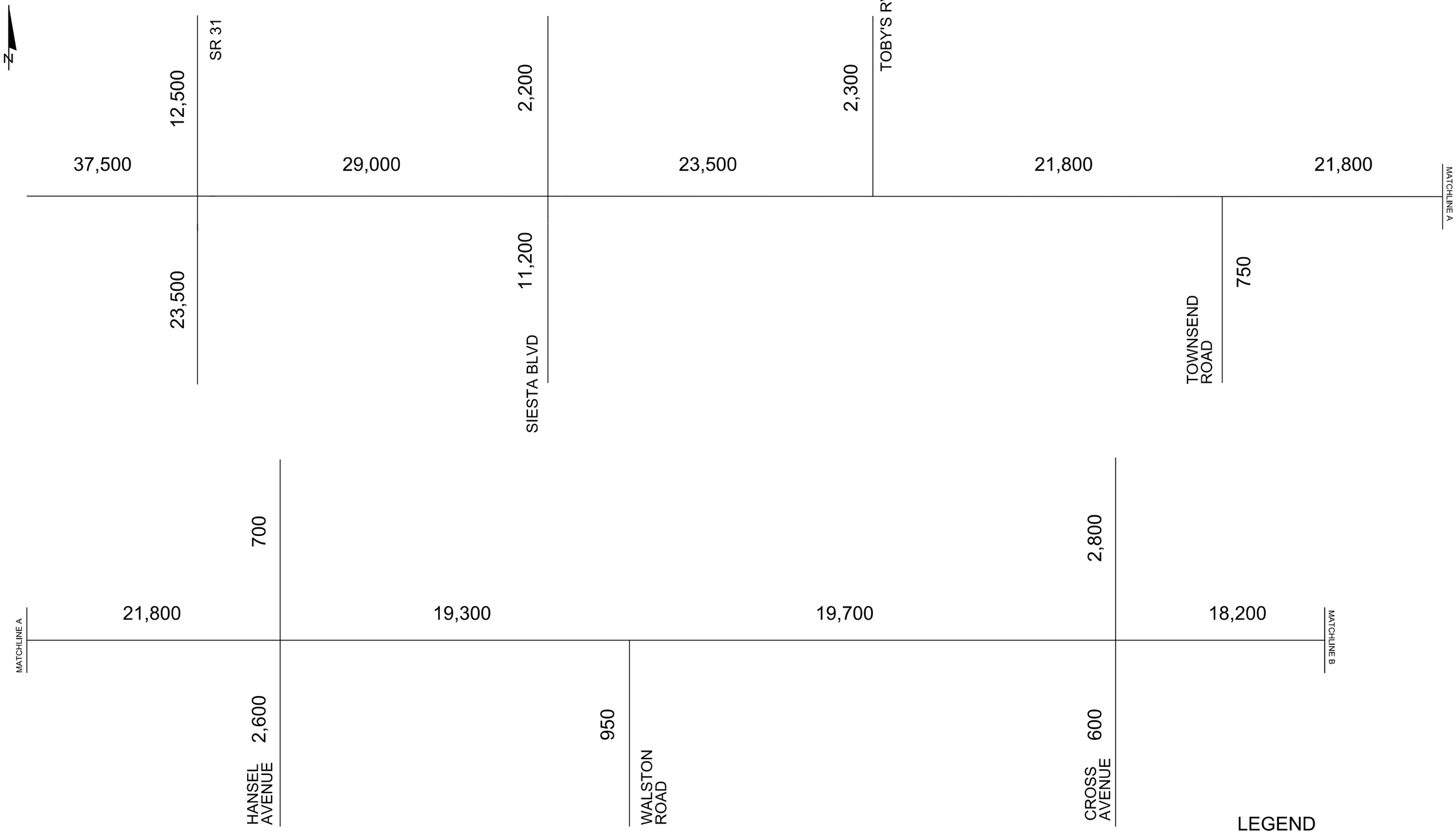
(9,999) - Segment AADT

FDOT

SR 70 PD&E STUDY
DESOTO COUNTY

Opening Year (2030) Build AADT (2/2)

Figure 3-13



FDOT	SR 70 PD&E STUDY DESOTO COUNTY	Design Year (2050) Build AADT (1/2)	Figure 3-14

N

MATCHLINE B

18,200

250

CR 760

1,600

17,800

350

NE FOUR MILE GRADE

17,800

FLORIDA CORRECTIONS

2,400

16,900

BLUE HEAD STREET

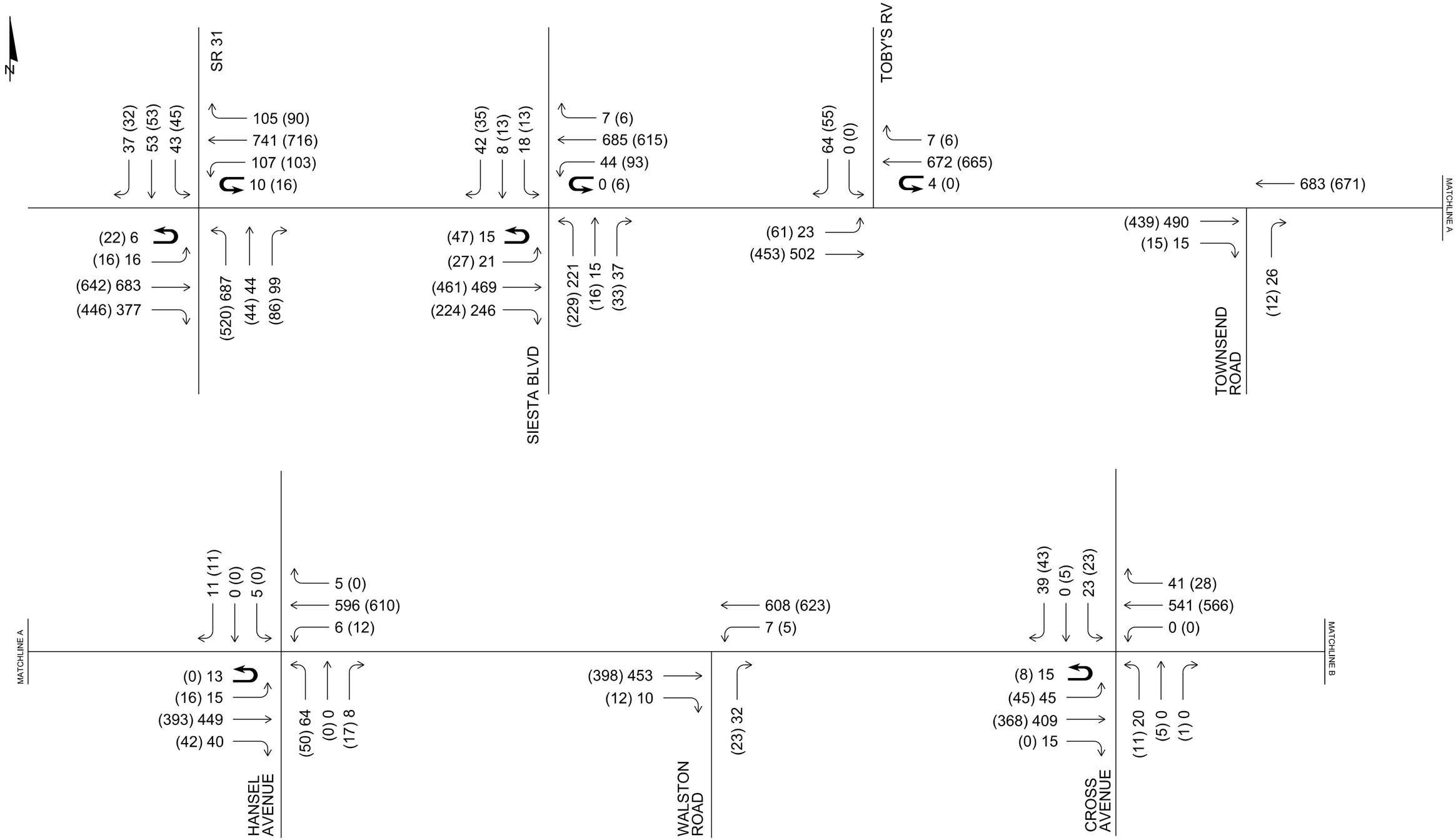
100

16,900

LEGEND

(9,999) - Segment AADT

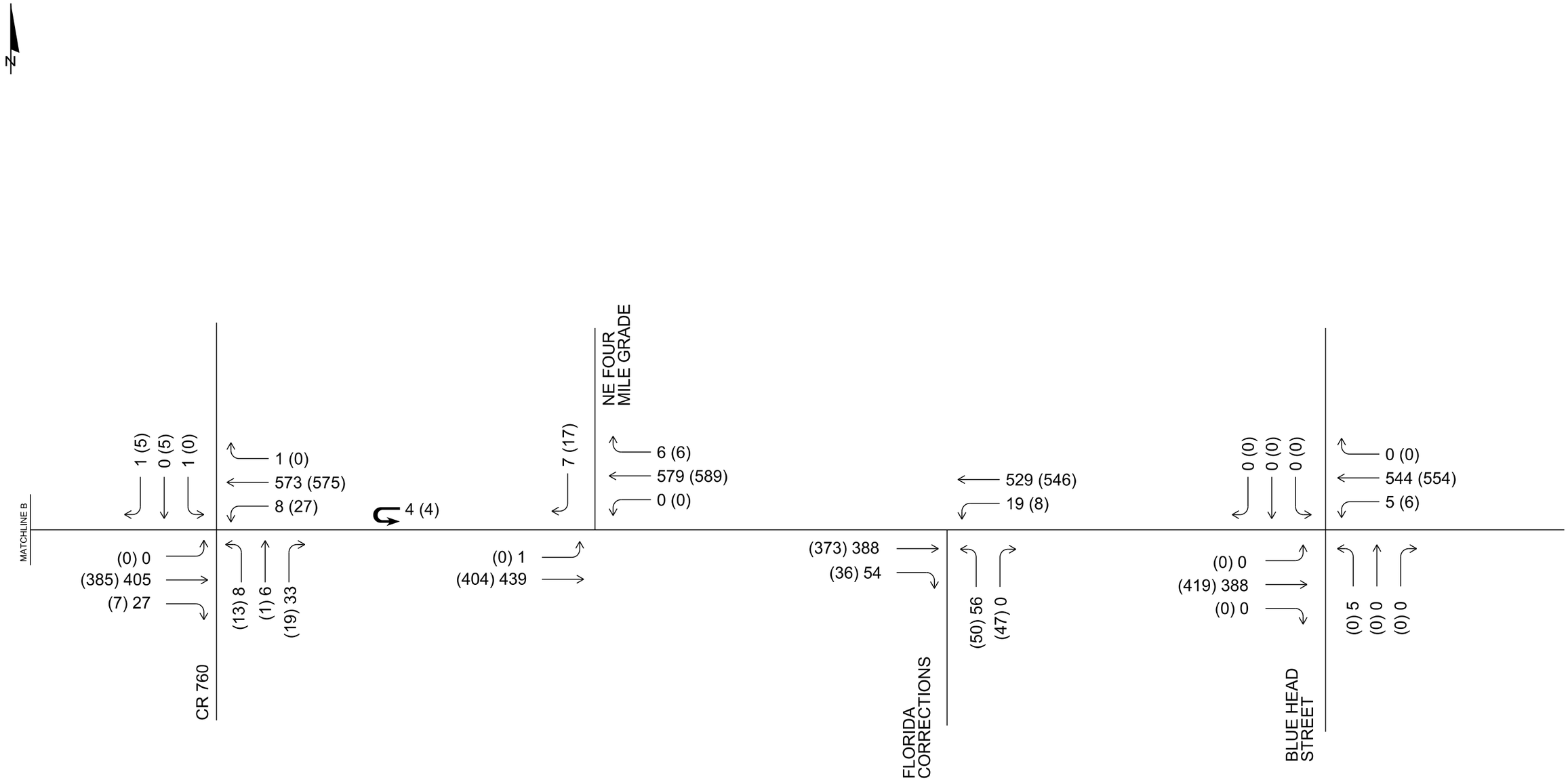
FDOT	SR 70 PD&E STUDY DESOTO COUNTY	Design Year (2050) Build AADT (2/2)	Figure 3-14



SR 70 PD&E STUDY
DESOTO COUNTY

Opening Year (2030) Build DDHV (1/2)

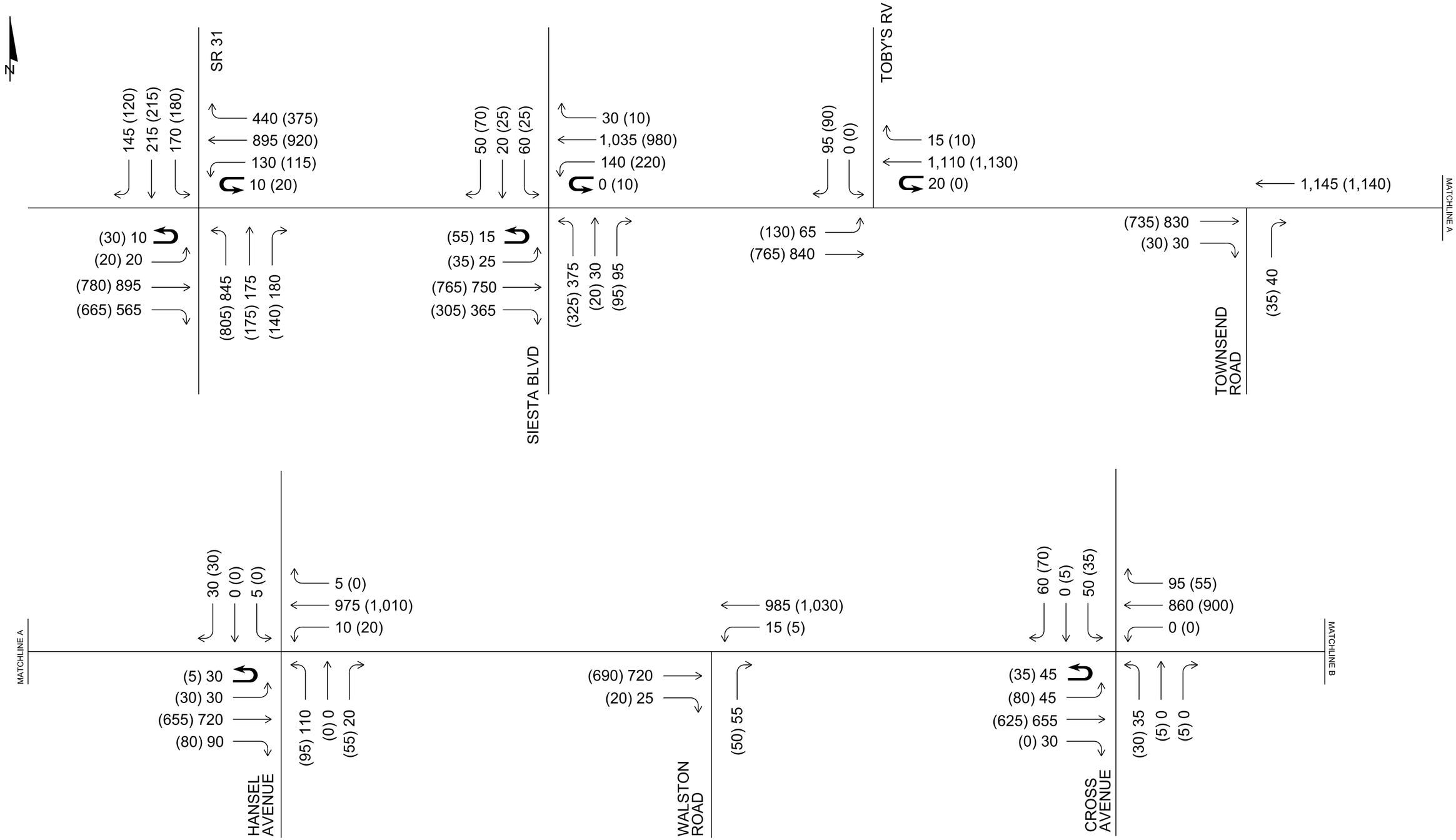
Figure 3-15



LEGEND

AM (PM) Peak Hour Movement Counts

FDOT	SR 70 PD&E STUDY DESOTO COUNTY	Opening Year (2030) Build DDHV (2/2)	Figure 3-15

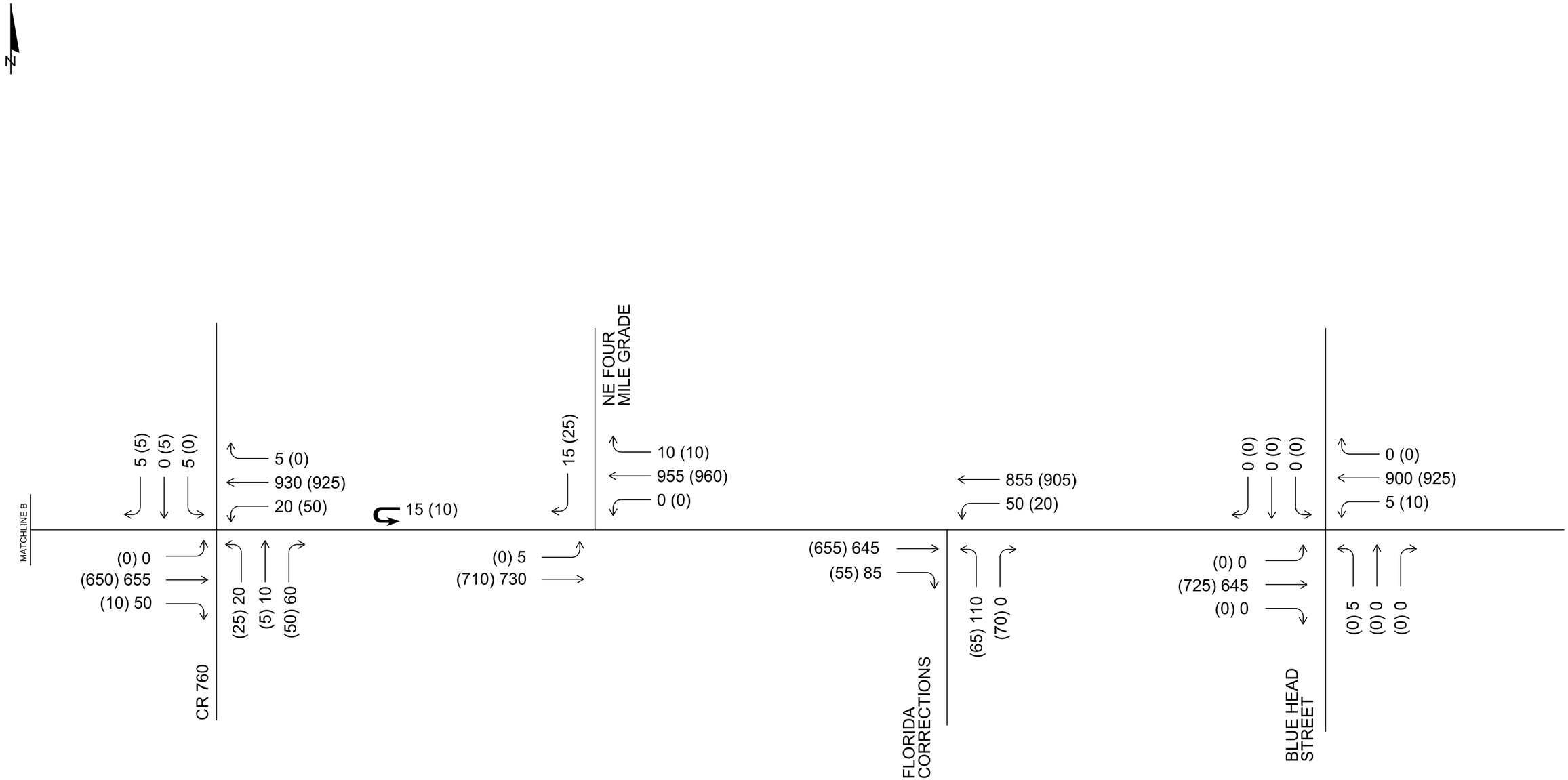


FDOT

SR 70 PD&E STUDY
DESOTO COUNTY

Design Year (2050) Build DDHV (1/2)

Figure 3-16



LEGEND

AM (PM) Peak Hour Movement Counts

FDOT	SR 70 PD&E STUDY DESOTO COUNTY	Design Year (2050) Build DDHV (2/2)	Figure 3-16

3.4 Future Years Operational Analysis

The study area intersections for the future No-Build and Build Alternatives were analyzed using HCS 2024 for unsignalized intersections along the corridor while Synchro 12 was used to analyze the signalized intersections on SR 70 at SR 31 and Siesta Boulevard. The operational analysis follows the guidelines in the 2021 FDOT Traffic Analysis Handbook. For the signalized intersections, the delay was obtained from the HCM 2000 module within Synchro. The HCM 2000 module was selected due to the signal phasing at the SR 31 and Siesta Boulevard intersections along SR 70. The LOS was estimated using HCM thresholds. Based on the 2023 FDOT Multimodal Quality/Level of Service Handbook, the motorized vehicle-mode LOS targets for the state highway system during peak travel hours are LOS D in urbanized areas and LOS C outside of urbanized areas.

Corridor operational analysis was performed using Synchro for the four-lane segment from west of SR 31 to east of Siesta Boulevard and HCS 2024 for the two-lane segments along the SR 70 corridor from west of Toby's RV Resort to Blue Head Street. The documented measures of effectiveness (MOEs) for the arterial analysis for the four-lane segment from west of SR 31 to east of Siesta Boulevard include average speed (mph) and level of service. The documented MOEs for the arterial analysis for the two-lane segments from west of Toby's RV Resort to Blue Head Street include average speed (mph), travel time (minutes), follower density (followers/mi/ln), and LOS with the follower density being the primary MOE for determination of LOS as per the HCM 7 methodology.

3.4.1 Opening Year (2030) No-Build Alternative Intersection Operational Analysis

The intersection operational results for the Opening Year (2030) No-Build Alternative AM and PM peak hours are presented in **Table 3-14** for the signalized and unsignalized intersections. The Synchro and HCS generated reports are provided in **Appendix J** and **Appendix K**, respectively**.** The signalized intersection analysis results indicate that although some individual intersection movements operate at LOS E or F, both the SR 31 and Siesta Boulevard intersections operate at acceptable LOS (D or better) in both the AM and PM peak hours.

The unsignalized intersection analysis results indicate that all eastbound and westbound approaches at the unsignalized intersections operate at acceptable LOS (C or better) due to the free flow condition and minimal interruptions from the minor streets. Additionally, all side street movements operate at an acceptable LOS C or better except the northbound through movement at Hansel Avenue in the AM and PM peak hour which operates at LOS E and LOS D, respectively, and the northbound through movement at Cross Avenue in the AM peak hour which operates at LOS D.

The 95th percentile queues for turning movements at the study intersections are summarized in **Table 3-17**. The results show that the 95th percentile queues exceed the storage capacity for the following intersection movements:

- Northbound left-turn movement at SR 70 and SR 31 for the AM and PM peak hours.
- Northbound left-turn movement at SR 70 and Siesta Boulevard for the AM and PM peak hours.

Table 3-14 – Opening Year (2030) No-Build Alternative Intersection Operations

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SR 70 at SR 31	Signalized	EBL	36.5	D	25.7	C
		EBT	52.7	D	35.8	D
		EBR	42.6	D	32.4	C
		WBL	40.0	D	22.1	C
		WBT	33.8	C	23.5	C
		WBR	32.3	C	24.8	C
		NBL	72.5	E	60.1	E
		NBT	67.4	E	59.6	E
		NBR	33.9	C	41.7	D
		SBT*	104.0	F	70.6	E
		Overall	51.7	D	37.7	D
SR 70 at Siesta Boulevard	Signalized	EBL	3.4	A	7.4	A
		EBT	3.9	A	9.0	A
		EBR	0.3	A	0.7	A
		WBL	13.4	B	14.7	B
		WBT	19.6	B	22.5	C
		WBR	15.0	B	17.7	B
		NBL	68.3	E	61.7	E
		NBT*	51.9	D	46.9	D
		SBT*	69.9	E	65.8	E
		Overall	20.4	C	21.9	C
SR 70 at Toby's RV Resort	Two-Way Stop Control	EBL	9.3	A	9.2	A
		SBT*	14.3	B	14.2	B
SR 70 at Townsend Avenue	Two-Way Stop Control	WBL	8.5	A	8.3	A
		WBT	0.1	A	0.0	A
		NBT*	22.9	C	12.3	B
SR 70 at Hansel Avenue	Two-Way Stop Control	EBL	8.8	A	8.8	A
		EBT	0.2	A	0.2	A
		EBR	0.2	A	0.2	A
		WBL	8.4	A	8.3	A
		WBT	0.1	A	0.1	A
		WBL	0.1	A	0.1	A
		NBT*	39.6	E	32.4	D
		SBT*	18.2	C	12.5	B
SR 70 at Walston Road	Two-Way Stop Control	WBL	8.4	A	8.2	A
		WBT	0.1	A	0.1	A
		NBT*	21.5	C	17.8	C
SR 70 at Cross Avenue	Two-Way Stop Control	EBL	9.0	A	8.9	A
		EBT	0.5	A	0.5	A
		EBR	0.5	A	0.5	A

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
		WBL	8.2	A	8.0	A
		WBT	0.0	A	0.0	A
		WBR	0.0	A	0.0	A
		NBT*	29.0	D	24.5	C
		SBT*	19.2	C	21.2	C
SR 70 at CR 760	Two-Way Stop Control	EBL	8.6	A	8.6	A
		EBT	0.0	A	0.0	A
		EBR	0.0	A	0.0	A
		WBL	8.3	A	8.2	A
		NBT*	13.9	B	14.7	B
		SBT*	14.1	B	16.9	C
SR 70 at NE Four Mile Grade	Two-Way Stop Control	EBL	8.6	A	8.7	A
		EBT	0.0	A	0.0	A
		SBT*	16.5	C	11.3	B
SR 70 at Florida Corrections Academy	Two-Way Stop Control	WBL	8.4	A	8.2	A
		WBT	0.2	A	0.1	A
		NBT*	22.0	C	14.3	B
SR 70 at Blue Head Street	Two-Way Stop Control	EBL	8.5	A	8.6	A
		EBT	0.0	A	0.0	A
		EBR	0.0	A	0.0	A
		WBL	8.2	A	8.2	A
		WBT	0.1	A	0.1	A
		WBR	0.1	A	0.1	A
		NBT*	20.7	C	0.0	A
		SBT*	0.0	A	0.0	A

*Shared thru/turn movement

Table 3-15 – Opening Year (2030) No-Build Alternative – 95th Percentile Queue Length (ft)

Intersection	Time Period	Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
SR 70 at SR 31	AM	40	445	96	144	235	2	565#	558#	6	-	259#	-
	PM	43	346	87	0	194	3	352	357	0	-	176	-
	Storage	280	-	750	300	-	250	280	-	175	-	-	-
SR 70 at Siesta Blvd	AM	m5	m33	m0	27	300	0	267	41	-	-	60	-
	PM	m23	58	2	67	292	0	274	41	-	-	69	-
	Storage	315	-	230	285	-	790	150	-	-	-	-	-
SR 70 at Toby's RV Resort	AM	3	-	-	-	-	0	-	-	-	-	13	-
	PM	5	-	-	-	-	0	-	-	-	-	10	-
	Storage	280	-	-	-	-	140	-	-	-	-	-	-
SR 70 at Townsend Ave	AM	-	-	-	0	-	-	-	10	-	-	-	-
	PM	-	-	-	0	-	-	-	3	-	-	-	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-
SR 70 at Hansel Ave	AM	0	-	-	0	-	-	-	53	-	-	5	-
	PM	0	-	-	0	-	-	-	33	-	-	3	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-
SR 70 at Walston Rd	AM	-	-	-	0	0	-	-	14	-	-	-	-
	PM	-	-	-	0	0	-	-	8	-	-	-	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-
SR 70 at Cross Ave	AM	0	-	-	0	-	-	-	10	-	-	19	-
	PM	0	-	-	0	-	-	-	8	-	-	26	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-
SR 70 at CR 760	AM	0	-	-	0	-	-	-	11	-	-	0	-
	PM	0	-	-	3	-	-	-	9	-	-	3	-
	Storage	-	-	-	450	-	-	-	-	-	-	-	-
SR 70 at NE Four Mile Grade	AM	0	-	-	-	-	-	-	-	-	-	3	-
	PM	0	-	-	-	-	-	-	-	-	-	3	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-
SR 70 at Florida Corrections Academy	AM	-	-	-	0	-	-	-	18	-	-	-	-
	PM	-	-	-	0	-	-	-	20	-	-	-	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-
SR 70 at Blue Head St	AM	0	-	-	0	-	-	-	3	-	-	-	-
	PM	0	-	-	0	-	-	-	0	-	-	-	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-

4. The # footnote indicates that the volume for the 95th percentile cycle exceeds capacity. If the reported v/c <1 for this movement, the methods used represent a valid method for estimating the 95th percentile queue. In practice, 95th percentile queue shown will rarely be exceeded and the queues shown with the # footnote are acceptable for the design of storage bay (Trafficware).
5. The storage length values were estimated from aerials or design drawings.
6. Queues highlighted in yellow exceed the storage length.

3.4.2 Opening Year (2030) No-Build Alternative Arterial Operations

Corridor operational analysis was performed using Synchro for the four-lane segments from west of SR 31 to east of Siesta Boulevard and HCS 2024 for the two-lane segments along the SR 70 corridor from west of Toby's RV Resort to Blue Head Street. Arterial LOS for eastbound and westbound SR 70 is summarized in **Table 3-16** and **Table 3-17** for the AM peak hour and **Table 3-18** and **Table 3-19** for the PM peak hour.

The Opening Year (2030) No-Build Alternative arterial operational analysis shows that the four-lane segment from west of SR 31 to east of Siesta Boulevard operates at an overall LOS E in both the eastbound and westbound directions for the AM and PM peak hours except for the westbound direction in the AM peak hour, which operates at LOS F. For the two-lane segments from west of Toby's RV Resort to Blue Head Street, the arterial operational analysis shows that the overall corridor operates at acceptable LOS C or better in both the eastbound and westbound directions for the AM and PM peak hours.

The average speed, travel time, follower density and LOS for each segment of analysis is reported in **Tables 3-16** to **Table 3-19** for eastbound and westbound SR 70 during the AM and PM peak hours. The HCS generated reports for the arterial operations of the corridor are provided in **Appendix L.**

Table 3-16 – SR 70 (Four-Lane) Opening Year (2030) No-Build Alternative AM Peak Arterial Analysis

Segment		Eastbound		Westbound	
From	To	Avg Speed (mph)	LOS	Avg Speed (mph)	LOS
West of SR 31	East of SR 31	10.8	F	14.2	F
West of Siesta Blvd	East of Siesta Blvd	28.1	B	18.2	E
Overall		15.3	E	15.9	F

Note: Analysis performed using Synchro

Table 3-17 – SR 70 (Two-Lane) Opening Year (2030) No-Build Alternative AM Peak Arterial Analysis

Segment		Eastbound				Westbound			
From	To	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS
West of Toby's RV Resort	Toby's RV Resort	59.6	0.4	5.2	C	58.9	0.4	7.8	C
Toby's RV Resort	Townsend Ave	64.7	0.4	4.3	C	64.1	0.4	6.0	C
Townsend Ave	Hansel Ave	65.3	0.5	4.2	C	64.8	0.5	5.7	C
Hansel Ave	Walston Rd	64.1	0.9	3.7	B	63.7	0.9	4.8	C
Walston Rd	Cross Ave	64.8	0.9	3.7	B	64.8	0.9	4.3	C
Cross Ave	CR 760	64.9	0.9	3.3	B	65.5	0.9	3.9	B
CR 760	NE Four Mile Grade	66.1	3.2	2.7	A	64.5	3.3	3.7	A
NE Four Mile Grade	Florida Corrections Academy	65.8	1.3	3.0	B	64.8	1.4	4.3	C
Florida Corrections Academy	Blue Head St	65.3	7.4	2.3	A	64.5	7.5	3.3	A
Overall		-	16.0	1.6	A	-	16.2	2.2	B

Note: Analysis performed using HCS Highways (Two-lane Facility) Sheets

Table 3-18 – SR 70 (Four-Lane) Opening Year (2030) No-Build Alternative PM Peak Arterial Analysis

Segment		Eastbound		Westbound	
From	To	Avg Speed (mph)	LOS	Avg Speed (mph)	LOS
West of SR 31	East of SR 31	13.5	E	16.6	E
West of Siesta Blvd	East of Siesta Blvd	23.3	C	16.9	E
Overall		16.9	E	16.8	E

Note: Analysis performed using Synchro

Table 3-19 – SR 70 (Two-Lane) Opening Year (2030) No-Build Alternative PM Peak Arterial Analysis

Segment		Eastbound				Westbound			
From	To	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS
West of Toby's RV Resort	Toby's RV Resort	59.6	0.4	5.1	C	59.2	0.4	7.5	C
Toby's RV Resort	Townsend Ave	64.9	0.4	3.7	B	64.4	0.4	5.9	C
Townsend Ave	Hansel Ave	65.6	0.5	3.5	B	65.0	0.5	5.7	C
Hansel Ave	Walston Rd	64.4	0.9	3.0	B	63.9	0.9	5.0	C
Walston Rd	Cross Ave	65.0	0.9	2.8	B	65.2	0.9	4.6	C
Cross Ave	CR 760	65.2	0.9	2.7	B	65.7	0.9	4.2	C
CR 760	NE Four Mile Grade	66.5	3.2	2.1	A	65.5	3.2	4.3	A
NE Four Mile Grade	Florida Corrections Academy	66.0	1.3	2.4	B	64.9	1.4	4.6	C
Florida Corrections Academy	Blue Head St	66.4	7.3	2.2	A	65.8	7.4	3.8	A
Overall		-	15.8	1.4	A	-	16.0	2.4	B

Note: Analysis performed using HCS Highways (Two-lane Facility) Sheets

3.4.3 Design Year (2050) No-Build Alternative Intersection Operational Analysis

The intersection operational results for the Design Year (2050) No-Build Alternative AM and PM peak hours are presented in **Table 3-20** for the signalized and unsignalized intersections. The Synchro and HCS generated reports are provided in **Appendix J** and **Appendix K**, respectively**.** The signalized intersection analysis results indicate that some individual intersection movements operate at LOS E or F at both the SR 31 and Siesta Boulevard signalized intersections. The SR 31 intersection operates at LOS F during both AM and PM peak hours while the Siesta Boulevard intersection operates at acceptable LOS (D or better) in both the AM and PM peak hours.

The unsignalized intersection analysis results indicate that all eastbound and westbound approaches at the unsignalized intersections operate at acceptable LOS (C or better) due to the free flow condition and minimal interruptions from the minor streets. Additionally, side street conditions and LOS have worsened in the Design Year (2050), with some movements experiencing extremely high delay. The following side street movements experience LOS D, E, or F for the AM and PM peak hours.

- Northbound through movement at Townsend Avenue for the AM peak hour.
- Northbound through movement at Hansel Avenue for the AM and PM peak hours.
- Northbound through movement at Walston Road for the AM and PM peak hours.
- Northbound and southbound through movements at Cross Avenue for the AM and PM peak hours.
- Northbound through movement at Florida Corrections Academy facility for the AM and PM peak hours.
- Northbound movement at Blue Head Street for the AM peak hour.

The 95th percentile queues for turning movements at the study intersections are summarized in **Table 3-21**. The results show that the 95th percentile queues exceed the storage capacity for the following intersection movements:

- Northbound left-turn movement at SR 70 and SR 31 for the AM and PM peak hours.
- Westbound left-turn movement at SR 70 and SR 31 for the PM peak hour.
- Northbound left-turn movement at SR 70 and Siesta Boulevard for the AM and PM peak hours.

Table 3-20 – Design Year (2050) No-Build Alternative Intersection Operations

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SR 70 at SR 31	Signalized	EBL	53.3	D	45.7	D
		EBT	185.2	F	81.3	F
		EBR	51.8	D	50.9	D
		WBL	101.4	F	201.8	F
		WBT	63.4	E	56.8	E
		WBR	34.3	C	60.5	E
		NBL	251.2	F	140.5	F
		NBT	188.6	F	124.7	F
		NBR	41.7	D	41.8	D
		SBT*	279.3	F	163.8	F
		Overall	149.7	F	96.9	F
SR 70 at Siesta Boulevard	Signalized	EBL	8.4	A	13.3	B
		EBT	9.0	A	15.4	B
		EBR	0.1	A	2.4	A
		WBL	17.8	B	20.1	C
		WBT	27.7	C	32.5	C
		WBR	19.4	B	22.8	C
		NBL	66.6	E	70.0	E
		NBT*	46.4	D	46.6	D
		SBT*	68.5	E	69.6	E
		Overall	24.5	C	29.0	C
SR 70 at Toby's RV Resort	Two-Way Stop Control	EBL	10.7	B	10.9	B
		SBT*	18.6	C	20.3	C
SR 70 at Townsend Avenue	Two-Way Stop Control	WBL	9.3	A	9.0	A
		WBT	0.4	A	0.0	A
		NBT*	58.2	F	19.4	C
SR 70 at Hansel Avenue	Two-Way Stop Control	EBL	9.5	A	9.7	A
		EBT	0.5	A	0.6	A
		EBR	0.5	A	0.6	A
		WBL	9.2	A	8.9	A
		WBT	0.2	A	0.3	A
		WBL	0.2	A	0.3	A
		NBT*	304.2	F	306.1	F
		SBT*	23.5	C	15.5	C
SR 70 at Walston Road	Two-Way Stop Control	WBL	9.0	A	8.7	A
		WBT	0.2	A	0.1	A
		NBT*	47.2	E	34.0	D
SR 70 at Cross Avenue	Two-Way Stop Control	EBL	9.7	A	9.7	A
		EBT	0.7	A	1.1	A
		EBR	0.7	A	1.1	A

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
		WBL	8.8	A	8.5	A
		WBT	0.0	A	0.0	A
		WBR	0.0	A	0.0	A
		NBT*	70.6	F	56.3	F
		SBT*	41.3	E	63.0	F
SR 70 at CR 760	Two-Way Stop Control	EBL	9.1	A	9.3	A
		EBT	0.0	A	0.0	A
		EBR	0.0	A	0.0	A
		WBL	8.9	A	8.9	A
		NBT*	19.0	C	22.5	C
		SBT*	17.8	C	25.7	D
SR 70 at NE Four Mile Grade	Two-Way Stop Control	EBL	9.2	A	9.5	A
		EBT	0.0	A	0.0	A
		SBT*	22.8	C	14.2	B
SR 70 at Florida Corrections Academy	Two-Way Stop Control	WBL	9.1	A	8.8	A
		WBT	0.6	A	0.4	A
		NBT*	51.2	F	31.2	D
SR 70 at Blue Head Street	Two-Way Stop Control	EBL	9.0	A	9.3	A
		EBT	0.0	A	0.0	A
		EBR	0.0	A	0.0	A
		WBL	8.7	A	8.7	A
		WBT	0.1	A	0.2	A
		WBR	0.1	A	0.2	A
		NBT*	33.0	D	0.0	A
		SBT*	0.0	A	0.0	A

*Shared thru/turn movement

Table 3-21 – Design Year (2050) No-Build Alternative – 95th Percentile Queue Length (ft)

Intersection	Time Period	Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
SR 70 at SR 31	AM	69	753#	113	257#	573#	90	866#	840#	48	-	1013#	-
	PM	61	531#	116	m347#	502#	113	812#	813#	54	-	807#	-
	Storage	280	-	750	300	-	250	280	-	175	-	-	-
SR 70 at Siesta Blvd	AM	m8	m66	m0	56	425	0	355	46	-	-	81	-
	PM	m26	m118	m0	104	472	0	395	45	-	-	116	-
	Storage	315	-	230	285	-	790	150	-	-	-	-	-
SR 70 at Toby's RV Resort	AM	8	-	-	-	-	0	-	-	-	-	23	-
	PM	13	-	-	-	-	0	-	-	-	-	23	-
	Storage	280	-	-	-	-	140	-	-	-	-	-	-
SR 70 at Townsend Ave	AM	-	-	-	3	-	-	-	43	-	-	-	-
	PM	-	-	-	0	-	-	-	8	-	-	-	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-
SR 70 at Hansel Ave	AM	0	-	-	0	-	-	-	238	-	-	10	-
	PM	0	-	-	0	-	-	-	229	-	-	5	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-
SR 70 at Walston Rd	AM	-	-	-	0	0	-	-	51	-	-	-	-
	PM	-	-	-	0	0	-	-	36	-	-	-	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-
SR 70 at Cross Ave	AM	3	-	-	0	-	-	-	46	-	-	66	-
	PM	5	-	-	0	-	-	-	43	-	-	84	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-
SR 70 at CR 760	AM	0	-	-	0	-	-	-	22	-	-	3	-
	PM	0	-	-	5	-	-	-	28	-	-	5	-
	Storage	-	-	-	450	-	-	-	-	-	-	-	-
SR 70 at NE Four Mile Grade	AM	0	-	-	-	-	-	-	-	-	-	5	-
	PM	0	-	-	-	-	-	-	-	-	-	3	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-
SR 70 at Florida Corrections Academy	AM	-	-	-	3	-	-	-	61	-	-	-	-
	PM	-	-	-	3	-	-	-	56	-	-	-	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-
SR 70 at Blue Head St	AM	0	-	-	0	-	-	-	3	-	-	-	-
	PM	0	-	-	0	-	-	-	0	-	-	-	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-

7. The # footnote indicates that the volume for the 95th percentile cycle exceeds capacity. If the reported v/c <1 for this movement, the methods used represent a valid method for estimating the 95th percentile queue. In practice, 95th percentile queue shown will rarely be exceeded and the queues shown with the # footnote are acceptable for the design of storage bay (Trafficware).
8. The storage length values were estimated from aerials or design drawings.
9. Queues highlighted in yellow exceed the storage length.

3.4.4 Design Year (2050) No-Build Alternative Arterial Operations

Corridor operational analysis was performed using Synchro for the four-lane segments from west of SR 31 to east of Siesta Boulevard and HCS 2024 for the two-lane segments along the SR 70 corridor from west of Toby's RV Resort to Blue Head Street. Arterial LOS for eastbound and westbound SR 70 is summarized in **Table 3-22** and **Table 3-23** for the AM peak hour and **Table 3-24** and **Table 3-25** for the PM peak hour.

The Design Year (2050) No-Build Alternative arterial operational analysis shows that the four-lane segment from west of SR 31 to east of Siesta Boulevard operates at an overall LOS F in both the eastbound and westbound directions during both the AM and PM peak hours. For the two-lane segments from west of Toby's RV Resort to Blue Head Street, the arterial operational analysis shows that the overall corridor operates at acceptable LOS C or better in both the eastbound and westbound directions for the AM and PM peak hours. There are segments in the eastbound and westbound directions that operate at LOS D or LOS E in the AM and PM peak hours such as the eastbound segment from west of Toby's RV Resort to Toby's RV Resort, and westbound segments from Walston Road to west of Toby's RV Resort.

The average speed, travel time, follower density and LOS for each segment of analysis is reported in **Tables 3-22** to **Table 3-25** for eastbound and westbound SR 70 during the AM and PM peak hours. The HCS generated reports for the arterial operations of the corridor are provided in **Appendix L.**

Table 3-22 – SR 70 (Four-Lane) Design Year (2050) No-Build Alternative AM Peak Arterial Analysis

Segment		Eastbound		Westbound	
From	To	Avg Speed (mph)	LOS	Avg Speed (mph)	LOS
West of SR 31	East of SR 31	4.3	F	9.8	F
West of Siesta Blvd	East of Siesta Blvd	23.5	C	15.2	F
Overall		7.1	F	11.9	F

Note: Analysis performed using Synchro

Table 3-23 – SR 70 (Two-Lane) Design Year (2050) No-Build Alternative AM Peak Arterial Analysis

Segment		Eastbound				Westbound			
From	To	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS
West of Toby's RV Resort	Toby's RV Resort	59.0	0.4	9.3	D	58.4	0.4	11.9	D
Toby's RV Resort	Townsend Ave	64.0	0.4	7.5	C	63.5	0.4	9.5	D
Townsend Ave	Hansel Ave	64.6	0.5	7.4	C	64.2	0.5	8.9	D
Hansel Ave	Walston Rd	63.5	0.9	6.4	C	63.1	1.0	7.3	C
Walston Rd	Cross Ave	64.2	0.9	6.1	C	64.3	0.9	6.4	C
Cross Ave	CR 760	64.3	0.9	5.9	C	64.9	0.9	6.1	C
CR 760	NE Four Mile Grade	64.6	3.3	5.0	A	62.9	3.4	5.8	A
NE Four Mile Grade	Florida Corrections Academy	65.1	1.4	5.3	C	64.2	1.4	6.6	C
Florida Corrections Academy	Blue Head St	63.7	7.6	4.4	A	62.8	7.7	5.4	A
Overall		-	16.3	2.9	B	-	16.5	3.5	B

Note: Analysis performed using HCS Highways (Two-lane Facility) Sheets

Table 3-24 – SR 70 (Four-Lane) Design Year (2050) No-Build Alternative PM Peak Arterial Analysis

Segment		Eastbound		Westbound	
From	To	Avg Speed (mph)	LOS	Avg Speed (mph)	LOS
West of SR 31	East of SR 31	8.1	F	10.2	F
West of Siesta Blvd	East of Siesta Blvd	19.5	D	13.8	F
Overall		11.2	F	11.7	F

Note: Analysis performed using Synchro

Table 3-25 – SR 70 (Two-Lane) Design Year (2050) No-Build Alternative PM Peak Arterial Analysis

Segment		Eastbound				Westbound			
From	To	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS
West of Toby's RV Resort	Toby's RV Resort	59.0	0.4	9.1	D	58.6	0.4	12.4	E
Toby's RV Resort	Townsend Ave	64.2	0.4	6.7	C	63.7	0.4	10.0	D
Townsend Ave	Hansel Ave	64.9	0.5	6.4	C	64.3	0.5	9.7	D
Hansel Ave	Walston Rd	63.8	0.9	5.3	C	63.3	1.0	8.1	D
Walston Rd	Cross Ave	64.4	0.9	5.1	C	64.6	0.9	7.2	C
Cross Ave	CR 760	64.5	0.9	5.0	C	65.0	0.9	6.7	C
CR 760	NE Four Mile Grade	65.0	3.2	4.4	A	63.7	3.3	7.2	B
NE Four Mile Grade	Florida Corrections Academy	65.4	1.4	4.6	C	64.3	1.4	7.5	C
Florida Corrections Academy	Blue Head St	65.2	7.5	4.2	A	64.1	7.6	6.6	B
Overall		-	16.1	2.7	B	-	16.3	4.1	C

Note: Analysis performed using HCS Highways (Two-lane Facility) Sheets

3.4.5 Opening Year (2030) Build Alternative Intersection Operational Analysis

The intersection operational results for the Opening Year (2030) Build Alternative AM and PM peak hours are presented in **Table 3-26** for the signalized and unsignalized intersections. The Synchro and HCS generated reports are provided in **Appendix M** and **Appendix N**, respectively**.** The signalized intersection analysis results indicate that although some individual intersection movements operate at LOS E or F, both the SR 31 and Siesta Boulevard intersections operate at acceptable LOS (D or better) in both the AM and PM peak hours.

The unsignalized intersection analysis results indicate that all eastbound and westbound approaches at the unsignalized intersections operate at acceptable LOS (C or better) due to the free flow condition and minimal interruptions from the minor streets. Additionally, all side street movements operate at LOS C or better in both the AM and PM peak hours.

The 95th percentile queues for turning movements at the study intersections are summarized in **Table 3-27**. The results show that the 95th percentile queues exceed the storage capacity for the following intersection movements:

- Northbound left-turn movement at SR 70 and SR 31 for the AM and PM peak hours.
- Northbound left-turn movement at SR 70 and Siesta Boulevard for the AM and PM peak hours.

Table 3-26 – Opening Year (2030) Build Alternative Intersection Operations

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SR 70 at SR 31	Signalized	EBL	36.0	D	26.1	C
		EBT	53.9	D	36.5	D
		EBR	43.1	D	33.2	C
		WBL	41.3	D	22.4	C
		WBT	37.1	D	25.0	C
		WBR	60.7	E	29.1	C
		NBL	68.0	E	59.5	E
		NBT	62.6	E	58.9	E
		NBR	31.4	C	41.1	D
		SBT*	83.7	F	73.3	E
		Overall	51.4	D	38.4	D
SR 70 at Siesta Boulevard	Signalized	EBL	4.3	A	8.0	A
		EBT	5.3	A	9.8	A
		EBR	0.3	A	1.5	A
		WBL	14.7	B	14.9	B
		WBT	23.0	C	23.2	C
		WBR	17.0	B	18.2	B
		NBL	61.6	E	60.9	E
		NBT*	46.3	D	46.3	D
		SBT*	65.8	E	66.0	E
		Overall	21.7	C	22.9	C
SR 70 at Toby's RV Resort	Two-Way Stop Control	EBL	9.8	A	10.0	A
		WBU	10.8	B	10.3	B
		SBT*	11.7	B	11.5	B
SR 70 at Townsend Avenue	Two-Way Stop Control	WBL	-	-	-	-
		WBT	-	-	-	-
		NBR	10.3	B	9.9	A
SR 70 at Hansel Avenue	Two-Way Stop Control	EBL	10.6	B	9.1	A
		EBT	-	-	-	-
		EBR	-	-	-	-
		WBL	8.6	A	8.4	A
		WBT	-	-	-	-
		WBR	-	-	-	-
		NBT*	19.2	C	16.0	C
		SBT*	12.9	B	10.7	B
SR 70 at Walston Road	Two-Way Stop Control	WBL	8.5	A	8.3	A
		WBT	-	-	-	-
		NBR	10.1	B	9.8	A
SR 70 at Cross Avenue	Two-Way Stop Control	EBL	10.6	B	10.3	B
		EBT	-	-	-	-
		EBR	-	-	-	-

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
		WBL	-	-	-	-
		WBT	-	-	-	-
		WBR	-	-	-	-
		NBT*	18.3	C	17.4	C
		SBT*	14.7	B	15.2	C
SR 70 at CR 760	Two-Way Stop Control	EBL	8.9	A	8.9	A
		EBT	-	-	-	-
		EBR	-	-	-	-
		WBL	8.4	A	8.3	A
		NBT*	12.2	B	13.0	B
		SBT*	13.4	B	13.9	B
SR 70 at NE Four Mile Grade	Two-Way Stop Control	EBL	8.9	A	9.0	A
		EBT	-	-	-	-
		SBR	10.5	C	10.6	B
SR 70 at Florida Corrections Academy	Two-Way Stop Control	WBL	8.5	A	8.3	A
		WBT	-	-	-	-
		NBT*	14.9	B	10.5	B
SR 70 at Blue Head Street	Two-Way Stop Control	EBL	8.7	A	8.8	A
		EBT	0.0	A	0.0	A
		EBR	0.0	A	0.0	A
		WBL	8.2	A	8.3	A
		WBT	0.1	A	0.1	A
		WBR	0.1	A	0.1	A
		NBT*	23.8	C	0.0	A
		SBT*	-	-	-	-

*Shared thru/turn movement

Table 3-27 – Opening Year (2030) Build Alternative – 95th Percentile Queue Length (ft)

Intersection	Time Period	Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
SR 70 at SR 31	AM	33	439#	103	148	301	23	535#	526#	7	-	224#	-
	PM	45	356	92	98	209	8	360	362	0	-	186	-
	Storage	280	-	680	310	-	215	280	-	155	-	-	-
SR 70 at Siesta Blvd	AM	m5	42	m0	44	340	0	272	47	-	-	73	-
	PM	m24	67	12	85	304	0	279	47	-	-	72	-
	Storage	315	-	230	285	-	790	150	-	-	-	-	-
SR 70 at Toby's RV Resort	AM	3	-	-	0	-	-	-	-	-	-	11	-
	PM	8	-	-	0	-	-	-	-	-	-	8	-
	Storage	550	-	-	550	-	-	-	-	-	-	-	-
SR 70 at Townsend Ave	AM	-	-	-	-	-	-	-	-	3	-	-	-
	PM	-	-	-	-	-	-	-	-	3	-	-	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-
SR 70 at Hansel Ave	AM	3	-	-	0	-	-	-	24	-	-	3	-
	PM	3	-	-	0	-	-	-	19	-	-	3	-
	Storage	550	-	550	550	-	550	-	-	-	-	-	-
SR 70 at Walston Rd	AM	-	-	-	0	-	-	-	-	5	-	-	-
	PM	-	-	-	0	-	-	-	-	3	-	-	-
	Storage	550	-	-	550	-	-	-	-	-	-	-	-
SR 70 at Cross Ave	AM	8	-	-	0	-	-	-	8	-	-	17	-
	PM	8	-	-	0	-	-	-	5	-	-	19	-
	Storage	550	-	-	550	-	-	-	-	-	-	-	-
SR 70 at CR 760	AM	0	-	-	0	-	-	-	8	-	-	0	-
	PM	0	-	-	3	-	-	-	9	-	-	3	-
	Storage	550	-	450	500	-	525	-	-	-	-	-	-
SR 70 at NE Four Mile Grade	AM	0	-	-	-	-	-	-	-	-	-	0	-
	PM	0	-	-	-	-	-	-	-	-	-	3	-
	Storage	550	-	-	550	-	-	-	-	-	-	-	-
SR 70 at Florida Corrections Academy	AM	-	-	-	3	-	-	-	13	-	-	-	-
	PM	-	-	-	0	-	-	-	13	-	-	-	-
	Storage	550	-	-	550	-	-	-	-	-	-	-	-
SR 70 at Blue Head St	AM	0	-	-	0	-	-	-	3	-	-	-	-
	PM	0	-	-	0	-	-	-	0	-	-	-	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-

1. The # footnote indicates that the volume for the 95th percentile cycle exceeds capacity. If the reported v/c <1 for this movement, the methods used represent a valid method for estimating the 95th percentile queue. In practice, 95th percentile queue shown will rarely be exceeded and the queues shown with the # footnote are acceptable for the design of storage bay (Trafficware).
2. The storage length values were estimated from aerials or design drawings.
3. Queues highlighted in yellow exceed the storage length.

3.4.6 Opening Year (2030) Build Alternative Arterial Operations

Corridor operational analysis was performed using Synchro for the four-lane segments from west of SR 31 to east of Siesta Boulevard and HCS 2024 for the four-lane and two-lane segments along the SR 70 corridor from west of Toby's RV Resort to Blue Head Street. Arterial LOS for eastbound and westbound SR 70 is summarized in **Table 3-28** to **Table 3-30** for the AM peak hour and **Table 3-31** to **Table 3-33** for the PM peak hour.

The Opening Year (2030) Build Alternative arterial operational analysis shows that the four-lane segment from west of SR 31 to east of Siesta Boulevard operates at LOS E in both the eastbound and westbound directions for the AM and PM peak hours. The close spacing of the signals in this segment decreases the travel speed across the segment leading to the LOS E condition in the segment. The operational analysis of the four-lane segments from west of Toby's RV Resort to the Desoto/Highlands County line shows that each of the segments operate at LOS A in both the eastbound and westbound directions during the AM and PM peak hours. The added capacity from the four-lanes in the Build Alternative contributes to the higher LOS A observed in the analyzed segments. For the two-lane segment from the Desoto/Highlands County line to Blue Head Street, the analysis shows that the segment operates at LOS B in the eastbound direction and LOS C in the westbound direction during both the AM and PM peak hours.

The performance measures and LOS for each segment of analysis is reported in **Tables 3-28** to **Table 3-33** for eastbound and westbound SR 70 during the AM and PM peak hours. The Synchro and HCS generated reports for the arterial operations of the corridor are provided in **Appendix M** and **Appendix N**, respectively.

Table 3-28 – SR 70 (Four-Lane Urban Street) Opening Year (2030) Build Alternative AM Peak Arterial Analysis

Segment		Eastbound		Westbound	
From	To	Avg Speed (mph)	LOS	Avg Speed (mph)	LOS
West of SR 31	East of SR 31	10.6	F	13.2	E
West of Siesta Blvd	East of Siesta Blvd	26.6	C	15.1	E
Overall		14.9	E	14.0	E

Note: Analysis performed using Synchro

Table 3-29 – SR 70 (Four-Lane) Opening Year (2030) Build Alternative AM Peak Arterial Analysis

Segment		Eastbound			Westbound		
From	To	Avg Speed (mph)	Density (pc/mi/ln)	LOS	Avg Speed (mph)	Density (pc/mi/ln)	LOS
East of Siesta Blvd	Toby's RV Resort	51.0	6.0	A	52.0	8.7	A
Toby's RV Resort	Hansel Ave	59.6	5.1	A	58.9	7.1	A
Hansel Ave	Walston Rd	59.8	4.6	A	59.2	6.4	A
Walston Rd	Cross Ave	60.0	4.9	A	59.5	6.5	A
Cross Ave	CR 760	59.8	4.4	A	59.8	6.1	A
CR 760	NE Four Mile Grade	59.9	4.4	A	59.8	6.3	A
NE Four Mile Grade	Florida Corrections Academy	60.0	4.5	A	59.8	6.0	A
Florida Corrections Academy	County Line	59.8	4.3	A	59.8	6.0	A

Note: Analysis performed using HCS Highways (Multi-lane Segments) Sheets

Table 3-30 – SR 70 (Two-Lane) Opening Year (2030) Build Alternative AM Peak Arterial Analysis

Segment		Eastbound				Westbound			
From	To	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS
County Line	Blue Head St	65.2	1.4	2.8	B	64.6	1.4	5.4	C

Note: Analysis performed using HCS Highways (Two-lane Facility) Sheets

Table 3-31 – SR 70 (Four-Lane Urban Street) Opening Year (2030) Build Alternative PM Peak Arterial Analysis

Segment		Eastbound		Westbound	
From	To	Avg Speed (mph)	LOS	Avg Speed (mph)	LOS
West of SR 31	West of Siesta Blvd	13.4	E	15.8	E
West of Siesta Blvd	East of Siesta Blvd	22.7	C	15.0	E
Overall		16.7	E	15.4	E

Note: Analysis performed using HCS Highways (Multilane Segment) Sheets

Table 3-32 – SR 70 (Four-Lane) Opening Year (2030) Build Alternative PM Peak Arterial Analysis

Segment		Eastbound			Westbound		
From	To	Avg Speed (mph)	Density (pc/mi/ln)	LOS	Avg Speed (mph)	Density (pc/mi/ln)	LOS
East of Siesta Blvd	Toby's RV Resort	50.2	5.9	A	52.0	7.9	A
Toby's RV Resort	Hansel Ave	59.6	4.4	A	58.9	6.3	A
Hansel Ave	Walston Rd	59.8	4.0	A	59.2	6.0	A
Walston Rd	Cross Ave	60.0	4.3	A	59.5	5.9	A
Cross Ave	CR 760	59.8	3.9	A	59.8	5.8	A
CR 760	NE Four Mile Grade	59.9	4.0	A	59.8	5.7	A
NE Four Mile Grade	Florida Corrections Academy	60.0	4.0	A	59.8	5.8	A
Florida Corrections Academy	County Line	59.8	3.7	A	59.8	5.1	A

Note: Analysis performed using HCS Highways (Multi-lane Segments) Sheets

Table 3-33 – SR 70 (Two-Lane) Opening Year (2030) Build Alternative PM Peak Arterial Analysis

Segment		Eastbound				Westbound			
From	To	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS
County Line	Blue Head St	65.6	1.4	3.1	B	65.3	1.4	4.8	C

Note: Analysis performed using HCS Highways (Two-lane Facility) Sheets

3.4.7 Design Year (2050) Build Alternative Intersection Operational Analysis

The intersection operational results for the Design Year (2050) Build Alternative AM and PM peak hours are presented in **Table 3-34** for the signalized and unsignalized intersections. The Synchro and HCS generated reports are provided in **Appendix M** and **Appendix N**, respectively**.** The signalized intersection analysis results indicate that eight of ten individual intersection movements operate at LOS E or F at the SR 31 signalized intersection and the overall intersection operates at LOS F during both AM and PM peak hours. For the intersection at Siesta Boulevard only three of nine intersection movements operate at LOS E or F and the overall intersection operates at acceptable LOS (D or better) during both the AM and PM peak hours.

The unsignalized intersection analysis results indicate that all eastbound and westbound approaches at the unsignalized intersections operate at acceptable LOS (C or better) due to the free flow condition and minimal interruptions from the minor streets. Additionally, side street conditions and LOS have worsened in the Design Year (2050), with some movements experiencing extremely high delay. The following side street movements experience LOS D, E, or F for the AM and PM peak hours.

- Northbound through movement at Hansel Avenue for the AM and PM peak hours.
- Northbound and southbound through movements at Cross Avenue for the AM and PM peak hours.
- Northbound movement at Florida Corrections Academy facility for the AM peak hour.
- Northbound movement at Blue Head Street for the AM peak hour.

The 95th percentile queues for turning movements at the study intersections are summarized in **Table 3-35**. The results show that the 95th percentile queues exceed the storage capacity for the following intersection movements:

- Northbound left-turn movement at SR 70 and SR 31 for the AM and PM peak hours.
- Northbound left-turn movement at SR 70 and Siesta Boulevard for the AM and PM peak hours.

Table 3-34 – Design Year (2050) Build Alternative Intersection Operations

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
SR 70 at SR 31	Signalized	EBL	58.0	E	68.8	E
		EBT	187.5	F	93.3	F
		EBR	66.4	E	62.3	E
		WBL	151.7	F	203.9	F
		WBT	109.0	F	92.1	F
		WBR	45.6	D	38.5	D
		NBL	239.2	F	144.3	F
		NBT	183.7	F	141.4	F
		NBR	45.9	D	48.6	D
		SBT*	269.6	F	171.4	F
		Overall	151.8	F	105.1	F
SR 70 at Siesta Boulevard	Signalized	EBL	16.5	B	19.3	B
		EBT	16.9	B	18.5	B
		EBR	0.2	A	0.4	A
		WBL	27.5	C	27.0	C
		WBT	45.1	D	37.4	D
		WBR	27.0	C	24.5	C
		NBL	78.9	E	91.2	F
		NBT*	50.1	D	56.6	E
		SBT*	101.3	F	86.3	F
		Overall	38.1	D	35.9	D
SR 70 at Toby's RV Resort	Two-Way Stop Control	EBL	12.7	B	13.2	B
		WBU	14.7	B	13.0	B
		SBT*	15.3	C	15.3	C
SR 70 at Townsend Avenue	Two-Way Stop Control	WBL	-	-	-	-
		WBT	-	-	-	-
		NBT*	12.0	B	11.4	B
SR 70 at Hansel Avenue	Two-Way Stop Control	EBL	15.3	C	12.0	B
		EBT	-	-	-	-
		EBR	-	-	-	-
		WBL	9.7	A	9.4	A
		WBT	-	-	-	-
		WBL	-	-	-	-
		NBT*	61.3	F	33.6	D
		SBT*	15.3	C	12.8	B
SR 70 at Walston Road	Two-Way Stop Control	WBL	9.4	A	9.2	A
		WBT	-	-	-	-
		NBT*	11.6	B	11.3	B
SR 70 at Cross Avenue	Two-Way Stop Control	EBL	17.4	C	15.0	B
		EBT	-	-	-	-
		EBR	-	-	-	-

Intersection	Control Type	Movement	AM		PM	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
		WBL	-	-	-	-
		WBT	-	-	-	-
		WBR	-	-	-	-
		NBT*	35.4	E	35.6	E
		SBT*	29.0	D	25.7	D
SR 70 at CR 760	Two-Way Stop Control	EBL	10.2	B	10.1	B
		EBT	-	-	-	-
		EBR	-	-	-	-
		WBL	9.3	A	9.3	A
		NBT*	17.4	C	19.0	C
		SBT*	18.7	C	18.9	C
SR 70 at NE Four Mile Grade	Two-Way Stop Control	EBL	10.3	B	10.3	B
		EBT	-	-	-	-
		SBT*	12.3	B	12.5	B
SR 70 at Florida Corrections Academy	Two-Way Stop Control	WBL	9.6	A	9.3	A
		WBT	-	-	-	-
		NBT*	26.4	D	13.8	B
SR 70 at Blue Head Street	Two-Way Stop Control	EBL	10.0	A	10.1	B
		EBT	0.0	A	0.0	A
		EBR	0.0	A	0.0	A
		WBL	9.0	A	9.3	A
		WBT	0.1	A	0.3	A
		WBR	0.1	A	0.3	A
		NBT*	53.5	F	0.0	A
		SBT*	-	-	-	-

*Shared thru/turn movement

Table 3-35 – Design Year (2050) Build Alternative – 95th Percentile Queue Length (ft)

Intersection	Time Period	Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
SR 70 at SR 31	AM	55	862#	165	m268#	804#	192	1123#	1082#	130	-	1122#	-
	PM	81#	654#	148	m296#	792#	m189	978#	995#	82	-	1006#	-
	Storage	280	-	680	310	-	215	280	-	155	-	-	-
SR 70 at Siesta Blvd	AM	m12	m114	m0	143	696	0	574	97	-	-	252#	-
	PM	m31	m156	m0	218	632	0	560#	80	-	-	177	-
	Storage	315	-	230	285	-	790	150	-	-	-	-	-
SR 70 at Toby's RV Resort	AM	11	-	-	0	-	-	-	-	-	-	20	-
	PM	23	-	-	0	-	-	-	-	-	-	20	-
	Storage	550	-	-	550	-	-	-	-	-	-	-	-
SR 70 at Townsend Ave	AM	-	-	-	-	-	-	-	-	5	-	-	-
	PM	-	-	-	-	-	-	-	-	5	-	-	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-
SR 70 at Hansel Ave	AM	13	-	-	0	-	-	-	123	-	-	8	-
	PM	5	-	-	3	-	-	-	81	-	-	5	-
	Storage	550	-	550	550	-	550	-	-	-	-	-	-
SR 70 at Walston Rd	AM	-	-	-	3	-	-	-	-	8	-	-	-
	PM	-	-	-	0	-	-	-	-	8	-	-	-
	Storage	550	-	-	550	-	-	-	-	-	-	-	-
SR 70 at Cross Ave	AM	27	-	-	0	-	-	-	23	-	-	57	-
	PM	25	-	-	0	-	-	-	25	-	-	48	-
	Storage	550	-	-	550	-	-	-	-	-	-	-	-
SR 70 at CR 760	AM	0	-	-	3	-	-	-	27	-	-	3	-
	PM	0	-	-	5	-	-	-	28	-	-	3	-
	Storage	550	-	450	500	-	525	-	-	-	-	-	-
SR 70 at NE Four Mile Grade	AM	0	-	-	-	-	-	-	-	-	-	-	3
	PM	0	-	-	-	-	-	-	-	-	-	-	5
	Storage	550	-	-	550	-	-	-	-	-	-	-	-
SR 70 at Florida Corrections Academy	AM	-	-	-	5	-	-	-	48	-	-	-	-
	PM	-	-	-	3	-	-	-	25	-	-	-	-
	Storage	550	-	-	550	-	-	-	-	-	-	-	-
SR 70 at Blue Head St	AM	0	-	-	0	-	-	-	5	-	-	-	-
	PM	0	-	-	0	-	-	-	0	-	-	-	-
	Storage	-	-	-	-	-	-	-	-	-	-	-	-

4. The # footnote indicates that the volume for the 95th percentile cycle exceeds capacity. If the reported v/c <1 for this movement, the methods used represent a valid method for estimating the 95th percentile queue. In practice, 95th percentile queue shown will rarely be exceeded and the queues shown with the # footnote are acceptable for the design of storage bay (Trafficware).
5. The storage length values were estimated from aerials or design drawings.
6. Queues highlighted in yellow exceed the storage length.

3.4.8 Design Year (2050) Build Alternative Arterial Operations

Corridor operational analysis was performed using Synchro for the urbanized segment from west of SR 31 to east of Siesta Boulevard and HCS 2024 for the four-lane and two-lane segments along the SR 70 corridor from west of Toby's RV Resort to Blue Head Street. Arterial LOS for eastbound and westbound SR 70 is summarized in **Table 3-36** to **Table 3-38** for the AM peak hour and **Table 3-39** to **Table 3-41** for the PM peak hour.

The Design Year (2050) Build Alternative arterial operational analysis shows that the four-lane segment from west of SR 31 to east of Siesta Boulevard operates at LOS F in both the eastbound and westbound directions during both the AM and PM peak hours. This four-lane segment shows an undesirable LOS F due to the close spacing between the signals paired with the increase in demand during the Design Year (2050) which causes a significant speed reduction and an overall low speed segment. For the four-lane segments from west of Toby's RV Resort to the Desoto/Highlands County line, the arterial operational analysis shows that all segments operate at acceptable LOS (C or better) in both the eastbound and westbound directions for the AM and PM peak hours, due to the higher capacity from the four-lanes in the Build Alternative and the uninterrupted condition. The two-lane highway segment from Desoto/Highlands County line to Blue Head Street operates at LOS C in the eastbound direction and LOS D in the westbound direction during both the AM and PM peak hours.

The average speed, travel time, follower density and LOS for each segment of analysis is reported in **Table 3-36** to **Table 3-41** for eastbound and westbound SR 70 during the AM and PM peak hours. The HCS generated reports for the arterial operations of the corridor are provided in **Appendix M** and **Appendix O.**

Table 3-36 – SR 70 (Four-Lane Urban Street) Design Year (2050) Build Alternative AM Peak Arterial Analysis

Segment		Eastbound		Westbound	
From	To	Avg Speed (mph)	LOS	Avg Speed (mph)	LOS
West of SR 31	West of Siesta Blvd	4.3	F	6.8	F
West of Siesta Blvd	East of Siesta Blvd	19.0	D	10.4	F
Overall		6.9	F	8.1	F

Note: Analysis performed using Synchro

Table 3-37 – SR 70 (Four-Lane) Design Year (2050) Build Alternative AM Peak Arterial Analysis

Segment		Eastbound			Westbound		
From	To	Avg Speed (mph)	Density (pc/mi/ln)	LOS	Avg Speed (mph)	Density (pc/mi/ln)	LOS
East of Siesta Blvd	Toby's RV Resort	51.0	10.4	A	52.0	14.2	B
Toby's RV Resort	Hansel Ave	59.6	8.5	A	58.9	11.9	B
Hansel Ave	Walston Rd	59.8	7.5	A	59.2	10.3	A
Walston Rd	Cross Ave	60.0	7.9	A	59.5	10.6	A
Cross Ave	CR 760	59.8	7.1	A	59.8	10.0	A
CR 760	NE Four Mile Grade	59.9	7.1	A	59.8	10.3	A
NE Four Mile Grade	Florida Corrections Academy	60.0	7.4	A	59.8	9.8	A
Florida Corrections Academy	County Line	59.8	7.2	A	59.8	9.9	A

Note: Analysis performed using HCS Highways (Multi-lane Segments) Sheets

Table 3-38 – SR 70 (Two-Lane) Design Year (2050) Build Alternative AM Peak Arterial Analysis

Segment		Eastbound				Westbound			
From	To	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS
County Line	Blue Head St	59.4	1.4	6.3	C	63.6	1.4	11.5	D

Note: Analysis performed using HCS Highways (Two-lane Facility) Sheets

Table 3-39 – SR 70 (Four-Lane Urban Street) Design Year (2050) Build Alternative PM Peak Arterial Analysis

Segment		Eastbound		Westbound	
From	To	Avg Speed (mph)	LOS	Avg Speed (mph)	LOS
West of SR 31	East of SR 31	7.3	F	7.6	F
West of Siesta Blvd	East of Siesta Blvd	18.1	D	11.6	F
Overall		10.2	F	9.0	F

Note: Analysis performed using HCS Highways (Multilane Segment) Sheets

Table 3-40 – SR 70 (Four-Lane) Design Year (2050) Build Alternative PM Peak Arterial Analysis

Segment		Eastbound			Westbound		
From	To	Avg Speed (mph)	Density (pc/mi/ln)	LOS	Avg Speed (mph)	Density (pc/mi/ln)	LOS
East of Siesta Blvd	Toby's RV Resort	50.2	10.3	A	52.0	13.3	B
Toby's RV Resort	Hansel Ave	59.6	7.5	A	58.9	11.0	A
Hansel Ave	Walston Rd	59.8	7.0	A	59.2	9.9	A
Walston Rd	Cross Ave	60.0	7.5	A	59.5	9.7	A
Cross Ave	CR 760	59.8	6.6	A	59.8	9.3	A
CR 760	NE Four Mile Grade	59.9	6.9	A	59.8	9.4	A
NE Four Mile Grade	Florida Corrections Academy	60.0	6.9	A	59.8	9.4	A
Florida Corrections Academy	County Line	59.8	7.0	A	59.8	8.6	A

Note: Analysis performed using HCS Highways (Multi-lane Segments) Sheets

Table 3-41 – SR 70 (Two-Lane) Design Year (2050) Build Alternative PM Peak Arterial Analysis

Segment		Eastbound				Westbound			
From	To	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS	Avg Speed (mph)	Travel Time (min)	Follower Density (followers/mi/ln)	LOS
County Line	Blue Head St	62.7	1.4	7.4	C	69.5	1.4	10.5	D

Note: Analysis performed using HCS Highways (Two-lane Facility) Sheets

4 PREDICTED CRASH ANALYSIS WITH HIGHWAY SAFETY MANUAL METHODOLOGY

The Highway Safety Manual (HSM) provides techniques to estimate crashes for a given facility, test the effectiveness of design alternatives on crash reduction, and evaluate their economic crash benefits. The HSM (first edition) includes the crash predictive models for rural two-lane two-way roads (HSM Chapter 10), rural multilane highway (HSM Chapter 11), and urban and suburban arterials (HSM Chapter 12). The Manual on Uniform Traffic Studies (MUTS) sheets that were utilized to determine the crash reduction and economic crash benefits include, 750-020-21a (Present Worth Analysis for Rural Two-Lane Roads), 750-020-21b (Present Worth Analysis for Rural Multilane Highways), and 750-020-21c (Present Worth Analysis for Urban and Suburban Arterials 2-5 Lanes). The MUTS output summary sheets can be found in **Appendix P**.

To evaluate the SR 70 corridor and intersection design changes in the Build Alternative, crash modification factors for safety countermeasures were used from the Crash Modification Factors (CMF) Clearinghouse (Source: http://www.cmfclearinghouse.org/) and from FDOT. A CMF is a multiplicative factor that indicates the proportion of crashes that would be expected after implementing a countermeasure. The annual safety benefits from these countermeasures were determined for the Build Alternative.

4.1 Predicted Crash Analysis for No-Build Alternative

Data for the roadway segment and intersection geometric characteristics, traffic volume and traffic control were collected and entered in the Microsoft Excel spreadsheets to calculate the predicted crash frequency for the segments and intersections. The total, fatal and injury, and property damage only predicted crashes were then calculated.

4.1.1 Roadway Segments and Intersections for the No-Build Alternative

The roadway segments and intersections for the No-Build Alternative are identified and listed separately. **Table 4-1** lists the information for the roadway segments and **Table 4-2** lists the information for the intersections. Segments 1 and 2 are classified as urban 4-lane divided and utilize the respective MUTS sheet for the calculations. Segment 3 is classified as rural 2-lane undivided.

Table 4-1 – Roadway Segments for No-Build Alternative

Segment Number	Roadway Name	From	To
1	SR 70	SR 31	Siesta Boulevard
2	SR 70	Siesta Boulevard	Ford Dealer
3	SR 70	Ford Dealer	Highlands/Desoto County Line

Table 4-2 – Intersections for No-Build Alternative

Intersection Number	On Street	Intersecting Street
1	SR 70	SR 31
2	SR 70	Siesta Boulevard
3	SR 70	Toby's RV Resort
4	SR 70	Townsend Avenue
5	SR 70	Hansel Avenue
6	SR 70	Walston Road
7	SR 70	Cross Avenue
8	SR 70	CR 760
9	SR 70	NE Four Mile Grade
10	SR 70	Florida Corrections Academy
11	SR 70	Blue Head Street

4.1.2 Predicted Crash Analysis for Opening Year (2030) – No-Build Alternative

Along SR 70 from SR 31 to Siesta Boulevard, the segment predicted number of crashes is 1.35 per year, with 0.58 fatal and injury (FI) crashes and 0.77 property damage only (PDO) crashes. Along SR 70 from Siesta Boulevard to Ford Dealer, the segment predicted number of crashes is 1.77 per year, with 0.76 fatal and injury (FI) crashes and 1.01 property damage only (PDO) crashes. Along SR 70 from Ford Dealer to the Highlands/Desoto County Line, the segment predicted number of crashes is 36.5 per year, with 17.9 fatal and injury (FI) crashes and 18.6 property damage only (PDO) crashes. The predicted crashes for segments for the Opening Year (2030) No-Build Alternative are summarized in **Table 4-3**.

The predicted crashes for intersections for the Opening Year (2030) No-Build Alternative are summarized in **Table 4-4**. SR 31 had the highest predicted number of crashes with 11.1 per year, with 4.8 fatal and injury (FI) crashes and 6.28 property damage only crashes.

Table 4-3 – Predicted Segment Crashes for Opening Year (2030) No-Build Alternative

Segment Number	Roadway Name	From	To	FI[1]	PDO[2]	Total
1	SR 70	SR 31	Siesta Boulevard	0.58	0.77	1.35
2	SR 70	Siesta Boulevard	Ford Dealer	0.76	1.01	1.77
3	SR 70	Ford Dealer	Highlands/Desoto County Line	17.9	18.6	36.5

[1]Fatal and injury crashes
[2]Property damage only crashes

Table 4-4 – Predicted Intersection Crashes for Opening Year (2030) No-Build Alternative

Intersection Number	Major Road	Minor Road	FI[1]	PDO[2]	Total
1	SR 70	SR 31	4.80	6.28	11.1
2	SR 70	Siesta Boulevard	2.79	3.66	6.45
3	SR 70	Toby's RV Resort	0.84	0.87	1.71
4	SR 70	Townsend Avenue	0.94	0.97	1.91
5	SR 70	Hansel Avenue	1.40	1.46	2.86
6	SR 70	Walston Road	1.03	1.07	2.09
7	SR 70	Cross Avenue	1.47	1.53	3.01
8	SR 70	CR 760	0.71	0.74	1.44
9	SR 70	NE Four Mile Grade	0.61	0.63	1.24
10	SR 70	Florida Corrections Academy	2.32	2.41	4.73
11	SR 70	Blue Head Street	0.27	0.28	0.55

[1]Fatal and injury crashes
[2]Property damage only crashes

4.1.3 Predicted Crash Analysis for Design Year (2050) – No-Build Alternative

Along SR 70 from SR 31 to Siesta Boulevard, the segment predicted number of crashes is 1.97 per year, with 0.84 fatal and injury (FI) crashes and 1.12 property damage only (PDO) crashes. Along SR 70 from Siesta Boulevard to Ford Dealer, the segment predicted number of crashes is 2.64 per year, with 1.13 fatal and injury (FI) crashes and 1.51 property damage only (PDO) crashes. Along SR 70 from Ford Dealer to the Highlands/Desoto County Line, the segment predicted number of crashes is 51.6 per year, with 25.3 fatal and injury (FI) crashes and 26.3 property damage only (PDO) crashes. The predicted crashes for segments for the Design Year (2050) No-Build Alternative are summarized in **Table 4-5**.

The predicted crashes for intersections for the Design Year (2050) No-Build Alternative are summarized in **Table 4-6**. SR 31 had the highest predicted number of crashes with 14.9 per year, with 6.43 fatal and injury (FI) crashes and 8.42 property damage only crashes.

Table 4-5 – Predicted Segment Crashes for Design Year (2050) No-Build Alternative

Segment Number	Roadway Name	From	To	FI[1]	PDO[2]	Total
1	SR 70	SR 31	Siesta Boulevard	0.84	1.12	1.97
2	SR 70	Siesta Boulevard	Ford Dealer	1.13	1.51	2.64
3	SR 70	Ford Dealer	Highlands/Desoto County Line	25.3	26.3	51.6

[1]Fatal and injury crashes
[2]Property damage only crashes

Table 4-6 – Predicted Intersection Crashes for Design Year (2050) No-Build Alternative

Intersection Number	Major Road	Minor Road	FI[1]	PDO[2]	Total
1	SR 70	SR 31	6.43	8.42	14.9
2	SR 70	Siesta Boulevard	4.15	5.43	9.58
3	SR 70	Toby's RV Resort	1.37	1.42	2.78
4	SR 70	Townsend Avenue	1.60	1.66	3.25
5	SR 70	Hansel Avenue	2.41	2.50	4.90
6	SR 70	Walston Road	1.76	1.82	3.58
7	SR 70	Cross Avenue	2.19	2.28	4.47
8	SR 70	CR 760	0.66	0.68	1.34
9	SR 70	NE Four Mile Grade	0.79	0.82	1.61
10	SR 70	Florida Corrections Academy	2.32	2.41	4.72
11	SR 70	Blue Head Street	0.33	0.34	0.68

[1]Fatal and injury crashes
[2]Property damage only crashes

4.2 Predicted Crash Analysis for Build Alternative

Data for the roadway segment and intersection geometric characteristics, traffic volume and traffic control were collected and entered in the Microsoft Excel spreadsheets to calculate the predicted crash frequency for the segments and intersections. The total, fatal and injury, and property damage only predicted crashes were then calculated. The Build Alternative will change SR 70 from a two-lane undivided roadway to a four-lane divided roadway between Ford Dealer and the Highlands/Desoto County line with access management improvements. The geometric characteristics of Segments 1 and 2 remain the same in the No-Build and Build Alternatives.

4.2.1 Roadway Segments and Intersections for the Build Alternatives

The roadway segments and intersections for the Build Alternative are identified and listed separately. **Table 4-7** lists the information for the roadway segments and **Table 4-8** lists the information for the intersections. **Table 4-9** lists the crash modification factors and crash reduction factors (CRF) that were applied to the roadway segments and intersections to determine the predicted crashes for the Build Alternative, along with their source. The complete list of CMFs with source information can be found in **Appendix Q**.

Table 4-7 – Roadway Segments for Build Alternative

Segment Number	Roadway Name	From	To
1	SR 70	SR 31	Siesta Boulevard
2	SR 70	Siesta Boulevard	Ford Dealer
3	SR 70	Ford Dealer	Highlands/Desoto County Line

Table 4-8 – Intersections for Build Alternative

Intersection Number	On Street	Intersecting Street
1	SR 70	SR 31
2	SR 70	Siesta Boulevard
3	SR 70	Toby's RV Resort
4	SR 70	Townsend Avenue
5	SR 70	Hansel Avenue
6	SR 70	Walston Road
7	SR 70	Cross Avenue
8	SR 70	CR 760
9	SR 70	NE Four Mile Grade
10	SR 70	Florida Corrections Academy
11	SR 70	Blue Head Street

Table 4-9 – CMF Factors for Build Alternative

Type	Description	CMF	CRF	Source
Intersection 4 Townsend Ave	Modify/Close Median Openings	0.82	0.18	FDOT (ID: 86)
Intersection 6 Walston Rd	Convert Open Median on the Major Approach of an Unsignalized 3-leg Intersection to a Directional Median	0.86	0.14	CMF Clearinghouse (ID: 3007)
Intersection 9 NE Four Mile Grade	Convert Open Median on the Major Approach of an Unsignalized 3-leg Intersection to a Directional Median	0.86	0.14	CMF Clearinghouse (ID: 3007)

4.2.2 Predicted Crash Analysis for Opening Year (2030) – Build Alternative

Along SR 70 from SR 31 to Siesta Boulevard, the segment predicted number of crashes is 1.45 per year, with 0.62 fatal and injury (FI) crashes and 0.83 property damage only (PDO) crashes. Along SR 70 from Siesta Boulevard to Ford Dealer, the segment predicted number of crashes is 1.98 per year, with 0.85 fatal and injury (FI) crashes and 1.13 property damage only (PDO) crashes. Along SR 70 from Ford Dealer to the Highlands/Desoto County Line, the segment predicted number of crashes is 30.4 per year, with 15.2 fatal and injury (FI) crashes and 15.2 property damage only (PDO) crashes. The predicted crashes for segments for the Opening Year (2030) Build Alternative are summarized in **Table 4-10**.

The predicted crashes for intersections for the Opening Year (2030) Build Alternative are summarized in **Table 4-11**. SR 31 had the highest predicted number of crashes with 11.8 per year, with 5.11 fatal and injury (FI) crashes and 6.70 property damage only crashes.

Table 4-10 – Predicted Segment Crashes for Opening Year (2030) Build Alternative

Segment Number	Roadway Name	From	To	FI[1]	PDO[2]	Total
1	SR 70	SR 31	Siesta Boulevard	0.62	0.83	1.45
2	SR 70	Siesta Boulevard	Ford Dealer	0.85	1.13	1.98
3	SR 70	Ford Dealer	Highlands/Desoto County Line	15.2	15.2	30.4

[1]Fatal and injury crashes
[2]Property damage only crashes

Table 4-11 – Predicted Intersection Crashes for Opening Year (2030) Build Alternative

Intersection Number	Major Road	Minor Road	FI[1]	PDO[2]	Total
1	SR 70	SR 31	5.11	6.70	11.8
2	SR 70	Siesta Boulevard	3.06	4.01	7.06
3	SR 70	Toby's RV Resort	0.67	0.67	1.34
4	SR 70	Townsend Avenue	1.17	1.22	2.39
5	SR 70	Hansel Avenue	1.08	1.08	2.16
6	SR 70	Walston Road	0.66	0.69	1.34
7	SR 70	Cross Avenue	1.52	1.51	3.03
8	SR 70	CR 760	1.02	1.06	2.08
9	SR 70	NE Four Mile Grade	0.48	0.48	0.95
10	SR 70	Florida Corrections Academy	0.87	0.90	1.77
11	SR 70	Blue Head Street	0.79	0.65	1.45

[1]Fatal and injury crashes
[2]Property damage only crashes

4.2.3 Predicted Crash Analysis for Design Year (2050) – Build Alternative

Along SR 70 from SR 31 to Siesta Boulevard, the segment predicted number of crashes is 2.44 per year, with 1.05 fatal and injury (FI) crashes and 1.39 property damage only (PDO) crashes. Along SR 70 from Siesta Boulevard to Ford Dealer, the segment predicted number of crashes is 3.68 per year, with 1.58 fatal and injury (FI) crashes and 2.10 property damage only (PDO) crashes. Along SR 70 from Ford Dealer to the Highlands/Desoto County Line, the segment predicted number of crashes is 52.7 per year, with 26.4 fatal and injury (FI) crashes and 26.3 property damage only (PDO) crashes. The predicted crashes for segments for the Design Year (2050) Build Alternative are summarized in **Table 4-12**.

The predicted crashes for intersections for the Design Year (2050) Build Alternative are summarized in **Table 4-13**. SR 31 had the highest predicted number of crashes with 18.2 per year, with 7.88 fatal and injury (FI) crashes and 10.3 property damage only crashes.

Table 4-12 – Predicted Segment Crashes for Design Year (2050) Build Alternative

Segment Number	Roadway Name	From	To	FI[1]	PDO[2]	Total
1	SR 70	SR 31	Siesta Boulevard	1.05	1.39	2.44
2	SR 70	Siesta Boulevard	Ford Dealer	1.58	2.10	3.68
3	SR 70	Ford Dealer	Highlands/Desoto County Line	26.4	26.3	52.7

[1]Fatal and injury crashes
[2]Property damage only crashes

Table 4-13 – Predicted Intersection Crashes for Design Year (2050) Build Alternative

Intersection Number	Major Road	Minor Road	FI[1]	PDO[2]	Total
1	SR 70	SR 31	7.88	10.3	18.2
2	SR 70	Siesta Boulevard	5.41	7.08	12.5
3	SR 70	Toby's RV Resort	1.47	1.47	2.94
4	SR 70	Townsend Avenue	2.56	2.66	5.22
5	SR 70	Hansel Avenue	2.30	2.29	4.60
6	SR 70	Walston Road	1.41	1.46	2.87
7	SR 70	Cross Avenue	2.95	2.94	5.89
8	SR 70	CR 760	1.25	1.30	2.56
9	SR 70	NE Four Mile Grade	1.01	1.00	2.01
10	SR 70	Florida Corrections Academy	1.80	1.87	3.68
11	SR 70	Blue Head Street	1.22	1.01	2.24

[1]Fatal and injury crashes
[2]Property damage only crashes

4.3 Overall Crash Analysis for Opening Year (2030) and Design Year (2050)

The predicted crashes for all facilities within the project boundaries were calculated for the No-Build and Build Alternative separately. The overall predicted crashes for the Opening Year (2030) and Design Year (2050) are shown in **Table 4-14**. The results show a 9.8% reduction in crashes for the Build Alternative for the Opening Year (2030) and a 12.5% increase in crashes for the Design Year (2050). However, the fatal and serious injury crashes decrease approximately 5% between the Opening Year (2030) and Design Year (2050) for the Build Alternative compared to the No-Build Alternative. **Table 4-15** shows that the total safety benefit between the Opening Year (2030) and Design Year (2050) for the Build Alternative compared to the No-Build Alternative is $21,842,058.

Table 4-14 – Overall Crashes for Opening Year (2030) and Design Year (2050)

Year	No-Build Alternative	Build Alternative
2030	76.73	69.19
2050	107.95	121.47

Table 4-15 – Total Safety Benefit for the Build Alternative

Alternative	Cost
No-Build	$742,208,548
Build	$720,366,490
Total Safety Benefit	**$21,842,058**

5 SUMMARY OF ANALYSIS RESULTS

5.1 Summary of Operations Analysis

The PD&E reevaluation study looks to evaluate mobility along the corridor with the current and future volume trends to address mobility constraints with the proposed improvements along SR 70 from west of SR 31 to Blue Head Street, and to develop concept level safety improvements.

The study intersections were analyzed using Synchro 12 for signalized intersections and HCS 2024 for unsignalized intersections. The Existing Year (2024) unsignalized intersection analysis results indicate that all study intersections operate at an acceptable LOS (LOS C or better) during AM and PM peak hours. The signalized intersection analysis results indicate that although some individual intersection movements operate at LOS E, both the SR 31 and Siesta Boulevard intersections operate at acceptable LOS (D or better) in both the AM and PM peak hours. The existing arterial operational analysis shows that the four-lane segment from west of SR 31 to east of Siesta Boulevard operates at LOS C in both the eastbound and westbound directions for the AM peak hour and LOS D for each direction during the PM peak hour. For the two-lane segments from west of Toby's RV Resort to Blue Head Street, the arterial operational analysis shows that the corridor operates at LOS A in both the eastbound and westbound directions for the AM and PM peak hours.

The Opening Year (2030) analysis results indicate that the signalized intersections of SR 70 at SR 31 and SR 70 at Siesta Boulevard both operate at LOS D or better in both the No-Build and Build Alternatives. The unsignalized study intersections movements in the No-Build Alternative operate at LOS C or better except the northbound through movement at Hansel Avenue in the AM and PM peak hour which operates at LOS E and LOS D, respectively, and the northbound through movement at Cross Avenue in the AM peak hour which operates at LOS D. All of the unsignalized study intersections movements operate at LOS C or better in the Build Alternative. The Opening Year (2030) 95th percentile queues observed at the unsignalized intersections showed no significant queueing while the northbound left turn queues at both signalized intersections exceeded storage lengths during the AM and PM peak hours in both the No-Build and Build Alternative.

The Opening Year (2030) arterial operations results indicate that the segment from west of SR 31 to east of Siesta Boulevard operates at LOS F in westbound direction during the AM peak hour and LOS E for the rest of the analysis periods during both the AM and PM peak hours in the No-Build Alternative. In the Build Alternative, the segment operates at LOS E for both the AM and PM peak hours. For the two-lane segments from west of Toby's RV Resort to Blue Head Street, the arterial segments operate at LOS C or better in both the eastbound and westbound directions for the AM and PM peak hours in both No-Build and Build Alternatives.

Design Year (2050) No-Build Alternative results indicate that the SR 31 at SR 70 intersection operates at LOS F during both AM and PM peak hours while SR 70 at Siesta Boulevard operates at LOS C in

both the AM and PM peak hours. For the unsignalized intersections, some side streets showed worsened operations with the following movements that experience LOS D, E, or F for the AM and PM peak hours:

- Northbound through movement at Townsend Avenue for the AM peak hour.
- Northbound through movement at Hansel Avenue for the AM and PM peak hours.
- Northbound through movement at Walston Road for the AM and PM peak hours.
- Northbound and southbound through movements at Cross Avenue for the AM and PM peak hours.
- Northbound through movement at Florida Corrections Academy facility for the AM and PM peak hours.
- Northbound movement at Blue Head Street for the AM peak hour.

For the Design Year (2050) Build Alternative, analysis results indicated that the SR 31 at SR 70 intersection also operates at LOS F during both AM and PM peak hours while SR 70 at Siesta Boulevard operates at LOS D in both the AM and PM peak hours. The unsignalized intersections analysis showed that some side streets were operating with higher delays compared to the Opening Year (2030) with the following movements experiencing LOS D, E, or F for the AM and PM peak hours:

- Northbound through movement at Hansel Avenue for the AM and PM peak hours.
- Northbound and southbound through movements at Cross Avenue for the AM and PM peak hours.
- Northbound movement at Florida Corrections Academy facility for the AM peak hour.
- Northbound movement at Blue Head Street for the AM peak hour.

The Design Year (2050) 95th percentile queues analyzed for the signalized intersections showed that the northbound left turn queues at both signalized intersections exceed storage lengths during both the AM and PM peak hours as well as the westbound left turn queue in the PM peak hour for the No-Build Alternative. For the Build Alternative, only the northbound left turn queues exceeded left lane storage lengths during the AM and PM peak periods while the analysis observed that the unsignalized intersections showed no 95th percentile queues that exceeded the storage lengths in both the No-Build and Build Alternatives.

The Design Year (2050) No-Build Alternative arterial operations results indicate that the segment from west of SR 31 to Siesta Boulevard operates at LOS F in both the eastbound and westbound directions for the AM and PM peak hours. This four-lane segment shows an undesirable LOS F due to the close spacing between the signals paired with the increase in demand during the Design Year (2050) that causes a significant speed reduction and an overall low speed segment. The two-lane segments from west of Toby's RV Resort to Blue Head Street operate at LOS C or better in both the eastbound and westbound directions for the AM and PM peak hours except some segments that operate at LOS D or LOS E in the AM and PM peak hours such as the eastbound segment from west of Toby's RV Resort to Toby's RV Resort, and westbound segments from Walston Road to west of Toby's RV Resort.

In the Design Year (2050) Build Alternative, the four-lane segments from west of SR 31 to east of Siesta Boulevard operate similar to the No-Build alternative, whereas the new four-lane segments from west of Toby's RV Resort to Desoto/Highlands County line operate at LOS B or better in both the eastbound and westbound directions for the AM and PM peak hours. The two-lane highway segment from Desoto/Highlands County line to Blue Head Street operates at LOS C in the eastbound direction and LOS D in the westbound direction during both the AM and PM peak hours in the Build Alternative.

5.2 Summary of Safety Analysis

The crash data for the five-year period from January 1, 2019, to December 31, 2023, was analyzed for segments of SR 70 from SR 31 to Blue Head Street. The five-year study period was chosen to encapsulate the most recent crash data available. Between the years 2019 to 2023, there were a total of 188 crashes, there were 3 (2%) fatal crashes along the corridor, 20 (11%) incapacitating injury crashes, 26 (14%) non-incapacitating injury crashes, 28 (15%) possible injury crashes and 111 (59%) property damage only crashes. There was one bicyclist crash along SR 70, between the intersection of CR 760 and Guynn Avenue, which resulted in a non-incapacitating injury. While the analysis focuses on data from 2019 to 2023, fatal and serious injury crashes from 2024 were also reviewed to observe crash trends. There were two fatal head-on crashes, and three serious injury crashes (animal, sideswipe, rear end) that occurred in 2024. Based on unit costs for calculating the cost of crashes from FDOT's Crash Analysis Reporting (CAR) System, the crashes along SR 70 from 2019 to 2023 cost an estimated $58,880,580.

A segment crash rate analysis was performed to determine the crash rate per million vehicle miles traveled (MVMT) per segment over the five-year period. The five-year average segment crash rate for the urban four-lane divided segment from West of SR 31 to Ford Dealer was lower than the statewide average crash rate, but higher than the districtwide, and countywide average crash rates. The five-year average segment crash rate for the rural two-lane undivided segment from Ford Dealer to Blue Head Street was lower than statewide, districtwide, and countywide average crash rates. Additionally, the five-year fatal and serious injury average segment crash rate for the urban four-lane divided segment from West of SR 31 to Ford Dealer was higher than the statewide, districtwide, and countywide average crash rates. Based on the intersection crash rate analysis, the intersections of SR 31, Siesta Boulevard, and NE Four Mile Grade were above statewide, districtwide, or countywide averages. Additionally, the intersection of Hansel Avenue was identified on the District 1 Intersection Fatal and Serious Injury High Crash List (2015-2021).

The HSM techniques were used to estimate crashes for a given facility, test the effectiveness of design alternatives on crash reduction, and evaluate their economic crash benefits. The Manual on Uniform Traffic Studies (MUTS) sheets that were utilized to determine the crash reduction and economic crash benefits include, 750-020-21a (Present Worth Analysis for Rural Two-Lane Roads), 750-020-21b (Present Worth Analysis for Rural Multilane Highways), and 750-020-21c (Present Worth Analysis for Urban and Suburban Arterials 2-5 Lanes). To evaluate the SR 70 corridor and intersection design changes in the Build Alternative, crash modification factors for safety countermeasures were used from the Crash Modification Factors (CMF) Clearinghouse (Source: http://www.cmfclearinghouse.org/) and from FDOT.

The Build Alternative saw a reduction in crashes compared to the No-Build Alternative of 9.8% in the Opening Year (2030) and an increase in crashes by 12.5% in the Design Year (2050), as seen in **Table 5-1**. However, the fatal and serious injury crashes decreased approximately 5%

between the Opening Year (2030) and Design Year (2050) for the Build Alternative compared to the No-Build Alternative. The total safety benefit between the Opening Year (2030) and Design Year (2050) for the Build Alternative compared to the No-Build Alternative is $21,842,058.

Table 5-1 - Overall Crashes for Opening Year (2030) and Design Year (2050)

Year	No-Build Alternative	Build Alternative	Change
2030	76.73	69.19	-9.8%
2050	107.95	121.47	12.5%

APPENDIX A:
Raw Traffic TMCs and Approach Counts

Intersection Name	
City	
State	
Northbound Street	
Southbound Street	
Eastbound Street	
Westbound Street	

NB

SB

EB

WB

North



Date and Time of Start of Count 1	03/5/2024	6:00:00
Date and Time of End of Count 1	03/5/2024	19:00:00
Date and Time of Start of Count 2		
Date and Time of End of Count 2		
Date and Time of Start of Count 3		
Date and Time of End of Count 3		

Classification Schema
2-Classification Count

NOTES	

0

0 0

Tuesday, March 5, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	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	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	2	0	*2*	0	0	12	0	0	*12*	0	23	1	5	0	*29*	0	2	82	41	0	*125*	**168**
6:15 AM	0	0	1	2	0	*3*	1	4	31	0	0	*36*	0	43	0	9	0	*52*	0	1	83	70	0	*154*	**245**
6:30 AM	0	0	0	0	0	*0*	2	10	64	0	0	*76*	0	48	0	7	0	*55*	0	1	50	50	0	*101*	**232**
6:45 AM	0	0	1	2	0	*3*	1	16	60	0	0	*77*	0	36	0	6	0	*42*	0	1	76	45	0	*122*	**244**
Hourly Total	0	0	2	6	0	*8*	4	30	167	0	0	*201*	0	150	1	27	0	*178*	0	5	291	206	0	*502*	**889**
7:00 AM	0	0	0	1	0	*1*	2	22	98	1	0	*123*	0	59	0	11	0	*70*	1	1	83	39	0	*124*	**318**
7:15 AM	0	0	0	0	0	*0*	1	10	84	0	0	*95*	0	74	0	16	0	*90*	0	1	119	51	0	*171*	**356**
7:30 AM	0	1	1	1	0	*3*	2	13	99	0	0	*114*	0	60	0	10	0	*70*	1	3	93	44	0	*141*	**328**
7:45 AM	0	1	0	0	0	*1*	1	13	86	0	0	*100*	0	103	1	24	0	*128*	1	3	100	51	0	*155*	**384**
Hourly Total	0	2	1	2	0	*5*	6	58	367	1	0	*432*	0	296	1	61	0	*358*	3	8	395	185	0	*591*	**1386**

0

0 0

Tuesday, March 5, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	14	87	1	0	*102*	0	79	0	9	0	*88*	1	3	93	43	0	*140*	**330**
8:15 AM	0	1	1	0	0	*2*	2	12	109	0	0	*123*	0	62	0	4	0	*66*	0	1	92	37	0	*130*	**321**
8:30 AM	0	0	0	2	0	*2*	3	13	96	0	0	*112*	0	57	0	10	0	*67*	2	5	111	44	0	*162*	**343**
8:45 AM	0	1	0	0	0	*1*	4	12	88	0	0	*104*	0	54	0	9	0	*63*	0	0	89	42	0	*131*	**299**
Hourly Total	0	2	1	2	0	*5*	9	51	380	1	0	*441*	0	252	0	32	0	*284*	3	9	385	166	0	*563*	**1293**
9:00 AM	0	0	0	0	0	*0*	1	14	93	0	0	*108*	0	35	0	9	0	*44*	3	1	116	38	0	*158*	**310**
9:15 AM	0	0	0	0	0	*0*	4	18	117	0	0	*139*	0	58	0	10	0	*68*	2	3	118	63	0	*186*	**393**
9:30 AM	0	1	0	1	0	*2*	2	18	136	1	0	*157*	0	61	0	9	0	*70*	1	1	117	46	0	*165*	**394**
9:45 AM	0	0	0	1	0	*1*	2	18	113	1	0	*134*	0	59	0	10	0	*69*	1	2	124	57	0	*184*	**388**
Hourly Total	0	1	0	2	0	*3*	9	68	459	2	0	*538*	0	213	0	38	0	*251*	7	7	475	204	0	*693*	**1485**
10:00 AM	0	0	0	0	0	*0*	0	19	106	1	0	*126*	0	51	0	15	0	*66*	2	1	123	49	0	*175*	**367**
10:15 AM	0	1	0	0	0	*1*	0	21	102	0	0	*123*	0	79	0	11	0	*90*	1	1	144	61	0	*207*	**421**
10:30 AM	0	0	0	3	0	*3*	3	17	85	0	1	*105*	0	58	0	15	0	*73*	2	2	161	69	0	*234*	**415**
10:45 AM	0	0	0	1	0	*1*	2	23	120	2	0	*147*	0	59	0	8	0	*67*	1	4	130	61	0	*196*	**411**
Hourly Total	0	1	0	4	0	*5*	5	80	413	3	1	*501*	0	247	0	49	0	*296*	6	8	558	240	0	*812*	**1614**
11:00 AM	0	0	0	0	0	*0*	0	19	114	1	0	*134*	0	61	0	9	0	*70*	1	3	138	49	0	*191*	**395**
11:15 AM	0	1	0	1	0	*2*	2	16	121	0	0	*139*	0	68	0	13	0	*81*	0	2	144	52	0	*198*	**420**
11:30 AM	0	1	0	1	0	*2*	1	25	140	2	0	*168*	0	67	0	13	0	*80*	3	3	157	53	0	*216*	**466**
11:45 AM	0	2	0	1	0	*3*	6	18	129	2	0	*155*	0	56	0	11	0	*67*	4	2	133	60	0	*199*	**424**
Hourly Total	0	4	0	3	0	*7*	9	78	504	5	0	*596*	0	252	0	46	0	*298*	8	10	572	214	0	*804*	**1705**
12:00 PM	0	1	0	0	0	*1*	5	25	140	0	0	*170*	0	58	0	12	0	*70*	5	4	149	57	0	*215*	**456**
12:15 PM	0	0	0	2	0	*2*	3	16	136	2	0	*157*	0	65	1	12	0	*78*	10	5	154	44	0	*213*	**450**
12:30 PM	0	0	1	0	0	*1*	3	14	128	2	0	*147*	0	40	0	15	0	*55*	7	0	154	48	0	*209*	**412**
12:45 PM	0	0	0	0	0	*0*	1	19	117	1	0	*138*	0	48	0	6	0	*54*	2	0	131	44	0	*177*	**369**
Hourly Total	0	1	1	2	0	*4*	12	74	521	5	0	*612*	0	211	1	45	0	*257*	24	9	588	193	0	*814*	**1687**
1:00 PM	0	2	0	1	0	*3*	5	17	172	1	0	*195*	0	56	0	15	0	*71*	8	3	138	49	0	*198*	**467**
1:15 PM	0	0	1	0	0	*1*	4	23	121	2	0	*150*	0	52	0	13	0	*65*	6	4	149	54	0	*213*	**429**
1:30 PM	0	0	0	2	0	*2*	3	9	123	3	1	*138*	0	55	1	9	0	*65*	5	0	132	47	0	*184*	**389**
1:45 PM	0	1	0	0	0	*1*	1	14	148	0	0	*163*	0	59	2	17	0	*78*	4	6	119	52	0	*181*	**423**
Hourly Total	0	3	1	3	0	*7*	13	63	564	6	1	*646*	0	222	3	54	0	*279*	23	13	538	202	0	*776*	**1708**
2:00 PM	0	0	1	2	0	*3*	5	17	122	1	0	*145*	0	66	0	18	0	*84*	3	3	162	41	0	*209*	**441**
2:15 PM	0	0	0	1	0	*1*	0	15	124	0	1	*139*	0	52	0	7	0	*59*	4	3	145	49	0	*201*	**400**

2:30 PM	0	1	0	0	0	*1*	0	17	134	0	0	*151*	0	48	0	10	0	*58*	3	6	175	53	0	*237*	**447**
2:45 PM	0	0	0	0	0	*0*	4	23	130	1	0	*158*	0	54	0	15	0	*69*	6	0	134	48	0	*188*	**415**
Hourly Total	0	1	1	3	0	*5*	9	72	510	2	1	*593*	0	220	0	50	0	*270*	16	12	616	191	0	*835*	**1703**
3:00 PM	0	0	1	0	0	*1*	2	20	132	0	0	*154*	0	50	0	8	0	*58*	6	2	136	51	0	*195*	**408**
3:15 PM	0	1	0	0	0	*1*	4	15	133	1	0	*153*	0	72	1	21	0	*94*	2	0	160	50	0	*212*	**460**
3:30 PM	0	0	1	1	0	*2*	2	18	129	0	0	*149*	0	62	0	18	0	*80*	2	7	141	*74*	0	*224*	**455**
3:45 PM	0	0	1	1	0	*2*	1	16	133	1	0	*151*	0	59	1	18	0	*78*	5	2	142	53	0	*202*	**433**
Hourly Total	0	1	3	2	0	*6*	9	69	527	2	0	*607*	0	243	2	65	0	*310*	15	11	579	228	0	*833*	**1756**

0

0 0

Tuesday, March 5, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	1	0	*1*	2	32	130	0	0	*164*	0	59	0	13	0	*72*	4	3	118	42	0	*167*	**404**
4:15 PM	0	0	1	2	0	*3*	1	33	131	1	0	*166*	0	55	1	7	0	*63*	1	3	138	50	0	*192*	**424**
4:30 PM	0	1	0	0	0	*1*	1	27	126	2	0	*156*	0	63	0	11	0	*74*	4	3	126	54	0	*187*	**418**
4:45 PM	0	1	1	0	0	*2*	1	20	127	0	0	*148*	0	66	0	17	0	*83*	5	3	126	53	0	*187*	**420**
Hourly Total	0	2	2	3	0	*7*	5	112	514	3	0	*634*	0	243	1	48	0	*292*	14	12	508	199	0	*733*	**1666**
5:00 PM	0	0	0	0	0	*0*	4	18	138	1	0	*161*	0	75	0	9	0	*84*	3	1	151	54	0	*209*	**454**
5:15 PM	0	1	1	1	0	*3*	4	20	154	1	0	*179*	0	52	1	10	0	*63*	5	3	145	59	0	*212*	**457**
5:30 PM	0	1	0	2	0	*3*	4	22	91	0	0	*117*	0	67	1	9	1	*77*	3	3	135	64	0	*205*	**402**
5:45 PM	0	0	1	2	0	*3*	3	17	110	2	0	*132*	0	47	0	11	0	*58*	4	6	119	60	0	*189*	**382**
Hourly Total	0	2	2	5	0	*9*	15	77	493	4	0	*589*	0	241	2	39	1	*282*	15	13	550	237	0	*815*	**1695**
6:00 PM	0	0	0	1	0	*1*	1	8	114	1	0	*124*	0	52	0	9	0	*61*	9	2	128	42	0	*181*	**367**
6:15 PM	0	1	1	3	0	*5*	3	11	92	1	0	*107*	0	48	0	5	0	*53*	8	3	129	40	0	*180*	**345**
6:30 PM	0	0	0	1	0	*1*	3	12	91	1	0	*107*	0	41	0	11	0	*52*	5	2	111	34	0	*152*	**312**
6:45 PM	0	0	0	2	0	*2*	2	10	86	1	0	*99*	0	31	2	14	0	*47*	3	3	99	34	0	*139*	**287**
Hourly Total	0	1	1	7	0	*9*	9	41	383	4	0	*437*	0	172	2	39	0	*213*	25	10	467	150	0	*652*	**1311**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**21**	**15**	**44**	**0**	***80***	**114**	**873**	**5802**	**38**	**3**	***6827***	**0**	**2962**	**13**	**593**	**1**	***3568***	**159**	**127**	**6522**	**2615**	**0**	***9423***	**19898**
Cars	0	21	12	43	0	*76*	113	770	5331	38	2	*6252*	0	2237	11	499	0	*2747*	158	123	6090	2028	0	*8399*	**17474**
Heavy Vehicles	0	0	3	1	0	*4*	1	103	471	0	1	*575*	0	725	2	94	1	*821*	1	4	432	587	0	*1024*	**2424**
Heavy Vehicle %	0.00%	0.00%	20.00%	2.27%	0.00%	*5.00%*	0.88%	11.80%	8.12%	0.00%	33.33%	*8.42%*	0.00%	24.48%	15.38%	15.85%	100.00%	*23.01%*	0.63%	3.15%	6.62%	22.45%	0.00%	*10.87%*	**12.18%**

0

0 0

Tuesday, March 5, 2024

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
11:00 AM	0	0	0	0	0	*0*	0	19	114	1	0	*134*	0	61	0	9	0	*70*	1	3	138	49	0	*191*	**395**
11:15 AM	0	1	0	1	0	*2*	2	16	121	0	0	*139*	0	68	0	13	0	*81*	0	2	144	52	0	*198*	**420**
11:30 AM	0	1	0	1	0	*2*	1	25	140	2	0	*168*	0	67	0	13	0	*80*	3	3	157	53	0	*216*	**466**
11:45 AM	0	2	0	1	0	*3*	6	18	129	2	0	*155*	0	56	0	11	0	*67*	4	2	133	60	0	*199*	**424**
Peak Hour Total	0	4	0	3	0	7	9	78	504	5	0	*596*	0	252	0	46	0	*298*	8	10	572	214	0	*804*	**1705**
PHF	0.000	0.500	0.000	0.750	0.000	*0.583*	0.375	0.780	0.900	0.625	0.000	*0.887*	0.000	0.926	0.000	0.885	0.000	*0.920*	0.500	0.833	0.911	0.892	0.000	*0.931*	**0.915**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
3:00 PM	0	0	1	0	0	*1*	2	20	132	0	0	*154*	0	50	0	8	0	*58*	6	2	136	51	0	*195*	**408**
3:15 PM	0	1	0	0	0	*1*	4	15	133	1	0	*153*	0	72	1	21	0	*94*	2	0	160	50	0	*212*	**460**
3:30 PM	0	0	1	1	0	*2*	2	18	129	0	0	*149*	0	62	0	18	0	*80*	2	7	141	74	0	*224*	**455**
3:45 PM	0	0	1	1	0	*2*	1	16	133	1	0	*151*	0	59	1	18	0	*78*	5	2	142	53	0	*202*	**433**
Peak Hour Total	0	1	3	2	0	*6*	9	69	527	2	0	*607*	0	243	2	65	0	*310*	15	11	579	228	0	*833*	**1756**
PHF	0.000	0.250	0.750	0.500	0.000	*0.750*	0.563	0.863	0.991	0.500	0.000	*0.985*	0.000	0.844	0.500	0.774	0.000	*0.824*	0.625	0.393	0.905	0.770	0.000	*0.930*	**0.954**

Total Vehicles On Leg	258				
Vehicles Entering Intersection 80			Vehicles Exiting Intersection 178		
Southbound					
Cars	43	12	21	0	0
Heavy	1	3	0	0	0
Total	**44**	**15**	**21**	**0**	**0**

Total Vehicles on Leg 18390	Vehicles Entering Intersection 9423	Eastbound	Cars	Heavy	Total
			0	0	**0**
			158	1	**159**
			123	4	**127**
	Vehicles Exiting Intersection 8967		6090	432	**6522**
			2028	587	**2615**

Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 6827	Total Vehicles on Leg 14077
38	0	**38**			
5331	471	**5802**			
770	103	**873**		Vehicles Exiting Intersection 7250	
113	1	**114**			
2	1	**3**			

Cars	0	0	2237	11	499
Heavy	1	0	725	2	94
Total	**1**	**0**	**2962**	**13**	**593**
Northbound					
Vehicles Entering Intersection 3568			Vehicles Exiting Intersection 3503		
Total Vehicles On Leg			7071		

Intersection Name	SR70 at Siesta Blvd
City	
State	
Northbound Street	
Southbound Street	
Eastbound Street	
Westbound Street	

NB

SB

EB

WB

North



Date and Time of Start of Count 1	03/5/2024	6:00:00
Date and Time of End of Count 1	03/5/2024	19:00:00
Date and Time of Start of Count 2		
Date and Time of End of Count 2		
Date and Time of Start of Count 3		
Date and Time of End of Count 3		

Classification Schema
2-Classification Count

NOTES	

SR70 at Siesta Blvd
0 0
Tuesday, March 5, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	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	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	4	0	4	0	*8*	0	0	82	4	0	*86*	**100**
6:15 AM	0	0	0	3	0	*3*	0	0	19	0	0	*19*	0	9	0	1	0	*10*	1	1	79	15	0	*96*	**128**
6:30 AM	0	0	0	2	0	*2*	2	8	62	0	0	*72*	0	11	0	4	0	*15*	2	1	48	7	0	*58*	**147**
6:45 AM	0	0	1	2	0	*3*	0	6	58	0	0	*64*	0	8	0	1	0	*9*	0	1	55	25	0	*81*	**157**
Hourly Total	0	0	1	7	0	*8*	2	14	145	0	0	*161*	0	32	0	10	0	*42*	3	3	264	51	0	*321*	**532**
7:00 AM	0	0	0	3	0	*3*	0	2	83	0	0	*85*	0	18	2	2	0	*22*	0	1	60	27	0	*88*	**198**
7:15 AM	0	1	1	3	0	*5*	0	1	73	0	0	*74*	0	16	0	2	0	*18*	2	5	104	22	0	*133*	**230**
7:30 AM	0	1	1	5	0	*7*	0	4	86	0	0	*90*	0	17	1	2	0	*20*	5	2	74	27	0	*108*	**225**
7:45 AM	0	0	0	6	0	*6*	0	3	69	0	2	*72*	0	20	1	2	0	*23*	1	3	89	25	1	*118*	**219**
Hourly Total	0	2	2	17	0	*21*	0	10	311	0	2	*321*	0	71	4	8	0	*83*	8	11	327	101	1	*447*	**872**

SR70 at Siesta Blvd
0 0
Tuesday, March 5, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	2	7	0	*9*	0	7	64	1	0	*72*	0	20	0	1	0	*21*	1	2	71	28	0	*102*	**204**
8:15 AM	0	0	0	7	0	*7*	0	3	90	0	0	*93*	0	19	1	1	0	*21*	2	5	65	26	0	*98*	**219**
8:30 AM	0	0	3	9	0	*12*	0	5	71	0	1	*76*	0	26	0	1	0	*27*	5	4	69	37	0	*115*	**230**
8:45 AM	0	0	2	4	0	*6*	0	7	68	1	1	*76*	0	32	3	0	0	*35*	3	0	62	35	2	*100*	**217**
Hourly Total	0	0	7	27	0	*34*	0	22	293	2	2	*317*	0	97	4	3	0	*104*	11	11	267	126	2	*415*	**870**
9:00 AM	0	1	1	9	0	*11*	1	6	52	0	0	*59*	0	31	2	2	0	*35*	6	7	67	44	0	*124*	**229**
9:15 AM	0	1	0	11	0	*12*	1	4	71	0	0	*76*	0	40	2	5	0	*47*	6	6	70	45	1	*127*	**262**
9:30 AM	0	1	1	5	0	*7*	0	8	87	1	0	*96*	0	40	3	1	0	*44*	10	3	67	47	0	*127*	**274**
9:45 AM	0	3	5	10	0	*18*	0	5	78	0	0	*83*	0	37	0	3	0	*40*	10	4	75	49	0	*138*	**279**
Hourly Total	0	6	7	35	0	*48*	2	23	288	1	0	*314*	0	148	7	11	0	*166*	32	20	279	185	1	*516*	**1044**
10:00 AM	0	0	1	10	1	*11*	0	3	62	2	1	*67*	0	39	3	5	2	*47*	1	2	77	48	1	*128*	**253**
10:15 AM	0	0	3	9	0	*12*	1	8	66	2	0	*77*	0	41	1	1	0	*43*	2	5	71	65	0	*143*	**275**
10:30 AM	0	1	3	9	0	*13*	0	4	53	1	0	*58*	0	34	4	4	0	*42*	10	4	99	66	0	*179*	**292**
10:45 AM	0	1	4	12	0	*17*	2	15	75	1	0	*93*	0	51	4	3	0	*58*	7	11	56	63	0	*137*	**305**
Hourly Total	0	2	11	40	1	*53*	3	30	256	6	1	*295*	0	165	12	13	2	*190*	20	22	303	242	1	*587*	**1125**
11:00 AM	0	0	3	6	0	*9*	0	7	75	1	2	*83*	0	48	4	4	0	*56*	12	12	83	33	0	*140*	**288**
11:15 AM	0	0	2	11	0	*13*	0	9	73	2	0	*84*	0	46	5	2	0	*53*	6	9	79	55	2	*149*	**299**
11:30 AM	0	1	2	11	0	*14*	2	7	89	0	2	*98*	0	61	3	3	0	*67*	12	10	92	53	0	*167*	**346**
11:45 AM	0	0	6	8	0	*14*	1	14	80	0	0	*95*	0	47	5	5	0	*57*	15	13	66	46	0	*140*	**306**
Hourly Total	0	1	13	36	0	*50*	3	37	317	3	4	*360*	0	202	17	14	0	*233*	45	44	320	187	2	*596*	**1239**
12:00 PM	0	0	3	9	0	*12*	0	17	91	3	0	*111*	0	58	1	6	0	*65*	6	7	70	69	0	*152*	**340**
12:15 PM	0	1	4	9	0	*14*	1	11	68	0	2	*80*	0	65	4	5	0	*74*	8	10	65	71	0	*154*	**322**
12:30 PM	0	1	0	11	0	*12*	1	8	74	4	0	*87*	0	63	6	6	0	*75*	14	5	81	62	4	*162*	**336**
12:45 PM	0	0	1	4	0	*5*	0	13	75	2	2	*90*	0	47	3	3	0	*53*	10	6	74	44	0	*134*	**282**
Hourly Total	0	2	8	33	0	*43*	2	49	308	9	4	*368*	0	233	14	20	0	*267*	38	28	290	246	4	*602*	**1280**
1:00 PM	0	1	5	12	0	*18*	2	11	90	1	0	*104*	0	74	3	6	0	*83*	9	9	77	58	0	*153*	**358**
1:15 PM	1	1	3	9	0	*14*	0	7	72	0	0	*79*	0	63	3	2	0	*68*	12	7	83	66	1	*168*	**329**
1:30 PM	0	0	0	8	0	*8*	0	1	65	1	0	*67*	0	61	3	4	0	*68*	7	8	70	55	2	*140*	**283**
1:45 PM	0	0	2	10	0	*12*	0	6	87	0	0	*93*	0	60	2	4	0	*66*	9	6	84	29	3	*128*	**299**
Hourly Total	1	2	10	39	0	*52*	2	25	314	2	0	*343*	0	258	11	16	0	*285*	37	30	314	208	6	*589*	**1269**
2:00 PM	0	4	2	7	0	*13*	0	5	55	4	0	*64*	0	68	4	3	0	*75*	10	9	89	62	4	*170*	**322**
2:15 PM	0	0	3	4	0	*7*	3	7	69	2	0	*81*	0	60	2	3	0	*65*	12	5	77	58	1	*152*	**305**

2:30 PM	0	1	1	8	0	*10*	0	9	94	0	2	*103*	0	42	2	2	0	*46*	16	19	76	67	5	*178*	**337**
2:45 PM	0	1	6	6	0	*13*	4	6	75	0	0	*85*	0	64	9	3	0	*76*	10	9	77	45	0	*141*	**315**
Hourly Total	0	6	12	25	0	*43*	7	27	293	6	2	*333*	0	234	17	11	0	*262*	48	42	319	232	10	*641*	**1279**
3:00 PM	0	0	3	7	0	*10*	1	5	87	2	0	*95*	0	50	3	1	0	*54*	5	11	75	55	1	*146*	**305**
3:15 PM	0	0	1	7	1	*8*	0	12	88	0	0	*100*	0	55	2	6	0	*63*	9	8	107	51	1	*175*	**346**
3:30 PM	0	1	1	3	0	*5*	2	9	75	1	2	*87*	0	60	3	2	1	*65*	9	8	71	60	0	*148*	**305**
3:45 PM	0	0	1	6	0	*7*	1	5	77	2	0	*85*	0	62	3	5	0	*70*	11	9	89	52	0	*161*	**323**
Hourly Total	0	1	6	23	1	*30*	4	31	327	5	2	*367*	0	227	11	14	1	*252*	34	36	342	218	2	*630*	**1279**

SR70 at Siesta Blvd

0 0

Tuesday, March 5, 2024

	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						
Time	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**VEHICLE TOTAL**
4:00 PM	0	2	3	10	0	*15*	1	3	91	1	2	*96*	0	60	6	7	1	*73*	16	9	59	37	2	*121*	**305**
4:15 PM	0	0	1	6	0	*7*	2	11	121	0	0	*134*	0	42	3	2	0	*47*	13	9	76	45	1	*143*	**331**
4:30 PM	0	1	1	2	0	*4*	1	9	90	2	1	*102*	0	48	2	2	0	*52*	9	3	76	41	1	*129*	**287**
4:45 PM	0	2	2	8	0	*12*	1	7	89	1	0	*98*	0	42	1	1	0	*44*	6	6	75	50	0	*137*	**291**
Hourly Total	0	5	7	26	0	*38*	5	30	391	4	3	*430*	0	192	12	12	1	*216*	44	27	286	173	4	*530*	**1214**
5:00 PM	0	2	3	6	0	*11*	0	14	111	1	0	*126*	0	42	3	5	0	*50*	15	9	89	50	2	*163*	**350**
5:15 PM	0	2	1	8	0	*11*	1	16	89	0	4	*106*	0	61	6	3	0	*70*	10	7	81	51	0	*149*	**336**
5:30 PM	0	0	1	5	0	*6*	0	7	62	1	0	*70*	0	44	2	4	0	*50*	13	5	71	54	0	*143*	**269**
5:45 PM	0	0	5	3	0	*8*	0	8	79	1	0	*88*	0	45	0	3	0	*48*	12	4	63	48	1	*127*	**271**
Hourly Total	0	4	10	22	0	*36*	1	45	341	3	4	*390*	0	192	11	15	0	*218*	50	25	304	203	3	*582*	**1226**
6:00 PM	0	0	3	4	0	*7*	3	9	49	0	0	*61*	0	59	0	4	0	*63*	8	6	68	52	0	*134*	**265**
6:15 PM	0	0	0	2	0	*2*	0	9	54	1	0	*64*	0	40	2	3	0	*45*	13	8	56	54	0	*131*	**242**
6:30 PM	0	0	1	6	0	*7*	1	4	46	1	0	*52*	0	47	4	5	0	*56*	11	10	63	50	1	*134*	**249**
6:45 PM	0	2	0	0	0	*2*	0	6	46	0	0	*52*	0	55	2	2	0	*59*	6	6	57	36	1	*105*	**218**
Hourly Total	0	2	4	12	0	*18*	4	28	195	2	0	*229*	0	201	8	14	0	*223*	38	30	244	192	2	*504*	**974**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**1**	**33**	**98**	**342**	**2**	***474***	**35**	**371**	**3779**	**43**	**24**	***4228***	**0**	**2252**	**128**	**161**	**4**	***2541***	**408**	**329**	**3859**	**2364**	**38**	***6960***	**14203**
Cars	1	32	98	340	1	*471*	33	366	3241	43	14	*3683*	0	2221	127	156	1	*2504*	406	325	3356	2351	9	*6438*	**13096**
Heavy Vehicles	0	1	0	2	1	*3*	2	5	538	0	10	*545*	0	31	1	5	3	*37*	2	4	503	13	29	*522*	**1107**
Heavy Vehicle %	0.00%	3.03%	0.00%	0.58%	50.00%	*0.63%*	5.71%	1.35%	14.24%	0.00%	41.67%	*12.89%*	0.00%	1.38%	0.78%	3.11%	75.00%	*1.46%*	0.49%	1.22%	13.03%	0.55%	76.32%	*7.50%*	**7.79%**

SR70 at Siesta Blvd
0 0
Tuesday, March 5, 2024
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
11:00 AM	0	0	3	6	0	*9*	0	7	75	1	2	*83*	0	48	4	4	0	*56*	12	12	83	33	0	*140*	**288**
11:15 AM	0	0	2	11	0	*13*	0	9	73	2	0	*84*	0	46	5	2	0	*53*	6	9	79	55	2	*149*	**299**
11:30 AM	0	1	2	11	0	*14*	2	7	89	0	2	*98*	0	61	3	3	0	*67*	12	10	92	53	0	*167*	**346**
11:45 AM	0	0	6	8	0	*14*	1	14	80	0	0	*95*	0	47	5	5	0	*57*	15	13	66	46	0	*140*	**306**
Peak Hour Total	0	1	13	36	0	*50*	3	37	317	3	4	*360*	0	202	17	14	0	*233*	45	44	320	187	2	*596*	**1239**
PHF	0.000	0.250	0.542	0.818	0.000	*0.893*	0.375	0.661	0.890	0.375	0.500	*0.918*	0.000	0.828	0.850	0.700	0.000	*0.869*	0.750	0.846	0.870	0.850	0.250	*0.892*	**0.895**

PM Peak Hour

Time	Southbound U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Westbound U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Northbound U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	Eastbound U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	VEHICLE TOTAL
12:30 PM	0	1	0	11	0	*12*	1	8	74	4	0	*87*	0	63	6	6	0	*75*	14	5	81	62	4	*162*	**336**
12:45 PM	0	0	1	4	0	*5*	0	13	75	2	2	*90*	0	47	3	3	0	*53*	10	6	74	44	0	*134*	**282**
1:00 PM	0	1	5	12	0	*18*	2	11	90	1	0	*104*	0	74	3	6	0	*83*	9	9	77	58	0	*153*	**358**
1:15 PM	1	1	3	9	0	*14*	0	7	72	0	0	*79*	0	63	3	2	0	*68*	12	7	83	66	1	*168*	**329**
Peak Hour Total	1	3	9	36	0	*49*	3	39	311	7	2	*360*	0	247	15	17	0	*279*	45	27	315	230	5	*617*	**1305**
PHF	0.250	0.750	0.450	0.750	0.000	*0.681*	0.375	0.750	0.864	0.438	0.250	*0.865*	0.000	0.834	0.625	0.708	0.000	*0.840*	0.804	0.750	0.949	0.871	0.313	*0.918*	**0.911**

Total Vehicles On Leg			975		
Vehicles Entering Intersection	474		Vehicles Exiting Intersection	501	
Southbound					
Cars	340	98	32	1	1
Heavy	2	0	1	0	1
Total	**342**	**98**	**33**	**1**	**2**

Total Vehicles on Leg 13741	Vehicles Entering Intersection 6960	Vehicles Exiting Intersection 6781	**Eastbound**	Cars	Heavy	**Total**
				9	29	**38**
				406	2	**408**
				325	4	**329**
				3356	503	**3859**
				2351	13	**2364**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 4228	Total Vehicles on Leg 8316
43	0	**43**			
3241	538	**3779**			
366	5	**371**		Vehicles Exiting Intersection 4088	
33	2	**35**			
14	10	**24**			

Cars	1	0	2221	127	156
Heavy	3	0	31	1	5
Total	**4**	**0**	**2252**	**128**	**161**
Northbound					
Vehicles Entering Intersection	2541		Vehicles Exiting Intersection	2833	
Total Vehicles On Leg			5374		

Intersection Name	SR 70 at Tobys
City	
State	
Northbound Street	
Southbound Street	
Eastbound Street	
Westbound Street	

Date and Time of Start of Count 1	03/5/2024	6:00:00
Date and Time of End of Count 1	03/5/2024	19:00:00
Date and Time of Start of Count 2		
Date and Time of End of Count 2		
Date and Time of Start of Count 3		
Date and Time of End of Count 3		

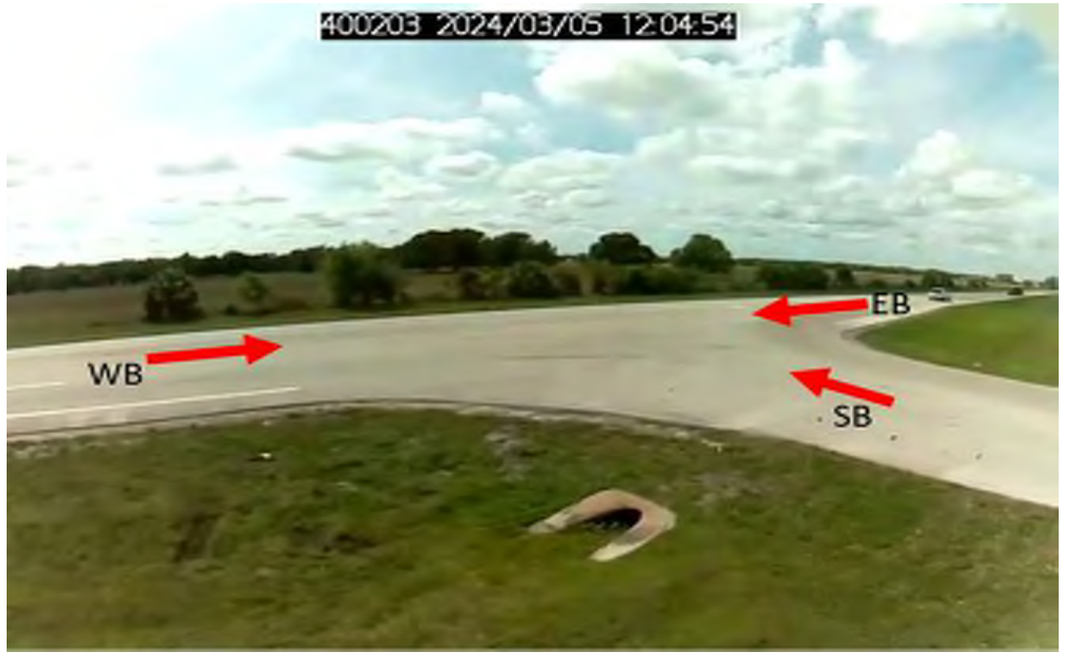
NB

SB

EB

WB

North



Classification Schema
2-Classification Count

NOTES	

SR 70 at Tobys
0 0
Tuesday, March 5, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	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	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	2	0	*2*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	84	0	0	*84*	**89**
6:15 AM	0	0	0	0	0	*0*	0	0	16	0	0	*16*	0	0	0	0	0	*0*	0	2	75	0	0	*77*	**93**
6:30 AM	0	1	0	2	0	*3*	0	0	75	0	0	*75*	0	0	0	0	0	*0*	0	1	56	0	0	*57*	**135**
6:45 AM	0	0	0	5	0	*5*	0	0	59	1	0	*60*	0	0	0	0	0	*0*	0	2	54	0	0	*56*	**121**
Hourly Total	0	1	0	9	0	*10*	0	0	153	1	0	*154*	0	0	0	0	0	*0*	0	5	269	0	0	*274*	**438**
7:00 AM	0	0	0	7	0	*7*	0	0	77	1	0	*78*	0	0	0	0	0	*0*	0	0	51	0	0	*51*	**136**
7:15 AM	0	0	0	2	0	*2*	0	0	66	0	0	*66*	0	0	0	0	0	*0*	0	2	91	0	0	*93*	**161**
7:30 AM	0	0	0	8	0	*8*	0	0	81	0	0	*81*	0	0	0	0	0	*0*	2	3	61	0	0	*66*	**155**
7:45 AM	0	0	0	5	0	*5*	0	0	59	0	0	*59*	0	0	0	0	0	*0*	0	1	75	0	0	*76*	**140**
Hourly Total	0	0	0	22	0	*22*	0	0	283	1	0	*284*	0	0	0	0	0	*0*	2	6	278	0	0	*286*	**592**

SR 70 at Tobys
0 0
Tuesday, March 5, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	7	0	*7*	0	0	67	0	0	*67*	0	0	0	0	0	*0*	0	3	49	0	0	*52*	**126**
8:15 AM	0	0	0	13	0	*13*	0	0	77	0	0	*77*	0	0	0	0	0	*0*	0	2	61	0	0	*63*	**153**
8:30 AM	0	0	0	7	0	*7*	0	0	63	0	0	*63*	0	0	0	0	0	*0*	1	0	49	0	0	*50*	**120**
8:45 AM	0	0	0	9	0	*9*	0	0	64	2	0	*66*	0	0	0	0	0	*0*	0	5	50	0	0	*55*	**130**
Hourly Total	0	0	0	36	0	*36*	0	0	271	2	0	*273*	0	0	0	0	0	*0*	1	10	209	0	0	*220*	**529**
9:00 AM	0	2	0	6	0	*8*	0	0	52	0	0	*52*	0	0	0	0	0	*0*	0	1	53	0	0	*54*	**114**
9:15 AM	0	0	0	12	0	*12*	0	0	65	1	0	*66*	0	0	0	0	0	*0*	0	5	68	0	0	*73*	**151**
9:30 AM	0	0	0	17	0	*17*	0	0	71	0	0	*71*	0	0	0	0	0	*0*	0	4	53	0	0	*57*	**145**
9:45 AM	0	0	0	14	0	*14*	0	0	71	0	0	*71*	0	0	0	0	0	*0*	0	9	77	0	0	*86*	**171**
Hourly Total	0	2	0	49	0	*51*	0	0	259	1	0	*260*	0	0	0	0	0	*0*	0	19	251	0	0	*270*	**581**
10:00 AM	0	1	0	6	0	*7*	0	0	46	0	0	*46*	0	0	0	0	0	*0*	0	5	66	0	0	*71*	**124**
10:15 AM	0	1	0	9	0	*10*	0	0	63	0	0	*63*	0	0	0	0	0	*0*	0	8	65	0	0	*73*	**146**
10:30 AM	0	1	0	8	0	*9*	0	0	48	0	0	*48*	0	0	0	0	0	*0*	0	8	84	0	0	*92*	**149**
10:45 AM	0	0	0	12	0	*12*	0	0	78	0	0	*78*	0	0	0	0	0	*0*	0	10	50	0	0	*60*	**150**
Hourly Total	0	3	0	35	0	*38*	0	0	235	0	0	*235*	0	0	0	0	0	*0*	0	31	265	0	0	*296*	**569**
11:00 AM	0	0	0	10	0	*10*	0	0	69	0	0	*69*	0	0	0	0	0	*0*	0	8	77	0	0	*85*	**164**
11:15 AM	0	1	0	10	0	*11*	0	0	60	2	0	*62*	0	0	0	0	0	*0*	0	12	78	0	0	*90*	**163**
11:30 AM	0	0	0	6	0	*6*	0	0	93	2	0	*95*	0	0	0	0	0	*0*	0	9	69	0	0	*78*	**179**
11:45 AM	0	1	0	8	0	*9*	0	0	79	0	0	*79*	0	0	0	0	0	*0*	0	9	65	0	0	*74*	**162**
Hourly Total	0	2	0	34	0	*36*	0	0	301	4	0	*305*	0	0	0	0	0	*0*	0	38	289	0	0	*327*	**668**
12:00 PM	0	0	0	15	0	*15*	0	0	77	1	0	*78*	0	0	0	0	0	*0*	0	9	56	0	0	*65*	**158**
12:15 PM	0	0	0	9	0	*9*	0	0	69	1	0	*70*	0	0	0	0	0	*0*	0	8	60	0	0	*68*	**147**
12:30 PM	0	1	0	3	0	*4*	0	0	70	0	0	*70*	0	0	0	0	0	*0*	0	14	67	0	0	*81*	**155**
12:45 PM	0	1	0	18	0	*19*	0	0	60	0	0	*60*	0	0	0	0	0	*0*	0	7	58	0	0	*65*	**144**
Hourly Total	0	2	0	45	0	*47*	0	0	276	2	0	*278*	0	0	0	0	0	*0*	0	38	241	0	0	*279*	**604**
1:00 PM	0	1	0	26	0	*27*	0	0	66	0	0	*66*	0	0	0	0	0	*0*	0	5	66	0	0	*71*	**164**
1:15 PM	0	1	0	6	0	*7*	0	0	58	0	0	*58*	0	0	0	0	0	*0*	0	12	74	0	0	*86*	**151**
1:30 PM	0	1	0	17	0	*18*	0	0	54	1	0	*55*	0	0	0	0	0	*0*	0	10	52	0	0	*62*	**135**
1:45 PM	0	0	0	5	0	*5*	0	0	77	2	0	*79*	0	0	0	0	0	*0*	0	8	61	0	0	*69*	**153**
Hourly Total	0	3	0	54	0	*57*	0	0	255	3	0	*258*	0	0	0	0	0	*0*	0	35	253	0	0	*288*	**603**
2:00 PM	0	1	0	9	0	*10*	0	0	41	2	0	*43*	0	0	0	0	0	*0*	0	13	75	0	0	*88*	**141**
2:15 PM	0	0	0	8	0	*8*	0	0	64	1	0	*65*	0	0	0	0	0	*0*	0	6	64	0	0	*70*	**143**

2:30 PM	0	1	0	13	0	*14*	0	0	83	0	0	*83*	0	0	0	0	0	*0*	0	10	70	0	0	*80*	**177**
2:45 PM	0	0	0	6	0	*6*	0	0	62	0	0	*62*	0	0	0	0	0	*0*	0	8	71	0	0	*79*	**147**
Hourly Total	0	2	0	36	0	*38*	0	0	250	3	0	*253*	0	0	0	0	0	*0*	0	37	280	0	0	*317*	**608**
3:00 PM	0	0	0	8	0	*8*	0	0	74	1	0	*75*	0	0	0	0	0	*0*	1	10	56	0	0	*67*	**150**
3:15 PM	0	1	0	7	0	*8*	0	0	85	0	0	*85*	0	0	0	0	0	*0*	0	24	73	0	0	*97*	**190**
3:30 PM	0	1	0	3	0	*4*	0	0	72	2	0	*74*	0	0	0	0	0	*0*	0	8	71	0	0	*79*	**157**
3:45 PM	0	0	0	11	0	*11*	0	0	74	1	0	*75*	0	0	0	0	0	*0*	0	10	78	0	0	*88*	**174**
Hourly Total	0	2	0	29	0	*31*	0	0	305	4	0	*309*	0	0	0	0	0	*0*	1	52	278	0	0	*331*	**671**

SR 70 at Tobys
0 0
Tuesday, March 5, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	7	0	*7*	0	0	102	0	0	*102*	0	0	0	0	0	*0*	1	13	61	0	0	*75*	**184**
4:15 PM	0	1	0	7	0	*8*	0	0	89	1	0	*90*	0	0	0	0	0	*0*	0	8	69	0	0	*77*	**175**
4:30 PM	0	0	0	9	0	*9*	0	0	90	1	0	*91*	0	0	0	0	0	*0*	0	12	68	0	0	*80*	**180**
4:45 PM	0	0	0	9	0	*9*	0	0	86	1	0	*87*	0	0	0	0	0	*0*	0	10	70	0	0	*80*	**176**
Hourly Total	0	1	0	32	0	*33*	0	0	367	3	0	*370*	0	0	0	0	0	*0*	1	43	268	0	0	*312*	**715**
5:00 PM	0	0	0	7	0	*7*	0	0	99	1	0	*100*	0	0	0	0	0	*0*	0	10	78	0	0	*88*	**195**
5:15 PM	0	0	0	7	0	*7*	0	0	84	0	0	*84*	0	0	0	0	0	*0*	0	10	77	0	0	*87*	**178**
5:30 PM	0	0	0	4	0	*4*	0	0	70	1	0	*71*	0	0	0	0	0	*0*	0	14	65	0	0	*79*	**154**
5:45 PM	0	0	0	4	0	*4*	0	0	58	0	0	*58*	0	0	0	0	0	*0*	0	11	63	0	0	*74*	**136**
Hourly Total	0	0	0	22	0	*22*	0	0	311	2	0	*313*	0	0	0	0	0	*0*	0	45	283	0	0	*328*	**663**
6:00 PM	0	0	0	6	0	*6*	0	0	49	1	0	*50*	0	0	0	0	0	*0*	0	15	59	0	0	*74*	**130**
6:15 PM	0	0	0	4	0	*4*	0	0	52	0	0	*52*	0	0	0	0	0	*0*	0	12	56	0	0	*68*	**124**
6:30 PM	0	0	0	4	0	*4*	0	0	38	0	0	*38*	0	0	0	0	0	*0*	0	10	56	0	0	*66*	**108**
6:45 PM	0	1	0	2	0	*3*	0	0	47	1	0	*48*	0	0	0	0	0	*0*	0	8	55	0	0	*63*	**114**
Hourly Total	0	1	0	16	0	*17*	0	0	186	2	0	*188*	0	0	0	0	0	*0*	0	45	226	0	0	*271*	**476**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**19**	**0**	**419**	**0**	***438***	**0**	**0**	**3452**	**28**	**0**	***3480***	**0**	**0**	**0**	**0**	**0**	***0***	**5**	**404**	**3390**	**0**	**0**	***3799***	**7717**
Cars	0	19	0	417	0	*436*	0	0	2934	28	0	*2962*	0	0	0	0	0	*0*	5	402	2884	0	0	*3291*	**6689**
Heavy Vehicles	0	0	0	2	0	*2*	0	0	518	0	0	*518*	0	0	0	0	0	*0*	0	2	506	0	0	*508*	**1028**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.48%	0.00%	*0.46%*	0.00%	0.00%	15.01%	0.00%	0.00%	*14.89%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.50%	14.93%	0.00%	0.00%	*13.37%*	**13.32%**

SR 70 at Tobys
0 0
Tuesday, March 5, 2024
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
11:00 AM	0	0	0	10	0	*10*	0	0	69	0	0	*69*	0	0	0	0	0	*0*	0	8	77	0	0	*85*	**164**
11:15 AM	0	1	0	10	0	*11*	0	0	60	2	0	*62*	0	0	0	0	0	*0*	0	12	78	0	0	*90*	**163**
11:30 AM	0	0	0	6	0	*6*	0	0	93	2	0	*95*	0	0	0	0	0	*0*	0	9	69	0	0	*78*	**179**
11:45 AM	0	1	0	8	0	*9*	0	0	79	0	0	*79*	0	0	0	0	0	*0*	0	9	65	0	0	*74*	**162**
Peak Hour Total	0	2	0	34	0	*36*	0	0	301	4	0	*305*	0	0	0	0	0	*0*	0	38	289	0	0	*327*	**668**
PHF	0.000	0.500	0.000	0.850	0.000	*0.818*	0.000	0.000	0.809	0.500	0.000	*0.803*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.792	0.926	0.000	0.000	*0.908*	**0.933**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:30 PM	0	0	0	9	0	*9*	0	0	90	1	0	*91*	0	0	0	0	0	*0*	0	12	68	0	0	*80*	**180**
4:45 PM	0	0	0	9	0	*9*	0	0	86	1	0	*87*	0	0	0	0	0	*0*	0	10	70	0	0	*80*	**176**
5:00 PM	0	0	0	7	0	*7*	0	0	99	1	0	*100*	0	0	0	0	0	*0*	0	10	78	0	0	*88*	**195**
5:15 PM	0	0	0	7	0	*7*	0	0	84	0	0	*84*	0	0	0	0	0	*0*	0	10	77	0	0	*87*	**178**
Peak Hour Total	0	0	0	32	0	*32*	0	0	359	3	0	*362*	0	0	0	0	0	*0*	0	42	293	0	0	*335*	**729**
PHF	0.000	0.000	0.000	0.889	0.000	*0.889*	0.000	0.000	0.907	0.750	0.000	*0.905*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.875	0.939	0.000	0.000	*0.952*	**0.935**

Total Vehicles On Leg			870		
Vehicles Entering Intersection	438		Vehicles Exiting Intersection	432	
Southbound					
Cars	417	0	19	0	0
Heavy	2	0	0	0	0
Total	**419**	**0**	**19**	**0**	**0**

Total Vehicles on Leg 7675	Vehicles Entering Intersection 3799	Vehicles Exiting Intersection 3876	**Eastbound**	Cars	Heavy	**Total**
				0	0	**0**
				5	0	**5**
				402	2	**404**
				2884	506	**3390**
				0	0	**0**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 3480	Total Vehicles on Leg 6889
28	0	**28**			
2934	518	**3452**			
0	0	**0**		Vehicles Exiting Intersection 3409	
0	0	**0**			
0	0	**0**			

Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**
Northbound					
Vehicles Entering Intersection	0		Vehicles Exiting Intersection	0	
Total Vehicles On Leg			0		

Intersection Name	SR 70 at Townsend Rd
City	
State	
Northbound Street	
Southbound Street	
Eastbound Street	
Westbound Street	

NB

SB

EB

WB

North



Date and Time of Start of Count 1	03/5/2024	6:00:00
Date and Time of End of Count 1	03/5/2024	19:00:00
Date and Time of Start of Count 2		
Date and Time of End of Count 2		
Date and Time of Start of Count 3		
Date and Time of End of Count 3		

Classification Schema
2-Classification Count

NOTES	

SR 70 at Townsend Rd
0 0
Tuesday, March 5, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	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	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	81	1	0	*82*	**85**
6:15 AM	0	0	0	0	0	*0*	0	0	14	0	0	*14*	0	2	0	0	0	*2*	0	0	72	4	0	*76*	**92**
6:30 AM	0	0	0	0	2	*0*	0	0	75	0	0	*75*	0	5	0	1	0	*6*	0	0	58	0	0	*58*	**139**
6:45 AM	0	0	0	0	1	*0*	0	0	55	0	0	*55*	0	3	0	1	0	*4*	0	0	53	1	0	*54*	**113**
Hourly Total	0	0	0	0	3	*0*	0	0	147	0	0	*147*	0	10	0	2	0	*12*	0	0	264	6	0	*270*	**429**
7:00 AM	0	0	0	0	0	*0*	0	1	74	0	0	*75*	0	2	0	0	0	*2*	0	0	52	0	0	*52*	**129**
7:15 AM	0	0	0	0	0	*0*	0	0	65	0	0	*65*	0	1	0	0	0	*1*	0	0	89	0	0	*89*	**155**
7:30 AM	0	0	0	0	0	*0*	0	0	76	0	0	*76*	0	3	0	0	0	*3*	0	0	60	0	0	*60*	**139**
7:45 AM	0	0	0	0	0	*0*	0	0	59	0	0	*59*	0	4	0	1	0	*5*	0	0	73	1	0	*74*	**138**
Hourly Total	0	0	0	0	0	*0*	0	1	274	0	0	*275*	0	10	0	1	0	*11*	0	0	274	1	0	*275*	**561**

SR 70 at Townsend Rd
0 0
Tuesday, March 5, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	1	*0*	0	0	69	0	0	*69*	0	0	0	0	0	*0*	0	0	50	1	0	*51*	**120**
8:15 AM	0	0	0	0	0	*0*	0	0	68	0	0	*68*	0	4	0	0	0	*4*	0	2	58	1	0	*61*	**133**
8:30 AM	0	0	0	0	0	*0*	0	1	62	0	0	*63*	0	1	0	0	0	*1*	0	1	45	1	0	*47*	**111**
8:45 AM	0	0	0	1	0	*1*	0	0	63	0	0	*63*	0	0	0	0	0	*0*	0	0	48	0	0	*48*	**112**
Hourly Total	0	0	0	1	1	*1*	0	1	262	0	0	*263*	0	5	0	0	0	*5*	0	3	201	3	0	*207*	**476**
9:00 AM	0	0	1	0	0	*1*	0	0	48	0	0	*48*	0	4	0	0	0	*4*	0	1	54	1	0	*56*	**109**
9:15 AM	0	0	0	0	0	*0*	0	0	66	0	0	*66*	0	1	0	0	0	*1*	0	0	64	3	0	*67*	**134**
9:30 AM	0	0	0	0	0	*0*	0	0	71	0	0	*71*	0	1	0	2	0	*3*	0	1	54	0	0	*55*	**129**
9:45 AM	0	0	0	0	0	*0*	0	0	71	0	0	*71*	0	0	0	0	0	*0*	0	0	74	2	0	*76*	**147**
Hourly Total	0	0	1	0	0	*1*	0	0	256	0	0	*256*	0	6	0	2	0	*8*	0	2	246	6	0	*254*	**519**
10:00 AM	0	0	0	0	0	*0*	0	0	41	0	0	*41*	0	3	0	0	0	*3*	0	0	68	1	0	*69*	**113**
10:15 AM	0	0	0	0	0	*0*	0	0	63	0	0	*63*	0	0	0	1	0	*1*	0	1	64	3	0	*68*	**132**
10:30 AM	0	1	0	0	0	*1*	0	0	55	0	0	*55*	0	0	0	0	0	*0*	0	0	83	0	0	*83*	**139**
10:45 AM	0	0	0	0	0	*0*	0	0	71	0	0	*71*	0	1	0	0	0	*1*	0	0	49	2	0	*51*	**123**
Hourly Total	0	1	0	0	0	*1*	0	0	230	0	0	*230*	0	4	0	1	0	*5*	0	1	264	6	0	*271*	**507**
11:00 AM	0	0	0	0	0	*0*	0	1	67	0	0	*68*	0	2	0	0	0	*2*	0	0	77	2	0	*79*	**149**
11:15 AM	0	0	0	0	0	*0*	0	0	59	1	0	*60*	0	0	0	0	0	*0*	1	0	74	2	0	*77*	**137**
11:30 AM	0	0	0	0	0	*0*	0	0	92	0	0	*92*	0	2	0	0	0	*2*	0	0	68	0	0	*68*	**162**
11:45 AM	0	0	0	0	0	*0*	0	0	76	0	0	*76*	0	1	0	0	0	*1*	0	0	66	2	0	*68*	**145**
Hourly Total	0	0	0	0	0	*0*	0	1	294	1	0	*296*	0	5	0	0	0	*5*	1	0	285	6	0	*292*	**593**
12:00 PM	0	0	0	0	0	*0*	0	0	84	0	0	*84*	0	1	0	0	0	*1*	0	0	56	0	0	*56*	**141**
12:15 PM	0	0	0	0	0	*0*	0	0	62	0	0	*62*	0	2	0	0	0	*2*	0	0	56	3	0	*59*	**123**
12:30 PM	0	0	0	1	0	*1*	0	1	69	0	0	*70*	0	0	0	0	0	*0*	0	0	64	4	0	*68*	**139**
12:45 PM	0	0	0	0	1	*0*	0	0	64	0	0	*64*	0	0	0	0	0	*0*	0	0	57	2	0	*59*	**123**
Hourly Total	0	0	0	1	1	*1*	0	1	279	0	0	*280*	0	3	0	0	0	*3*	0	0	233	9	0	*242*	**526**
1:00 PM	0	0	0	0	0	*0*	0	1	61	0	0	*62*	0	1	0	0	0	*1*	0	0	66	0	0	*66*	**129**
1:15 PM	0	0	0	0	1	*0*	0	0	56	0	0	*56*	0	4	0	0	0	*4*	0	0	69	1	0	*70*	**130**
1:30 PM	0	0	0	0	0	*0*	0	0	53	0	0	*53*	0	1	0	0	0	*1*	1	0	55	0	0	*56*	**110**
1:45 PM	0	0	0	0	0	*0*	0	0	77	0	0	*77*	0	1	0	0	0	*1*	0	0	58	0	0	*58*	**136**
Hourly Total	0	0	0	0	1	*0*	0	1	247	0	0	*248*	0	7	0	0	0	*7*	1	0	248	1	0	*250*	**505**
2:00 PM	0	0	0	0	0	*0*	0	0	41	0	0	*41*	0	2	0	0	0	*2*	0	0	75	2	0	*77*	**120**
2:15 PM	0	0	0	0	0	*0*	0	0	64	0	0	*64*	0	2	0	0	0	*2*	0	1	63	2	0	*66*	**132**

2:30 PM	0	0	0	0	0	*0*	0	0	82	0	0	*82*	0	1	0	1	0	*2*	0	0	68	1	0	*69*	**153**
2:45 PM	0	0	0	0	0	*0*	0	0	60	0	0	*60*	0	2	0	0	0	*2*	0	0	67	0	0	*67*	**129**
Hourly Total	0	0	0	0	0	*0*	0	0	247	0	0	*247*	0	7	0	1	0	*8*	0	1	273	5	0	*279*	**534**
3:00 PM	0	0	0	0	0	*0*	0	1	78	0	0	*79*	0	1	0	2	0	*3*	0	0	59	1	0	*60*	**142**
3:15 PM	0	0	0	0	0	*0*	0	0	75	0	0	*75*	0	1	1	0	0	*2*	0	0	72	2	0	*74*	**151**
3:30 PM	0	0	0	0	0	*0*	0	2	73	0	0	*75*	0	2	0	0	0	*2*	0	0	70	1	0	*71*	**148**
3:45 PM	0	0	0	0	0	*0*	0	0	73	0	0	*73*	0	1	0	0	0	*1*	0	0	74	3	0	*77*	**151**
Hourly Total	0	0	0	0	0	*0*	0	3	299	0	0	*302*	0	5	1	2	0	*8*	0	0	275	7	0	*282*	**592**

SR 70 at Townsend Rd

0 0

Tuesday, March 5, 2024

	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						
Time	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**VEHICLE TOTAL**
4:00 PM	0	0	0	0	0	*0*	0	0	108	0	0	*108*	0	0	0	0	0	*0*	0	0	60	2	0	*62*	**170**
4:15 PM	0	0	0	0	0	*0*	0	0	81	0	0	*81*	0	3	0	1	0	*4*	0	0	67	0	0	*67*	**152**
4:30 PM	0	0	0	0	0	*0*	0	0	92	0	0	*92*	0	0	0	0	0	*0*	0	0	68	1	0	*69*	**161**
4:45 PM	0	0	0	0	0	*0*	0	0	84	0	0	*84*	0	0	0	0	0	*0*	0	0	65	1	0	*66*	**150**
Hourly Total	0	0	0	0	0	*0*	0	0	365	0	0	*365*	0	3	0	1	0	*4*	0	0	260	4	0	*264*	**633**
5:00 PM	0	1	0	0	0	*1*	0	0	99	1	0	*100*	0	0	0	0	0	*0*	0	0	79	2	0	*81*	**182**
5:15 PM	0	0	0	0	0	*0*	0	0	85	0	0	*85*	0	0	0	1	0	*1*	0	0	68	4	0	*72*	**158**
5:30 PM	0	0	0	0	0	*0*	0	0	67	0	0	*67*	0	3	0	0	0	*3*	0	0	64	3	0	*67*	**137**
5:45 PM	0	0	0	0	0	*0*	0	0	56	0	0	*56*	0	3	0	0	0	*3*	0	0	61	4	0	*65*	**124**
Hourly Total	0	1	0	0	0	*1*	0	0	307	1	0	*308*	0	6	0	1	0	*7*	0	0	272	13	0	*285*	**601**
6:00 PM	0	0	0	0	0	*0*	0	1	50	0	0	*51*	0	0	0	0	0	*0*	0	0	56	1	0	*57*	**108**
6:15 PM	0	0	0	0	0	*0*	0	0	50	0	0	*50*	0	0	0	0	0	*0*	0	0	54	2	0	*56*	**106**
6:30 PM	0	0	0	0	0	*0*	0	0	33	0	0	*33*	0	3	0	0	0	*3*	0	0	55	0	0	*55*	**91**
6:45 PM	0	0	0	0	0	*0*	0	1	49	0	0	*50*	0	0	0	1	0	*1*	0	0	56	1	0	*57*	**108**
Hourly Total	0	0	0	0	0	*0*	0	2	182	0	0	*184*	0	3	0	1	0	*4*	0	0	221	4	0	*225*	**413**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**2**	**1**	**2**	**6**	***5***	**0**	**10**	**3389**	**2**	**0**	***3401***	**0**	**74**	**1**	**12**	**0**	***87***	**2**	**7**	**3316**	**71**	**0**	***3396***	**6889**
Cars	0	1	1	2	6	*4*	0	9	2863	2	0	*2874*	0	74	1	11	0	*86*	2	4	2818	71	0	*2895*	**5859**
Heavy Vehicles	0	1	0	0	0	*1*	0	1	526	0	0	*527*	0	0	0	1	0	*1*	0	3	498	0	0	*501*	**1030**
Heavy Vehicle %	0.00%	50.00%	0.00%	0.00%	0.00%	*20.00%*	0.00%	10.00%	15.52%	0.00%	0.00%	*15.50%*	0.00%	0.00%	0.00%	8.33%	0.00%	*1.15%*	0.00%	42.86%	15.02%	0.00%	0.00%	*14.75%*	**14.95%**

SR 70 at Townsend Rd
0 0
Tuesday, March 5, 2024
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
11:00 AM	0	0	0	0	0	*0*	0	1	67	0	0	*68*	0	2	0	0	0	*2*	0	0	77	2	0	*79*	**149**
11:15 AM	0	0	0	0	0	*0*	0	0	59	1	0	*60*	0	0	0	0	0	*0*	1	0	74	2	0	*77*	**137**
11:30 AM	0	0	0	0	0	*0*	0	0	92	0	0	*92*	0	2	0	0	0	*2*	0	0	68	0	0	*68*	**162**
11:45 AM	0	0	0	0	0	*0*	0	0	76	0	0	*76*	0	1	0	0	0	*1*	0	0	66	2	0	*68*	**145**
Peak Hour Total	0	0	0	0	0	*0*	0	1	294	1	0	*296*	0	5	0	0	0	*5*	1	0	285	6	0	*292*	**593**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.250	0.799	0.250	0.000	*0.804*	0.000	0.625	0.000	0.000	0.000	*0.625*	0.250	0.000	0.925	0.750	0.000	*0.924*	**0.915**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:30 PM	0	0	0	0	0	*0*	0	0	92	0	0	*92*	0	0	0	0	0	*0*	0	0	68	1	0	*69*	**161**
4:45 PM	0	0	0	0	0	*0*	0	0	84	0	0	*84*	0	0	0	0	0	*0*	0	0	65	1	0	*66*	**150**
5:00 PM	0	1	0	0	0	*1*	0	0	99	1	0	*100*	0	0	0	0	0	*0*	0	0	79	2	0	*81*	**182**
5:15 PM	0	0	0	0	0	*0*	0	0	85	0	0	*85*	0	0	0	1	0	*1*	0	0	68	4	0	*72*	**158**
Peak Hour Total	0	1	0	0	0	*1*	0	0	360	1	0	*361*	0	0	0	1	0	*1*	0	0	280	8	0	*288*	**651**
PHF	0.000	0.250	0.000	0.000	0.000	*0.250*	0.000	0.000	0.909	0.250	0.000	*0.903*	0.000	0.000	0.000	0.250	0.000	*0.250*	0.000	0.000	0.886	0.500	0.000	*0.889*	**0.894**

Total Vehicles On Leg			15		
Vehicles Entering Intersection	5		Vehicles Exiting Intersection	10	
Southbound					
Cars	2	1	1	0	6
Heavy	0	0	1	0	0
Total	**2**	**1**	**2**	**0**	**6**

Cars	0	0	74	1	11
Heavy	0	0	0	0	1
Total	**0**	**0**	**74**	**1**	**12**
Northbound					
Vehicles Entering Intersection	87		Vehicles Exiting Intersection	82	
Total Vehicles On Leg			169		

Total Vehicles on Leg 6863		**Eastbound**	Cars	Heavy	**Total**
	Vehicles Entering Intersection 3396		0	0	**0**
			2	0	**2**
	Vehicles Exiting Intersection 3467		4	3	**7**
			2818	498	**3316**
			71	0	**71**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**		Total Vehicles on Leg 6731
2	0	**2**		Vehicles Entering Intersection 3401	
2863	526	**3389**			
9	1	**10**		Vehicles Exiting Intersection 3330	
0	0	**0**			
0	0	**0**			

Intersection Name	SR 70 at Hansel Ave
City	
State	
Northbound Street	
Southbound Street	
Eastbound Street	
Westbound Street	

NB

SB

EB

WB

North



Date and Time of Start of Count 1	03/5/2024	6:00:00
Date and Time of End of Count 1	03/5/2024	19:00:00
Date and Time of Start of Count 2		
Date and Time of End of Count 2		
Date and Time of Start of Count 3		
Date and Time of End of Count 3		

Classification Schema
2-Classification Count

NOTES	

SR 70 at Hansel Ave
0 0
Tuesday, March 5, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	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	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	2	0	0	0	*2*	1	0	0	77	0	*78*	**80**
6:15 AM	0	0	1	1	0	*2*	0	0	4	0	0	*4*	0	10	0	0	0	*10*	0	1	1	76	0	*78*	**94**
6:30 AM	0	0	0	1	0	*1*	0	1	71	0	0	*72*	0	1	0	1	0	*2*	0	0	52	6	0	*58*	**133**
6:45 AM	0	0	0	1	0	*1*	0	0	54	0	0	*54*	0	6	0	2	0	*8*	0	0	47	4	0	*51*	**114**
Hourly Total	0	0	1	3	0	*4*	0	1	129	0	0	*130*	0	19	0	3	0	*22*	1	1	100	163	0	*265*	**421**
7:00 AM	0	0	0	1	0	*1*	0	0	53	0	0	*53*	0	15	0	0	0	*15*	0	1	49	0	0	*50*	**119**
7:15 AM	0	0	0	2	0	*2*	0	0	58	0	0	*58*	0	7	0	2	0	*9*	0	2	86	4	0	*92*	**161**
7:30 AM	0	0	0	0	0	*0*	0	0	66	0	0	*66*	0	6	0	2	0	*8*	0	1	59	2	0	*62*	**136**
7:45 AM	0	1	0	2	0	*3*	0	1	55	1	0	*57*	0	3	0	2	0	*5*	0	0	69	5	0	*74*	**139**
Hourly Total	0	1	0	5	0	*6*	0	1	232	1	0	*234*	0	31	0	6	0	*37*	0	4	263	11	0	*278*	**555**

SR 70 at Hansel Ave
0 0
Tuesday, March 5, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	1	0	*1*	0	0	60	0	0	*60*	0	6	0	0	0	*6*	0	0	46	5	0	*51*	**118**
8:15 AM	0	0	0	1	0	*1*	0	0	58	0	0	*58*	0	7	0	0	0	*7*	0	1	83	4	0	*88*	**154**
8:30 AM	0	0	1	1	0	*2*	0	0	54	0	0	*54*	0	8	0	0	0	*8*	0	0	44	1	0	*45*	**109**
8:45 AM	0	0	0	2	0	*2*	0	0	56	3	0	*59*	0	4	0	3	0	*7*	0	0	43	4	0	*47*	**115**
Hourly Total	0	0	1	5	0	*6*	0	0	228	3	0	*231*	0	25	0	3	0	*28*	0	1	216	14	0	*231*	**496**
9:00 AM	0	0	0	1	0	*1*	0	0	44	0	0	*44*	0	1	0	2	0	*3*	0	0	52	5	0	*57*	**105**
9:15 AM	0	1	0	4	0	*5*	0	0	56	1	0	*57*	0	7	0	0	0	*7*	0	0	54	7	0	*61*	**130**
9:30 AM	0	0	0	1	0	*1*	0	0	65	0	0	*65*	0	2	0	1	0	*3*	0	0	52	2	0	*54*	**123**
9:45 AM	0	0	0	0	0	*0*	0	1	64	0	0	*65*	0	3	0	1	0	*4*	0	2	66	2	0	*70*	**139**
Hourly Total	0	1	0	6	0	*7*	0	1	229	1	0	*231*	0	13	0	4	0	*17*	0	2	224	16	0	*242*	**497**
10:00 AM	0	0	0	0	0	*0*	0	1	47	0	0	*48*	0	2	0	0	0	*2*	0	0	68	3	0	*71*	**121**
10:15 AM	0	0	1	0	0	*1*	0	0	56	0	0	*56*	0	6	0	0	0	*6*	0	0	57	6	0	*63*	**126**
10:30 AM	0	0	0	0	0	*0*	0	0	51	0	0	*51*	0	3	0	0	0	*3*	0	1	79	4	0	*84*	**138**
10:45 AM	0	0	0	0	0	*0*	0	0	71	0	0	*71*	0	1	0	0	0	*1*	0	0	44	3	0	*47*	**119**
Hourly Total	0	0	1	0	0	*1*	0	1	225	0	0	*226*	0	12	0	0	0	*12*	0	1	248	16	0	*265*	**504**
11:00 AM	0	0	0	1	0	*1*	0	1	59	0	0	*60*	0	4	0	0	0	*4*	0	0	74	2	0	*76*	**141**
11:15 AM	0	0	0	2	0	*2*	0	0	58	0	0	*58*	0	4	1	0	0	*5*	0	0	67	5	0	*72*	**137**
11:30 AM	0	0	1	1	0	*2*	0	1	77	0	0	*78*	0	8	0	2	0	*10*	0	1	64	3	0	*68*	**158**
11:45 AM	0	0	1	1	0	*2*	0	1	70	0	0	*71*	0	10	0	0	0	*10*	0	1	62	6	0	*69*	**152**
Hourly Total	0	0	2	5	0	*7*	0	3	264	0	0	*267*	0	26	1	2	0	*29*	0	2	267	16	0	*285*	**588**
12:00 PM	0	0	0	0	0	*0*	0	0	74	0	0	*74*	0	7	0	0	0	*7*	0	0	52	3	0	*55*	**136**
12:15 PM	0	0	0	0	0	*0*	0	0	58	0	0	*58*	0	3	0	0	0	*3*	0	2	49	2	0	*53*	**114**
12:30 PM	0	0	0	1	0	*1*	0	1	62	0	0	*63*	0	3	0	0	0	*3*	0	1	54	8	0	*63*	**130**
12:45 PM	0	0	0	0	0	*0*	0	0	53	0	0	*53*	0	10	0	0	0	*10*	0	0	49	4	0	*53*	**116**
Hourly Total	0	0	0	1	0	*1*	0	1	247	0	0	*248*	0	23	0	0	0	*23*	0	3	204	17	0	*224*	**496**
1:00 PM	0	0	0	3	0	*3*	0	0	58	0	0	*58*	0	4	1	0	0	*5*	0	0	57	6	0	*63*	**129**
1:15 PM	0	0	0	0	0	*0*	0	1	48	0	0	*49*	0	6	0	1	0	*7*	0	0	67	7	0	*74*	**130**
1:30 PM	0	1	0	0	0	*1*	0	0	45	0	0	*45*	0	5	0	2	0	*7*	0	2	48	6	0	*56*	**109**
1:45 PM	0	0	0	1	0	*1*	0	0	73	0	0	*73*	0	4	0	1	0	*5*	0	0	54	4	0	*58*	**137**
Hourly Total	0	1	0	4	0	*5*	0	1	224	0	0	*225*	0	19	1	4	0	*24*	0	2	226	23	0	*251*	**505**
2:00 PM	0	1	0	1	0	*2*	0	0	33	0	0	*33*	0	3	0	0	0	*3*	0	1	66	8	0	*75*	**113**
2:15 PM	0	0	0	0	0	*0*	0	1	60	0	0	*61*	0	5	0	0	0	*5*	0	1	58	5	0	*64*	**130**

2:30 PM	0	0	0	0	0	*0*	0	2	78	0	0	*80*	0	2	0	1	0	*3*	0	0	62	7	0	*69*	**152**
2:45 PM	0	0	0	0	0	*0*	0	1	63	1	0	*65*	0	3	0	0	0	*3*	0	0	61	6	0	*67*	**135**
Hourly Total	0	1	0	1	0	*2*	0	4	234	1	0	*239*	0	13	0	1	0	*14*	0	2	247	26	0	*275*	**530**
3:00 PM	0	1	0	3	0	*4*	0	4	69	0	0	*73*	0	7	0	0	0	*7*	0	2	55	3	0	*60*	**144**
3:15 PM	0	0	0	1	0	*1*	0	2	67	0	0	*69*	0	6	0	0	0	*6*	0	0	58	5	0	*63*	**139**
3:30 PM	0	0	0	0	0	*0*	0	1	66	0	0	*67*	0	6	0	1	0	*7*	0	3	67	8	0	*78*	**152**
3:45 PM	0	0	0	0	0	*0*	0	1	60	0	0	*61*	0	9	0	1	0	*10*	0	0	69	6	0	*75*	**146**
Hourly Total	0	1	0	4	0	*5*	0	8	262	0	0	*270*	0	28	0	2	0	*30*	0	5	249	22	0	*276*	**581**

SR 70 at Hansel Ave

0 0

Tuesday, March 5, 2024

	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						
Time	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**VEHICLE TOTAL**
4:00 PM	0	0	0	1	0	*1*	0	0	103	0	0	*103*	0	9	0	2	0	*11*	0	1	51	7	0	*59*	**174**
4:15 PM	0	0	0	1	0	*1*	0	1	71	0	0	*72*	0	7	0	1	0	*8*	0	0	58	8	0	*66*	**147**
4:30 PM	0	0	0	0	0	*0*	0	1	91	0	0	*92*	0	4	0	1	0	*5*	0	3	60	6	0	*69*	**166**
4:45 PM	0	0	0	0	0	*0*	0	2	76	0	0	*78*	0	7	0	1	0	*8*	0	2	55	7	0	*64*	**150**
Hourly Total	0	0	0	2	0	*2*	0	4	341	0	0	*345*	0	27	0	5	0	*32*	0	6	224	28	0	*258*	**637**
5:00 PM	0	0	0	1	0	*1*	0	1	92	0	0	*93*	0	7	0	0	0	*7*	0	1	73	7	0	*81*	**182**
5:15 PM	0	0	0	0	0	*0*	0	1	71	0	0	*72*	0	10	0	0	0	*10*	0	4	54	5	0	*63*	**145**
5:30 PM	0	0	0	0	0	*0*	0	2	62	0	0	*64*	0	5	0	1	0	*6*	0	1	56	9	0	*66*	**136**
5:45 PM	0	0	1	0	0	*1*	0	1	54	0	0	*55*	0	6	0	0	0	*6*	0	1	57	4	0	*62*	**124**
Hourly Total	0	0	1	1	0	*2*	0	5	279	0	0	*284*	0	28	0	1	0	*29*	0	7	240	25	0	*272*	**587**
6:00 PM	0	0	0	0	0	*0*	0	1	43	0	0	*44*	0	3	0	0	0	*3*	0	2	45	7	0	*54*	**101**
6:15 PM	0	0	0	0	0	*0*	0	0	48	0	0	*48*	0	2	0	2	0	*4*	0	2	47	3	0	*52*	**104**
6:30 PM	0	0	0	0	0	*0*	0	1	30	0	0	*31*	0	1	0	0	0	*1*	0	2	54	3	0	*59*	**91**
6:45 PM	0	0	0	1	0	*1*	0	0	46	0	0	*46*	0	2	1	0	0	*3*	0	1	42	10	0	*53*	**103**
Hourly Total	0	0	0	1	0	*1*	0	2	167	0	0	*169*	0	8	1	2	0	*11*	0	7	188	23	0	*218*	**399**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**5**	**6**	**38**	**0**	***49***	**0**	**32**	**3061**	**6**	**0**	***3099***	**0**	**272**	**3**	**33**	**0**	***308***	**1**	**43**	**2896**	**400**	**0**	***3340***	**6796**
Cars	0	4	6	38	0	*48*	0	29	2567	6	0	*2602*	0	264	3	29	0	*296*	1	43	2436	369	0	*2849*	**5795**
Heavy Vehicles	0	1	0	0	0	*1*	0	3	494	0	0	*497*	0	8	0	4	0	*12*	0	0	460	31	0	*491*	**1001**
Heavy Vehicle %	0.00%	20.00%	0.00%	0.00%	0.00%	*2.04%*	0.00%	9.38%	16.14%	0.00%	0.00%	*16.04%*	0.00%	2.94%	0.00%	12.12%	0.00%	*3.90%*	0.00%	0.00%	15.88%	7.75%	0.00%	*14.70%*	**14.73%**

SR 70 at Hansel Ave
0 0
Tuesday, March 5, 2024
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
11:00 AM	0	0	0	1	0	*1*	0	1	59	0	0	*60*	0	4	0	0	0	*4*	0	0	74	2	0	*76*	**141**
11:15 AM	0	0	0	2	0	*2*	0	0	58	0	0	*58*	0	4	1	0	0	*5*	0	0	67	5	0	*72*	**137**
11:30 AM	0	0	1	1	0	*2*	0	1	77	0	0	*78*	0	8	0	2	0	*10*	0	1	64	3	0	*68*	**158**
11:45 AM	0	0	1	1	0	*2*	0	1	70	0	0	*71*	0	10	0	0	0	*10*	0	1	62	6	0	*69*	**152**
Peak Hour Total	0	0	2	5	0	*7*	0	3	264	0	0	*267*	0	26	1	2	0	*29*	0	2	267	16	0	*285*	**588**
PHF	0.000	0.000	0.500	0.625	0.000	*0.875*	0.000	0.750	0.857	0.000	0.000	*0.856*	0.000	0.650	0.250	0.250	0.000	*0.725*	0.000	0.500	0.902	0.667	0.000	*0.938*	**0.930**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:15 PM	0	0	0	1	0	*1*	0	1	71	0	0	*72*	0	7	0	1	0	*8*	0	0	58	8	0	*66*	**147**
4:30 PM	0	0	0	0	0	*0*	0	1	91	0	0	*92*	0	4	0	1	0	*5*	0	3	60	6	0	*69*	**166**
4:45 PM	0	0	0	0	0	*0*	0	2	76	0	0	*78*	0	7	0	1	0	*8*	0	2	55	7	0	*64*	**150**
5:00 PM	0	0	0	1	0	*1*	0	1	92	0	0	*93*	0	7	0	0	0	*7*	0	1	73	7	0	*81*	**182**
Peak Hour Total	0	0	0	2	0	*2*	0	5	330	0	0	*335*	0	25	0	3	0	*28*	0	6	246	28	0	*280*	**645**
PHF	0.000	0.000	0.000	0.500	0.000	*0.500*	0.000	0.625	0.897	0.000	0.000	*0.901*	0.000	0.893	0.000	0.750	0.000	*0.875*	0.000	0.500	0.842	0.875	0.000	*0.864*	**0.886**

Total Vehicles On Leg			101		
Vehicles Entering Intersection	49		Vehicles Exiting Intersection	52	
Southbound					
Cars	38	6	4	0	0
Heavy	0	0	1	0	0
Total	**38**	**6**	**5**	**0**	**0**

Total Vehicles on Leg 6712			Cars	Heavy	Total
	Vehicles Entering Intersection 3340	**Eastbound**	0	0	**0**
			1	0	**1**
	Vehicles Exiting Intersection 3372		43	0	**43**
			2436	460	**2896**
			369	31	**400**

Daily Volumes

Cars	Heavy	Total			
6	0	**6**	**Westbound**	Vehicles Entering Intersection 3099	Total Vehicles on Leg 6033
2567	494	**3061**			
29	3	**32**		Vehicles Exiting Intersection 2934	
0	0	**0**			
0	0	**0**			

Cars	0	0	264	3	29
Heavy	0	0	8	0	4
Total	**0**	**0**	**272**	**3**	**33**
Northbound					
Vehicles Entering Intersection	308		Vehicles Exiting Intersection	438	
Total Vehicles On Leg			746		

Intersection Name	SR 70 at Walston Rd
City	
State	
Northbound Street	
Southbound Street	
Eastbound Street	
Westbound Street	

Date and Time of Start of Count 1	03/7/2024	6:00:00
Date and Time of End of Count 1	03/7/2024	19:00:00
Date and Time of Start of Count 2		
Date and Time of End of Count 2		
Date and Time of Start of Count 3		
Date and Time of End of Count 3		

Classification Schema
2-Classification Count

NOTES	

NB

SB

EB

WB

North



SR 70 at Walston Rd
0 0
Thursday, March 7, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	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	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	38	0	0	*38*	0	1	0	1	0	*2*	0	0	80	0	0	*80*	**120**
6:15 AM	0	0	0	0	0	*0*	0	0	37	0	0	*37*	0	1	0	0	0	*1*	0	0	73	0	0	*73*	**111**
6:30 AM	0	0	0	0	0	*0*	0	0	42	0	0	*42*	0	0	0	0	0	*0*	0	0	67	0	0	*67*	**109**
6:45 AM	0	0	0	0	0	*0*	0	2	43	0	0	*45*	0	2	0	1	0	*3*	0	0	46	0	0	*46*	**94**
Hourly Total	0	0	0	0	0	*0*	0	2	160	0	0	*162*	0	4	0	2	0	*6*	0	0	266	0	0	*266*	**434**
7:00 AM	0	0	0	0	0	*0*	0	0	56	0	0	*56*	0	2	0	0	0	*2*	0	0	54	0	0	*54*	**112**
7:15 AM	0	0	0	0	0	*0*	0	0	35	0	0	*35*	0	0	0	0	0	*0*	0	0	69	1	0	*70*	**105**
7:30 AM	0	0	0	0	0	*0*	0	0	64	0	0	*64*	0	7	0	0	0	*7*	0	0	71	0	0	*71*	**142**
7:45 AM	0	0	0	0	0	*0*	0	1	51	0	0	*52*	0	0	0	2	0	*2*	0	0	58	1	0	*59*	**113**
Hourly Total	0	0	0	0	0	*0*	0	1	206	0	0	*207*	0	9	0	2	0	*11*	0	0	252	2	0	*254*	**472**

SR 70 at Walston Rd
0 0
Thursday, March 7, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	54	0	0	*54*	0	0	0	0	0	*0*	0	0	45	1	0	*46*	**100**
8:15 AM	0	0	0	0	0	*0*	0	1	63	0	0	*64*	0	0	0	0	0	*0*	0	0	48	0	0	*48*	**112**
8:30 AM	0	0	0	0	0	*0*	0	0	54	0	0	*54*	0	1	0	1	0	*2*	0	0	41	0	0	*41*	**97**
8:45 AM	0	0	0	0	0	*0*	0	0	50	0	0	*50*	0	1	0	1	0	*2*	0	0	55	0	0	*55*	**107**
Hourly Total	0	0	0	0	0	*0*	0	1	221	0	0	*222*	0	2	0	2	0	*4*	0	0	189	1	0	*190*	**416**
9:00 AM	0	0	0	0	0	*0*	0	1	63	0	0	*64*	0	2	0	0	0	*2*	0	0	52	0	0	*52*	**118**
9:15 AM	0	0	0	0	0	*0*	0	1	49	0	0	*50*	0	1	0	0	0	*1*	0	0	39	2	0	*41*	**92**
9:30 AM	0	0	0	0	0	*0*	0	0	41	0	0	*41*	0	1	0	0	0	*1*	0	0	62	1	0	*63*	**105**
9:45 AM	0	0	0	0	0	*0*	0	1	65	0	0	*66*	0	0	0	0	0	*0*	0	0	39	2	0	*41*	**107**
Hourly Total	0	0	0	0	0	*0*	0	3	218	0	0	*221*	0	4	0	0	0	*4*	0	0	192	5	0	*197*	**422**
10:00 AM	0	0	0	0	0	*0*	0	0	61	0	0	*61*	0	1	0	1	0	*2*	0	0	77	3	0	*80*	**143**
10:15 AM	0	0	0	0	0	*0*	0	0	77	0	0	*77*	0	0	0	0	0	*0*	0	0	65	0	0	*65*	**142**
10:30 AM	0	0	0	0	0	*0*	0	0	60	0	0	*60*	0	1	0	0	0	*1*	0	0	68	1	0	*69*	**130**
10:45 AM	0	0	0	0	0	*0*	0	2	73	0	0	*75*	0	0	0	0	0	*0*	0	0	53	0	0	*53*	**128**
Hourly Total	0	0	0	0	0	*0*	0	2	271	0	0	*273*	0	2	0	1	0	*3*	0	0	263	4	0	*267*	**543**
11:00 AM	0	0	0	0	0	*0*	0	0	69	0	0	*69*	0	1	0	0	0	*1*	0	0	69	2	0	*71*	**141**
11:15 AM	0	0	0	0	0	*0*	0	0	68	0	0	*68*	0	0	0	2	0	*2*	0	0	67	0	0	*67*	**137**
11:30 AM	0	0	0	0	0	*0*	0	0	74	0	0	*74*	0	0	0	1	0	*1*	0	0	73	1	0	*74*	**149**
11:45 AM	0	0	0	0	0	*0*	0	0	62	0	0	*62*	0	1	0	1	0	*2*	0	0	50	0	0	*50*	**114**
Hourly Total	0	0	0	0	0	*0*	0	0	273	0	0	*273*	0	2	0	4	0	*6*	0	0	259	3	0	*262*	**541**
12:00 PM	0	0	0	0	0	*0*	0	0	82	0	0	*82*	0	1	0	0	0	*1*	0	0	72	1	0	*73*	**156**
12:15 PM	0	0	0	0	0	*0*	0	0	67	0	0	*67*	0	1	0	0	0	*1*	0	0	58	3	0	*61*	**129**
12:30 PM	0	0	0	0	0	*0*	0	0	60	0	0	*60*	0	2	0	1	0	*3*	0	0	55	1	0	*56*	**119**
12:45 PM	0	0	0	0	0	*0*	0	0	66	0	0	*66*	0	0	0	0	0	*0*	0	0	70	0	0	*70*	**136**
Hourly Total	0	0	0	0	0	*0*	0	0	275	0	0	*275*	0	4	0	1	0	*5*	0	0	255	5	0	*260*	**540**
1:00 PM	0	0	0	0	0	*0*	0	1	60	0	0	*61*	0	1	0	0	0	*1*	0	0	66	1	0	*67*	**129**
1:15 PM	0	0	0	0	0	*0*	0	1	48	0	0	*49*	0	0	0	2	0	*2*	0	0	59	0	0	*59*	**110**
1:30 PM	0	0	0	0	0	*0*	0	2	99	0	0	*101*	0	1	0	1	0	*2*	0	0	60	1	0	*61*	**164**
1:45 PM	0	0	0	0	0	*0*	0	0	68	0	0	*68*	0	0	0	0	0	*0*	0	0	50	0	0	*50*	**118**
Hourly Total	0	0	0	0	0	*0*	0	4	275	0	0	*279*	0	2	0	3	0	*5*	0	0	235	2	0	*237*	**521**
2:00 PM	0	0	0	0	0	*0*	0	1	61	0	0	*62*	0	1	0	0	0	*1*	1	0	62	1	0	*64*	**127**
2:15 PM	0	0	0	0	0	*0*	0	1	58	0	0	*59*	0	0	0	0	0	*0*	0	0	66	0	0	*66*	**125**

2:30 PM	0	0	0	0	0	*0*	0	2	45	0	0	*47*	0	2	0	1	0	*3*	0	0	65	0	0	*65*	**115**
2:45 PM	0	0	0	0	0	*0*	0	1	63	0	0	*64*	0	2	0	1	0	*3*	0	0	57	0	0	*57*	**124**
Hourly Total	0	0	0	0	0	*0*	0	5	227	0	0	*232*	0	5	0	2	0	*7*	1	0	250	1	0	*252*	**491**
3:00 PM	0	0	0	0	0	*0*	0	0	70	0	0	*70*	0	2	0	0	0	*2*	0	0	44	1	0	*45*	**117**
3:15 PM	0	0	0	0	0	*0*	0	1	57	0	0	*58*	0	2	0	1	0	*3*	0	0	69	1	0	*70*	**131**
3:30 PM	0	0	0	0	0	*0*	0	2	75	0	0	*77*	0	0	0	2	0	*2*	0	0	60	0	0	*60*	**139**
3:45 PM	0	0	0	0	0	*0*	0	0	65	0	0	*65*	0	1	0	0	0	*1*	0	0	64	0	0	*64*	**130**
Hourly Total	0	0	0	0	0	*0*	0	3	267	0	0	*270*	0	5	0	3	0	*8*	0	0	237	2	0	*239*	**517**

SR 70 at Walston Rd

0 0

Thursday, March 7, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	2	115	0	0	*117*	0	1	0	2	0	*3*	0	0	60	2	0	*62*	**182**
4:15 PM	0	0	0	0	0	*0*	0	0	77	0	0	*77*	0	1	0	1	0	*2*	1	0	44	5	0	*50*	**129**
4:30 PM	0	0	0	0	0	*0*	0	1	195	0	0	*196*	0	2	0	0	0	*2*	0	0	75	5	0	*80*	**278**
4:45 PM	0	0	0	0	0	*0*	0	0	216	0	0	*216*	0	3	0	0	0	*3*	0	0	72	0	0	*72*	**291**
Hourly Total	0	0	0	0	0	*0*	0	3	603	0	0	*606*	0	7	0	3	0	*10*	1	0	251	12	0	*264*	**880**
5:00 PM	0	0	0	0	0	*0*	0	0	140	0	0	*140*	0	1	0	1	0	*2*	0	0	55	0	0	*55*	**197**
5:15 PM	0	0	0	0	0	*0*	0	0	49	0	0	*49*	0	0	0	1	0	*1*	0	0	68	1	0	*69*	**119**
5:30 PM	0	0	0	0	0	*0*	0	0	83	0	0	*83*	0	1	0	2	0	*3*	0	0	80	3	0	*83*	**169**
5:45 PM	0	0	0	0	0	*0*	0	0	55	0	0	*55*	0	0	0	1	0	*1*	0	0	61	1	0	*62*	**118**
Hourly Total	0	0	0	0	0	*0*	0	0	327	0	0	*327*	0	2	0	5	0	*7*	0	0	264	5	0	*269*	**603**
6:00 PM	0	0	0	0	0	*0*	0	0	50	0	0	*50*	0	0	0	1	0	*1*	0	0	60	1	0	*61*	**112**
6:15 PM	0	0	0	0	0	*0*	0	1	47	0	0	*48*	0	2	0	0	0	*2*	0	0	68	1	0	*69*	**119**
6:30 PM	0	0	0	0	0	*0*	0	1	42	0	0	*43*	0	2	0	0	0	*2*	0	0	53	3	0	*56*	**101**
6:45 PM	0	0	0	0	0	*0*	0	0	34	0	0	*34*	0	0	0	1	0	*1*	0	0	47	1	0	*48*	**83**
Hourly Total	0	0	0	0	0	*0*	0	2	173	0	0	*175*	0	4	0	2	0	*6*	0	0	228	6	0	*234*	**415**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**26**	**3496**	**0**	**0**	***3522***	**0**	**52**	**0**	**30**	**0**	***82***	**2**	**0**	**3141**	**48**	**0**	***3191***	**6795**
Cars	0	0	0	0	0	*0*	0	26	2915	0	0	*2941*	0	51	0	26	0	*77*	2	0	2606	47	0	*2655*	**5673**
Heavy Vehicles	0	0	0	0	0	*0*	0	0	581	0	0	*581*	0	1	0	4	0	*5*	0	0	535	1	0	*536*	**1122**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	16.62%	0.00%	0.00%	*16.50%*	0.00%	1.92%	0.00%	13.33%	0.00%	*6.10%*	0.00%	0.00%	17.03%	2.08%	0.00%	*16.80%*	**16.51%**

SR 70 at Walston Rd
0 0
Thursday, March 7, 2024
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
10:45 AM	0	0	0	0	0	*0*	0	2	73	0	0	*75*	0	0	0	0	0	*0*	0	0	53	0	0	*53*	**128**
11:00 AM	0	0	0	0	0	*0*	0	0	69	0	0	*69*	0	1	0	0	0	*1*	0	0	69	2	0	*71*	**141**
11:15 AM	0	0	0	0	0	*0*	0	0	68	0	0	*68*	0	0	0	2	0	*2*	0	0	67	0	0	*67*	**137**
11:30 AM	0	0	0	0	0	*0*	0	0	74	0	0	*74*	0	0	0	1	0	*1*	0	0	73	1	0	*74*	**149**
Peak Hour Total	0	0	0	0	0	*0*	0	2	284	0	0	*286*	0	1	0	3	0	*4*	0	0	262	3	0	*265*	**555**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.250	0.959	0.000	0.000	*0.953*	0.000	0.250	0.000	0.375	0.000	*0.500*	0.000	0.000	0.897	0.375	0.000	*0.895*	**0.931**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:15 PM	0	0	0	0	0	*0*	0	0	77	0	0	*77*	0	1	0	1	0	*2*	1	0	44	5	0	*50*	**129**
4:30 PM	0	0	0	0	0	*0*	0	1	195	0	0	*196*	0	2	0	0	0	*2*	0	0	75	5	0	*80*	**278**
4:45 PM	0	0	0	0	0	*0*	0	0	216	0	0	*216*	0	3	0	0	0	*3*	0	0	72	0	0	*72*	**291**
5:00 PM	0	0	0	0	0	*0*	0	0	140	0	0	*140*	0	1	0	1	0	*2*	0	0	55	0	0	*55*	**197**
Peak Hour Total	0	0	0	0	0	*0*	0	1	628	0	0	*629*	0	7	0	2	0	*9*	1	0	246	10	0	*257*	**895**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.250	0.727	0.000	0.000	*0.728*	0.000	0.583	0.000	0.500	0.000	*0.750*	0.250	0.000	0.820	0.500	0.000	*0.803*	**0.769**

Total Vehicles On Leg			0		
Vehicles Entering Intersection	0		Vehicles Exiting Intersection	0	
Southbound					
Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**

Total Vehicles on Leg 6741	Vehicles Entering Intersection 3191	**Eastbound**	Cars	Heavy	**Total**
			0	0	**0**
			2	0	**2**
	Vehicles Exiting Intersection 3550		0	0	**0**
			2606	535	**3141**
			47	1	**48**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 3522	Total Vehicles on Leg 6693
0	0	**0**			
2915	581	**3496**			
26	0	**26**		Vehicles Exiting Intersection 3171	
0	0	**0**			
0	0	**0**			

Cars	0	0	51	0	26
Heavy	0	0	1	0	4
Total	**0**	**0**	**52**	**0**	**30**
Northbound					
Vehicles Entering Intersection	82		Vehicles Exiting Intersection	74	
Total Vehicles On Leg			156		

Intersection Name	SR 70 at Cross Ave
City	
State	
Northbound Street	
Southbound Street	
Eastbound Street	
Westbound Street	

NB

SB

EB

WB

North



Date and Time of Start of Count 1	03/7/2024	6:00:00
Date and Time of End of Count 1	03/7/2024	19:00:00
Date and Time of Start of Count 2		
Date and Time of End of Count 2		
Date and Time of Start of Count 3		
Date and Time of End of Count 3		

Classification Schema
2-Classification Count

NOTES	

SR 70 at Cross Ave
0 0
Thursday, March 7, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	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	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	4	0	5	0	*9*	0	0	28	0	0	*28*	0	0	0	0	0	*0*	0	4	77	1	0	*82*	**119**
6:15 AM	0	0	0	5	0	*5*	0	0	34	1	0	*35*	0	2	0	0	0	*2*	0	0	71	0	0	*71*	**113**
6:30 AM	0	6	0	10	0	*16*	0	0	32	2	0	*34*	0	0	0	0	0	*0*	0	2	64	0	0	*66*	**116**
6:45 AM	0	7	0	2	0	*9*	0	0	34	3	0	*37*	0	0	0	0	0	*0*	0	2	45	0	0	*47*	**93**
Hourly Total	0	17	0	22	0	*39*	0	0	128	6	0	*134*	0	2	0	0	0	*2*	0	8	257	1	0	*266*	**441**
7:00 AM	0	3	0	6	0	*9*	0	0	48	3	0	*51*	0	2	0	0	0	*2*	0	2	50	0	0	*52*	**114**
7:15 AM	0	2	0	1	0	*3*	0	0	30	7	0	*37*	0	0	0	0	0	*0*	0	1	72	0	0	*73*	**113**
7:30 AM	0	5	0	6	0	*11*	0	0	55	3	0	*58*	0	0	0	0	0	*0*	0	6	60	2	0	*68*	**137**
7:45 AM	0	3	0	3	0	*6*	0	0	58	3	0	*61*	0	1	0	0	0	*1*	0	3	54	1	0	*58*	**126**
Hourly Total	0	13	0	16	0	*29*	0	0	191	16	0	*207*	0	3	0	0	0	*3*	0	12	236	3	0	*251*	**490**

SR 70 at Cross Ave
0 0
Thursday, March 7, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	1	0	3	0	*4*	0	1	43	2	0	*46*	0	1	0	0	0	*1*	0	2	42	0	0	*44*	**95**
8:15 AM	0	1	0	6	0	*7*	0	0	46	2	0	*48*	0	1	0	0	0	*1*	0	2	45	0	0	*47*	**103**
8:30 AM	0	3	1	3	0	*7*	0	0	50	2	0	*52*	0	0	0	0	0	*0*	0	6	34	0	0	*40*	**99**
8:45 AM	0	3	0	1	0	*4*	0	1	40	1	0	*42*	0	1	1	0	0	*2*	0	4	48	1	0	*53*	**101**
Hourly Total	0	8	1	13	0	*22*	0	2	179	7	0	*188*	0	3	1	0	0	*4*	0	14	169	1	0	*184*	**398**
9:00 AM	0	1	1	3	0	*5*	0	0	58	2	0	*60*	0	0	0	0	0	*0*	0	0	53	1	0	*54*	**119**
9:15 AM	0	3	0	3	0	*6*	0	0	48	0	0	*48*	0	0	0	1	0	*1*	0	2	35	0	0	*37*	**92**
9:30 AM	0	4	0	1	0	*5*	0	0	37	2	0	*39*	0	1	0	0	0	*1*	0	1	58	1	0	*60*	**105**
9:45 AM	0	1	0	1	0	*2*	0	0	58	0	0	*58*	0	0	1	0	0	*1*	0	0	42	0	0	*42*	**103**
Hourly Total	0	9	1	8	0	*18*	0	0	201	4	0	*205*	0	1	1	1	0	*3*	0	3	188	2	0	*193*	**419**
10:00 AM	0	1	0	6	0	*7*	0	0	50	3	0	*53*	0	0	0	0	3	*0*	0	8	64	0	0	*72*	**132**
10:15 AM	0	1	0	4	0	*5*	0	0	74	1	0	*75*	0	0	0	0	0	*0*	0	1	61	0	0	*62*	**142**
10:30 AM	0	2	1	2	0	*5*	0	0	65	4	0	*69*	0	0	0	0	0	*0*	0	2	66	0	0	*68*	**142**
10:45 AM	0	0	0	3	0	*3*	0	0	68	2	0	*70*	0	1	0	0	0	*1*	0	3	48	0	0	*51*	**125**
Hourly Total	0	4	1	15	0	*20*	0	0	257	10	0	*267*	0	1	0	0	3	*1*	0	14	239	0	0	*253*	**541**
11:00 AM	0	2	0	4	0	*6*	0	0	67	4	0	*71*	0	0	0	0	0	*0*	0	4	60	1	0	*65*	**142**
11:15 AM	0	3	0	1	0	*4*	0	0	53	1	0	*54*	0	0	0	0	0	*0*	0	1	71	0	0	*72*	**130**
11:30 AM	0	2	0	2	0	*4*	0	0	74	2	0	*76*	0	0	0	0	0	*0*	0	4	67	0	0	*71*	**151**
11:45 AM	0	3	0	3	0	*6*	0	0	58	0	0	*58*	0	0	0	0	0	*0*	0	0	49	1	0	*50*	**114**
Hourly Total	0	10	0	10	0	*20*	0	0	252	7	0	*259*	0	0	0	0	0	*0*	0	9	247	2	0	*258*	**537**
12:00 PM	0	0	0	5	0	*5*	0	0	73	4	0	*77*	0	2	0	0	0	*2*	0	3	58	2	0	*63*	**147**
12:15 PM	0	3	0	3	0	*6*	0	0	64	6	0	*70*	0	0	0	1	0	*1*	0	2	59	0	0	*61*	**138**
12:30 PM	0	0	0	3	0	*3*	0	0	55	9	0	*64*	0	2	0	0	0	*2*	0	5	45	0	0	*50*	**119**
12:45 PM	0	1	0	2	0	*3*	0	0	60	2	0	*62*	0	2	0	0	0	*2*	0	1	59	2	0	*62*	**129**
Hourly Total	0	4	0	13	0	*17*	0	0	252	21	0	*273*	0	6	0	1	0	*7*	0	11	221	4	0	*236*	**533**
1:00 PM	0	2	0	5	0	*7*	0	0	55	5	0	*60*	0	0	0	0	0	*0*	0	1	67	0	0	*68*	**135**
1:15 PM	0	0	0	0	0	*0*	0	0	55	4	0	*59*	0	0	0	0	0	*0*	0	3	60	1	0	*64*	**123**
1:30 PM	0	2	0	3	0	*5*	0	0	92	6	0	*98*	0	0	1	0	0	*1*	0	0	64	0	0	*64*	**168**
1:45 PM	0	5	1	1	0	*7*	0	0	60	3	0	*63*	0	0	0	0	0	*0*	0	5	44	0	0	*49*	**119**
Hourly Total	0	9	1	9	0	*19*	0	0	262	18	0	*280*	0	0	1	0	0	*1*	0	9	235	1	0	*245*	**545**
2:00 PM	0	1	0	4	0	*5*	0	1	56	5	0	*62*	0	0	1	0	0	*1*	0	6	51	0	0	*57*	**125**
2:15 PM	0	5	0	4	0	*9*	0	0	50	9	0	*59*	0	0	0	0	0	*0*	0	4	56	1	0	*61*	**129**

2:30 PM	0	1	0	3	0	*4*	0	0	43	4	0	*47*	0	1	0	0	0	*1*	0	1	61	0	0	*62*	**114**
2:45 PM	0	0	0	2	0	*2*	0	0	57	1	0	*58*	0	0	0	0	0	*0*	0	4	59	0	0	*63*	**123**
Hourly Total	0	7	0	13	0	*20*	0	1	206	19	0	*226*	0	1	1	0	0	*2*	0	15	227	1	0	*243*	**491**
3:00 PM	0	0	0	3	0	*3*	0	0	69	9	0	*78*	0	0	0	0	0	*0*	0	2	39	0	0	*41*	**122**
3:15 PM	0	5	0	2	0	*7*	0	0	63	4	0	*67*	0	0	0	0	0	*0*	0	4	55	0	0	*59*	**133**
3:30 PM	0	4	0	7	0	*11*	0	0	62	3	0	*65*	0	0	0	0	0	*0*	0	6	62	2	0	*70*	**146**
3:45 PM	0	1	0	6	0	*7*	0	0	59	3	0	*62*	0	0	0	0	0	*0*	0	4	49	1	0	*54*	**123**
Hourly Total	0	10	0	18	0	*28*	0	0	253	19	0	*272*	0	0	0	0	0	*0*	0	16	205	3	0	*224*	**524**

SR 70 at Cross Ave

0 0

Thursday, March 7, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	5	0	6	0	*11*	0	0	104	6	0	*110*	0	0	0	0	0	*0*	0	8	57	0	0	*65*	**186**
4:15 PM	0	4	0	7	0	*11*	0	1	66	7	0	*74*	0	0	0	0	0	*0*	0	4	39	0	0	*43*	**128**
4:30 PM	0	18	1	110	0	*129*	0	0	95	2	0	*97*	0	3	0	0	0	*3*	0	4	65	0	0	*69*	**298**
4:45 PM	0	13	0	106	0	*119*	0	0	97	9	0	*106*	0	0	0	0	0	*0*	0	10	58	0	0	*68*	**293**
Hourly Total	0	40	1	229	0	*270*	0	1	362	24	0	*387*	0	3	0	0	0	*3*	0	26	219	0	0	*245*	**905**
5:00 PM	0	2	0	30	0	*32*	0	0	98	5	0	*103*	0	1	1	0	0	*2*	0	7	50	0	0	*57*	**194**
5:15 PM	0	7	0	2	0	*9*	0	0	52	3	0	*55*	0	0	0	0	0	*0*	0	12	54	0	0	*66*	**130**
5:30 PM	0	3	0	7	2	*10*	0	0	68	3	0	*71*	0	1	0	0	0	*1*	0	10	64	0	0	*74*	**156**
5:45 PM	0	1	0	5	0	*6*	0	0	51	2	0	*53*	0	0	0	0	0	*0*	0	4	56	3	0	*63*	**122**
Hourly Total	0	13	0	44	2	*57*	0	0	269	13	0	*282*	0	2	1	0	0	*3*	0	33	224	3	0	*260*	**602**
6:00 PM	0	5	0	3	0	*8*	0	0	42	2	0	*44*	0	1	0	0	0	*1*	0	5	51	1	0	*57*	**110**
6:15 PM	0	0	0	7	0	*7*	0	0	41	1	0	*42*	0	0	0	0	0	*0*	0	3	60	0	0	*63*	**112**
6:30 PM	0	4	0	3	0	*7*	0	0	31	1	0	*32*	0	0	0	0	0	*0*	0	6	43	0	0	*49*	**88**
6:45 PM	0	2	0	3	0	*5*	0	0	30	1	0	*31*	0	0	0	0	0	*0*	0	4	37	1	0	*42*	**78**
Hourly Total	0	11	0	16	0	*27*	0	0	144	5	0	*149*	0	1	0	0	0	*1*	0	18	191	2	0	*211*	**388**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**155**	**5**	**426**	**2**	***586***	**0**	**4**	**2956**	**169**	**0**	***3129***	**0**	**23**	**5**	**2**	**3**	***30***	**0**	**188**	**2858**	**23**	**0**	***3069***	**6814**
Cars	0	154	3	415	2	*572*	0	4	2397	161	0	*2562*	0	22	4	1	3	*27*	0	179	2334	22	0	*2535*	**5696**
Heavy Vehicles	0	1	2	11	0	*14*	0	0	559	8	0	*567*	0	1	1	1	0	*3*	0	9	524	1	0	*534*	**1118**
Heavy Vehicle %	0.00%	0.65%	40.00%	2.58%	0.00%	*2.39%*	0.00%	0.00%	18.91%	4.73%	0.00%	*18.12%*	0.00%	4.35%	20.00%	50.00%	0.00%	*10.00%*	0.00%	4.79%	18.33%	4.35%	0.00%	*17.40%*	**16.41%**

SR 70 at Cross Ave
0 0
Thursday, March 7, 2024
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
10:15 AM	0	1	0	4	0	*5*	0	0	74	1	0	*75*	0	0	0	0	0	*0*	0	1	61	0	0	*62*	**142**
10:30 AM	0	2	1	2	0	*5*	0	0	65	4	0	*69*	0	0	0	0	0	*0*	0	2	66	0	0	*68*	**142**
10:45 AM	0	0	0	3	0	*3*	0	0	68	2	0	*70*	0	1	0	0	0	*1*	0	3	48	0	0	*51*	**125**
11:00 AM	0	2	0	4	0	*6*	0	0	67	4	0	*71*	0	0	0	0	0	*0*	0	4	60	1	0	*65*	**142**
Peak Hour Total	0	5	1	13	0	*19*	0	0	274	11	0	*285*	0	1	0	0	0	*1*	0	10	235	1	0	*246*	**551**
PHF	0.000	0.625	0.250	0.813	0.000	*0.792*	0.000	0.000	0.926	0.688	0.000	*0.950*	0.000	0.250	0.000	0.000	0.000	*0.250*	0.000	0.625	0.890	0.250	0.000	*0.904*	**0.970**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:30 PM	0	18	1	110	0	*129*	0	0	95	2	0	*97*	0	3	0	0	0	*3*	0	4	65	0	0	*69*	**298**
4:45 PM	0	13	0	106	0	*119*	0	0	97	9	0	*106*	0	0	0	0	0	*0*	0	10	58	0	0	*68*	**293**
5:00 PM	0	2	0	30	0	*32*	0	0	98	5	0	*103*	0	1	1	0	0	*2*	0	7	50	0	0	*57*	**194**
5:15 PM	0	7	0	2	0	*9*	0	0	52	3	0	*55*	0	0	0	0	0	*0*	0	12	54	0	0	*66*	**130**
Peak Hour Total	0	40	1	248	0	*289*	0	0	342	19	0	*361*	0	4	1	0	0	*5*	0	33	227	0	0	*260*	**915**
PHF	0.000	0.556	0.250	0.564	0.000	*0.560*	0.000	0.000	0.872	0.528	0.000	*0.851*	0.000	0.333	0.250	0.000	0.000	*0.417*	0.000	0.688	0.873	0.000	0.000	*0.942*	**0.768**

Total Vehicles On Leg			948		
Vehicles Entering Intersection	586		Vehicles Exiting Intersection	362	
Southbound					
Cars	415	3	154	0	2
Heavy	11	2	1	0	0
Total	**426**	**5**	**155**	**0**	**2**

Total Vehicles on Leg 6474	Vehicles Entering Intersection 3069	**Eastbound**	Cars	Heavy	**Total**
			0	0	**0**
			0	0	**0**
	Vehicles Exiting Intersection 3405		179	9	**188**
			2334	524	**2858**
			22	1	**23**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 3129	Total Vehicles on Leg 6144
161	8	**169**			
2397	559	**2956**			
4	0	**4**		Vehicles Exiting Intersection 3015	
0	0	**0**			
0	0	**0**			

Cars	3	0	22	4	1
Heavy	0	0	1	1	1
Total	**3**	**0**	**23**	**5**	**2**
Northbound					
Vehicles Entering Intersection	30		Vehicles Exiting Intersection	32	
Total Vehicles On Leg			62		

Intersection Name	SR 70 at CR 760
City	
State	
Northbound Street	
Southbound Street	
Eastbound Street	
Westbound Street	

NB

SB

EB

WB

North



Date and Time of Start of Count 1	03/6/2024	6:00:00
Date and Time of End of Count 1	03/6/2024	19:00:00
Date and Time of Start of Count 2		
Date and Time of End of Count 2		
Date and Time of Start of Count 3		
Date and Time of End of Count 3		

Classification Schema
2-Classification Count

NOTES	

SR 70 at CR 760
0 0
Wednesday, March 6, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	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	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	4	22	0	0	*26*	0	1	0	1	0	*2*	0	0	86	0	0	*86*	**114**
6:15 AM	0	1	0	0	0	*1*	0	5	30	0	0	*35*	0	1	0	3	0	*4*	0	0	65	1	0	*66*	**106**
6:30 AM	0	0	0	0	0	*0*	0	0	35	0	0	*35*	0	1	0	4	0	*5*	0	0	63	1	0	*64*	**104**
6:45 AM	0	0	0	0	0	*0*	0	4	30	0	0	*34*	0	0	0	0	0	*0*	0	0	46	0	0	*46*	**80**
Hourly Total	0	1	0	0	0	*1*	0	13	117	0	0	*130*	0	3	0	8	0	*11*	0	0	260	2	0	*262*	**404**
7:00 AM	0	0	0	0	0	*0*	0	0	45	0	0	*45*	0	0	1	2	0	*3*	0	0	43	1	0	*44*	**92**
7:15 AM	0	0	0	0	0	*0*	0	0	48	0	0	*48*	0	0	0	2	0	*2*	0	0	77	2	0	*79*	**129**
7:30 AM	0	0	0	0	0	*0*	0	0	50	0	0	*50*	0	2	0	3	0	*5*	0	0	70	1	0	*71*	**126**
7:45 AM	0	0	0	0	0	*0*	0	1	42	0	0	*43*	0	1	0	1	0	*2*	0	0	47	0	0	*47*	**92**
Hourly Total	0	0	0	0	0	*0*	0	1	185	0	0	*186*	0	3	1	8	0	*12*	0	0	237	4	0	*241*	**439**

SR 70 at CR 760
0 0
Wednesday, March 6, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	1	45	0	0	*46*	0	2	0	0	0	*2*	0	0	30	0	0	*30*	**78**
8:15 AM	0	0	0	0	0	*0*	0	1	36	0	0	*37*	0	0	0	3	0	*3*	0	0	43	0	0	*43*	**83**
8:30 AM	0	0	0	0	0	*0*	0	1	41	0	0	*42*	0	0	0	0	0	*0*	0	0	39	3	0	*42*	**84**
8:45 AM	0	0	0	0	0	*0*	0	2	56	0	0	*58*	0	1	0	1	0	*2*	0	0	34	1	0	*35*	**95**
Hourly Total	0	0	0	0	0	*0*	0	5	178	0	0	*183*	0	3	0	4	0	*7*	0	0	146	4	0	*150*	**340**
9:00 AM	0	0	0	0	0	*0*	0	1	39	0	0	*40*	0	2	0	4	0	*6*	0	0	66	0	0	*66*	**112**
9:15 AM	0	0	0	0	0	*0*	0	3	23	0	0	*26*	0	1	0	0	0	*1*	0	0	49	1	0	*50*	**77**
9:30 AM	0	0	0	0	0	*0*	0	2	64	0	0	*66*	0	0	0	5	0	*5*	0	0	46	1	0	*47*	**118**
9:45 AM	0	0	0	0	0	*0*	0	0	56	0	0	*56*	0	0	0	1	0	*1*	0	0	49	2	0	*51*	**108**
Hourly Total	0	0	0	0	0	*0*	0	6	182	0	0	*188*	0	3	0	10	0	*13*	0	0	210	4	0	*214*	**415**
10:00 AM	0	0	0	0	0	*0*	0	1	44	0	0	*45*	0	0	0	1	0	*1*	0	0	49	0	0	*49*	**95**
10:15 AM	0	0	0	0	0	*0*	0	4	52	0	0	*56*	0	0	0	0	0	*0*	0	0	48	0	0	*48*	**104**
10:30 AM	0	0	0	0	0	*0*	0	2	53	0	0	*55*	0	2	0	0	0	*2*	0	0	51	1	0	*52*	**109**
10:45 AM	0	0	0	0	0	*0*	0	2	54	0	0	*56*	0	0	0	1	0	*1*	0	0	47	1	0	*48*	**105**
Hourly Total	0	0	0	0	0	*0*	0	9	203	0	0	*212*	0	2	0	2	0	*4*	0	0	195	2	0	*197*	**413**
11:00 AM	0	0	0	0	0	*0*	0	3	62	0	0	*65*	0	1	0	2	0	*3*	0	0	55	0	0	*55*	**123**
11:15 AM	0	0	0	0	0	*0*	0	2	63	0	0	*65*	0	2	0	0	0	*2*	1	0	59	3	0	*63*	**130**
11:30 AM	0	0	0	0	0	*0*	0	0	39	0	0	*39*	0	1	0	0	0	*1*	0	0	54	1	0	*55*	**95**
11:45 AM	0	0	0	0	0	*0*	0	3	71	0	0	*74*	0	1	0	2	0	*3*	0	0	44	2	0	*46*	**123**
Hourly Total	0	0	0	0	0	*0*	0	8	235	0	0	*243*	0	5	0	4	0	*9*	1	0	212	6	0	*219*	**471**
12:00 PM	0	0	0	0	0	*0*	0	1	51	0	0	*52*	0	1	0	1	0	*2*	0	0	50	1	0	*51*	**105**
12:15 PM	0	0	0	0	0	*0*	0	1	60	0	0	*61*	0	2	0	2	0	*4*	0	0	54	2	0	*56*	**121**
12:30 PM	0	0	0	0	0	*0*	0	2	62	0	0	*64*	0	0	0	0	0	*0*	0	0	54	0	0	*54*	**118**
12:45 PM	0	0	0	0	0	*0*	0	0	60	0	0	*60*	0	0	0	1	0	*1*	0	0	61	1	0	*62*	**123**
Hourly Total	0	0	0	0	0	*0*	0	4	233	0	0	*237*	0	3	0	4	0	*7*	0	0	219	4	0	*223*	**467**
1:00 PM	0	0	0	0	0	*0*	0	3	56	0	0	*59*	0	2	0	4	0	*6*	0	0	54	3	0	*57*	**122**
1:15 PM	0	0	0	0	0	*0*	0	1	50	0	0	*51*	0	4	0	3	0	*7*	0	0	73	1	0	*74*	**132**
1:30 PM	0	0	0	0	0	*0*	0	3	69	1	0	*73*	0	0	0	5	0	*5*	0	0	47	2	0	*49*	**127**
1:45 PM	0	0	0	0	0	*0*	0	3	44	0	0	*47*	0	1	0	1	0	*2*	0	0	60	0	0	*60*	**109**
Hourly Total	0	0	0	0	0	*0*	0	10	219	1	0	*230*	0	7	0	13	0	*20*	0	0	234	6	0	*240*	**490**
2:00 PM	0	0	0	0	0	*0*	0	2	65	0	0	*67*	0	1	0	1	0	*2*	0	0	62	0	0	*62*	**131**
2:15 PM	0	0	0	0	0	*0*	0	1	50	0	0	*51*	0	4	0	1	0	*5*	0	0	46	2	0	*48*	**104**

2:30 PM	0	0	0	0	0	*0*	0	1	34	0	0	*35*	0	0	0	3	0	*3*	0	0	43	0	0	*43*	**81**
2:45 PM	0	0	0	0	0	*0*	0	2	62	0	0	*64*	0	0	0	2	0	*2*	0	0	42	1	0	*43*	**109**
Hourly Total	0	0	0	0	0	*0*	0	6	211	0	0	*217*	0	5	0	7	0	*12*	0	0	193	3	0	*196*	**425**
3:00 PM	0	0	0	0	0	*0*	0	1	51	0	0	*52*	0	0	0	1	0	*1*	0	0	54	1	0	*55*	**108**
3:15 PM	0	0	0	0	0	*0*	0	1	65	0	0	*66*	0	0	0	1	0	*1*	0	0	54	1	0	*55*	**122**
3:30 PM	0	0	0	0	0	*0*	0	2	64	0	0	*66*	0	1	0	7	0	*8*	0	1	49	2	0	*52*	**126**
3:45 PM	0	0	0	0	0	*0*	0	1	51	0	0	*52*	0	1	0	5	0	*6*	0	0	51	3	0	*54*	**112**
Hourly Total	0	0	0	0	0	*0*	0	5	231	0	0	*236*	0	2	0	14	0	*16*	0	1	208	7	0	*216*	**468**

SR 70 at CR 760

0 0

Wednesday, March 6, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	5	100	1	0	*106*	0	0	0	0	0	*0*	0	0	42	0	0	*42*	**148**
4:15 PM	0	0	0	0	0	*0*	0	3	66	0	0	*69*	0	0	0	3	0	*3*	0	0	52	0	0	*52*	**124**
4:30 PM	0	0	0	0	0	*0*	0	4	85	0	0	*89*	0	2	0	3	0	*5*	0	0	46	1	0	*47*	**141**
4:45 PM	0	0	0	0	0	*0*	0	4	70	0	0	*74*	0	0	0	0	0	*0*	0	0	60	1	0	*61*	**135**
Hourly Total	0	0	0	0	0	*0*	0	16	321	1	0	*338*	0	2	0	6	0	*8*	0	0	200	2	0	*202*	**548**
5:00 PM	0	0	0	0	0	*0*	0	5	92	0	0	*97*	0	1	0	3	0	*4*	0	0	41	0	0	*41*	**142**
5:15 PM	0	0	1	1	0	*2*	0	0	47	0	0	*47*	0	2	0	0	0	*2*	0	0	45	0	0	*45*	**96**
5:30 PM	0	0	0	0	0	*0*	0	2	68	0	0	*70*	0	0	0	3	0	*3*	0	0	49	1	0	*50*	**123**
5:45 PM	0	0	0	0	0	*0*	0	1	39	0	0	*40*	0	0	0	0	0	*0*	0	0	33	0	0	*33*	**73**
Hourly Total	0	0	1	1	0	*2*	0	8	246	0	0	*254*	0	3	0	6	0	*9*	0	0	168	1	0	*169*	**434**
6:00 PM	0	0	0	0	0	*0*	0	1	46	0	0	*47*	0	0	0	1	0	*1*	0	0	49	0	0	*49*	**97**
6:15 PM	0	0	0	0	0	*0*	0	0	35	0	0	*35*	0	1	0	0	0	*1*	0	0	35	0	0	*35*	**71**
6:30 PM	0	0	0	0	0	*0*	0	0	35	0	0	*35*	0	1	0	1	0	*2*	0	0	27	0	0	*27*	**64**
6:45 PM	0	0	0	0	0	*0*	0	0	21	0	0	*21*	0	0	0	0	0	*0*	0	0	33	0	0	*33*	**54**
Hourly Total	0	0	0	0	0	*0*	0	1	137	0	0	*138*	0	2	0	2	0	*4*	0	0	144	0	0	*144*	**286**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**1**	**1**	**1**	**0**	***3***	**0**	**92**	**2698**	**2**	**0**	***2792***	**0**	**43**	**1**	**88**	**0**	***132***	**1**	**1**	**2626**	**45**	**0**	***2673***	**5600**
Cars	0	1	1	1	0	*3*	0	90	2158	2	0	*2250*	0	36	1	83	0	*120*	1	1	2150	39	0	*2191*	**4564**
Heavy Vehicles	0	0	0	0	0	*0*	0	2	540	0	0	*542*	0	7	0	5	0	*12*	0	0	476	6	0	*482*	**1036**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	2.17%	20.01%	0.00%	0.00%	*19.41%*	0.00%	16.28%	0.00%	5.68%	0.00%	*9.09%*	0.00%	0.00%	18.13%	13.33%	0.00%	*18.03%*	**18.50%**

SR 70 at CR 760
0 0
Wednesday, March 6, 2024
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
11:00 AM	0	0	0	0	0	*0*	0	3	62	0	0	*65*	0	1	0	2	0	*3*	0	0	55	0	0	*55*	**123**
11:15 AM	0	0	0	0	0	*0*	0	2	63	0	0	*65*	0	2	0	0	0	*2*	1	0	59	3	0	*63*	**130**
11:30 AM	0	0	0	0	0	*0*	0	0	39	0	0	*39*	0	1	0	0	0	*1*	0	0	54	1	0	*55*	**95**
11:45 AM	0	0	0	0	0	*0*	0	3	71	0	0	*74*	0	1	0	2	0	*3*	0	0	44	2	0	*46*	**123**
Peak Hour Total	0	0	0	0	0	*0*	0	8	235	0	0	*243*	0	5	0	4	0	*9*	1	0	212	6	0	*219*	**471**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.667	0.827	0.000	0.000	*0.821*	0.000	0.625	0.000	0.500	0.000	*0.750*	0.250	0.000	0.898	0.500	0.000	*0.869*	**0.906**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	5	100	1	0	*106*	0	0	0	0	0	*0*	0	0	42	0	0	*42*	**148**
4:15 PM	0	0	0	0	0	*0*	0	3	66	0	0	*69*	0	0	0	3	0	*3*	0	0	52	0	0	*52*	**124**
4:30 PM	0	0	0	0	0	*0*	0	4	85	0	0	*89*	0	2	0	3	0	*5*	0	0	46	1	0	*47*	**141**
4:45 PM	0	0	0	0	0	*0*	0	4	70	0	0	*74*	0	0	0	0	0	*0*	0	0	60	1	0	*61*	**135**
Peak Hour Total	0	0	0	0	0	*0*	0	16	321	1	0	*338*	0	2	0	6	0	*8*	0	0	200	2	0	*202*	**548**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.800	0.803	0.250	0.000	*0.797*	0.000	0.250	0.000	0.500	0.000	*0.400*	0.000	0.000	0.833	0.500	0.000	*0.828*	**0.926**

Total Vehicles On Leg			7		
Vehicles Entering Intersection	3		Vehicles Exiting Intersection	4	
Southbound					
Cars	1	1	1	0	0
Heavy	0	0	0	0	0
Total	**1**	**1**	**1**	**0**	**0**

Total Vehicles on Leg 5416	Vehicles Entering Intersection 2673	Vehicles Exiting Intersection 2743	**Eastbound**	Cars	Heavy	**Total**
				0	0	**0**
				1	0	**1**
				1	0	**1**
				2150	476	**2626**
				39	6	**45**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 2792	Vehicles Exiting Intersection 2715	Total Vehicles on Leg 5507
2	0	**2**				
2158	540	**2698**				
90	2	**92**				
0	0	**0**				
0	0	**0**				

Cars	0	0	36	1	83
Heavy	0	0	7	0	5
Total	**0**	**0**	**43**	**1**	**88**
Northbound					
Vehicles Entering Intersection	132		Vehicles Exiting Intersection	138	
Total Vehicles On Leg			270		

Intersection Name	SR 70 at NE Four Mile Grade
City	
State	
Northbound Street	
Southbound Street	
Eastbound Street	
Westbound Street	

NB

SB

EB

WB

North



Date and Time of Start of Count 1	03/7/2024	6:00:00
Date and Time of End of Count 1	03/7/2024	19:00:00
Date and Time of Start of Count 2		
Date and Time of End of Count 2		
Date and Time of Start of Count 3		
Date and Time of End of Count 3		

Classification Schema
2-Classification Count

NOTES	

SR 70 at NE Four Mile Grade
0 0
Thursday, March 7, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	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	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	1	0	0	0	*1*	0	0	34	0	0	*34*	0	0	0	0	0	*0*	0	1	74	0	0	*75*	**110**
6:15 AM	0	0	0	0	0	*0*	0	0	30	0	0	*30*	0	0	0	0	0	*0*	0	0	71	0	0	*71*	**101**
6:30 AM	0	0	0	0	0	*0*	0	0	43	0	0	*43*	0	0	0	0	0	*0*	0	2	67	0	0	*69*	**112**
6:45 AM	0	0	0	0	0	*0*	0	0	35	1	0	*36*	0	0	0	0	0	*0*	0	3	57	0	0	*60*	**96**
Hourly Total	0	1	0	0	0	*1*	0	0	142	1	0	*143*	0	0	0	0	0	*0*	0	6	269	0	0	*275*	**419**
7:00 AM	0	0	0	0	0	*0*	0	0	41	0	0	*41*	0	0	0	0	0	*0*	0	0	49	0	0	*49*	**90**
7:15 AM	0	1	0	0	0	*1*	0	0	46	0	0	*46*	0	0	0	0	0	*0*	1	1	73	0	0	*75*	**122**
7:30 AM	0	0	0	0	0	*0*	0	0	55	1	0	*56*	0	0	0	0	0	*0*	0	0	59	0	0	*59*	**115**
7:45 AM	0	0	0	0	0	*0*	0	0	49	0	0	*49*	0	0	0	0	0	*0*	0	0	57	0	0	*57*	**106**
Hourly Total	0	1	0	0	0	*1*	0	0	191	1	0	*192*	0	0	0	0	0	*0*	1	1	238	0	0	*240*	**433**

SR 70 at NE Four Mile Grade
0 0
Thursday, March 7, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	47	0	0	*47*	0	0	0	0	0	*0*	0	0	51	0	0	*51*	**98**
8:15 AM	0	0	0	0	0	*0*	0	0	44	0	0	*44*	0	0	0	0	0	*0*	0	0	39	0	0	*39*	**83**
8:30 AM	0	0	0	0	0	*0*	0	0	58	0	0	*58*	0	0	0	0	0	*0*	0	2	44	0	0	*46*	**104**
8:45 AM	0	0	0	0	0	*0*	0	0	46	1	0	*47*	0	0	0	0	0	*0*	0	0	45	0	0	*45*	**92**
Hourly Total	0	0	0	0	0	*0*	0	0	195	1	0	*196*	0	0	0	0	0	*0*	0	2	179	0	0	*181*	**377**
9:00 AM	0	0	0	1	0	*1*	0	0	57	0	0	*57*	0	0	0	0	0	*0*	0	0	54	0	0	*54*	**112**
9:15 AM	0	0	0	1	0	*1*	0	0	42	0	0	*42*	0	0	0	0	0	*0*	0	2	32	0	0	*34*	**77**
9:30 AM	0	0	0	0	0	*0*	0	0	47	0	0	*47*	0	0	0	0	0	*0*	0	1	67	0	0	*68*	**115**
9:45 AM	0	1	0	1	0	*2*	0	0	46	0	0	*46*	0	0	0	0	0	*0*	0	0	47	0	0	*47*	**95**
Hourly Total	0	1	0	3	0	*4*	0	0	192	0	0	*192*	0	0	0	0	0	*0*	0	3	200	0	0	*203*	**399**
10:00 AM	0	0	0	1	0	*1*	0	0	55	1	0	*56*	0	0	0	0	0	*0*	0	0	49	0	0	*49*	**106**
10:15 AM	0	1	0	1	0	*2*	0	0	77	0	0	*77*	0	0	0	0	0	*0*	0	0	61	0	0	*61*	**140**
10:30 AM	0	0	0	0	1	*0*	0	0	62	1	0	*63*	0	0	0	0	0	*0*	0	0	60	0	0	*60*	**123**
10:45 AM	0	0	0	0	0	*0*	0	0	66	0	0	*66*	0	0	0	0	0	*0*	0	0	61	0	0	*61*	**127**
Hourly Total	0	1	0	2	1	*3*	0	0	260	2	0	*262*	0	0	0	0	0	*0*	0	0	231	0	0	*231*	**496**
11:00 AM	0	0	0	0	0	*0*	0	0	78	0	0	*78*	0	0	0	0	0	*0*	0	0	56	0	0	*56*	**134**
11:15 AM	0	0	0	0	0	*0*	0	0	51	0	0	*51*	0	0	0	0	0	*0*	0	0	72	0	0	*72*	**123**
11:30 AM	0	0	0	0	0	*0*	0	0	62	0	0	*62*	0	0	0	0	0	*0*	0	0	52	0	0	*52*	**114**
11:45 AM	0	0	0	0	0	*0*	0	0	71	0	0	*71*	0	0	0	0	0	*0*	0	0	59	0	0	*59*	**130**
Hourly Total	0	0	0	0	0	*0*	0	0	262	0	0	*262*	0	0	0	0	0	*0*	0	0	239	0	0	*239*	**501**
12:00 PM	0	0	0	0	0	*0*	0	0	86	0	0	*86*	0	0	0	0	0	*0*	0	0	60	0	0	*60*	**146**
12:15 PM	0	0	0	0	0	*0*	0	0	49	0	0	*49*	0	0	0	0	0	*0*	0	0	58	0	0	*58*	**107**
12:30 PM	0	0	0	0	0	*0*	0	0	55	0	0	*55*	0	0	0	0	0	*0*	0	0	40	0	0	*40*	**95**
12:45 PM	0	0	0	1	0	*1*	0	0	69	2	0	*71*	0	0	0	0	0	*0*	0	0	71	0	0	*71*	**143**
Hourly Total	0	0	0	1	0	*1*	0	0	259	2	0	*261*	0	0	0	0	0	*0*	0	0	229	0	0	*229*	**491**
1:00 PM	0	0	0	0	0	*0*	0	0	56	2	0	*58*	0	0	0	0	0	*0*	0	1	60	0	0	*61*	**119**
1:15 PM	0	0	0	0	0	*0*	0	0	72	0	0	*72*	0	0	0	0	0	*0*	0	0	60	0	0	*60*	**132**
1:30 PM	0	0	0	1	0	*1*	0	0	81	1	0	*82*	0	0	0	0	0	*0*	0	0	51	0	0	*51*	**134**
1:45 PM	0	0	0	0	0	*0*	0	0	56	1	0	*57*	0	0	0	0	0	*0*	0	0	57	0	0	*57*	**114**
Hourly Total	0	0	0	1	0	*1*	0	0	265	4	0	*269*	0	0	0	0	0	*0*	0	1	228	0	0	*229*	**499**
2:00 PM	0	0	0	0	0	*0*	0	0	60	2	0	*62*	0	0	0	0	0	*0*	0	0	48	0	0	*48*	**110**
2:15 PM	0	0	0	1	0	*1*	0	0	59	0	0	*59*	0	0	0	0	0	*0*	0	0	55	0	0	*55*	**115**

2:30 PM	0	0	0	0	0	*0*	0	0	53	0	0	*53*	0	0	0	0	0	*0*	0	0	57	0	0	*57*	**110**
2:45 PM	0	0	0	1	0	*1*	0	0	45	0	0	*45*	0	0	0	0	0	*0*	0	0	67	0	0	*67*	**113**
Hourly Total	0	0	0	2	0	*2*	0	0	217	2	0	*219*	0	0	0	0	0	*0*	0	0	227	0	0	*227*	**448**
3:00 PM	0	1	0	0	0	*1*	0	0	63	1	0	*64*	0	0	0	0	0	*0*	0	0	40	0	0	*40*	**105**
3:15 PM	0	0	0	0	0	*0*	0	0	81	1	0	*82*	0	0	0	0	0	*0*	0	0	65	0	0	*65*	**147**
3:30 PM	0	0	0	0	0	*0*	0	0	59	0	0	*59*	0	0	0	0	0	*0*	0	1	57	0	0	*58*	**117**
3:45 PM	0	1	0	0	0	*1*	0	0	74	0	0	*74*	0	0	0	0	0	*0*	0	0	63	0	0	*63*	**138**
Hourly Total	0	2	0	0	0	*2*	0	0	277	2	0	*279*	0	0	0	0	0	*0*	0	1	225	0	0	*226*	**507**

SR 70 at NE Four Mile Grade

0 0

Thursday, March 7, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	2	0	6	0	*8*	0	0	97	1	0	*98*	0	0	0	0	0	*0*	0	1	52	0	0	*53*	**159**
4:15 PM	0	0	0	0	0	*0*	0	0	82	0	0	*82*	0	0	0	0	0	*0*	0	0	38	0	0	*38*	**120**
4:30 PM	0	0	0	0	0	*0*	0	0	110	1	0	*111*	0	0	0	0	0	*0*	0	0	68	0	0	*68*	**179**
4:45 PM	0	1	0	4	0	*5*	0	0	101	0	0	*101*	0	0	0	0	0	*0*	0	0	79	0	0	*79*	**185**
Hourly Total	0	3	0	10	0	*13*	0	0	390	2	0	*392*	0	0	0	0	0	*0*	0	1	237	0	0	*238*	**643**
5:00 PM	0	1	0	3	0	*4*	0	0	77	0	0	*77*	0	0	0	0	0	*0*	0	0	61	0	0	*61*	**142**
5:15 PM	0	1	0	2	0	*3*	0	0	54	0	0	*54*	0	0	0	0	0	*0*	0	0	58	0	0	*58*	**115**
5:30 PM	0	0	0	0	0	*0*	0	0	59	0	0	*59*	0	0	0	0	0	*0*	0	0	62	0	0	*62*	**121**
5:45 PM	0	1	0	1	0	*2*	0	0	55	0	0	*55*	0	0	0	0	0	*0*	0	0	57	0	0	*57*	**114**
Hourly Total	0	3	0	6	0	*9*	0	0	245	0	0	*245*	0	0	0	0	0	*0*	0	0	238	0	0	*238*	**492**
6:00 PM	0	0	0	0	0	*0*	0	0	44	0	0	*44*	0	0	0	0	0	*0*	0	0	58	0	0	*58*	**102**
6:15 PM	0	0	0	0	0	*0*	0	0	36	0	0	*36*	0	0	0	0	0	*0*	0	0	56	0	0	*56*	**92**
6:30 PM	0	0	0	0	0	*0*	0	0	23	0	0	*23*	0	0	0	0	0	*0*	0	0	49	0	0	*49*	**72**
6:45 PM	0	1	0	0	0	*1*	0	0	45	0	0	*45*	0	0	0	0	0	*0*	0	0	39	0	0	*39*	**85**
Hourly Total	0	1	0	0	0	*1*	0	0	148	0	0	*148*	0	0	0	0	0	*0*	0	0	202	0	0	*202*	**351**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**13**	**0**	**25**	**1**	***38***	**0**	**0**	**3043**	**17**	**0**	***3060***	**0**	**0**	**0**	**0**	**0**	***0***	**1**	**15**	**2942**	**0**	**0**	***2958***	**6056**
Cars	0	8	0	22	1	*30*	0	0	2528	10	0	*2538*	0	0	0	0	0	*0*	1	14	2456	0	0	*2471*	**5039**
Heavy Vehicles	0	5	0	3	0	*8*	0	0	515	7	0	*522*	0	0	0	0	0	*0*	0	1	486	0	0	*487*	**1017**
Heavy Vehicle %	0.00%	38.46%	0.00%	12.00%	0.00%	*21.05%*	0.00%	0.00%	16.92%	41.18%	0.00%	*17.06%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	6.67%	16.52%	0.00%	0.00%	*16.46%*	**16.79%**

SR 70 at NE Four Mile Grade
0 0
Thursday, March 7, 2024
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
10:15 AM	0	1	0	1	0	*2*	0	0	77	0	0	*77*	0	0	0	0	0	*0*	0	0	61	0	0	*61*	**140**
10:30 AM	0	0	0	0	1	*0*	0	0	62	1	0	*63*	0	0	0	0	0	*0*	0	0	60	0	0	*60*	**123**
10:45 AM	0	0	0	0	0	*0*	0	0	66	0	0	*66*	0	0	0	0	0	*0*	0	0	61	0	0	*61*	**127**
11:00 AM	0	0	0	0	0	*0*	0	0	78	0	0	*78*	0	0	0	0	0	*0*	0	0	56	0	0	*56*	**134**
Peak Hour Total	0	1	0	1	1	*2*	0	0	283	1	0	*284*	0	0	0	0	0	*0*	0	0	238	0	0	*238*	**524**
PHF	0.000	0.250	0.000	0.250	0.250	*0.250*	0.000	0.000	0.907	0.250	0.000	*0.910*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.975	0.000	0.000	*0.975*	**0.936**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	2	0	6	0	*8*	0	0	97	1	0	*98*	0	0	0	0	0	*0*	0	1	52	0	0	*53*	**159**
4:15 PM	0	0	0	0	0	*0*	0	0	82	0	0	*82*	0	0	0	0	0	*0*	0	0	38	0	0	*38*	**120**
4:30 PM	0	0	0	0	0	*0*	0	0	110	1	0	*111*	0	0	0	0	0	*0*	0	0	68	0	0	*68*	**179**
4:45 PM	0	1	0	4	0	*5*	0	0	101	0	0	*101*	0	0	0	0	0	*0*	0	0	79	0	0	*79*	**185**
Peak Hour Total	0	3	0	10	0	*13*	0	0	390	2	0	*392*	0	0	0	0	0	*0*	0	1	237	0	0	*238*	**643**
PHF	0.000	0.375	0.000	0.417	0.000	*0.406*	0.000	0.000	0.886	0.500	0.000	*0.883*	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.250	0.750	0.000	0.000	*0.753*	**0.869**

Total Vehicles On Leg			70		
Vehicles Entering Intersection	38		Vehicles Exiting Intersection	32	
Southbound					
Cars	22	0	8	0	1
Heavy	3	0	5	0	0
Total	**25**	**0**	**13**	**0**	**1**

Total Vehicles on Leg 6027	Vehicles Entering Intersection 2958	Vehicles Exiting Intersection 3069	**Eastbound**	Cars	Heavy	**Total**
				0	0	**0**
				1	0	**1**
				14	1	**15**
				2456	486	**2942**
				0	0	**0**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 3060	Vehicles Exiting Intersection 2955	Total Vehicles on Leg 6015
10	7	**17**				
2528	515	**3043**				
0	0	**0**				
0	0	**0**				
0	0	**0**				

Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**
Northbound					
Vehicles Entering Intersection	0		Vehicles Exiting Intersection	0	
Total Vehicles On Leg			0		

Intersection Name	SR 70 at Florida Corrections
City	
State	
Northbound Street	
Southbound Street	
Eastbound Street	
Westbound Street	

NB

SB

EB

WB

North



Date and Time of Start of Count 1	03/6/2024	6:00:00
Date and Time of End of Count 1	03/6/2024	19:00:00
Date and Time of Start of Count 2		
Date and Time of End of Count 2		
Date and Time of Start of Count 3		
Date and Time of End of Count 3		

Classification Schema
2-Classification Count

NOTES	

SR 70 at Florida Corrections
0 0
Wednesday, March 6, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	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	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	3	25	0	0	*28*	0	0	0	0	0	*0*	0	0	46	13	0	*59*	**87**
6:15 AM	0	0	0	0	0	*0*	0	2	41	0	0	*43*	0	3	0	0	0	*3*	0	0	38	12	0	*50*	**96**
6:30 AM	0	0	0	0	0	*0*	0	4	39	0	0	*43*	0	1	0	0	0	*1*	0	0	47	2	0	*49*	**93**
6:45 AM	0	0	0	0	0	*0*	0	0	35	0	0	*35*	0	0	0	0	0	*0*	0	0	35	2	0	*37*	**72**
Hourly Total	0	0	0	0	0	*0*	0	9	140	0	0	*149*	0	4	0	0	0	*4*	0	0	166	29	0	*195*	**348**
7:00 AM	0	0	0	0	0	*0*	0	0	32	0	0	*32*	0	2	0	0	0	*2*	0	0	36	1	0	*37*	**71**
7:15 AM	0	0	0	0	0	*0*	0	0	53	0	0	*53*	0	1	0	0	0	*1*	0	0	56	2	0	*58*	**112**
7:30 AM	0	0	0	0	0	*0*	0	2	45	0	0	*47*	0	0	0	0	0	*0*	0	0	61	8	0	*69*	**116**
7:45 AM	0	0	0	0	0	*0*	0	4	50	0	0	*54*	0	0	0	0	0	*0*	0	0	47	5	0	*52*	**106**
Hourly Total	0	0	0	0	0	*0*	0	6	180	0	0	*186*	0	3	0	0	0	*3*	0	0	200	16	0	*216*	**405**

SR 70 at Florida Corrections
0 0
Wednesday, March 6, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	1	40	0	0	*41*	0	0	0	0	0	*0*	0	0	32	4	0	*36*	**77**
8:15 AM	0	0	0	0	0	*0*	0	0	32	0	0	*32*	0	0	0	0	0	*0*	0	0	36	1	0	*37*	**69**
8:30 AM	0	0	0	0	0	*0*	0	0	49	0	0	*49*	0	0	0	0	0	*0*	0	0	37	1	0	*38*	**87**
8:45 AM	0	0	0	0	0	*0*	0	0	57	0	0	*57*	0	0	0	0	0	*0*	0	0	31	0	0	*31*	**88**
Hourly Total	0	0	0	0	0	*0*	0	1	178	0	0	*179*	0	0	0	0	0	*0*	0	0	136	6	0	*142*	**321**
9:00 AM	0	0	0	0	0	*0*	0	0	24	0	0	*24*	0	0	0	0	0	*0*	0	0	52	0	0	*52*	**76**
9:15 AM	0	0	0	0	0	*0*	0	0	43	0	0	*43*	0	1	0	0	0	*1*	0	0	48	0	0	*48*	**92**
9:30 AM	0	0	0	0	0	*0*	0	0	51	0	0	*51*	0	0	0	0	0	*0*	0	0	51	0	0	*51*	**102**
9:45 AM	0	0	0	0	0	*0*	0	0	57	0	0	*57*	0	1	0	0	0	*1*	0	0	41	0	0	*41*	**99**
Hourly Total	0	0	0	0	0	*0*	0	0	175	0	0	*175*	0	2	0	0	0	*2*	0	0	192	0	0	*192*	**369**
10:00 AM	0	0	0	0	0	*0*	0	0	43	0	0	*43*	0	0	0	0	0	*0*	0	0	45	1	0	*46*	**89**
10:15 AM	0	0	0	0	0	*0*	0	0	46	0	0	*46*	0	0	0	0	0	*0*	0	0	38	0	0	*38*	**84**
10:30 AM	0	0	0	0	0	*0*	0	0	42	0	0	*42*	0	6	0	0	0	*6*	0	0	57	0	0	*57*	**105**
10:45 AM	0	0	0	0	0	*0*	0	0	45	0	0	*45*	0	0	0	0	0	*0*	0	0	50	0	0	*50*	**95**
Hourly Total	0	0	0	0	0	*0*	0	0	176	0	0	*176*	0	6	0	0	0	*6*	0	0	190	1	0	*191*	**373**
11:00 AM	0	0	0	0	0	*0*	0	0	59	0	0	*59*	0	4	0	0	0	*4*	0	0	51	2	0	*53*	**116**
11:15 AM	0	0	0	0	0	*0*	0	0	59	0	0	*59*	0	3	0	0	0	*3*	0	0	38	3	0	*41*	**103**
11:30 AM	0	0	0	0	0	*0*	0	0	48	0	0	*48*	0	1	0	0	0	*1*	0	0	59	0	0	*59*	**108**
11:45 AM	0	0	0	0	0	*0*	0	0	53	0	0	*53*	0	5	0	0	0	*5*	0	0	48	2	0	*50*	**108**
Hourly Total	0	0	0	0	0	*0*	0	0	219	0	0	*219*	0	13	0	0	0	*13*	0	0	196	7	0	*203*	**435**
12:00 PM	0	0	0	0	0	*0*	0	0	45	0	0	*45*	0	1	0	0	2	*1*	0	0	49	1	0	*50*	**96**
12:15 PM	0	0	0	0	0	*0*	0	0	65	0	0	*65*	0	1	0	0	0	*1*	0	0	37	1	0	*38*	**104**
12:30 PM	0	0	0	0	0	*0*	0	0	39	0	0	*39*	0	0	0	0	0	*0*	0	0	46	7	0	*53*	**92**
12:45 PM	0	0	0	0	0	*0*	0	0	67	0	0	*67*	0	1	0	0	0	*1*	0	0	59	4	0	*63*	**131**
Hourly Total	0	0	0	0	0	*0*	0	0	216	0	0	*216*	0	3	0	0	2	*3*	0	0	191	13	0	*204*	**423**
1:00 PM	0	0	0	0	0	*0*	0	1	57	0	0	*58*	0	2	0	0	0	*2*	0	0	55	3	0	*58*	**118**
1:15 PM	0	0	0	0	0	*0*	0	0	44	0	0	*44*	0	1	0	0	0	*1*	0	0	53	1	0	*54*	**99**
1:30 PM	0	0	0	0	0	*0*	0	0	52	0	0	*52*	2	1	0	0	0	*3*	0	0	66	1	0	*67*	**122**
1:45 PM	0	0	0	0	0	*0*	0	1	51	0	0	*52*	0	0	0	1	0	*1*	0	0	48	0	0	*48*	**101**
Hourly Total	0	0	0	0	0	*0*	0	2	204	0	0	*206*	2	4	0	1	0	*7*	0	0	222	5	0	*227*	**440**
2:00 PM	0	0	0	0	0	*0*	0	0	59	0	0	*59*	0	0	0	0	0	*0*	0	0	64	1	0	*65*	**124**
2:15 PM	0	0	0	0	0	*0*	0	0	44	0	0	*44*	0	0	0	0	0	*0*	0	0	44	0	0	*44*	**88**

2:30 PM	0	0	0	0	0	*0*	0	0	41	0	0	*41*	0	2	0	0	0	*2*	0	0	46	0	0	*46*	**89**
2:45 PM	0	0	0	0	0	*0*	0	0	61	0	0	*61*	0	0	0	0	0	*0*	0	0	36	0	0	*36*	**97**
Hourly Total	0	0	0	0	0	*0*	0	0	205	0	0	*205*	0	2	0	0	0	*2*	0	0	190	1	0	*191*	**398**
3:00 PM	0	0	0	0	0	*0*	0	0	45	0	0	*45*	0	1	0	0	0	*1*	0	0	58	1	0	*59*	**105**
3:15 PM	0	0	0	0	0	*0*	0	0	61	0	0	*61*	0	1	0	0	0	*1*	0	0	38	1	0	*39*	**101**
3:30 PM	0	0	0	0	0	*0*	0	0	51	0	0	*51*	0	0	0	0	0	*0*	0	0	53	1	0	*54*	**105**
3:45 PM	0	0	0	0	0	*0*	0	0	50	0	0	*50*	0	9	0	0	0	*9*	0	0	62	0	0	*62*	**121**
Hourly Total	0	0	0	0	0	*0*	0	0	207	0	0	*207*	0	11	0	0	0	*11*	0	0	211	3	0	*214*	**432**

SR 70 at Florida Corrections

0 0

Wednesday, March 6, 2024

	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						
Time	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**U Turns**	**Left Turns**	**Straight Through**	**Right Turns**	**Crosswalk Crossings**	***Vehicle Approach Total***	**VEHICLE TOTAL**
4:00 PM	0	0	0	0	0	*0*	0	0	62	0	0	*62*	0	25	0	1	0	*26*	0	0	33	1	0	*34*	**122**
4:15 PM	0	0	0	0	0	*0*	0	0	58	0	0	*58*	0	1	0	3	0	*4*	0	0	54	0	0	*54*	**116**
4:30 PM	0	0	0	0	0	*0*	0	0	76	0	0	*76*	0	11	0	13	0	*24*	0	0	47	0	0	*47*	**147**
4:45 PM	0	0	0	0	0	*0*	0	0	47	0	0	*47*	0	2	0	1	0	*3*	0	0	59	0	0	*59*	**109**
Hourly Total	0	0	0	0	0	*0*	0	0	243	0	0	*243*	0	39	0	18	0	*57*	0	0	193	1	0	*194*	**494**
5:00 PM	0	0	0	0	0	*0*	0	1	42	0	0	*43*	0	0	0	2	0	*2*	0	0	44	0	0	*44*	**89**
5:15 PM	0	0	0	0	0	*0*	0	0	53	0	0	*53*	0	2	0	0	0	*2*	0	0	47	0	0	*47*	**102**
5:30 PM	0	0	0	0	0	*0*	0	0	41	0	0	*41*	0	1	0	0	0	*1*	0	0	50	1	0	*51*	**93**
5:45 PM	0	0	0	0	0	*0*	0	0	40	0	0	*40*	0	1	0	0	0	*1*	0	0	40	1	0	*41*	**82**
Hourly Total	0	0	0	0	0	*0*	0	1	176	0	0	*177*	0	4	0	2	0	*6*	0	0	181	2	0	*183*	**366**
6:00 PM	0	0	0	0	0	*0*	0	0	35	0	0	*35*	0	0	0	0	0	*0*	0	0	37	1	0	*38*	**73**
6:15 PM	0	0	0	0	0	*0*	0	2	37	0	0	*39*	0	0	0	0	0	*0*	0	0	36	2	0	*38*	**77**
6:30 PM	0	0	0	0	0	*0*	0	0	24	0	0	*24*	0	0	0	0	0	*0*	0	0	29	2	0	*31*	**55**
6:45 PM	0	0	0	0	0	*0*	0	0	26	0	0	*26*	0	1	0	0	0	*1*	0	0	31	1	0	*32*	**59**
Hourly Total	0	0	0	0	0	*0*	0	2	122	0	0	*124*	0	1	0	0	0	*1*	0	0	133	6	0	*139*	**264**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**0**	**0**	**0**	**0**	***0***	**0**	**21**	**2441**	**0**	**0**	***2462***	**2**	**92**	**0**	**21**	**2**	***115***	**0**	**0**	**2401**	**90**	**0**	***2491***	**5068**
Cars	0	0	0	0	0	*0*	0	21	1977	0	0	*1998*	1	90	0	21	2	*112*	0	0	1977	89	0	*2066*	**4176**
Heavy Vehicles	0	0	0	0	0	*0*	0	0	464	0	0	*464*	1	2	0	0	0	*3*	0	0	424	1	0	*425*	**892**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	0.00%	19.01%	0.00%	0.00%	*18.85%*	50.00%	2.17%	0.00%	0.00%	0.00%	*2.61%*	0.00%	0.00%	17.66%	1.11%	0.00%	*17.06%*	**17.60%**

SR 70 at Florida Corrections
0 0
Wednesday, March 6, 2024

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
11:00 AM	0	0	0	0	0	*0*	0	0	59	0	0	*59*	0	4	0	0	0	*4*	0	0	51	2	0	*53*	**116**
11:15 AM	0	0	0	0	0	*0*	0	0	59	0	0	*59*	0	3	0	0	0	*3*	0	0	38	3	0	*41*	**103**
11:30 AM	0	0	0	0	0	*0*	0	0	48	0	0	*48*	0	1	0	0	0	*1*	0	0	59	0	0	*59*	**108**
11:45 AM	0	0	0	0	0	*0*	0	0	53	0	0	*53*	0	5	0	0	0	*5*	0	0	48	2	0	*50*	**108**
Peak Hour Total	0	0	0	0	0	*0*	0	0	219	0	0	*219*	0	13	0	0	0	*13*	0	0	196	7	0	*203*	**435**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.928	0.000	0.000	*0.928*	0.000	0.650	0.000	0.000	0.000	*0.650*	0.000	0.000	0.831	0.583	0.000	*0.860*	**0.938**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
3:45 PM	0	0	0	0	0	*0*	0	0	50	0	0	*50*	0	9	0	0	0	*9*	0	0	62	0	0	*62*	**121**
4:00 PM	0	0	0	0	0	*0*	0	0	62	0	0	*62*	0	25	0	1	0	*26*	0	0	33	1	0	*34*	**122**
4:15 PM	0	0	0	0	0	*0*	0	0	58	0	0	*58*	0	1	0	3	0	*4*	0	0	54	0	0	*54*	**116**
4:30 PM	0	0	0	0	0	*0*	0	0	76	0	0	*76*	0	11	0	13	0	*24*	0	0	47	0	0	*47*	**147**
Peak Hour Total	0	0	0	0	0	*0*	0	0	246	0	0	*246*	0	46	0	17	0	*63*	0	0	196	1	0	*197*	**506**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.809	0.000	0.000	*0.809*	0.000	0.460	0.000	0.327	0.000	*0.606*	0.000	0.000	0.790	0.250	0.000	*0.794*	**0.861**

Total Vehicles On Leg			0		
Vehicles Entering Intersection	0		Vehicles Exiting Intersection	0	
Southbound					
Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**

Total Vehicles on Leg 5024		**Eastbound**	Cars	Heavy	**Total**
	Vehicles Entering Intersection 2491		0	0	**0**
			0	0	**0**
	Vehicles Exiting Intersection 2533		0	0	**0**
			1977	424	**2401**
			89	1	**90**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**		Total Vehicles on Leg 4884
0	0	**0**		Vehicles Entering Intersection 2462	
1977	464	**2441**			
21	0	**21**		Vehicles Exiting Intersection 2422	
0	0	**0**			
0	0	**0**			

Cars	2	1	90	0	21
Heavy	0	1	2	0	0
Total	**2**	**2**	**92**	**0**	**21**
Northbound					
Vehicles Entering Intersection	115		Vehicles Exiting Intersection	113	
Total Vehicles On Leg			228		

Intersection Name	SR 70 at Blue Head St
City	
State	
Northbound Street	
Southbound Street	
Eastbound Street	
Westbound Street	

NB

SB

EB

WB

North



Date and Time of Start of Count 1	03/7/2024	6:00:00
Date and Time of End of Count 1	03/7/2024	19:00:00
Date and Time of Start of Count 2		
Date and Time of End of Count 2		
Date and Time of Start of Count 3		
Date and Time of End of Count 3		

Classification Schema
2-Classification Count

NOTES	

SR 70 at Blue Head St
0 0
Thursday, March 7, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	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	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	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	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	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	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	1	40	0	0	*41*	0	0	0	0	0	*0*	0	0	28	0	0	*28*	**69**
6:15 AM	0	0	0	0	0	*0*	0	0	44	0	0	*44*	0	0	0	1	0	*1*	0	0	27	0	0	*27*	**72**
6:30 AM	0	0	0	0	0	*0*	0	0	44	0	0	*44*	0	0	0	0	0	*0*	0	0	26	0	0	*26*	**70**
6:45 AM	0	0	0	0	0	*0*	0	0	43	0	0	*43*	0	0	0	0	0	*0*	0	0	29	0	0	*29*	**72**
Hourly Total	0	0	0	0	0	*0*	0	1	171	0	0	*172*	0	0	0	1	0	*1*	0	0	110	0	0	*110*	**283**
7:00 AM	0	0	0	0	0	*0*	0	0	47	0	0	*47*	0	0	0	0	0	*0*	0	0	32	0	0	*32*	**79**
7:15 AM	0	0	0	0	0	*0*	0	0	81	0	0	*81*	0	0	0	0	0	*0*	0	0	43	0	0	*43*	**124**
7:30 AM	0	0	0	0	0	*0*	0	1	51	0	0	*52*	0	1	0	0	0	*1*	0	0	34	0	0	*34*	**87**
7:45 AM	0	0	0	0	0	*0*	0	0	37	0	0	*37*	0	0	0	0	0	*0*	0	0	31	0	0	*31*	**68**
Hourly Total	0	0	0	0	0	*0*	0	1	216	0	0	*217*	0	1	0	0	0	*1*	0	0	140	0	0	*140*	**358**

SR 70 at Blue Head St
0 0
Thursday, March 7, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:00 AM	0	0	0	0	0	*0*	0	0	55	0	0	*55*	0	0	0	0	0	*0*	0	0	37	0	0	*37*	**92**
8:15 AM	0	0	0	0	0	*0*	0	0	46	0	0	*46*	0	0	0	0	0	*0*	0	0	33	0	0	*33*	**79**
8:30 AM	0	0	0	0	0	*0*	0	0	44	0	0	*44*	0	0	0	0	0	*0*	0	0	49	0	0	*49*	**93**
8:45 AM	0	0	0	0	0	*0*	0	0	50	0	0	*50*	0	0	0	0	0	*0*	0	0	35	0	0	*35*	**85**
Hourly Total	0	0	0	0	0	*0*	0	0	195	0	0	*195*	0	0	0	0	0	*0*	0	0	154	0	0	*154*	**349**
9:00 AM	0	0	0	0	0	*0*	0	0	43	0	0	*43*	0	0	0	0	0	*0*	0	0	46	0	0	*46*	**89**
9:15 AM	0	0	0	0	0	*0*	0	0	44	0	0	*44*	0	0	0	0	0	*0*	0	0	45	0	0	*45*	**89**
9:30 AM	0	0	0	0	0	*0*	0	0	44	0	0	*44*	0	1	0	0	0	*1*	0	0	38	0	0	*38*	**83**
9:45 AM	0	0	0	0	0	*0*	0	0	44	0	0	*44*	0	0	0	0	0	*0*	0	0	53	0	0	*53*	**97**
Hourly Total	0	0	0	0	0	*0*	0	0	175	0	0	*175*	0	1	0	0	0	*1*	0	0	182	0	0	*182*	**358**
10:00 AM	0	0	0	0	0	*0*	0	0	59	0	0	*59*	0	0	0	0	0	*0*	0	0	36	0	0	*36*	**95**
10:15 AM	0	0	0	0	0	*0*	0	0	60	0	0	*60*	0	0	0	0	0	*0*	0	0	64	0	0	*64*	**124**
10:30 AM	0	0	0	0	0	*0*	0	0	57	0	0	*57*	0	0	0	0	0	*0*	0	0	43	0	0	*43*	**100**
10:45 AM	0	0	0	0	0	*0*	0	0	54	0	0	*54*	0	0	0	0	0	*0*	0	0	62	0	0	*62*	**116**
Hourly Total	0	0	0	0	0	*0*	0	0	230	0	0	*230*	0	0	0	0	0	*0*	0	0	205	0	0	*205*	**435**
11:00 AM	0	0	0	0	0	*0*	0	0	49	0	0	*49*	0	0	0	0	0	*0*	0	0	45	0	0	*45*	**94**
11:15 AM	0	0	0	0	0	*0*	0	0	63	0	0	*63*	0	0	0	0	0	*0*	0	0	51	0	0	*51*	**114**
11:30 AM	0	0	0	0	0	*0*	0	1	57	0	0	*58*	0	0	0	1	0	*1*	0	0	67	0	0	*67*	**126**
11:45 AM	0	0	0	0	0	*0*	0	0	57	0	0	*57*	0	0	0	0	0	*0*	0	0	59	0	0	*59*	**116**
Hourly Total	0	0	0	0	0	*0*	0	1	226	0	0	*227*	0	0	0	1	0	*1*	0	0	222	0	0	*222*	**450**
12:00 PM	0	0	0	0	0	*0*	0	0	52	0	0	*52*	0	0	0	0	0	*0*	0	0	48	0	0	*48*	**100**
12:15 PM	0	0	0	0	0	*0*	0	0	53	0	0	*53*	0	1	0	0	0	*1*	0	0	53	1	0	*54*	**108**
12:30 PM	0	0	0	0	0	*0*	1	0	53	0	0	*54*	0	0	0	0	0	*0*	0	0	47	0	0	*47*	**101**
12:45 PM	0	0	0	0	0	*0*	0	0	55	0	0	*55*	0	0	0	0	0	*0*	0	0	47	0	0	*47*	**102**
Hourly Total	0	0	0	0	0	*0*	1	0	213	0	0	*214*	0	1	0	0	0	*1*	0	0	195	1	0	*196*	**411**
1:00 PM	0	0	0	0	0	*0*	0	0	37	0	0	*37*	0	0	0	0	0	*0*	0	0	55	0	0	*55*	**92**
1:15 PM	0	0	0	0	0	*0*	0	0	83	0	0	*83*	0	0	0	0	0	*0*	0	0	63	0	0	*63*	**146**
1:30 PM	0	0	0	0	0	*0*	0	0	59	0	0	*59*	0	0	0	0	0	*0*	0	0	47	0	0	*47*	**106**
1:45 PM	0	0	0	0	0	*0*	0	0	52	0	0	*52*	0	0	0	1	0	*1*	0	0	60	0	0	*60*	**113**
Hourly Total	0	0	0	0	0	*0*	0	0	231	0	0	*231*	0	0	0	1	0	*1*	0	0	225	0	0	*225*	**457**
2:00 PM	0	0	0	0	0	*0*	0	1	53	0	0	*54*	0	0	0	0	0	*0*	0	0	34	0	0	*34*	**88**
2:15 PM	0	0	0	0	0	*0*	0	0	37	0	0	*37*	0	0	0	1	0	*1*	0	0	54	0	0	*54*	**92**

2:30 PM	0	0	0	0	0	*0*	0	0	57	0	0	*57*	0	0	0	1	0	*1*	0	0	47	0	0	*47*	**105**
2:45 PM	0	0	0	0	0	*0*	0	1	49	0	0	*50*	0	0	0	0	0	*0*	0	0	51	0	0	*51*	**101**
Hourly Total	0	0	0	0	0	*0*	0	2	196	0	0	*198*	0	0	0	2	0	*2*	0	0	186	0	0	*186*	**386**
3:00 PM	0	0	0	0	0	*0*	0	1	37	0	0	*38*	0	0	0	1	0	*1*	0	0	54	0	0	*54*	**93**
3:15 PM	0	0	0	0	0	*0*	0	0	57	0	0	*57*	0	0	0	0	0	*0*	0	0	49	1	0	*50*	**107**
3:30 PM	0	0	0	0	0	*0*	0	0	52	0	0	*52*	0	0	0	0	0	*0*	0	0	60	0	0	*60*	**112**
3:45 PM	0	0	0	0	0	*0*	0	0	52	0	0	*52*	0	0	0	0	0	*0*	0	0	56	0	0	*56*	**108**
Hourly Total	0	0	0	0	0	*0*	0	1	198	0	0	*199*	0	0	0	1	0	*1*	0	0	219	1	0	*220*	**420**

SR 70 at Blue Head St
0 0
Thursday, March 7, 2024

Time	Southbound 0						Westbound 0						Northbound 0						Eastbound 0						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	42	0	0	*42*	0	2	0	0	0	*2*	0	0	74	0	0	*74*	**118**
4:15 PM	0	0	0	0	0	*0*	0	0	61	0	0	*61*	0	0	0	0	0	*0*	0	0	50	0	0	*50*	**111**
4:30 PM	0	0	0	0	0	*0*	0	0	50	0	0	*50*	0	0	0	0	0	*0*	0	0	63	0	0	*63*	**113**
4:45 PM	0	0	0	0	0	*0*	0	0	51	0	0	*51*	0	0	0	0	0	*0*	0	0	100	0	0	*100*	**151**
Hourly Total	0	0	0	0	0	*0*	0	0	204	0	0	*204*	0	2	0	0	0	*2*	0	0	287	0	0	*287*	**493**
5:00 PM	0	0	0	0	0	*0*	0	1	29	0	0	*30*	0	0	0	0	0	*0*	0	0	81	0	0	*81*	**111**
5:15 PM	0	0	0	0	0	*0*	0	0	56	0	0	*56*	0	0	0	0	0	*0*	0	0	57	0	0	*57*	**113**
5:30 PM	0	0	0	0	0	*0*	0	1	45	0	0	*46*	0	0	0	1	0	*1*	0	0	62	0	0	*62*	**109**
5:45 PM	0	0	0	0	0	*0*	0	0	37	0	0	*37*	0	0	0	0	0	*0*	0	0	70	0	0	*70*	**107**
Hourly Total	0	0	0	0	0	*0*	0	2	167	0	0	*169*	0	0	0	1	0	*1*	0	0	270	0	0	*270*	**440**
6:00 PM	0	0	0	0	0	*0*	0	0	29	0	0	*29*	0	0	0	0	0	*0*	0	0	47	0	0	*47*	**76**
6:15 PM	0	0	0	0	0	*0*	0	0	28	0	0	*28*	0	0	0	0	0	*0*	0	0	68	0	0	*68*	**96**
6:30 PM	0	0	0	0	0	*0*	0	0	33	0	0	*33*	0	0	0	0	0	*0*	0	0	48	0	0	*48*	**81**
6:45 PM	0	0	0	0	0	*0*	0	0	32	0	0	*32*	0	0	0	0	0	*0*	0	0	40	0	0	*40*	**72**
Hourly Total	0	0	0	0	0	*0*	0	0	122	0	0	*122*	0	0	0	0	0	*0*	0	0	203	0	0	*203*	**325**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly Total	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
DAILY TOTAL	**0**	**0**	**0**	**0**	**0**	***0***	**1**	**8**	**2544**	**0**	**0**	***2553***	**0**	**5**	**0**	**7**	**0**	***12***	**0**	**0**	**2598**	**2**	**0**	***2600***	**5165**
Cars	0	0	0	0	0	*0*	1	6	2076	0	0	*2083*	0	5	0	5	0	*10*	0	0	2137	2	0	*2139*	**4232**
Heavy Vehicles	0	0	0	0	0	*0*	0	2	468	0	0	*470*	0	0	0	2	0	*2*	0	0	461	0	0	*461*	**933**
Heavy Vehicle %	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	0.00%	25.00%	18.40%	0.00%	0.00%	*18.41%*	0.00%	0.00%	0.00%	28.57%	0.00%	*16.67%*	0.00%	0.00%	17.74%	0.00%	0.00%	*17.73%*	**18.06%**

SR 70 at Blue Head St
0 0
Thursday, March 7, 2024
AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
10:45 AM	0	0	0	0	0	*0*	0	0	54	0	0	*54*	0	0	0	0	0	*0*	0	0	62	0	0	*62*	**116**
11:00 AM	0	0	0	0	0	*0*	0	0	49	0	0	*49*	0	0	0	0	0	*0*	0	0	45	0	0	*45*	**94**
11:15 AM	0	0	0	0	0	*0*	0	0	63	0	0	*63*	0	0	0	0	0	*0*	0	0	51	0	0	*51*	**114**
11:30 AM	0	0	0	0	0	*0*	0	1	57	0	0	*58*	0	0	0	1	0	*1*	0	0	67	0	0	*67*	**126**
Peak Hour Total	0	0	0	0	0	*0*	0	1	223	0	0	*224*	0	0	0	1	0	*1*	0	0	225	0	0	*225*	**450**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.250	0.885	0.000	0.000	*0.889*	0.000	0.000	0.000	0.250	0.000	*0.250*	0.000	0.000	0.840	0.000	0.000	*0.840*	**0.893**

PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:00 PM	0	0	0	0	0	*0*	0	0	42	0	0	*42*	0	2	0	0	0	*2*	0	0	74	0	0	*74*	**118**
4:15 PM	0	0	0	0	0	*0*	0	0	61	0	0	*61*	0	0	0	0	0	*0*	0	0	50	0	0	*50*	**111**
4:30 PM	0	0	0	0	0	*0*	0	0	50	0	0	*50*	0	0	0	0	0	*0*	0	0	63	0	0	*63*	**113**
4:45 PM	0	0	0	0	0	*0*	0	0	51	0	0	*51*	0	0	0	0	0	*0*	0	0	100	0	0	*100*	**151**
Peak Hour Total	0	0	0	0	0	*0*	0	0	204	0	0	*204*	0	2	0	0	0	*2*	0	0	287	0	0	*287*	**493**
PHF	0.000	0.000	0.000	0.000	0.000	*0.000*	0.000	0.000	0.836	0.000	0.000	*0.836*	0.000	0.250	0.000	0.000	0.000	*0.250*	0.000	0.000	0.718	0.000	0.000	*0.718*	**0.816**

Total Vehicles On Leg			0		
Vehicles Entering Intersection	0		Vehicles Exiting Intersection	0	
Southbound					
Cars	0	0	0	0	0
Heavy	0	0	0	0	0
Total	**0**	**0**	**0**	**0**	**0**

Total Vehicles on Leg 5149	Vehicles Entering Intersection 2600	Vehicles Exiting Intersection 2549	**Eastbound**	Cars	Heavy	**Total**
				0	0	**0**
				0	0	**0**
				0	0	**0**
				2137	461	**2598**
				2	0	**2**

Daily Volumes

Cars	Heavy	**Total**	**Westbound**	Vehicles Entering Intersection 2553	Total Vehicles on Leg 5159
0	0	**0**			
2076	468	**2544**			
6	2	**8**		Vehicles Exiting Intersection 2606	
1	0	**1**			
0	0	**0**			

Cars	0	0	5	0	5
Heavy	0	0	0	0	2
Total	**0**	**0**	**5**	**0**	**7**
Northbound					
Vehicles Entering Intersection	12		Vehicles Exiting Intersection	10	
Total Vehicles On Leg			22		

Study Start ######## America/New_York
Study End: ######## America/New_York
Duration: 27 hours
Total Vehic 5858
Study Loca https://www.google.com/maps/search/?api=1&query=27.209418192,-81.667877559&z=15

Speed Detail

Speed Deta

DATE	TIME	Ame	WB Volum	EB Volume	Hourly Volume
3/5/2024	21:00		6	3	53
3/5/2024	21:15		8	6	54
3/5/2024	21:30		9	6	43
3/5/2024	21:45		9	6	46
3/5/2024	22:00		5	5	45
3/5/2024	22:15		3	0	53
3/5/2024	22:30		7	11	67
3/5/2024	22:45		4	10	61
3/5/2024	23:00		12	6	61
3/5/2024	23:15		11	6	52
3/5/2024	23:30		3	9	49
3/5/2024	23:45		4	10	49
3/6/2024	0:00		3	6	37
3/6/2024	0:15		12	2	37
3/6/2024	0:30		11	1	29
3/6/2024	0:45		2	0	27
3/6/2024	1:00		1	8	29
3/6/2024	1:15		3	3	25
3/6/2024	1:30		5	5	21
3/6/2024	1:45		3	1	11
3/6/2024	2:00		3	2	16
3/6/2024	2:15		1	1	20
3/6/2024	2:30		0	0	31
3/6/2024	2:45		6	3	39
3/6/2024	3:00		4	5	37
3/6/2024	3:15		4	9	38
3/6/2024	3:30		4	4	38
3/6/2024	3:45		3	4	47
3/6/2024	4:00		5	5	56
3/6/2024	4:15		6	7	81
3/6/2024	4:30		8	9	104
3/6/2024	4:45		4	12	140
3/6/2024	5:00		18	17	174
3/6/2024	5:15		20	16	210
3/6/2024	5:30		32	21	257
3/6/2024	5:45		20	30	266
3/6/2024	6:00		27	44	278
3/6/2024	6:15		47	36	277
3/6/2024	6:30		34	28	305
3/6/2024	6:45		32	30	352

3/6/2024	7:00	35	35	392
3/6/2024	7:15	54	57	395
3/6/2024	7:30	48	61	352
3/6/2024	7:45	55	47	326
3/6/2024	8:00	41	32	316
3/6/2024	8:15	33	35	318
3/6/2024	8:30	48	35	342
3/6/2024	8:45	59	33	364
3/6/2024	9:00	23	52	371
3/6/2024	9:15	44	48	385
3/6/2024	9:30	53	52	377
3/6/2024	9:45	59	40	373
3/6/2024	10:00	44	45	371
3/6/2024	10:15	46	38	393
3/6/2024	10:30	43	58	404
3/6/2024	10:45	47	50	418
3/6/2024	11:00	62	49	420
3/6/2024	11:15	59	36	401
3/6/2024	11:30	51	64	414
3/6/2024	11:45	51	48	388
3/6/2024	12:00	45	47	416
3/6/2024	12:15	67	41	437
3/6/2024	12:30	41	48	430
3/6/2024	12:45	68	59	457
3/6/2024	13:00	60	53	436
3/6/2024	13:15	47	54	443
3/6/2024	13:30	54	62	434
3/6/2024	13:45	55	51	408
3/6/2024	14:00	63	57	404
3/6/2024	14:15	44	48	387
3/6/2024	14:30	43	47	401
3/6/2024	14:45	64	38	413
3/6/2024	15:00	47	56	431
3/6/2024	15:15	67	39	429
3/6/2024	15:30	52	50	442
3/6/2024	15:45	58	62	488
3/6/2024	16:00	67	34	475
3/6/2024	16:15	63	56	465
3/6/2024	16:30	86	62	445
3/6/2024	16:45	46	61	394
3/6/2024	17:00	45	46	373
3/6/2024	17:15	52	47	356
3/6/2024	17:30	47	50	333
3/6/2024	17:45	44	42	290
3/6/2024	18:00	37	37	246
3/6/2024	18:15	42	34	208
3/6/2024	18:30	25	29	166

3/6/2024	18:45	20	22	147
3/6/2024	19:00	14	22	139
3/6/2024	19:15	16	18	129
3/6/2024	19:30	18	17	117
3/6/2024	19:45	22	12	116
3/6/2024	20:00	13	13	102
3/6/2024	20:15	7	15	92
3/6/2024	20:30	22	12	82
3/6/2024	20:45	9	11	71
3/6/2024	21:00	13	3	62
3/6/2024	21:15	4	8	60
3/6/2024	21:30	12	11	68
3/6/2024	21:45	7	4	54
3/6/2024	22:00	4	10	53
3/6/2024	22:15	9	11	51
3/6/2024	22:30	3	6	42
3/6/2024	22:45	7	3	53
3/6/2024	23:00	10	2	57
3/6/2024	23:15	9	2	53
3/6/2024	23:30	3	17	42
3/6/2024	23:45	3	11	22
3/7/2024	0:00	3	5	8

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3/6/2024	6:00	26	93	356	0	0	0	0	0	1	3	2	9	6	4	1	0	0	0
3/6/2024	6:15	34	75	333	0	0	0	0	0	2	3	4	8	6	7	3	0	0	0
3/6/2024	6:30	18	32	355	0	0	0	0	0	0	0	4	8	3	2	1	0	0	0
3/6/2024	6:45	33	45	427	0	0	0	0	0	0	1	1	11	9	6	4	1	0	0
3/6/2024	7:00	47	49	437	0	0	0	0	1	0	0	1	7	15	17	5	1	0	0
3/6/2024	7:15	51	80	416	0	0	0	0	1	0	0	2	2	20	20	4	2	0	0
3/6/2024	7:30	50	72	370	0	0	0	0	0	0	0	4	8	13	20	5	0	0	0
3/6/2024	7:45	41	47	329	0	0	0	0	0	0	0	0	1	16	19	4	1	0	0
3/6/2024	8:00	46	29	331	0	0	0	0	0	0	0	0	7	20	16	2	0	1	0
3/6/2024	8:15	37	48	367	0	0	0	0	0	0	0	2	1	16	13	5	0	0	0
3/6/2024	8:30	43	38	361	0	0	0	0	0	0	0	1	3	19	13	6	1	0	0
3/6/2024	8:45	57	33	400	0	0	0	0	0	0	0	0	10	23	15	8	1	0	0
3/6/2024	9:00	40	71	417	0	0	0	0	0	0	0	3	6	13	16	2	0	0	0
3/6/2024	9:15	27	52	400	0	0	0	0	0	0	0	1	4	9	9	2	2	0	0
3/6/2024	9:30	69	51	425	0	0	0	0	0	0	1	1	17	26	21	3	0	0	0
3/6/2024	9:45	58	49	417	0	1	0	0	0	0	1	3	3	22	21	7	0	0	0
3/6/2024	10:00	44	50	416	0	0	0	0	0	0	0	1	6	17	16	4	0	0	0
3/6/2024	10:15	58	46	444	0	0	0	0	1	1	0	1	5	25	19	6	0	0	0
3/6/2024	10:30	57	55	459	1	0	0	0	0	2	2	1	5	21	13	10	1	1	0
3/6/2024	10:45	59	47	448	1	0	0	0	0	0	0	0	13	25	14	4	1	0	0
3/6/2024	11:00	65	57	460	0	0	0	0	0	0	0	1	6	17	30	8	2	0	0
3/6/2024	11:15	65	54	446	0	0	0	0	0	0	1	2	14	17	24	6	1	0	0
3/6/2024	11:30	44	57	446	0	0	0	0	0	0	0	0	5	21	12	3	3	0	0
3/6/2024	11:45	71	47	465	0	0	0	0	0	0	3	5	12	21	23	6	1	0	0
3/6/2024	12:00	57	51	468	0	1	1	0	0	0	1	0	11	13	20	9	1	0	0
3/6/2024	12:15	63	56	479	0	0	0	0	0	0	0	1	15	21	18	7	0	1	0
3/6/2024	12:30	65	55	488	0	0	0	0	0	0	0	1	11	33	17	2	1	0	0
3/6/2024	12:45	60	61	497	1	0	0	0	0	0	0	2	9	23	19	6	0	0	0
3/6/2024	13:00	61	58	486	0	0	0	0	0	0	1	4	13	25	10	7	1	0	0
3/6/2024	13:15	52	76	499	0	0	0	0	0	0	2	5	14	14	12	5	0	0	0
3/6/2024	13:30	77	52	469	0	0	0	0	0	0	0	9	16	30	13	7	1	1	0
3/6/2024	13:45	52	58	419	0	0	0	0	0	0	0	2	10	22	16	2	0	0	0
3/6/2024	14:00	67	65	415	0	0	0	0	0	0	0	5	14	15	20	11	2	0	0
3/6/2024	14:15	51	47	392	0	0	0	0	0	0	1	5	7	13	13	9	3	0	0
3/6/2024	14:30	35	44	418	0	0	0	0	0	0	0	0	5	14	11	3	2	0	0
3/6/2024	14:45	64	42	464	0	0	0	0	0	0	3	6	5	21	23	5	0	1	0
3/6/2024	15:00	53	56	470	0	0	0	0	0	0	0	0	5	15	19	12	2	0	0
3/6/2024	15:15	70	54	507	0	0	0	0	0	0	0	1	4	22	31	10	2	0	0
3/6/2024	15:30	68	57	511	0	0	0	0	0	0	0	4	7	24	19	13	1	0	0
3/6/2024	15:45	52	60	527	0	0	0	0	0	0	0	2	3	15	23	7	2	0	0
3/6/2024	16:00	105	41	543	0	0	0	0	0	0	0	0	17	38	41	8	1	0	0
3/6/2024	16:15	74	54	539	0	0	0	0	0	2	7	8	13	19	20	5	0	0	0
3/6/2024	16:30	91	50	504	0	0	0	0	0	0	0	10	42	25	14	0	0	0	0
3/6/2024	16:45	71	57	492	0	0	0	0	0	0	0	1	13	34	17	5	1	0	0
3/6/2024	17:00	99	43	431	0	0	0	0	0	0	0	6	24	43	21	4	1	0	0
3/6/2024	17:15	49	44	390	0	0	0	0	0	1	0	1	7	15	18	6	1	0	0
3/6/2024	17:30	76	53	372	0	0	0	0	0	0	1	1	16	31	18	7	2	0	0

3/6/2024	17:45	37	30	291	0	0	0	0	0	0	0	1	9	10	12	3	2	0	0
3/6/2024	18:00	48	53	271	0	0	0	0	0	0	0	1	5	11	19	10	2	0	0
3/6/2024	18:15	39	36	230	0	0	0	0	0	0	0	1	6	14	10	5	3	0	0
3/6/2024	18:30	27	21	194	0	0	0	0	0	0	0	0	5	12	6	4	0	0	0
3/6/2024	18:45	20	27	184	0	0	0	0	0	0	0	4	5	6	3	0	0	0	0
3/6/2024	19:00	24	36	173	0	0	0	0	0	0	2	1	2	7	8	1	1	0	0
3/6/2024	19:15	17	22	145	0	0	0	0	0	0	0	0	1	10	2	2	0	0	0
3/6/2024	19:30	19	19	131	0	0	0	0	0	0	1	0	6	5	6	0	0	0	0
3/6/2024	19:45	21	15	124	0	0	0	0	0	0	0	4	4	6	3	0	1	1	0
3/6/2024	20:00	14	18	114	0	0	0	0	0	0	0	0	4	4	0	1	2	0	0
3/6/2024	20:15	10	15	101	0	0	0	0	0	0	0	1	3	1	5	0	0	0	0
3/6/2024	20:30	18	13	97	0	0	0	0	0	0	0	1	3	7	3	4	0	0	0
3/6/2024	20:45	9	17	81	0	0	0	0	0	0	1	1	2	2	0	2	0	0	0
3/6/2024	21:00	11	8	76	0	0	0	0	0	0	0	1	1	4	3	2	0	0	0
3/6/2024	21:15	9	12	74	0	0	0	0	0	0	0	1	1	3	3	0	0	0	0
3/6/2024	21:30	7	8	80	0	0	0	0	0	0	1	0	0	3	1	0	1	0	0
3/6/2024	21:45	14	7	80	0	0	0	0	0	0	0	1	2	4	5	1	1	0	0
3/6/2024	22:00	6	11	66	0	0	0	0	0	0	0	0	3	2	1	0	0	0	0
3/6/2024	22:15	11	16	60	0	0	0	0	0	0	0	2	4	3	1	0	1	0	0
3/6/2024	22:30	3	12	44	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0
3/6/2024	22:45	3	4	51	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0
3/6/2024	23:00	8	3	60	0	0	0	0	0	0	0	1	1	1	2	1	2	0	0
3/6/2024	23:15	7	4	49	0	0	0	0	0	0	0	0	3	2	1	1	0	0	0
3/6/2024	23:30	6	16	38	0	0	0	0	0	0	0	0	1	2	1	1	0	0	0
3/6/2024	23:45	4	12	16	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0

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16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	76+ MPH	UNKNOWN
0	0	0	0	0	0	0	1	3	6	0	0	0	0
0	0	0	0	0	0	0	2	4	3	0	0	0	1
0	0	0	0	0	0	0	0	4	3	2	0	0	0
0	0	0	0	0	0	0	1	4	7	2	0	0	0
0	0	0	0	0	0	0	0	5	3	1	0	0	0
0	0	0	0	0	0	0	1	1	1	1	0	0	0
0	0	0	0	0	0	0	0	6	3	3	0	0	0
0	0	0	0	0	0	1	0	3	3	1	0	0	0
0	0	0	0	0	0	0	0	5	6	0	0	0	0
0	0	0	0	0	0	0	0	2	4	0	0	0	0
0	0	0	0	0	0	1	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0
0	0	0	0	0	0	1	0	4	1	0	0	0	0
0	0	0	0	0	0	1	1	0	1	0	0	0	2
0	0	0	0	0	0	0	2	3	0	0	0	0	0
0	0	0	0	0	0	0	2	4	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	1	0	0	0
0	0	0	0	0	0	0	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0
0	0	0	0	0	0	0	2	4	3	0	0	0	0
0	0	0	0	0	0	1	0	3	1	0	0	0	0
0	0	0	0	0	0	0	1	2	4	0	0	0	0
0	0	0	0	0	0	0	1	2	2	0	0	0	0
0	0	0	0	0	0	0	1	0	1	0	0	0	0
0	0	0	0	0	0	0	0	4	5	0	0	0	0
0	0	0	0	0	0	0	1	7	2	0	0	0	0
0	0	0	0	0	0	0	5	10	5	0	0	0	0
0	0	0	0	0	0	0	4	3	4	0	0	0	0
0	0	0	0	0	0	0	3	11	4	0	0	0	0
0	0	0	0	0	0	0	3	14	12	0	0	0	1
0	0	0	0	0	0	0	5	18	16	0	0	0	3
0	0	0	0	0	0	0	7	26	21	0	0	0	0

0	0	0	0	0	0	3	8	46	33	3	0	0	0
0	0	0	0	0	0	0	6	38	30	1	0	0	1
0	0	0	0	0	0	4	12	10	6	0	0	0	0
0	0	0	0	1	0	6	22	14	2	0	0	0	0
1	0	0	0	0	0	1	15	28	4	0	0	0	0
0	0	0	0	0	0	2	25	43	10	0	0	0	0
0	0	0	0	0	0	2	28	40	2	0	0	0	0
0	0	0	0	0	0	4	21	18	4	0	0	0	0
0	0	0	0	0	0	1	13	11	4	0	0	0	0
0	0	0	0	0	1	4	19	22	2	0	0	0	0
0	0	0	0	0	0	3	17	15	3	0	0	0	0
0	0	0	0	0	0	3	14	15	1	0	0	0	0
0	0	0	0	1	1	9	23	25	11	1	0	0	0
0	0	0	0	0	1	4	15	24	7	0	1	0	0
0	0	0	0	0	0	3	23	19	6	0	0	0	0
0	0	0	0	0	1	6	17	21	4	0	0	0	0
0	0	0	0	0	2	4	21	20	3	0	0	0	0
0	0	0	0	0	0	2	19	22	2	1	0	0	0
0	0	0	0	0	0	5	22	21	7	0	0	0	0
0	0	0	0	0	2	1	13	21	10	0	0	0	1
0	0	0	0	0	3	2	20	24	8	0	0	0	1
0	0	0	0	0	0	2	19	25	8	0	0	0	0
0	0	0	0	0	1	2	24	24	4	2	0	0	0
0	0	0	0	0	0	2	17	23	3	2	0	0	0
0	0	0	0	0	1	1	19	22	8	0	0	0	0
1	0	0	0	0	0	7	15	25	8	0	0	0	0
0	0	0	0	1	1	6	19	23	5	0	0	0	0
0	0	0	0	0	0	6	21	25	8	1	0	0	0
0	0	0	0	0	0	8	17	29	4	0	0	0	0
0	0	0	0	0	0	8	23	32	13	0	0	0	0
0	0	0	0	0	0	3	14	25	7	3	0	0	0
0	0	0	0	0	0	2	15	27	14	0	0	0	0
0	0	0	0	0	0	2	20	33	10	0	0	0	0
0	0	0	0	0	0	1	12	17	16	1	0	0	0
0	0	0	0	0	0	2	8	15	17	2	0	0	0
0	0	0	0	0	0	0	10	25	7	0	0	0	0
0	0	0	0	0	1	1	9	31	13	1	0	0	0
0	0	0	0	0	0	6	9	26	13	0	0	0	0
0	0	0	0	0	0	3	13	30	11	0	0	0	0
1	0	0	1	0	0	2	20	27	9	0	0	0	0
0	0	0	0	0	0	8	11	19	3	0	0	0	0
0	0	1	0	1	2	5	17	25	3	0	0	0	0
0	1	0	1	1	5	18	13	8	1	2	0	0	0
0	0	1	1	2	9	14	21	7	1	1	0	0	0
0	0	0	0	0	0	5	19	19	0	0	0	0	0
0	0	0	0	0	2	8	23	10	1	0	0	0	0
0	0	0	0	0	0	7	35	10	1	0	0	0	0

0	0	0	0	0	0	5	13	12	0	0	0	0	0
0	0	0	0	0	0	3	14	24	12	0	0	0	0
0	0	0	0	0	0	0	12	10	14	0	0	0	0
0	0	0	0	0	0	6	9	6	0	0	0	0	0
0	0	0	0	0	0	0	8	7	12	0	0	0	2
0	0	0	0	0	0	0	3	22	11	0	0	0	2
0	0	0	0	0	1	1	2	7	9	2	0	0	2
0	0	0	0	0	0	0	2	10	6	1	0	0	1
0	0	0	0	0	0	0	1	4	9	1	0	0	2
0	0	0	0	0	0	0	4	6	6	1	1	0	3
0	0	0	0	0	0	0	4	6	5	0	0	0	0
0	0	0	0	0	0	0	3	5	5	0	0	0	0
0	0	0	0	0	0	0	1	8	8	0	0	0	1
0	0	0	0	0	0	0	2	3	3	0	0	0	0
0	0	0	0	0	0	1	2	6	3	0	0	0	1
0	0	0	0	0	0	2	1	2	3	0	0	0	1
0	0	0	0	0	0	0	0	5	2	0	0	0	0
0	0	0	0	0	0	0	2	4	4	0	0	0	1
0	0	0	0	0	0	2	1	6	6	1	0	0	0
0	0	0	0	0	0	0	0	3	6	3	0	0	0
0	0	0	0	0	0	0	1	0	2	1	0	0	0
0	0	0	0	0	0	0	2	0	0	0	0	0	1
0	0	0	0	0	0	0	1	2	1	0	0	0	0
0	0	0	0	0	0	0	2	9	4	1	0	0	1
0	0	0	0	0	0	0	2	7	2	1	0	0	0

Study Start ######## America/New_York
Study End: ######## America/New_York
Duration: 27 hours
Total Vehic 6409
Study Loca https://www.google.com/maps/search/?api=1&query=27.208775711,-81.754130511&z=15

Speed Detail

Speed Deta

DATE	TIME	Ame	EB Volume	WB Volume	Hourly Volume
3/5/2024	21:45		8	7	65
3/5/2024	22:00		11	11	63
3/5/2024	22:15		6	1	51
3/5/2024	22:30		14	7	67
3/5/2024	22:45		9	4	59
3/5/2024	23:00		4	6	59
3/5/2024	23:15		11	12	55
3/5/2024	23:30		9	4	43
3/5/2024	23:45		8	5	50
3/6/2024	0:00		6	0	47
3/6/2024	0:15		3	8	50
3/6/2024	0:30		2	18	45
3/6/2024	0:45		6	4	37
3/6/2024	1:00		5	4	32
3/6/2024	1:15		5	1	27
3/6/2024	1:30		6	6	24
3/6/2024	1:45		2	3	14
3/6/2024	2:00		3	1	20
3/6/2024	2:15		0	3	25
3/6/2024	2:30		1	1	33
3/6/2024	2:45		5	6	41
3/6/2024	3:00		5	4	32
3/6/2024	3:15		7	4	37
3/6/2024	3:30		6	4	38
3/6/2024	3:45		1	1	48
3/6/2024	4:00		8	6	63
3/6/2024	4:15		9	3	82
3/6/2024	4:30		15	5	112
3/6/2024	4:45		10	7	157
3/6/2024	5:00		24	9	208
3/6/2024	5:15		22	20	280
3/6/2024	5:30		37	28	333
3/6/2024	5:45		46	22	292
3/6/2024	6:00		82	23	261
3/6/2024	6:15		69	26	246
3/6/2024	6:30		17	7	282
3/6/2024	6:45		23	14	376
3/6/2024	7:00		45	45	436
3/6/2024	7:15		81	50	426
3/6/2024	7:30		70	48	375

3/6/2024	7:45	50	47	343
3/6/2024	8:00	32	48	341
3/6/2024	8:15	47	33	375
3/6/2024	8:30	44	42	370
3/6/2024	8:45	39	56	403
3/6/2024	9:00	73	41	417
3/6/2024	9:15	53	22	403
3/6/2024	9:30	52	67	432
3/6/2024	9:45	53	56	422
3/6/2024	10:00	56	44	418
3/6/2024	10:15	51	53	443
3/6/2024	10:30	59	50	472
3/6/2024	10:45	49	56	463
3/6/2024	11:00	61	64	479
3/6/2024	11:15	67	66	456
3/6/2024	11:30	60	40	440
3/6/2024	11:45	48	73	457
3/6/2024	12:00	50	52	460
3/6/2024	12:15	58	59	476
3/6/2024	12:30	53	64	490
3/6/2024	12:45	64	60	492
3/6/2024	13:00	58	60	475
3/6/2024	13:15	78	53	484
3/6/2024	13:30	52	67	454
3/6/2024	13:45	60	47	417
3/6/2024	14:00	63	64	417
3/6/2024	14:15	48	53	396
3/6/2024	14:30	45	37	416
3/6/2024	14:45	46	61	456
3/6/2024	15:00	55	51	459
3/6/2024	15:15	56	65	492
3/6/2024	15:30	57	65	491
3/6/2024	15:45	57	53	506
3/6/2024	16:00	44	95	526
3/6/2024	16:15	53	67	521
3/6/2024	16:30	47	90	495
3/6/2024	16:45	64	66	479
3/6/2024	17:00	39	95	425
3/6/2024	17:15	45	49	382
3/6/2024	17:30	50	71	356
3/6/2024	17:45	36	40	303
3/6/2024	18:00	46	45	270
3/6/2024	18:15	35	33	230
3/6/2024	18:30	27	41	201
3/6/2024	18:45	25	18	168
3/6/2024	19:00	30	21	158
3/6/2024	19:15	25	14	139

3/6/2024	19:30	18	17	121
3/6/2024	19:45	12	21	118
3/6/2024	20:00	18	14	110
3/6/2024	20:15	12	9	96
3/6/2024	20:30	11	21	96
3/6/2024	20:45	15	10	78
3/6/2024	21:00	7	11	74
3/6/2024	21:15	13	8	71
3/6/2024	21:30	7	7	74
3/6/2024	21:45	9	12	73
3/6/2024	22:00	9	6	59
3/6/2024	22:15	13	11	54
3/6/2024	22:30	9	4	42
3/6/2024	22:45	4	3	46
3/6/2024	23:00	3	7	55
3/6/2024	23:15	3	9	50
3/6/2024	23:30	11	6	44
3/6/2024	23:45	13	3	42
3/7/2024	0:00	3	2	30
3/7/2024	0:15	4	2	25
3/7/2024	0:30	3	12	19
3/7/2024	0:45	2	2	4

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3/6/2024	5:30	44	12	267	0	0	0	0	0	0	0	0	1	5	7	15	7	3	0
3/6/2024	5:45	35	23	281	0	0	0	0	0	0	0	0	0	5	8	9	9	2	0
3/6/2024	6:00	41	24	292	0	0	0	0	0	0	0	0	0	5	10	15	7	1	0
3/6/2024	6:15	50	38	295	0	0	0	0	0	0	0	0	0	3	8	20	10	4	0
3/6/2024	6:30	44	26	304	0	0	0	0	0	1	0	0	0	3	9	10	12	8	0
3/6/2024	6:45	47	22	322	0	0	0	2	1	1	0	0	1	1	6	7	12	13	0
3/6/2024	7:00	45	23	351	0	0	0	0	0	0	0	1	0	0	3	13	10	18	0
3/6/2024	7:15	54	43	350	0	0	0	0	0	0	0	0	0	3	5	14	24	8	0
3/6/2024	7:30	55	33	308	0	0	0	0	0	0	0	0	0	2	6	11	25	11	0
3/6/2024	7:45	62	36	309	0	0	0	0	0	0	0	3	3	2	3	11	17	21	0
3/6/2024	8:00	37	30	297	0	0	0	0	0	0	0	0	0	1	5	7	15	9	0
3/6/2024	8:15	30	25	265	0	0	0	0	0	0	0	0	0	1	3	8	7	10	0
3/6/2024	8:30	51	38	334	0	0	0	0	0	0	0	0	0	2	12	13	12	11	0
3/6/2024	8:45	46	40	337	0	0	0	0	0	0	0	0	0	0	6	9	15	14	0
3/6/2024	9:00	4	31	340	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0
3/6/2024	9:15	71	53	401	0	0	0	0	0	0	0	0	2	4	16	23	19	7	0
3/6/2024	9:30	50	42	357	0	0	0	0	0	0	0	0	4	4	8	9	11	14	0
3/6/2024	9:45	47	42	346	0	0	0	0	0	0	0	0	0	0	1	16	15	15	0
3/6/2024	10:00	49	47	372	0	0	0	0	0	0	0	0	0	2	5	9	18	14	0
3/6/2024	10:15	37	43	371	0	0	0	0	0	0	0	0	0	1	2	9	13	9	0
3/6/2024	10:30	41	40	379	0	0	0	0	0	0	0	0	0	3	7	6	7	18	0
3/6/2024	10:45	59	56	393	0	0	0	0	0	0	0	0	1	2	9	10	22	14	0
3/6/2024	11:00	45	50	377	0	0	0	0	0	0	0	0	0	1	1	11	17	13	0
3/6/2024	11:15	41	47	360	0	0	0	0	0	0	0	0	0	0	1	4	24	11	0
3/6/2024	11:30	44	51	367	0	0	0	0	0	0	0	0	0	1	4	10	14	14	0
3/6/2024	11:45	53	46	370	0	0	1	0	0	0	0	0	0	8	5	11	15	12	1
3/6/2024	12:00	39	39	364	0	0	0	0	0	0	0	0	0	0	6	4	6	21	0
3/6/2024	12:15	57	38	396	0	0	0	0	0	0	1	0	0	1	9	10	26	9	0
3/6/2024	12:30	54	44	401	0	0	0	0	0	0	0	0	0	2	10	16	11	15	0
3/6/2024	12:45	44	49	399	0	0	0	0	0	0	1	0	1	3	9	7	8	15	0
3/6/2024	13:00	53	57	400	0	0	0	0	0	0	0	0	1	5	5	14	20	6	0
3/6/2024	13:15	49	51	401	1	0	0	0	0	0	0	0	0	2	5	17	14	6	0
3/6/2024	13:30	37	59	380	0	0	0	0	0	0	0	0	0	2	5	9	12	9	1
3/6/2024	13:45	45	49	400	0	0	0	0	0	0	0	0	0	0	7	13	10	13	0
3/6/2024	14:00	58	53	365	0	0	0	0	0	0	0	0	0	2	13	14	17	10	0
3/6/2024	14:15	29	50	335	0	1	0	0	1	0	0	0	0	1	6	6	7	7	0
3/6/2024	14:30	67	49	351	0	1	0	0	0	0	0	0	2	4	6	18	24	11	0
3/6/2024	14:45	32	27	337	0	0	0	0	0	0	0	0	0	2	4	3	7	14	0
3/6/2024	15:00	36	45	367	0	0	0	0	0	0	0	0	0	2	5	9	14	6	0
3/6/2024	15:15	47	48	391	0	0	0	0	0	0	0	0	3	7	1	4	12	17	0
3/6/2024	15:30	40	62	368	0	0	0	0	0	0	0	0	0	1	9	9	9	10	0
3/6/2024	15:45	42	47	391	0	0	0	0	0	0	0	0	0	0	0	7	18	15	0
3/6/2024	16:00	49	56	411	0	0	0	0	0	0	0	0	1	5	8	12	12	10	0
3/6/2024	16:15	28	44	410	0	0	0	0	0	0	0	0	0	0	2	2	9	13	0
3/6/2024	16:30	49	76	439	0	0	0	0	0	0	0	0	0	1	9	12	13	11	0
3/6/2024	16:45	36	73	393	0	0	0	0	0	0	2	0	0	2	1	10	9	12	0
3/6/2024	17:00	43	61	375	0	0	0	0	0	0	0	0	0	2	6	9	13	11	0

3/6/2024	17:15	48	53	329	0	0	0	0	0	0	0	0	0	3	4	9	22	10	0
3/6/2024	17:30	32	47	302	0	0	0	0	0	0	0	0	0	0	2	6	13	11	0
3/6/2024	17:45	44	47	284	0	0	0	1	0	0	0	1	0	6	5	8	15	6	0
3/6/2024	18:00	23	35	223	0	0	0	0	0	0	0	0	0	0	0	2	6	12	0
3/6/2024	18:15	29	45	207	0	0	0	0	0	0	0	0	0	1	1	6	7	10	0
3/6/2024	18:30	25	36	172	0	0	1	0	0	0	0	1	0	0	3	8	9	2	0
3/6/2024	18:45	18	12	140	0	0	0	0	0	0	0	0	0	0	8	3	3	3	0
3/6/2024	19:00	13	29	150	0	0	0	0	0	0	0	0	0	0	1	4	3	2	0
3/6/2024	19:15	14	25	126	0	0	0	0	0	0	0	0	0	0	2	5	4	2	0
3/6/2024	19:30	16	13	118	0	0	0	0	0	0	0	0	1	1	3	3	5	1	0
3/6/2024	19:45	18	22	113	0	0	0	0	0	0	0	0	1	1	2	6	1	3	0
3/6/2024	20:00	9	9	86	0	0	0	0	0	0	0	0	0	0	0	2	2	1	0
3/6/2024	20:15	13	18	81	0	0	0	0	0	0	0	0	0	1	2	3	3	3	0
3/6/2024	20:30	10	14	67	0	0	0	0	0	0	0	0	0	1	2	1	2	0	0
3/6/2024	20:45	7	6	68	0	0	0	0	0	0	0	0	0	0	1	2	1	0	0
3/6/2024	21:00	8	5	73	0	0	0	0	0	0	0	0	0	0	1	2	4	0	0
3/6/2024	21:15	11	6	80	0	0	0	0	0	1	0	0	1	2	0	1	4	2	0
3/6/2024	21:30	13	12	77	0	0	0	0	0	0	0	0	0	1	1	5	2	1	0
3/6/2024	21:45	13	5	62	0	0	0	0	0	0	0	1	0	3	1	4	2	1	0
3/6/2024	22:00	9	11	57	0	0	0	0	0	0	0	0	0	1	3	3	0	0	0
3/6/2024	22:15	11	3	45	1	0	0	0	0	0	0	0	0	0	1	4	2	2	0
3/6/2024	22:30	3	7	44	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0
3/6/2024	22:45	6	7	41	0	0	0	0	0	0	0	0	2	1	0	2	1	0	0
3/6/2024	23:00	6	2	44	0	0	0	0	0	0	0	0	2	0	2	1	1	0	0
3/6/2024	23:15	5	8	42	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0
3/6/2024	23:30	3	4	29	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0
3/6/2024	23:45	11	5	22	0	0	0	0	0	0	0	0	0	3	1	2	2	2	0
3/7/2024	0:00	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	76+ MPH	UNKNOWN
0	0	0	0	0	0	0	2	2	1	0	0	0	2
0	0	0	0	0	0	0	1	2	1	2	0	0	0
0	0	0	0	0	1	0	0	1	2	0	1	0	0
0	0	0	0	0	0	1	0	3	3	0	0	0	1
0	0	0	0	0	0	0	0	2	1	1	0	0	0
0	0	0	0	0	0	0	1	2	2	1	0	0	0
0	0	0	0	0	0	0	1	2	1	1	0	1	0
0	0	0	0	0	0	0	0	4	2	1	0	0	0
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0	0	0	0	0	0	0	0	1	1	0	0	0	0
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0	0	0	0	1	0	1	5	11	6	1	0	0	0
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0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	2	0	0	0	1
0	0	0	0	0	0	0	0	2	1	1	0	0	0
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0	0	0	0	1	0	1	0	2	0	0	0	0	0
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0	0	0	0	0	0	0	2	1	2	1	0	0	0

| | | |

4/2/2024	0:15	24	14	93	0	1	5	7	9	1	1	0	0	0	0	0	0	0
4/2/2024	0:30	10	10	65	0	0	1	3	4	1	0	0	0	0	0	0	0	0
4/2/2024	0:45	19	3	69	0	6	5	3	2	2	0	0	0	0	0	0	0	0
4/2/2024	1:00	7	6	62	0	0	1	3	2	0	0	0	0	0	0	0	0	0
4/2/2024	1:15	6	4	73	0	0	0	2	1	0	0	0	0	0	0	0	0	0
4/2/2024	1:30	10	14	74	0	1	2	3	2	0	0	0	0	0	0	0	0	0
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4/2/2024	2:00	18	6	78	0	2	7	4	1	1	0	0	0	0	0	0	0	0
4/2/2024	2:15	7	4	70	0	0	0	6	1	0	0	0	0	0	0	0	0	0
4/2/2024	2:30	15	8	78	0	0	8	5	2	0	0	0	0	0	0	0	0	0
4/2/2024	2:45	9	11	78	0	0	3	5	0	1	0	0	0	0	0	0	0	0
4/2/2024	3:00	10	6	85	0	2	3	2	1	1	0	0	0	0	0	0	0	0
4/2/2024	3:15	10	9	96	1	2	6	1	0	0	0	0	0	0	0	0	0	0
4/2/2024	3:30	19	4	109	0	2	4	11	2	0	0	0	0	0	0	0	0	0
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4/2/2024	4:00	18	9	154	0	0	5	5	3	3	0	0	0	0	0	0	0	0
4/2/2024	4:15	16	16	192	0	1	5	7	2	0	0	0	0	0	0	0	0	0
4/2/2024	4:30	30	13	218	0	2	9	9	4	4	0	0	0	0	0	0	0	0
4/2/2024	4:45	29	23	247	0	0	5	13	5	2	0	0	0	0	0	0	0	0
4/2/2024	5:00	38	27	285	0	2	7	10	8	3	1	0	0	0	0	0	0	0
4/2/2024	5:15	34	24	328	0	0	7	12	7	4	0	0	0	0	0	0	0	0
4/2/2024	5:30	47	25	375	0	1	10	14	10	6	0	0	0	0	0	0	0	0
4/2/2024	5:45	60	30	423	0	0	9	22	12	9	2	0	0	0	0	0	0	0
4/2/2024	6:00	72	36	476	1	3	6	21	25	4	0	1	0	0	0	0	0	0
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4/2/2024	6:30	61	59	504	0	2	9	22	14	4	1	0	0	0	0	0	0	0
4/2/2024	6:45	59	84	521	0	3	10	18	15	5	3	0	0	0	0	0	0	0
4/2/2024	7:00	39	58	538	0	1	3	7	21	6	0	0	0	0	0	0	0	0
4/2/2024	7:15	56	88	576	0	1	13	19	12	9	0	0	0	0	0	0	0	7
4/2/2024	7:30	70	67	520	1	1	9	20	27	8	0	0	0	0	0	0	0	0
4/2/2024	7:45	61	99	496	0	1	12	19	25	2	0	0	0	0	0	0	0	1
4/2/2024	8:00	64	71	469	0	1	13	21	18	8	2	0	0	0	0	0	0	1
4/2/2024	8:15	45	43	478	0	3	8	3	22	9	0	0	0	0	0	0	0	0
4/2/2024	8:30	52	61	504	0	3	8	16	17	5	0	0	1	0	0	0	0	0
4/2/2024	8:45	65	68	531	0	3	4	23	23	10	0	0	0	0	0	0	0	0
4/2/2024	9:00	85	59	527	0	2	13	32	28	7	2	0	0	0	0	0	0	0
4/2/2024	9:15	57	57	544	0	3	4	17	24	6	3	0	0	0	0	0	0	0
4/2/2024	9:30	60	80	583	0	2	10	19	16	8	0	0	0	0	0	0	0	2
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4/2/2024	10:00	65	96	608	0	2	6	23	21	9	1	0	0	0	0	0	0	3
4/2/2024	10:15	80	73	585	2	6	10	26	22	9	2	0	0	0	0	0	0	0
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4/2/2024	10:45	66	80	557	0	7	9	17	27	4	0	0	0	0	0	0	0	0
4/2/2024	11:00	66	72	546	1	6	13	16	18	8	0	0	0	0	0	0	0	0
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4/2/2024	11:30	74	69	558	2	3	13	24	18	13	1	0	0	0	0	0	0	0
4/2/2024	11:45	74	61	566	0	3	15	22	20	13	1	0	0	0	0	0	0	0

4/2/2024	12:00	74	72	565	2	6	13	16	27	7	0	0	0	0	0	0	0	0
4/2/2024	12:15	78	56	547	2	9	21	24	15	6	0	0	0	0	0	0	0	0
4/2/2024	12:30	69	82	579	3	5	19	19	16	5	0	0	0	0	0	0	0	4
4/2/2024	12:45	66	68	585	0	6	14	14	23	6	1	0	0	0	0	0	0	12
4/2/2024	13:00	56	72	578	0	5	14	10	17	8	1	0	0	1	0	0	0	18
4/2/2024	13:15	100	66	575	3	9	15	36	28	5	2	0	0	0	0	0	0	0
4/2/2024	13:30	84	73	549	1	13	26	23	13	6	0	0	0	0	0	0	0	0
4/2/2024	13:45	63	64	534	2	5	11	15	26	3	1	0	0	0	0	0	0	0
4/2/2024	14:00	72	53	559	1	5	16	30	16	2	1	0	1	0	0	0	0	0
4/2/2024	14:15	81	59	584	1	4	15	17	33	7	2	0	0	0	0	0	0	0
4/2/2024	14:30	59	83	607	0	11	3	10	24	6	1	0	0	0	0	0	0	2
4/2/2024	14:45	85	67	587	0	11	13	24	25	9	2	0	0	0	0	0	0	0
4/2/2024	15:00	68	82	576	1	5	9	14	25	12	1	1	0	0	0	0	0	0
4/2/2024	15:15	87	76	556	3	2	19	17	34	9	2	0	0	0	0	0	0	0
4/2/2024	15:30	65	57	536	0	4	11	16	27	7	0	0	0	0	0	0	0	1
4/2/2024	15:45	78	63	588	5	3	11	19	29	10	0	0	0	0	0	0	0	0
4/2/2024	16:00	59	71	592	0	3	8	12	29	7	0	0	0	0	0	0	0	0
4/2/2024	16:15	79	64	648	2	6	15	14	28	11	1	0	0	0	0	0	0	0
4/2/2024	16:30	90	84	670	1	13	18	13	33	9	0	0	0	0	0	0	0	0
4/2/2024	16:45	80	65	634	0	8	22	26	19	4	0	0	0	0	0	0	0	0
4/2/2024	17:00	93	93	620	0	8	8	20	45	9	1	0	0	0	0	0	0	0
4/2/2024	17:15	105	60	547	0	2	28	26	34	11	2	0	0	0	0	0	0	0
4/2/2024	17:30	80	58	498	1	6	12	16	34	10	0	0	0	0	0	0	0	0
4/2/2024	17:45	69	62	475	2	8	10	23	24	2	0	0	0	0	0	0	0	0
4/2/2024	18:00	54	59	467	0	8	12	22	9	1	0	0	0	0	0	0	0	0
4/2/2024	18:15	60	56	434	0	6	12	11	25	6	0	0	0	0	0	0	0	1
4/2/2024	18:30	77	38	392	0	8	9	26	25	8	0	0	0	0	0	0	0	0
4/2/2024	18:45	63	60	362	0	4	6	9	28	14	0	0	0	0	0	0	0	0
4/2/2024	19:00	41	39	337	0	6	3	12	14	6	0	0	0	0	0	0	0	0
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4/2/2024	19:30	43	42	332	1	2	4	5	12	15	2	0	0	0	0	0	0	1
4/2/2024	19:45	56	42	323	1	5	13	10	19	7	1	0	0	0	0	0	0	0
4/2/2024	20:00	20	29	285	2	6	1	6	5	0	0	0	0	0	0	0	0	0
4/2/2024	20:15	57	43	300	0	8	14	15	8	3	2	0	0	0	0	0	0	0
4/2/2024	20:30	36	40	270	0	8	6	11	7	1	0	0	0	0	0	0	0	0
4/2/2024	20:45	30	30	245	0	2	3	6	12	3	1	0	0	0	0	0	0	0
4/2/2024	21:00	36	28	242	0	6	5	8	7	1	1	0	0	0	0	0	0	0
4/2/2024	21:15	40	30	227	2	5	15	6	5	4	0	0	0	0	0	0	0	0
4/2/2024	21:30	25	26	187	0	4	6	7	2	3	0	0	0	0	0	0	0	0
4/2/2024	21:45	35	22	183	2	2	8	13	6	0	1	0	0	0	0	0	0	1
4/2/2024	22:00	25	24	155	0	1	7	3	7	1	0	0	0	0	0	0	0	0
4/2/2024	22:15	20	10	128	0	3	2	5	6	1	0	0	0	0	0	0	0	0
4/2/2024	22:30	22	25	125	0	2	8	5	4	0	0	0	0	0	0	0	0	0
4/2/2024	22:45	12	17	108	0	0	1	4	3	2	0	0	0	0	0	0	0	0
4/2/2024	23:00	11	11	100	0	0	0	3	5	0	1	0	0	0	0	0	0	0
4/2/2024	23:15	13	14	113	0	0	1	6	3	1	0	0	0	0	0	0	0	0
4/2/2024	23:30	22	8	106	0	1	1	7	7	1	1	0	0	0	0	0	0	0

4/2/2024	23:45	10	11	105	0	0	1	5	3	0	0	0	0	0	0	0	0	0	0
4/3/2024	0:00	20	15	104	1	2	1	8	5	0	0	0	0	0	0	0	0	0	0
4/3/2024	0:15	11	9	93	0	1	2	2	5	0	0	0	0	0	0	0	0	0	0
4/3/2024	0:30	21	8	82	0	0	2	4	4	7	1	1	0	0	0	0	0	0	0
4/3/2024	0:45	9	11	73	0	0	0	3	4	1	0	0	0	0	0	0	0	0	0
4/3/2024	1:00	19	5	61	1	2	2	5	6	0	0	0	0	0	0	0	0	0	0
4/3/2024	1:15	3	6	51	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
4/3/2024	1:30	11	9	53	0	0	4	2	3	1	0	0	0	0	0	0	0	0	0
4/3/2024	1:45	7	1	49	0	1	1	1	3	1	0	0	0	0	0	0	0	0	0
4/3/2024	2:00	6	8	65	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0
4/3/2024	2:15	5	6	65	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0
4/3/2024	2:30	8	8	81	0	2	3	2	0	1	0	0	0	0	0	0	0	0	0
4/3/2024	2:45	21	3	80	0	2	5	11	3	0	0	0	0	0	0	0	0	0	0
4/3/2024	3:00	10	4	73	0	0	3	6	0	1	0	0	0	0	0	0	0	0	0
4/3/2024	3:15	15	12	84	0	0	5	8	1	0	0	0	0	0	0	0	0	0	0
4/3/2024	3:30	12	3	96	0	1	7	2	0	1	0	0	0	0	0	0	0	0	0
4/3/2024	3:45	11	6	114	0	1	2	7	1	0	0	0	0	0	0	0	0	0	0
4/3/2024	4:00	17	8	147	0	2	4	4	3	2	0	0	0	0	0	0	0	0	0
4/3/2024	4:15	22	17	184	0	2	5	7	4	1	0	0	0	0	0	0	0	0	0
4/3/2024	4:30	22	11	206	0	1	6	7	4	4	0	0	0	0	0	0	0	0	0
4/3/2024	4:45	37	13	251	0	5	6	10	10	2	0	0	0	0	0	0	0	0	0
4/3/2024	5:00	42	20	276	0	1	7	14	11	1	0	1	0	0	0	0	0	0	0
4/3/2024	5:15	36	25	304	0	0	7	15	5	4	0	0	0	0	0	0	0	0	0
4/3/2024	5:30	54	24	346	0	4	9	15	14	5	0	0	0	0	0	0	0	0	0
4/3/2024	5:45	41	34	395	0	3	6	14	8	4	2	0	0	0	0	0	0	0	0
4/3/2024	6:00	49	41	418	0	0	4	19	13	4	1	1	0	0	0	0	0	0	0
4/3/2024	6:15	65	38	444	0	0	6	25	23	5	0	0	0	0	0	0	0	0	0
4/3/2024	6:30	75	52	448	0	0	19	32	13	4	0	1	0	0	0	0	1	0	0
4/3/2024	6:45	55	43	447	0	3	12	17	11	6	4	0	0	0	0	0	0	0	0
4/3/2024	7:00	46	70	510	0	2	4	11	18	11	0	0	0	0	0	0	0	0	0
4/3/2024	7:15	43	64	522	1	0	5	12	18	6	1	0	0	0	0	0	0	0	0
4/3/2024	7:30	53	73	560	0	2	8	19	17	5	2	0	0	0	0	0	0	0	0
4/3/2024	7:45	61	100	564	0	0	8	23	20	9	0	0	0	0	0	0	0	0	1
4/3/2024	8:00	65	63	508	0	2	7	16	31	7	1	0	0	0	0	0	0	0	0
4/3/2024	8:15	78	67	523	1	1	12	25	28	8	2	0	0	0	0	0	0	0	0
4/3/2024	8:30	70	60	520	0	1	10	32	23	2	1	0	0	0	0	0	0	0	0
4/3/2024	8:45	64	41	500	0	2	9	23	15	13	1	0	0	0	0	0	0	0	0
4/3/2024	9:00	65	78	530	0	0	5	26	26	6	0	0	0	0	0	0	0	0	0
4/3/2024	9:15	74	68	538	1	7	16	18	18	10	1	0	0	0	0	0	0	0	1
4/3/2024	9:30	51	59	534	0	1	9	20	12	8	0	0	0	0	0	0	0	0	0
4/3/2024	9:45	79	56	563	1	1	15	32	17	10	1	0	0	0	0	0	0	0	1
4/3/2024	10:00	73	78	428	1	6	15	24	17	8	0	0	0	0	0	0	0	0	0
4/3/2024	10:15	78	60	277	0	2	9	24	34	9	0	0	0	0	0	0	0	0	0
4/3/2024	10:30	67	72	139	1	2	13	27	11	11	0	0	0	0	0	0	0	0	0

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16-20 MPH	21-25 MPH	26-30 MPH	31-35 MPH	36-40 MPH	41-45 MPH	46-50 MPH	51-55 MPH	56-60 MPH	61-65 MPH	66-70 MPH	71-75 MPH	76+ MPH	UNKNOWN
0	0	4	6	25	33	2	0	0	0	0	0	0	0
0	0	0	23	29	31	8	0	0	0	0	0	0	3
7	8	9	10	22	19	4	0	0	0	0	0	0	2
4	5	4	6	28	26	7	0	0	0	0	0	0	3
0	0	6	18	42	31	4	0	0	0	0	0	0	4
3	3	1	13	49	24	3	0	0	0	0	0	0	1
0	0	2	8	27	28	2	0	0	0	0	0	0	0
0	1	2	4	25	17	3	0	0	0	0	0	0	2
0	0	0	9	22	27	4	0	0	0	0	0	0	1
0	0	3	5	14	39	1	0	0	0	0	0	0	0
0	0	2	13	9	28	10	0	0	0	0	0	0	3
0	0	0	4	13	24	7	0	0	0	0	0	0	2
0	0	2	10	16	26	5	0	0	0	0	0	0	2
0	0	1	3	13	19	6	0	0	0	0	0	0	0
0	0	0	2	11	20	10	0	0	0	0	0	0	1
1	0	2	4	10	8	1	0	0	0	0	0	0	0
0	1	1	8	22	11	3	0	0	0	0	0	0	0
0	2	6	6	18	14	4	0	0	0	0	0	0	4
1	11	9	15	16	13	4	0	0	0	0	0	0	5
0	0	5	7	8	11	6	0	0	0	0	0	0	6
0	1	2	5	16	13	1	0	0	0	0	0	0	5
0	0	3	4	8	15	5	0	0	0	0	0	0	5
0	0	0	2	2	11	7	0	0	0	0	0	0	7
0	0	0	3	7	15	0	0	0	0	0	0	0	2
0	2	1	2	7	5	3	0	0	0	0	0	0	3
0	2	4	5	3	5	0	0	0	0	0	0	0	4
0	0	1	5	4	12	2	0	0	0	0	0	0	3
0	0	0	5	14	13	1	0	0	0	0	0	0	3
0	0	0	3	3	7	2	0	0	0	0	0	0	8
0	0	1	2	5	6	2	0	0	0	0	0	0	8
0	0	0	1	6	5	1	0	0	0	0	0	0	4
0	0	0	1	3	3	1	0	0	0	0	0	0	3
0	0	0	0	1	3	2	0	0	0	0	0	0	3

0	0	1	0	4	6	3	0	0	0	0	0	0	0
0	0	0	0	3	5	1	0	0	0	0	0	0	2
0	0	0	0	0	3	0	0	0	0	0	0	0	1
0	0	1	0	1	4	0	0	0	0	0	0	0	1
0	0	0	0	2	2	0	0	0	0	0	0	0	3
0	0	1	0	6	4	3	0	0	0	0	0	0	2
0	0	0	0	2	3	0	0	0	0	0	0	0	1
0	0	0	1	2	3	0	0	0	0	0	0	0	3
0	0	0	0	1	2	1	0	0	0	0	0	0	0
0	0	0	3	3	1	1	0	0	0	0	0	0	0
0	0	0	0	1	10	0	0	0	0	0	0	0	0
0	0	1	0	2	3	0	0	0	0	0	0	0	1
0	0	0	1	5	3	0	0	0	0	0	0	0	0
0	0	0	0	0	1	3	0	0	0	0	0	0	0
0	0	1	1	5	5	2	0	0	0	0	0	0	0
0	0	1	0	3	4	1	0	0	0	0	0	0	2
0	0	1	2	4	7	2	0	0	0	0	0	0	1
0	0	0	1	3	5	4	0	0	0	0	0	0	2
0	0	1	4	9	6	3	0	0	0	0	0	0	4
0	0	1	1	5	14	5	1	0	0	0	0	0	7
0	0	0	2	4	14	4	0	0	0	0	0	0	4
0	0	1	1	5	13	5	0	0	0	0	0	0	6
0	0	0	2	7	16	5	0	0	0	0	0	0	6
0	0	0	0	7	27	2	0	0	0	0	0	0	11
0	0	3	9	9	10	9	0	0	0	0	0	0	8
0	2	5	7	22	21	2	0	0	0	0	0	0	9
1	4	9	16	31	17	6	0	0	0	0	0	0	5
0	0	2	4	22	25	5	0	0	0	0	0	0	1
3	3	2	6	27	35	5	0	0	0	0	0	0	2
0	1	0	8	28	26	4	0	0	0	0	0	0	4
1	8	14	23	32	20	0	0	0	0	0	0	0	2
0	0	4	14	28	22	2	0	0	0	0	0	0	1
0	0	0	2	19	18	4	0	0	0	0	0	0	0
0	0	0	9	33	18	1	0	0	0	0	0	0	2
0	0	3	10	28	27	0	0	0	0	0	0	0	2
0	1	0	16	23	17	1	1	0	0	0	0	0	1
0	0	1	10	22	16	7	0	0	0	0	0	0	1
5	3	2	9	33	22	3	1	0	0	0	0	0	5
4	0	1	10	23	14	3	0	0	0	0	0	0	0
1	6	15	23	31	16	1	0	0	0	0	0	0	3
0	0	7	11	36	15	3	1	0	0	0	0	0	3
0	3	8	19	26	16	4	1	0	0	0	0	0	2
1	1	8	19	32	14	4	1	0	0	0	0	0	2
1	1	6	13	27	24	0	0	0	0	0	0	0	4
0	0	0	9	15	37	3	0	0	0	0	0	0	3
0	1	4	3	18	32	11	0	0	0	0	0	0	0
0	1	1	11	22	23	3	0	0	0	0	0	0	0

0	0	1	8	26	30	7	0	0	0	0	0	0	3
0	0	2	5	23	23	3	0	0	0	0	0	0	1
4	5	11	22	16	17	3	0	0	0	0	0	0	2
3	3	5	7	15	19	3	0	0	0	0	0	0	3
6	2	3	2	21	20	0	0	0	0	0	0	0	0
1	0	3	7	33	20	1	1	0	0	0	0	0	2
0	0	2	12	25	29	5	0	0	0	0	0	0	2
0	0	5	10	18	24	6	0	0	0	0	0	0	1
0	0	1	7	13	22	9	1	0	0	0	0	0	0
0	1	0	10	23	20	5	0	0	0	0	0	0	2
2	3	5	18	36	17	0	0	0	0	0	0	0	4
0	1	2	13	25	23	3	0	0	0	0	0	0	1
0	0	3	20	31	25	2	0	0	0	0	0	0	1
0	0	3	12	34	23	3	1	0	0	0	0	0	1
0	0	1	5	20	25	5	0	0	0	0	0	0	0
0	0	0	11	24	28	0	0	0	0	0	0	0	1
0	0	3	12	25	31	0	0	0	0	0	0	0	0
0	0	2	9	21	29	3	0	0	0	0	0	0	2
0	1	7	12	32	31	1	0	0	0	0	0	0	3
0	0	2	5	26	32	0	0	0	0	0	0	0	1
0	1	3	16	49	22	2	0	0	0	0	0	0	2
0	0	2	8	35	15	0	0	0	0	0	0	0	2
0	0	2	15	32	9	0	0	0	0	0	0	0	1
0	0	2	18	35	7	0	0	0	0	0	0	0	0
0	0	7	21	24	7	0	0	0	0	0	0	0	2
0	0	2	9	21	18	5	0	0	0	0	0	0	0
0	0	1	2	6	24	5	0	0	0	0	0	0	1
0	0	0	9	17	25	8	1	0	0	0	0	0	2
0	0	1	4	11	19	2	1	0	0	0	0	0	1
0	0	0	2	15	13	2	0	0	0	0	0	0	0
1	0	1	5	14	15	5	0	0	0	0	0	0	2
0	0	0	4	21	15	1	0	0	0	0	0	0	1
0	2	2	8	10	7	0	0	0	0	0	0	0	0
0	0	2	8	15	14	4	0	0	0	0	0	0	7
0	0	1	4	14	16	3	0	0	0	0	0	0	5
0	0	1	6	13	6	2	0	0	0	0	0	0	5
0	1	1	3	12	9	2	0	0	0	0	0	0	8
0	0	1	4	6	14	3	1	0	0	0	0	0	4
0	0	1	1	11	9	2	1	0	0	0	0	0	4
0	0	1	1	4	9	5	0	0	0	0	0	0	4
0	1	0	1	5	10	5	1	0	0	0	0	0	7
0	0	0	0	4	4	1	0	0	0	0	0	0	4
0	1	0	2	8	10	4	0	0	0	0	0	0	3
0	1	0	1	5	5	5	0	0	0	0	0	0	2
0	0	0	1	1	6	3	0	0	0	0	0	0	2
0	0	0	1	5	5	3	0	0	0	0	0	0	2
0	0	0	0	2	5	1	0	0	0	0	0	0	4

0	0	0	0	2	8	1	0	0	0	0	0	0	1
0	0	0	0	7	7	1	0	0	0	0	0	0	3
0	1	1	2	0	1	4	0	0	0	0	0	0	1
0	0	1	4	1	1	1	0	0	0	0	0	0	2
0	0	0	1	3	5	2	0	0	0	0	0	0	1
0	0	1	0	1	1	2	0	0	0	0	0	0	3
0	0	1	0	0	4	1	0	0	0	0	0	0	1
1	0	1	3	3	1	0	0	0	0	0	0	0	1
0	0	0	0	1	0	0	0	0	0	0	0	0	0
0	0	0	0	4	4	0	0	0	0	0	0	0	0
0	0	0	0	1	5	0	0	0	0	0	0	0	1
0	0	0	0	2	4	2	0	0	0	0	0	0	0
0	0	0	1	1	0	1	0	0	0	0	0	0	0
0	0	0	0	1	3	0	0	0	0	0	0	0	0
0	0	0	5	2	2	2	0	0	0	0	0	0	2
0	0	0	0	1	1	1	0	0	0	0	0	0	1
0	0	0	1	1	3	1	0	0	0	0	0	0	0
0	0	0	2	2	3	1	0	0	0	0	0	0	2
0	0	0	4	5	6	2	0	0	0	0	0	0	3
0	0	0	1	3	5	2	0	0	0	0	0	0	0
0	0	0	1	2	8	2	0	0	0	0	0	0	4
0	0	0	1	1	10	7	1	0	0	0	0	0	7
0	0	0	1	6	8	10	0	0	0	0	0	0	5
0	0	0	1	7	12	1	1	1	0	0	0	0	8
0	0	1	2	6	18	6	1	0	0	0	0	0	4
0	1	1	5	7	17	10	0	0	0	0	0	0	7
0	0	0	3	14	15	6	0	0	0	0	0	0	6
0	2	3	2	18	26	1	0	0	0	0	0	0	5
0	0	2	6	14	15	4	0	0	0	0	0	0	4
0	0	1	6	22	33	8	0	0	0	0	0	0	0
0	0	1	4	13	35	10	1	0	0	0	0	0	0
0	0	3	5	28	33	4	0	0	0	0	0	0	0
0	1	1	13	40	33	11	0	0	0	0	0	0	1
0	0	1	5	30	23	4	0	0	0	0	0	0	1
0	2	1	8	19	28	9	0	0	0	0	0	0	1
2	4	4	8	13	24	5	0	0	0	0	0	0	1
0	0	0	5	14	21	1	0	0	0	0	0	0	1
0	0	0	15	34	24	5	0	0	0	0	0	0	2
0	3	2	5	31	21	5	0	0	0	0	0	0	3
0	0	3	5	23	23	5	0	0	0	0	0	0	1
1	4	5	9	22	13	1	0	0	0	0	0	0	2
0	1	8	20	32	16	1	0	0	0	0	0	0	2
0	9	8	9	13	19	2	0	0	0	0	0	0	0
0	0	2	13	30	21	6	0	0	0	0	0	0	2

Station Name: SR-70 East of Hansel Ave Bi-Directional Counts ADR #78
Description: 24hr Volume Counts
City: Arcadia
County: Desoto
Start Date/Time: 03/05/2024 00:00
End Date/Time: 03/06/2024 00:00

Date: 03/05/2024	Station Name: SR-70 / Eastbound											
End Time	**00**	**01**	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**	**11**
15	0	0	0	0	0	0	0	57	62	66	80	85
30	1	0	0	0	0	0	1	92	80	81	70	94
45	0	0	1	3	1	0	48	76	50	69	87	87
00	0	0	0	0	0	0	75	83	62	87	67	81
Hr Total	**1**	**0**	**1**	**3**	**1**	**0**	**124**	**308**	**254**	**303**	**304**	**347**
End Time	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**
15	65	88	87	66	61	82	49	42	23	14	16	9
30	62	88	85	73	61	55	64	36	26	12	12	17
45	74	65	62	89	63	71	58	45	33	10	17	10
00	59	75	80	80	77	58	52	30	19	19	11	9
Hr Total	**260**	**316**	**314**	**308**	**262**	**266**	**223**	**153**	**101**	**55**	**56**	**45**
24 Hour Total :			**4005**									
AM Peak Hour Begins :			10:30	**AM Peak Volume :**			333	**AM Peak Hour Factor :**				0.89
PM Peak Hour Begins :			13:00	**PM Peak Volume :**			316	**PM Peak Hour Factor :**				0.89

Hourly Volumes (15 min)											
00	01	02	03	04	05	06	07	08	09	10	11
1	0	1	3	1	0	124	308	254	303	304	347
1	0	1	3	1	0	181	313	258	317	309	327
0	0	1	3	1	1	272	301	259	306	333	295
0	1	3	1	0	49	300	275	278	324	333	282

12	13	14	15	16	17	18	19	20	21	22	23
260	316	314	308	262	266	223	153	101	55	56	45
283	315	293	303	283	233	216	134	92	57	49	
309	312	281	291	277	242	188	124	78	57	54	
300	309	308	265	285	229	175	112	55	64	47	

Station Name: SR-70 East of Hansel Ave Bi-Directional Counts ADR #78
Description: 24hr Volume Counts
City: Arcadia
County: Desoto
Start Date/Time: 03/05/2024 00:00
End Date/Time: 03/06/2024 00:00

Date: 03/05/2024	Station Name: SR-70 / Westbound											
End Time	**00**	**01**	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**	**11**
15	2	1	0	0	2	2	0	80	76	62	59	73
30	4	0	0	0	1	1	4	73	74	68	81	76
45	1	2	0	3	3	2	97	83	63	81	59	106
00	0	0	0	2	4	4	69	58	74	79	92	87
Hr Total	**7**	**3**	**0**	**5**	**10**	**9**	**170**	**294**	**287**	**290**	**291**	**342**
End Time	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**
15	83	67	42	91	104	107	53	47	31	11	19	4
30	77	69	83	92	103	77	51	35	18	11	8	18
45	81	61	100	80	90	67	39	41	17	17	10	8
00	60	100	65	78	89	57	49	33	22	12	10	4
Hr Total	**301**	**297**	**290**	**341**	**386**	**308**	**192**	**156**	**88**	**51**	**47**	**34**
24 Hour Total :			**4199**									
AM Peak Hour Begins :			10:45	**AM Peak Volume :**			347	**AM Peak Hour Factor :**				0.82
PM Peak Hour Begins :			16:15	**PM Peak Volume :**			389	**PM Peak Hour Factor :**				0.91

Hourly Volumes (15 min)											
00	01	02	03	04	05	06	07	08	09	10	11
7	3	0	5	10	9	170	294	287	290	291	342
6	2	0	7	10	7	250	290	273	287	305	352
2	2	0	8	10	10	319	291	267	300	300	353
3	0	3	8	9	105	305	271	285	278	347	328

12	13	14	15	16	17	18	19	20	21	22	23
301	297	290	341	386	308	192	156	88	51	47	34
285	272	339	354	389	254	186	140	68	59	32	
277	286	348	365	363	228	170	123	61	56	42	
257	325	328	375	340	200	172	99	61	49	40	

Total Hourly Volumes (15 min)												
End Time	**00**	**01**	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**	**11**
15	8	3	1	8	11	9	294	602	541	593	595	689
30	7	2	1	10	11	7	431	603	531	604	614	679
45	2	2	1	11	11	11	591	592	526	606	633	648
00	3	1	6	9	9	154	605	546	563	602	680	610
Hr Total												
End Time	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**
15	561	613	604	649	648	574	415	309	189	106	103	79
30	568	587	632	657	672	487	402	274	160	116	81	0
45	586	598	629	656	640	470	358	247	139	113	96	0
00	557	634	636	640	625	429	347	211	116	113	87	0

Station Name: SR-70 East of Siesta Blvd Bi-Directional Counts ADR #28
Description: 24hr Volume Counts
City: Arcadia
County: Desoto
Start Date/Time: 03/05/2024 00:00
End Date/Time: 03/06/2024 00:00

Date: 03/05/2024	Station Name: SR-70 Eastbound											
End Time	**00**	**01**	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**	**11**
15	3	9	6	3	14	34	79	62	86	77	98	100
30	6	2	2	10	6	30	102	112	89	102	99	122
45	11	9	7	12	16	35	60	92	70	84	100	106
00	2	3	4	7	28	84	79	102	78	108	90	101
Hr Total	**22**	**23**	**19**	**32**	**64**	**183**	**320**	**368**	**323**	**371**	**387**	**429**
End Time	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**
15	97	116	117	90	93	114	72	59	30	24	23	12
30	81	111	114	105	82	81	95	50	34	15	18	17
45	114	92	91	119	89	105	82	55	40	17	21	11
00	84	100	103	105	105	82	70	42	23	28	19	10
Hr Total	**376**	**419**	**425**	**419**	**369**	**382**	**319**	**206**	**127**	**84**	**81**	**50**
24 Hour Total :			**5798**									
AM Peak Hour Begins :			10:45	**AM Peak Volume :**			418	**AM Peak Hour Factor :**				0.86
PM Peak Hour Begins :			12:30	**PM Peak Volume :**			425	**PM Peak Hour Factor :**				0.89

Hourly Volumes (15 min)											
00	**01**	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**	**11**
22	23	19	32	64	183	320	368	323	371	387	429
28	20	16	43	84	228	303	392	314	392	389	426
24	20	24	39	108	300	313	369	327	389	412	385
22	18	29	43	127	325	345	347	341	405	418	393

12	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**
376	419	425	419	369	382	319	206	127	84	81	50
395	420	398	422	390	340	306	177	121	83	70	
425	423	389	399	389	354	261	161	102	86	69	
403	422	417	369	405	331	234	146	79	90	59	

Station Name: SR-70 East of Siesta Blvd Bi-Directional Counts ADR #28
Description: 24hr Volume Counts
City: Arcadia
County: Desoto
Start Date/Time: 03/05/2024 00:00
End Date/Time: 03/06/2024 00:00

Date: 03/05/2024	Station Name: SR-70 Westbound											
End Time	**00**	**01**	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**	**11**
15	5	7	0	0	6	5	7	104	89	83	84	96
30	8	2	1	0	3	9	17	99	103	90	89	105
45	1	3	0	1	2	8	75	95	84	119	85	116
00	1	2	0	2	4	11	86	92	87	108	104	118
Hr Total	**15**	**14**	**1**	**3**	**15**	**33**	**185**	**390**	**363**	**400**	**362**	**435**
End Time	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**
15	119	128	74	118	110	133	69	64	35	19	18	5
30	110	90	92	125	147	119	65	37	30	20	17	15
45	109	88	134	99	115	83	60	55	22	22	12	13
00	93	120	84	98	111	96	54	29	31	18	9	5
Hr Total	**431**	**426**	**384**	**440**	**483**	**431**	**248**	**185**	**118**	**79**	**56**	**38**
24 Hour Total :			**5535**									
AM Peak Hour Begins :			10:45	**AM Peak Volume :**			421	**AM Peak Hour Factor :**				0.88
PM Peak Hour Begins :			16:15	**PM Peak Volume :**			506	**PM Peak Hour Factor :**				0.86

Hourly Volumes (15 min)											
00	01	02	03	04	05	06	07	08	09	10	11
15	14	1	3	15	33	185	390	363	400	362	435
17	7	1	9	14	35	282	375	357	401	374	458
11	6	0	12	20	43	364	379	344	400	390	463
13	3	1	13	26	110	384	368	379	366	421	456

12	13	14	15	16	17	18	19	20	21	22	23
431	426	384	440	483	431	248	185	118	79	56	38
440	372	428	432	506	367	243	156	102	78	43	
420	374	461	454	478	313	215	149	92	75	41	
399	420	426	470	446	290	210	116	92	65	42	

Total Hourly Volumes (15 min)

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	37	20	35	79	216	505	758	686	771	749	864
30	45	27	17	52	98	263	585	767	671	793	763	884
45	35	26	24	51	128	343	677	748	671	789	802	848
00	35	21	30	56	153	435	729	715	720	771	839	849
Hr Total												
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	807	845	809	859	852	813	567	391	245	163	137	88
30	835	792	826	854	896	707	549	333	223	161	113	0
45	845	797	850	853	867	667	476	310	194	161	110	0
00	802	842	843	839	851	621	444	262	171	155	101	0

Station Name: SR-70 East of SR-31 Bidirectional Counts ADR #43
Description: 24hr Volume Counts
City: Arcadia
County: Desoto
Start Date/Time: 03/05/2024 00:00
End Date/Time: 03/06/2024 00:00

Date: 03/05/2024	Station Name: SR-70 / Eastbound											
End Time	**00**	**01**	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**	**11**
15	7	5	7	8	12	49	92	104	99	130	138	164
30	8	5	5	12	7	28	104	140	129	157	181	177
45	10	8	10	14	25	64	63	116	123	138	174	176
00	7	4	1	18	28	88	93	144	130	155	149	159
Hr Total	**32**	**22**	**23**	**52**	**72**	**229**	**352**	**504**	**481**	**580**	**642**	**676**
End Time	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**
15	165	182	208	149	128	159	143	105	78	45	43	19
30	176	184	159	208	148	161	146	102	66	38	31	15
45	178	142	192	170	130	149	127	66	71	49	25	14
00	147	145	154	157	153	126	123	86	54	46	24	11
Hr Total	**666**	**653**	**713**	**684**	**559**	**595**	**539**	**359**	**269**	**178**	**123**	**59**

24 Hour Total :	**9062**				
AM Peak Hour Begins :	10:15	**AM Peak Volume :**	668	**AM Peak Hour Factor :**	0.92
PM Peak Hour Begins :	14:00	**PM Peak Volume :**	713	**PM Peak Hour Factor :**	0.86

Hourly Volumes (15 min)											
00	01	02	03	04	05	06	07	08	09	10	11
32	22	23	52	72	229	352	504	481	580	642	676
30	24	24	56	109	272	364	499	512	588	668	677
27	24	31	51	130	348	400	488	540	612	664	676
25	26	35	62	169	347	453	495	555	648	666	678

12	13	14	15	16	17	18	19	20	21	22	23
666	653	713	684	559	595	539	359	269	178	123	59
683	679	654	663	590	579	501	332	236	176	99	
691	654	703	603	603	564	457	296	208	169	83	
655	704	681	563	622	542	396	301	186	145	72	

Station Name: SR-70 East of SR-31 Bidirectional Counts ADR #43
Description: 24hr Volume Counts
City: Arcadia
County: Desoto
Start Date/Time: 03/05/2024 00:00
End Date/Time: 03/06/2024 00:00

Date: 03/05/2024	Station Name: SR-70 / Westbound											
End Time	**00**	**01**	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**	**11**
15	7	7	4	0	4	6	12	143	115	125	138	141
30	6	3	2	2	3	17	38	114	134	159	146	162
45	1	3	0	0	2	17	105	130	124	171	120	194
00	1	3	0	8	4	17	83	116	127	154	168	180
Hr Total	**15**	**16**	**6**	**10**	**13**	**57**	**238**	**503**	**500**	**609**	**572**	**677**
End Time	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**
15	184	208	150	170	177	178	128	119	73	45	47	21
30	173	173	162	173	191	181	111	84	58	38	26	22
45	164	149	178	163	158	116	111	86	57	40	24	14
00	157	194	165	173	162	143	103	74	64	33	26	5
Hr Total	**678**	**724**	**655**	**679**	**688**	**618**	**453**	**363**	**252**	**156**	**123**	**62**
24 Hour Total :			**8667**									
AM Peak Hour Begins :			10:45	**AM Peak Volume :**			665	**AM Peak Hour Factor :**				0.86
PM Peak Hour Begins :			13:00	**PM Peak Volume :**			724	**PM Peak Hour Factor :**				0.87

Hourly Volumes (15 min)											
00	**01**	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**	**11**
15	16	6	10	13	57	238	503	500	609	572	677
15	13	2	14	15	63	369	475	510	622	575	720
12	12	2	15	29	84	445	495	535	609	591	731
14	9	2	17	44	172	470	489	582	558	665	701

12	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**
678	724	655	679	688	618	453	363	252	156	123	62
702	666	675	686	689	568	444	317	224	158	97	
702	655	686	704	679	498	417	291	204	146	93	
687	684	671	699	637	493	392	262	187	130	83	

Total Hourly Volumes (15 min)												
End Time	**00**	**01**	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**	**11**
15	47	38	29	62	85	286	590	1007	981	1189	1214	1353
30	45	37	26	70	124	335	733	974	1022	1210	1243	1397
45	39	36	33	66	159	432	845	983	1075	1221	1255	1407
00	39	35	37	79	213	519	923	984	1137	1206	1331	1379
Hr Total												
End Time	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**
15	1344	1377	1368	1363	1247	1213	992	722	521	334	246	121
30	1385	1345	1329	1349	1279	1147	945	649	460	334	196	0
45	1393	1309	1389	1307	1282	1062	874	587	412	315	176	0
00	1342	1388	1352	1262	1259	1035	788	563	373	275	155	0

Station Name: SR-70 West of Hansel Ave Bi-Directional Counts ADR #33
Description: 24hr Volume Counts
City: Arcadia
County: Desoto
Start Date/Time: 03/05/2024 00:00
End Date/Time: 03/06/2024 00:00

Date: 03/05/2024	Station Name: SR-70 / Eastbound											
End Time	**00**	**01**	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**	**11**
15	4	7	3	0	12	23	75	63	82	66	85	93
30	5	2	8	10	6	40	96	80	63	81	77	82
45	7	1	3	9	14	24	66	86	73	72	93	88
00	6	6	9	12	23	70	73	78	64	85	75	96
Hr Total	**22**	**16**	**23**	**31**	**55**	**157**	**310**	**307**	**282**	**304**	**330**	**359**
End Time	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**
15	78	74	93	76	76	93	58	55	29	16	22	16
30	58	104	101	67	69	69	76	43	19	12	10	13
45	75	89	71	95	68	73	51	45	35	11	19	11
00	70	64	78	90	85	73	66	34	34	23	18	12
Hr Total	**281**	**331**	**343**	**328**	**298**	**308**	**251**	**177**	**117**	**62**	**69**	**52**
24 Hour Total :			**4813**									
AM Peak Hour Begins :			10:30	**AM Peak Volume :**			343	**AM Peak Hour Factor :**				0.89
PM Peak Hour Begins :			13:15	**PM Peak Volume :**			350	**PM Peak Hour Factor :**				0.84

Hourly Volumes (15 min)											
00	**01**	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**	**11**
22	16	23	31	55	157	310	307	282	304	330	359
25	12	20	43	66	209	298	326	266	323	338	344
22	18	22	39	100	265	282	309	284	319	343	320
16	20	28	44	110	307	302	296	283	340	338	307

12	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**
281	331	343	328	298	308	251	177	117	62	69	52
277	350	326	328	315	273	248	151	104	68	63	
323	347	292	330	315	280	215	127	97	66	66	
337	329	316	303	320	258	209	117	73	74	58	

Station Name: SR-70 West of Hansel Ave Bi-Directional Counts ADR #33
Description: 24hr Volume Counts
City: Arcadia
County: Desoto
Start Date/Time: 03/05/2024 00:00
End Date/Time: 03/06/2024 00:00

Date: 03/05/2024	Station Name: SR-70 / Westbound											
End Time	**00**	**01**	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**	**11**
15	4	5	0	0	7	6	6	108	67	60	53	84
30	7	0	0	0	0	5	4	78	95	67	86	89
45	2	1	0	0	2	5	59	91	67	96	63	93
00	0	2	0	1	1	5	77	75	87	88	74	99
Hr Total	**13**	**8**	**0**	**1**	**10**	**21**	**146**	**352**	**316**	**311**	**276**	**365**
End Time	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**
15	96	87	66	82	90	94	62	54	28	13	17	6
30	90	62	67	102	139	102	46	43	34	13	16	11
45	78	71	107	82	81	71	47	44	18	13	8	15
00	77	92	79	80	106	77	38	32	24	17	13	5
Hr Total	**341**	**312**	**319**	**346**	**416**	**344**	**193**	**173**	**104**	**56**	**54**	**37**
24 Hour Total :			**4514**									
AM Peak Hour Begins :			6:45	**AM Peak Volume :**			354	**AM Peak Hour Factor :**				0.82
PM Peak Hour Begins :			16:15	**PM Peak Volume :**			420	**PM Peak Hour Factor :**				0.76

Hourly Volumes (15 min)											
00	**01**	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**	**11**
13	8	0	1	10	21	146	352	316	311	276	365
14	3	0	8	9	21	248	311	309	304	307	377
7	3	0	8	14	20	322	328	281	323	310	378
6	2	0	10	17	74	354	304	310	290	340	363

12	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**
341	312	319	346	416	344	193	173	104	56	54	37
332	291	335	354	420	312	185	147	89	60	43	
304	296	370	391	383	256	182	138	68	63	38	
297	332	345	390	373	232	179	112	63	58	45	

Total Hourly Volumes (15 min)												
End Time	**00**	**01**	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**	**11**
15	35	24	23	32	65	178	456	659	598	615	606	724
30	39	15	20	51	75	230	546	637	575	627	645	721
45	29	21	22	47	114	285	604	637	565	642	653	698
00	22	22	28	54	127	381	656	600	593	630	678	670
Hr Total												
End Time	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**
15	622	643	662	674	714	652	444	350	221	118	123	89
30	609	641	661	682	735	585	433	298	193	128	106	0
45	627	643	662	721	698	536	397	265	165	129	104	0
00	634	661	661	693	693	490	388	229	136	132	103	0

Station Name: SR-70 Bi-Directional Counts
Description: SR-70 West of SR-31 24hr Volume counts
City: Arcadia
County: Desoto
Start Date/Time: 03/05/2024 00:00
End Date/Time: 03/06/2024 00:00

Date: 03/05/2024	Station Name: SR-70 EASTBOUND											
End Time	**00**	**01**	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**	**11**
15	18	8	25	20	25	97	141	151	163	173	212	236
30	12	9	19	27	35	64	189	201	169	233	258	242
45	23	20	22	33	44	107	117	177	193	197	259	238
00	11	9	30	33	45	111	129	194	178	225	239	239
Hr Total	**64**	**46**	**96**	**113**	**149**	**379**	**576**	**723**	**703**	**828**	**968**	**955**
End Time	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**
15	257	248	243	213	186	242	199	155	108	66	61	29
30	248	263	242	249	214	236	202	131	86	51	41	21
45	240	212	259	267	218	224	171	101	96	67	46	15
00	218	224	213	215	198	199	168	128	61	55	44	14
Hr Total	**963**	**947**	**957**	**944**	**816**	**901**	**740**	**515**	**351**	**239**	**192**	**79**

24 Hour Total :	**13244**				
AM Peak Hour Begins :	10:15	**AM Peak Volume :**	992	**AM Peak Hour Factor :**	0.96
PM Peak Hour Begins :	12:30	**PM Peak Volume :**	969	**PM Peak Hour Factor :**	0.91

Hourly Volumes (15 min)											
00	**01**	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**	**11**
64	46	96	113	149	379	576	723	703	828	968	955
54	63	91	118	221	423	586	735	713	867	992	976
51	73	99	126	250	548	598	703	777	892	976	982
48	75	110	137	313	558	658	719	781	954	955	984

12	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**
963	947	957	944	816	901	740	515	351	239	192	79
954	942	927	917	872	858	696	468	309	234	160	
969	921	934	882	894	824	625	423	274	224	140	
941	968	942	833	900	771	555	418	245	203	109	

Station Name: SR-70 Bi-Directional Counts ADR #55
Description: SR-70 West of SR-31 24hr Volume Counts
City: Arcadia
County: Desoto
Start Date/Time: 03/05/2024 00:00
End Date/Time: 03/06/2024 00:00

Date: 03/05/2024	Station Name: SR-70 WESTBOUND											
End Time	**00**	**01**	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**	**11**
15	20	14	12	11	26	19	50	219	211	175	204	223
30	17	3	6	11	27	35	89	208	201	213	236	234
45	14	6	7	6	17	38	149	198	193	247	196	266
00	10	4	8	13	21	49	115	248	183	205	236	249
Hr Total	**61**	**27**	**33**	**41**	**91**	**141**	**403**	**873**	**788**	**840**	**872**	**972**
End Time	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**
15	257	274	216	226	206	229	195	164	100	65	49	39
30	258	226	226	235	231	227	160	122	100	70	35	33
45	218	235	245	219	212	177	167	118	67	61	30	23
00	195	266	228	234	217	172	128	105	84	37	32	13
Hr Total	**928**	**1001**	**915**	**914**	**866**	**805**	**650**	**509**	**351**	**233**	**146**	**108**
24 Hour Total :			**12568**									
AM Peak Hour Begins :			10:45	**AM Peak Volume :**			959	**AM Peak Hour Factor :**				0.9
PM Peak Hour Begins :			13:00	**PM Peak Volume :**			1001	**PM Peak Hour Factor :**				0.91

Hourly Volumes (15 min)											
00	**01**	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**	**11**
61	27	33	41	91	141	403	873	788	840	872	972
55	25	32	56	84	172	572	865	752	869	891	1006
41	28	37	72	92	226	691	858	764	892	889	1030
33	29	36	83	113	337	740	853	818	841	959	982

12	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**
928	1001	915	914	866	805	650	509	351	233	146	108
945	943	925	894	889	771	619	445	316	217	136	
913	943	934	890	885	704	581	423	286	182	134	
930	953	908	883	850	694	532	372	280	151	127	

Total Hourly Volumes (15 min)												
End Time	**00**	**01**	**02**	**03**	**04**	**05**	**06**	**07**	**08**	**09**	**10**	**11**
15	125	73	129	154	240	520	979	1596	1491	1668	1840	1927
30	109	88	123	174	305	595	1158	1600	1465	1736	1883	1982
45	92	101	136	198	342	774	1289	1561	1541	1784	1865	2012
00	81	104	146	220	426	895	1398	1572	1599	1795	1914	1966
Hr Total												
End Time	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**
15	1891	1948	1872	1858	1682	1706	1390	1024	702	472	338	187
30	1899	1885	1852	1811	1761	1629	1315	913	625	451	296	0
45	1882	1864	1868	1772	1779	1528	1206	846	560	406	274	0
00	1871	1921	1850	1716	1750	1465	1087	790	525	354	236	0

APPENDIX B:
Signal Timing Data

Traffic Operations Signal Timing Continuing Services Contract Timing Report

SR-70 (System ID: 04040A)
From Airport Rd to Arcadia Village/Walmart Entrance
DeSoto County

Section 04040000 MP 13.198 – 15.362



Node	Intersection
148	SR-70 at Airport Rd
149	SR-70 at NE Turner Rd
137	SR-70 at SR-31
150	SR-70 at Arcadia Village/Walmart

Contract No. CAA92
Financial Project No. 421907-2-32-02
Task Work Order No. 33

May 2023

Prepared for:
Florida Department of Transportation District 1
801 North Broadway Avenue
Bartow, FL 33830

PROFESSIONAL ENGINEERING CERTIFICATION

I hereby certify that I am a registered professional engineer with an active license in the State of Florida, practicing with Atkins North America, and that I have prepared or directly supervised the preparation, analysis, findings, opinions, conclusions, and technical advice hereby reported for:

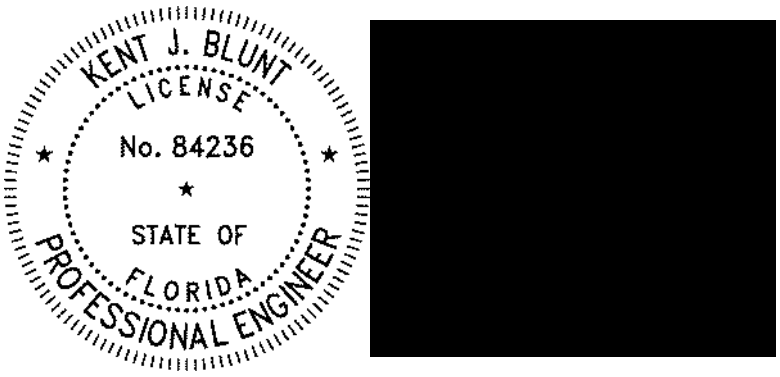
PROJECT: TRAFFIC SIGNAL TIMING REPORT FOR SR-70
FROM AIRPORT RD TO ARCADIA VILLAGE/WALMART ENTRANCE, IN DESOTO COUNTY, FLORIDA

The engineering work presented in this document was performed through the following duly authorized engineering firm:

ATKINS, NORTH AMERICA
482 SOUTH KELLER ROAD SUITE 300, ORLANDO, FL 32810

This item has been electronically signed and sealed by Kent J. Blunt, PE. On September 14, 2023, using a Digital Signature. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

SIGNATURE:



1. Time of Day Plan

Time of Day Plan

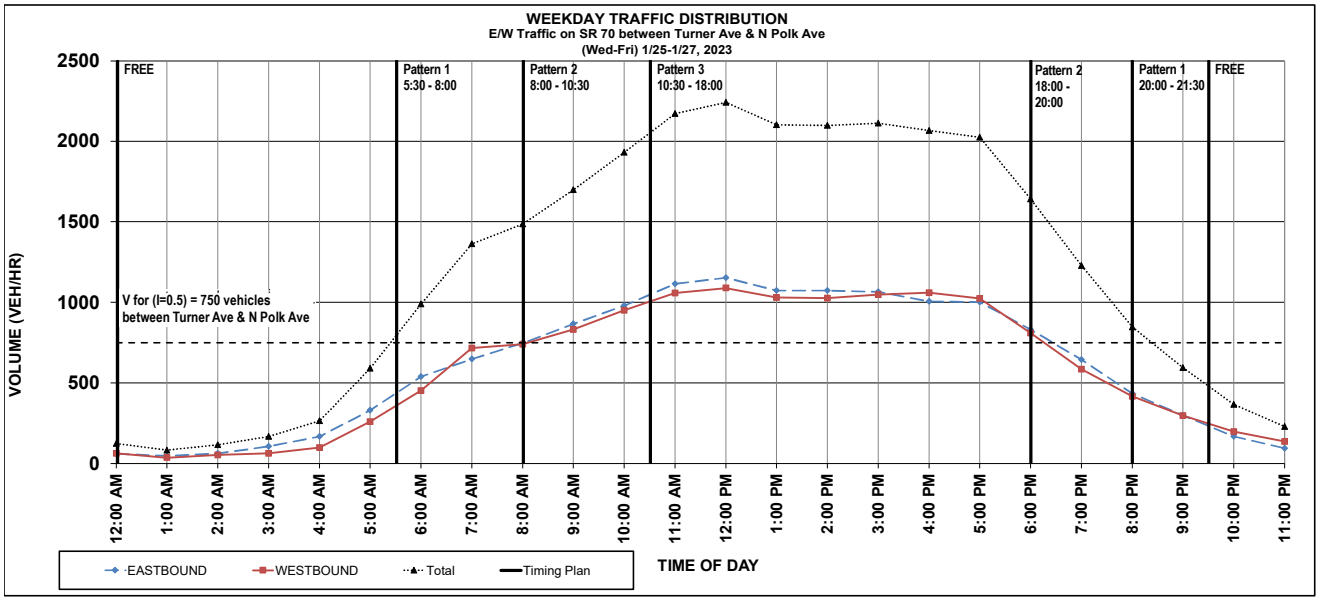
Designed By:	TJS
Date:	05/05/23
Checked By:	KJB
Date:	05/19/23

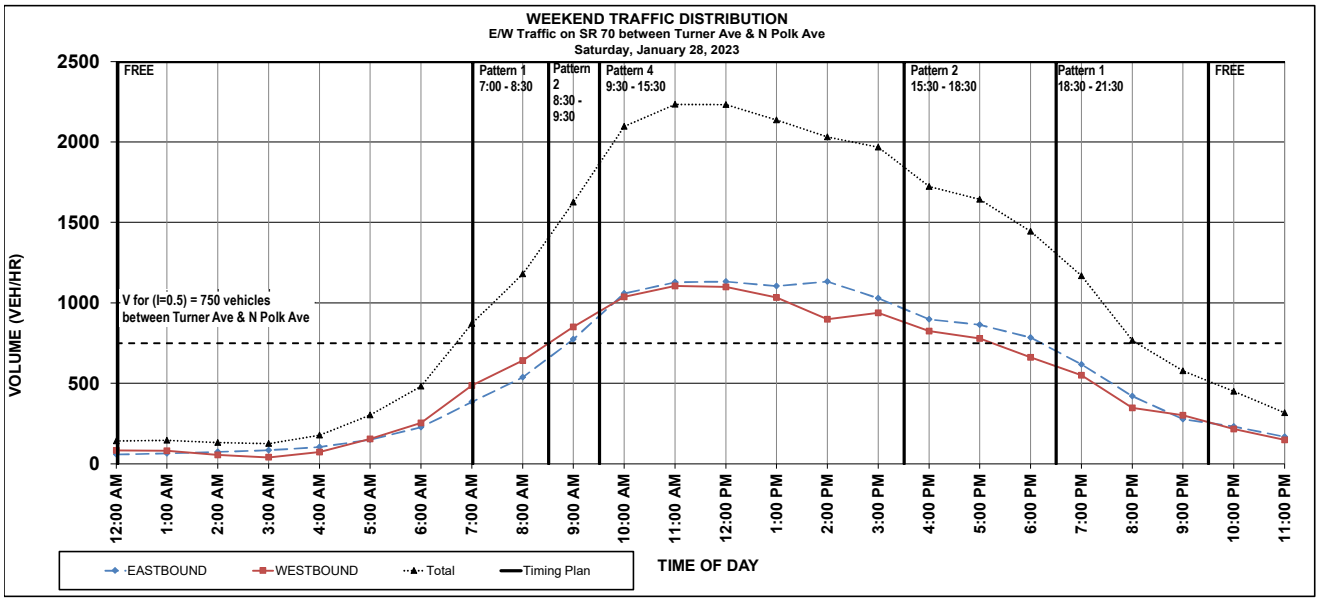
Arterial: SR 70
System ID: 04040A
Section: 04040
From: Airport Rd
To: Arcadia Village/Walmart

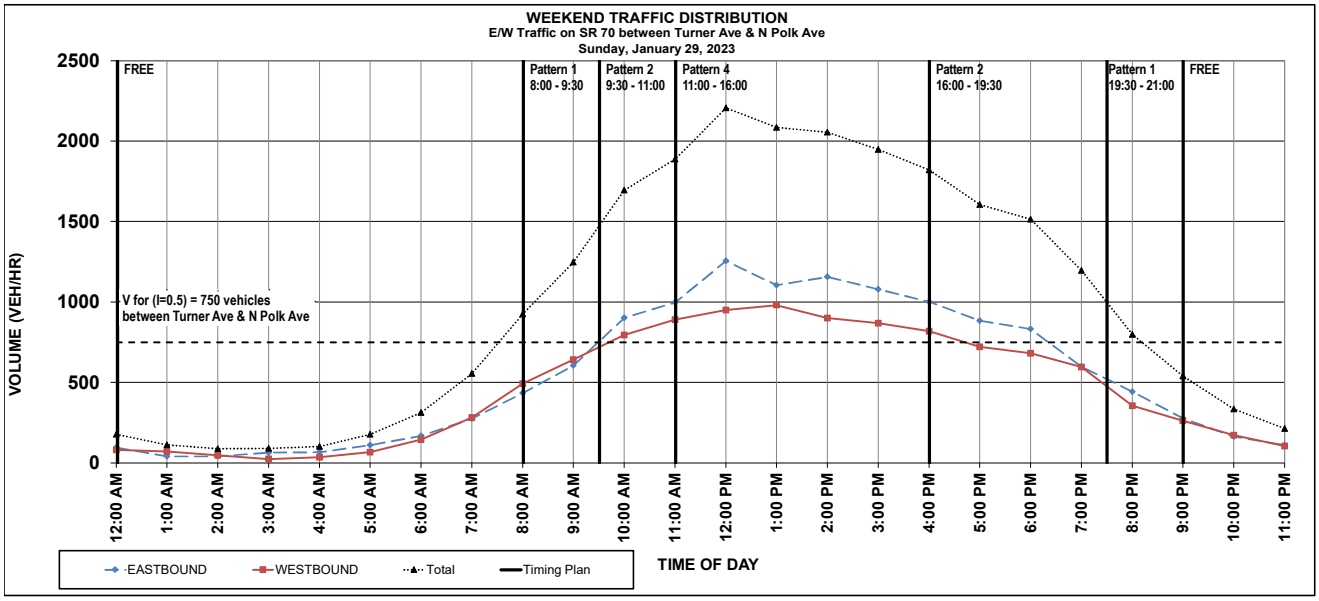
ALL SEASON PLAN

Day	Time	Pattern	Cycle Length
Monday Thru Friday (Day 1)	0000-0530	-	FREE
	0530-0800	1	110
	0800-1030	2	120
	1030-1800	3	130
	1800-2000	2	120
	2000-2130	1	110
	2130-0000	-	FREE
Saturday (Day 2)	0000-0700	-	FREE
	0700-0830	1	110
	0830-0930	2	120
	0930-1530	4	130
	1530-1830	2	120
	1830-2130	1	110
	2130-0000	-	FREE
Sunday (Day 3)	0000-0800	-	FREE
	0800-0930	1	110
	0930-1100	2	120
	1100-1600	4	130
	1600-1930	2	120
	1930-2100	1	110
	2100-0000	-	FREE

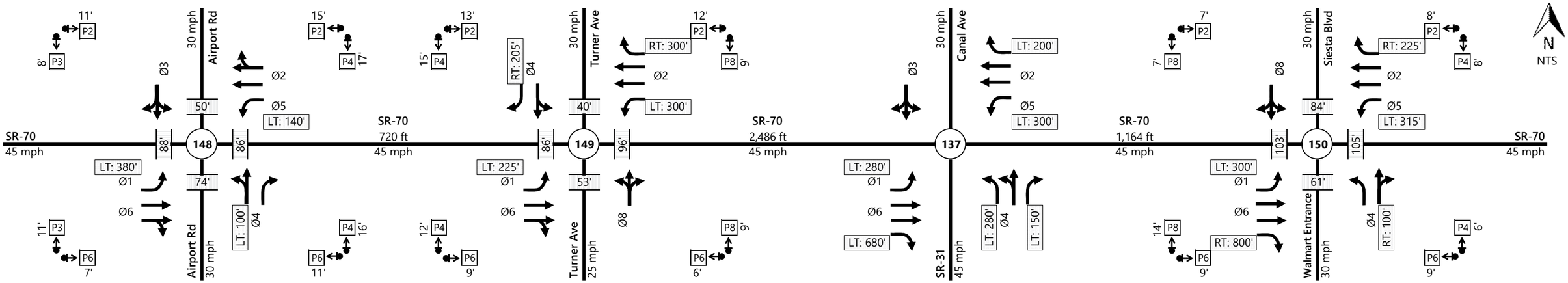
Notes:
Desoto Co Signals at SR-31 and Walmart/Arcadia Village Entrance equate Action 1 to Pattern 1 sequentially.
City of Arcarda signals at Turner Ave and Airport Road equate Action 1 to Pattern 254 (Free) and Action 2 to Pattern 1 sequentially.


WEEKDAY TRAFFIC DISTRIBUTION
E/W Traffic on SR 70 between Turner Ave & N Polk Ave
(Wed-Fri) 1/25-1/27, 2023
FREE
Pattern 1
5:30 - 8:00
Pattern 2
8:00 - 10:30
Pattern 3
10:30 - 18:00
Pattern 2
18:00 -
20:00
Pattern 1
20:00 - 21:30
FREE
V for (I=0.5) = 750 vehicles
between Turner Ave & N Polk Ave
VOLUME (VEH/HR)
TIME OF DAY
EASTBOUND
WESTBOUND
Total
Timing Plan


WEEKEND TRAFFIC DISTRIBUTION
E/W Traffic on SR 70 between Turner Ave & N Polk Ave
Saturday, January 28, 2023
FREE
Pattern 1
7:00 - 8:30
Pattern
2
8:30 -
9:30
Pattern 4
9:30 - 15:30
Pattern 2
15:30 - 18:30
Pattern 1
18:30 - 21:30
FREE
V for (I=0.5) = 750 vehicles
between Turner Ave & N Polk Ave
VOLUME (VEH/HR)
TIME OF DAY
EASTBOUND
WESTBOUND
Total
Timing Plan


WEEKEND TRAFFIC DISTRIBUTION
E/W Traffic on SR 70 between Turner Ave & N Polk Ave
Sunday, January 29, 2023
FREE
Pattern 1
8:00 - 9:30
Pattern 2
9:30 - 11:00
Pattern 4
11:00 - 16:00
Pattern 2
16:00 - 19:30
Pattern 1
19:30 - 21:00
FREE
V for (I=0.5) = 750 vehicles
between Turner Ave & N Polk Ave
VOLUME (VEH/HR)
TIME OF DAY
EASTBOUND
WESTBOUND
Total
Timing Plan

2. Link Node Diagram

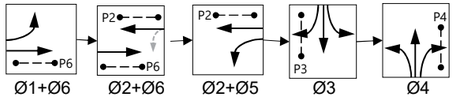


Traffic Generators:
NW - Shopping Plaza
NE - Church
SW - Restaurant
SE - Retail

Detection Method: Loops
Phases 1, 3, 4, 5 - Presence
Phases 2, 6 - Advance

Controller Manufacturer: McCain

Operation:
Actuated-Coordinated



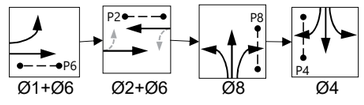
Standard SOP - 9

Traffic Generators:
NW - Residential
NE - Undeveloped
SW - Gas Station
SE - Gas Station

Detection Method: Loops
Phases 1, 4, 8 - Presence
Phases 2, 6 - Advance

Controller Manufacturer: McCain

Operation:
Actuated-Coordinated



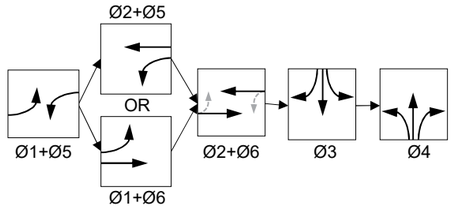
Standard SOP - 9

Traffic Generators:
NW - Residental
NE - Residental
SW - Pharmacy
SE - Undeveloped

Detection Method: Loops
Phases 1, 3, 4, 5 - Presence
Phases 2, 6 - Advance

Controller Manufacturer: McCain

Operation:
Actuated-Coordinated



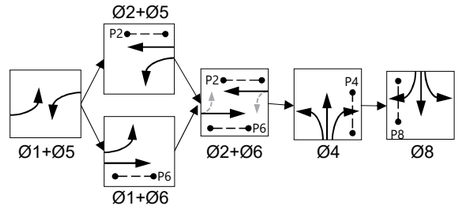
Standard SOP - 9

Traffic Generators:
NW - Undeveloped
NE - Undeveloped
SW - Shopping Plaza
SE - Shopping Plaza

Detection Method: Loops
Phases 1, 4, 5, 8 - Presence
Phases 2, 6 - Advance

Controller Manufacturer: McCain

Operation:
Actuated-Coordinated



Standard SOP - 9

1
Node No.

LT: 100'
Storage Length

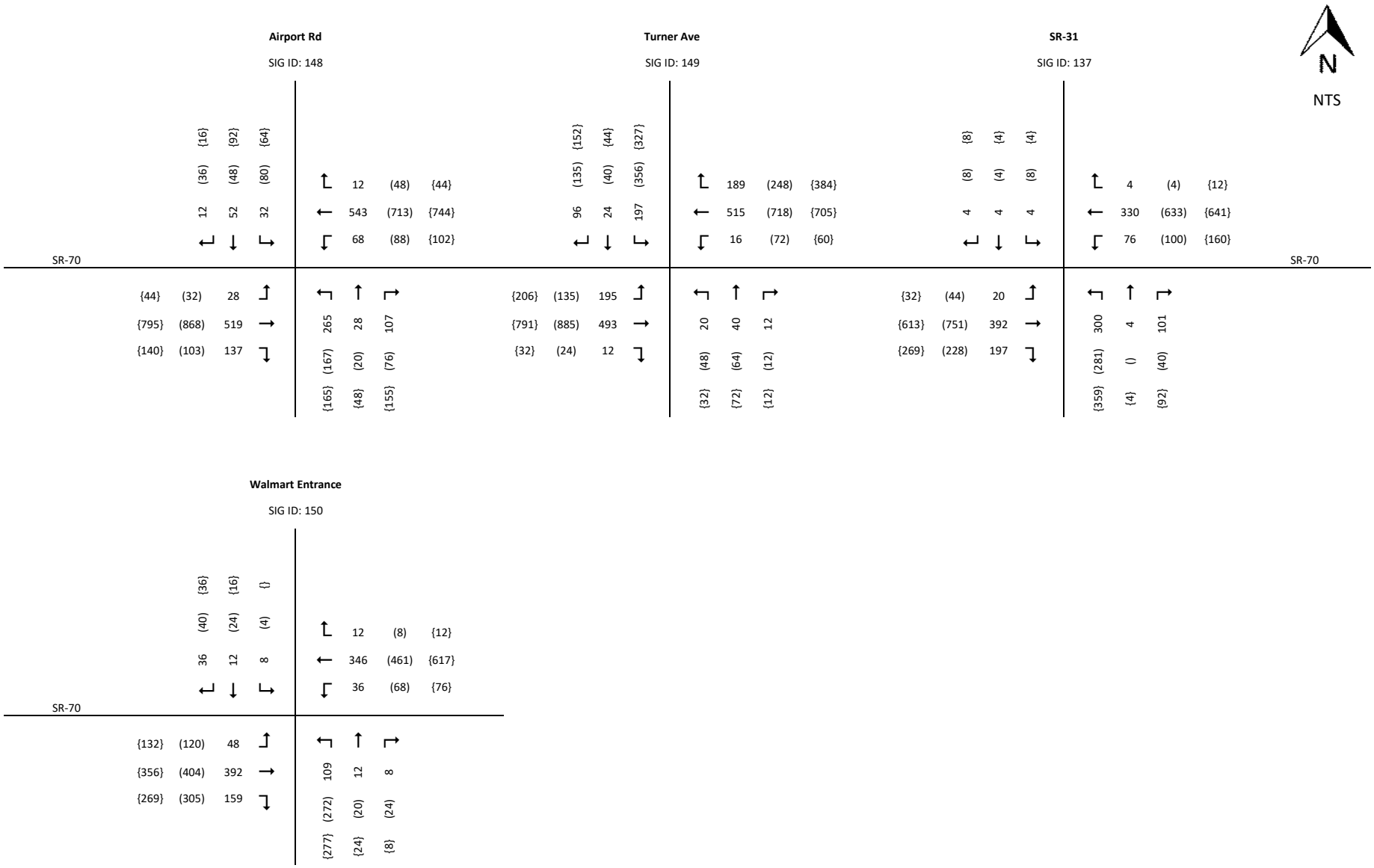
100'
Crosswalk Distance

10'
P2
5'
P8
Ped Phase/Curb Distance

SR-70
From Airport Rd to Walmart Entrance

Link Node Diagram
Traffic Operations Signal Timing

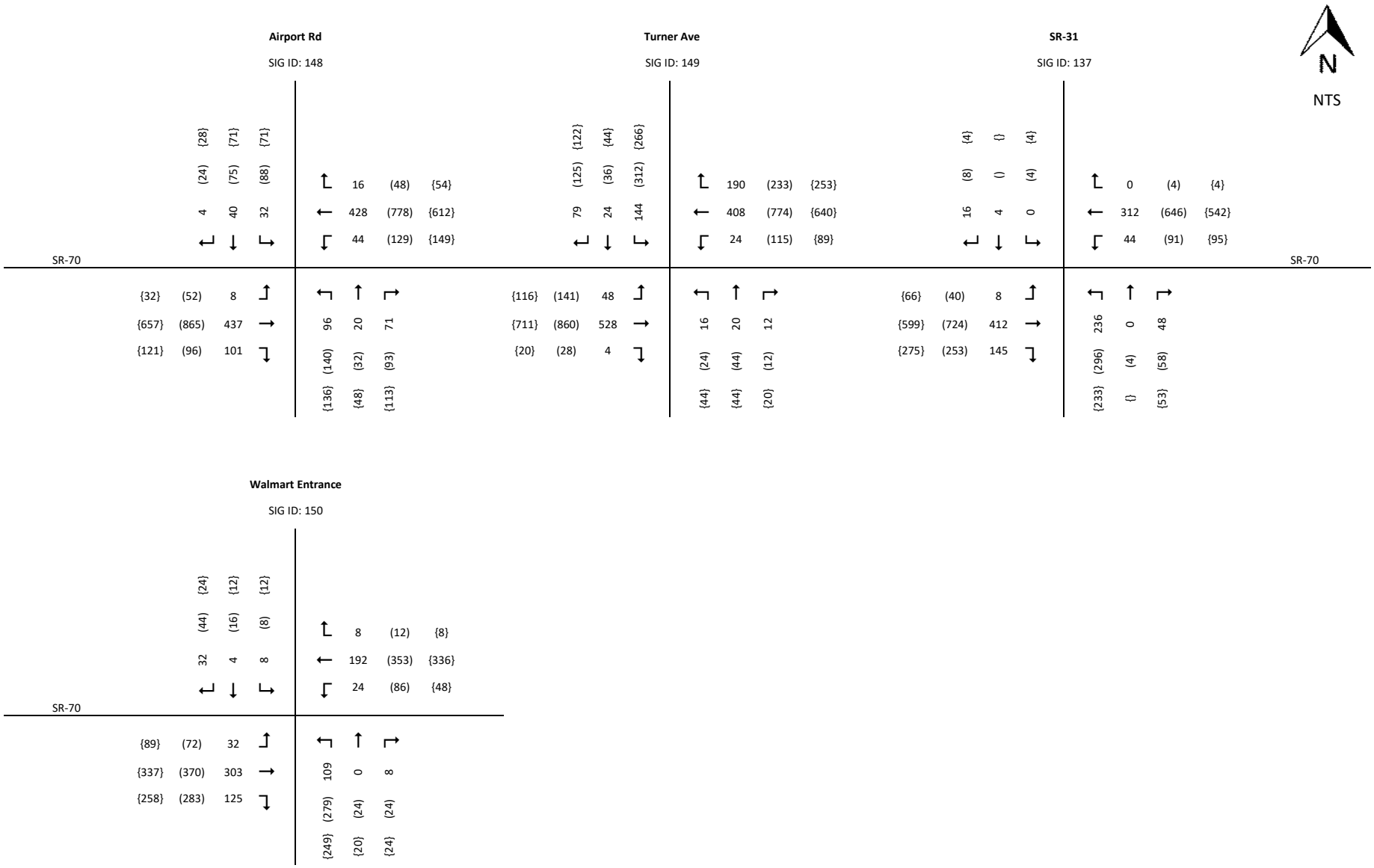
3. Peak Hour Design Volumes



NOTES:

* ALL VOLUMES (INCLUDING HEAVY VEHICLES AND U-TURNS) ARE ADJUSTED FOR PHF AND SEASONAL ADJUSTMENT FACTOR.
* ALL VOLUME VALUES SHOWN IN THIS SHEET ARE FOR TRAFFIC ANALYSIS FOR SIGNAL TIMING DESIGN PURPOSES ONLY

WEEKDAY DESIGN HOUR VOLUMES **AM (MIDDAY) {PM} →**	**SR-70 from Airport Road to Walmart Entrance**	**LINE SKETCH OF ADJUSTED TRAFFIC VOLUMES** **TRAFFIC OPERATIONS SIGNAL TIMING CONTINUING SERVICES CONTRACT** **FM NO. 421907-2-32-02**



NOTES:

* ALL VOLUMES (INCLUDING HEAVY VEHICLES AND U-TURNS) ARE ADJUSTED FOR PHF AND SEASONAL ADJUSTMENT FACTOR.
* ALL VOLUME VALUES SHOWN IN THIS SHEET ARE FOR TRAFFIC ANALYSIS FOR SIGNAL TIMING DESIGN PURPOSES ONLY

WEEKEND DESIGN HOUR VOLUMES **AM (MIDDAY) {PM} →**	**SR-70 from Airport Road to Walmart Entrance**	**LINE SKETCH OF ADJUSTED TRAFFIC VOLUMES** **TRAFFIC OPERATIONS SIGNAL TIMING CONTINUING SERVICES CONTRACT** **FM NO. 421907-2-32-02**

4. Timing Sheets

Designed By:	NGN
Date:	04/04/23
Checked By:	KJB
Date:	05/19/23

Location Details			
Section:	04040	Mile Post:	14.535
Major Street:	SR 70	Orientation:	East-West
Minor Street:	Airport Rd	Orientation:	North-South
Sig ID (ATMS ID):	148	System ID:	04040A

Controller Timings (seconds)

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SB	NB	WBL	EB			
Turn Type	Prot		Split	Split	Prot/Perm				
Min Green	5	15	7	7	5	15			
Ext	3.0	5.0	3.0	4.0	3.0	5.0			
Yellow	4.8	4.8	3.7	3.7	4.8	4.8			
All Red	3.0	3.3	3.2	3.0	3.3	3.3			
Max I	15	40	20	20	15	40			
Max II	30	90	40	40	30	90			
Walk		7	7	7		7			
Flashing Don't Walk		15	26	25		22			
Detector Memory	ON								
Det. Cross Switch.									
Dual Entry		ON				ON			
Vehicle Recall		MIN				MIN			
CNA									
Rest in Walk									
Coord Phase		YES				YES			

Coordination Timings (seconds)

Pattern	Cycle Length	Splits								Offset	Sequence	Coord Ø
1	110	20	37	20	33	18	39			103	1	2 & 6
2	120	18	54	24	24	18	54			112	2	2 & 6
3	130	21	56	26	27	19	58			113	1	2 & 6
4	130	21	48	22	39	22	47			123	1	2 & 6

Offset Reference Point
End of Main Street Green

SOP Special (Sequence 1)

Ring - 1	1	2	3	4
Ring - 2	6	5		

SOP Special (Sequence 2)

Ring - 1	1	2	4	3
Ring - 2	6	5		

Notes:

1) Use 'Max I' during FREE operation and 'Max II' during coordination
2) Use Fixed Force Offs
3) Sequence 1 used during FREE operation
4) Max recall Ø2 & Ø6 during coordination
5) Program 8 seconds of detection delay for minor street right turn movements
6) Program 3 seconds of detection delay for minor street left turn movements
7) Controller Brand: McCain ATC
8) Offset seeking mode: Shortways
9) Movements 1 and 5 are conflicitng movements and shall not operate concurrently
10) To avoid left turn trap: Program Logic Gate to activate vehicle detector for phase 4 when vehicle detector for phase 1 is active and when phase 2 is green.
11) Use 'Manual Permissive' for coordination mode settings.

Designed By:	NGN
Date:	04/04/23
Checked By:	KJB
Date:	05/19/23

Location Details			
Section:	04040	Mile Post:	14.664
Major Street:	SR 70	Orientation:	East-West
Minor Street:	Turner Rd	Orientation:	North-South
Sig ID (ATMS ID):	149	System ID:	04040A

Controller Timings (seconds)

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SB	NB		EB			
Turn Type	Prot/Perm	Perm	Split	Split					
Min Green	5	15	7	7		15			
Ext	3.0	5.0	3.0	3.0		5.0			
Yellow	4.8	4.8	3.7	3.4		4.8			
All Red	3.8	3.8	3.0	3.4		3.8			
Max I	15	40	20	20		40			
Max II	30	70	50	30		90			
Walk		7	7	7		7			
Flashing Don't Walk		12	25	28		16			
Detector Memory									
Det. Cross Switch.	YES								
Dual Entry		ON				ON			
Vehicle Recall		MIN				MIN			
CNA									
Rest in Walk									
Coord Phase		YES				YES			

Coordination Timings (seconds)

Pattern	Cycle Length	Splits								Offset	Sequence	Coord Ø
1	110	22	37	29	22		59			4	1	2 & 6
2	120	18	40	40	22		58			0	1	2 & 6
3	130	19	45	44	22		64			121	1	2 & 6
4	130	22	48	38	22		70			4	1	2 & 6

Offset Reference Point
End of Main Street Green

SOP Special (Sequence 1)

Ring - 1	1	2	4	3
Ring - 2	6			

Notes:

1) Use 'Max I' during FREE operation and 'Max II' during coordination
2) Use Fixed Force Offs
3) Sequence 1 used during FREE operation
4) Max recall Ø2 & Ø6 during coordination
5) Program 8 seconds of detection delay for minor street right turn movements
6) Program 3 seconds of detection delay for minor street left turn movements
7) Program phase restriction to omit phase 1 when phase 2 is green
8) Controller Brand: McCain ATC
9) Offset seeking mode: Shortways
10) Use 'Manual Permissive' for coordination mode settings.

Designed By:	NGN
Date:	04/04/23
Checked By:	KJB
Date:	05/19/23

Location Details			
Section:	04040	Mile Post:	15.147
Major Street:	SR 70	Orientation:	East-West
Minor Street:	SR 31	Orientation:	North-South
Sig ID (ATMS ID):	137	System ID:	04040A

Controller Timings (seconds)

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SB	NB	WBL	EB			
Turn Type	Prot/Perm		Split	Split	Prot/Perm				
Min Green	5	15	7	10	5	15			
Ext	3.0	5.0	3.0	5.0	3.0	5.0			
Yellow	4.8	4.8	3.7	4.8	4.8	4.8			
All Red	3.8	3.8	2.5	2.3	3.1	3.8			
Max I	15	40	20	40	15	40			
Max II	30	90	30	40	30	90			
Walk									
Flashing Don't Walk									
Detector Memory									
Det. Cross Switch.	YES				YES				
Dual Entry		ON				ON			
Vehicle Recall		MIN				MIN			
CNA									
Rest in Walk									
Coord Phase		*YES*				*YES*			

Coordination Timings (seconds)

Pattern	Cycle Length	Splits								Offset	Sequence	Coord Ø
1	110	22	35	20	33	22	35			46	1	2 & 6
2	120	20	49	20	31	20	49			48	1	2 & 6
3	130	22	56	20	32	23	55			50	1	2 & 6
4	130	24	54	20	32	23	55			57	1	2 & 6

Offset Reference Point
End of Main Street Green

SOP Special (Sequence 1)

Ring - 1	1	2	3	4
Ring - 2	5	6		

Notes:

1) Use 'Max I' during FREE operation and 'Max II' during coordination
2) Use Fixed Force Offs
3) Sequence 1 used during FREE operation
4) Max recall Ø2 & Ø6 during coordination
5) Program 8 seconds of detection delay for minor street right turn movements
6) Program 3 seconds of detection delay for minor street left turn movements
7) Program phase restriction to omit phase 1 when phase 2 is green omit phase 5 when phase 6 is green
8) Controller Brand: McCain ATC
9) Offset seeking mode: Shortways
10) Use 'Manual Permissive' for coordination mode settings.

Designed By:	TJS
Date:	04/11/22
Checked By:	KJB
Date:	05/19/23

Location Details			
Section:	04040	Mile Post:	15.362
Major Street:	SR 70	Orientation:	East-West
Minor Street:	Arcadia Village/Walmart	Orientation:	North-South
Sig ID (ATMS ID):	150	System ID:	04040A

Controller Timings (seconds)

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB		NB	WBL	EB		SB	
Turn Type	Prot/Perm			Split/Lag	Prot/Perm			Split/Lead	
Min Green	5	15		7	5	15		7	
Ext	3.0	5.0		5.0	3.0	5.0		5.0	
Yellow	4.8	4.8		3.7	4.8	4.8		3.7	
All Red	2.0	2.8		3.0	2.8	2.8		2.5	
Max I	15	40		20	15	40		20	
Max II	30	90		60	30	90		60	
Walk		7		7		7		7	
Flashing Don't Walk		24		30		18		30	
Detector Memory									
Det. Cross Switch.	YES				YES				
Dual Entry		ON				ON			
Vehicle Recall		MIN				MIN			
CNA									
Rest in Walk									
Coord Phase		*YES*				*YES*			

Coordination Timings (seconds)

Pattern	Cycle Length	Splits								Offset	Sequence	Coord Ø
1	110	20	44		24	21	43		22	56	1	2 & 6
2	120	18	46		34	20	44		22	51	1	2 & 6
3	130	20	46		40	21	45		24	49	1	2 & 6
4	130	20	39		27	21	38		44	50	1	2 & 6

Offset Reference Point
End of Main Street Green

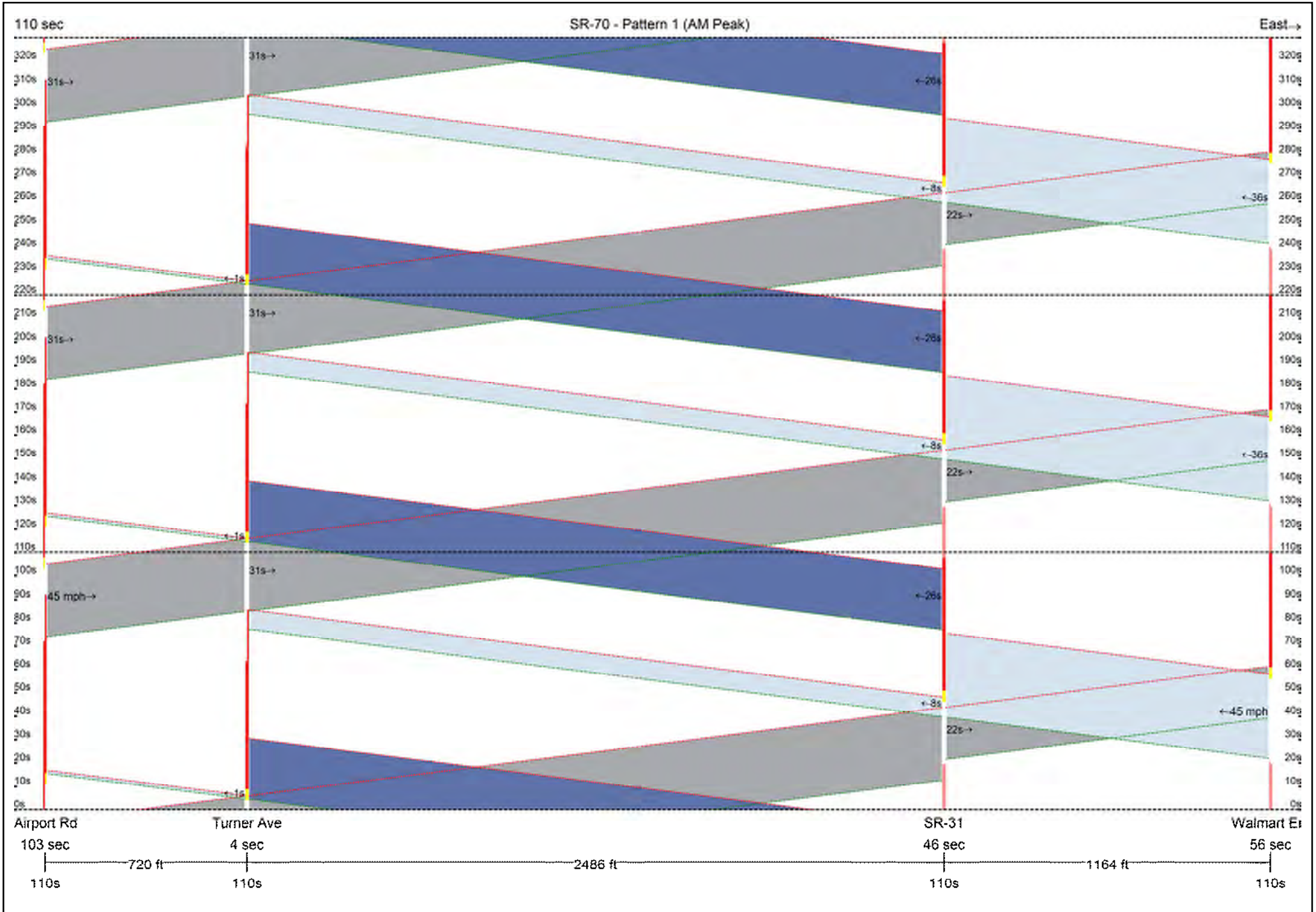
SOP 7 (Sequence 1)

Ring - 1	1	2	8	4
Ring - 2	5	6		

Notes:

1) Use 'Max I' during FREE operation and 'Max II' during coordination
2) Use Fixed Force Offs
3) Sequence 1 used during FREE operation
4) Max recall Ø2 & Ø6 during coordination
5) Program 8 seconds of detection delay for minor street right turn movements
6) Program phase restriction to omit phase 1 when phase 2 is green omit phase 5 when phase 6 is green
7) Controller Brand: McCain ATC
8) Offset seeking mode: Shortways
9) Ped Override Mode (POM) on during coordination
10) Use 'Manual Permissive' for coordination mode settings.

5. Time-Space Diagrams

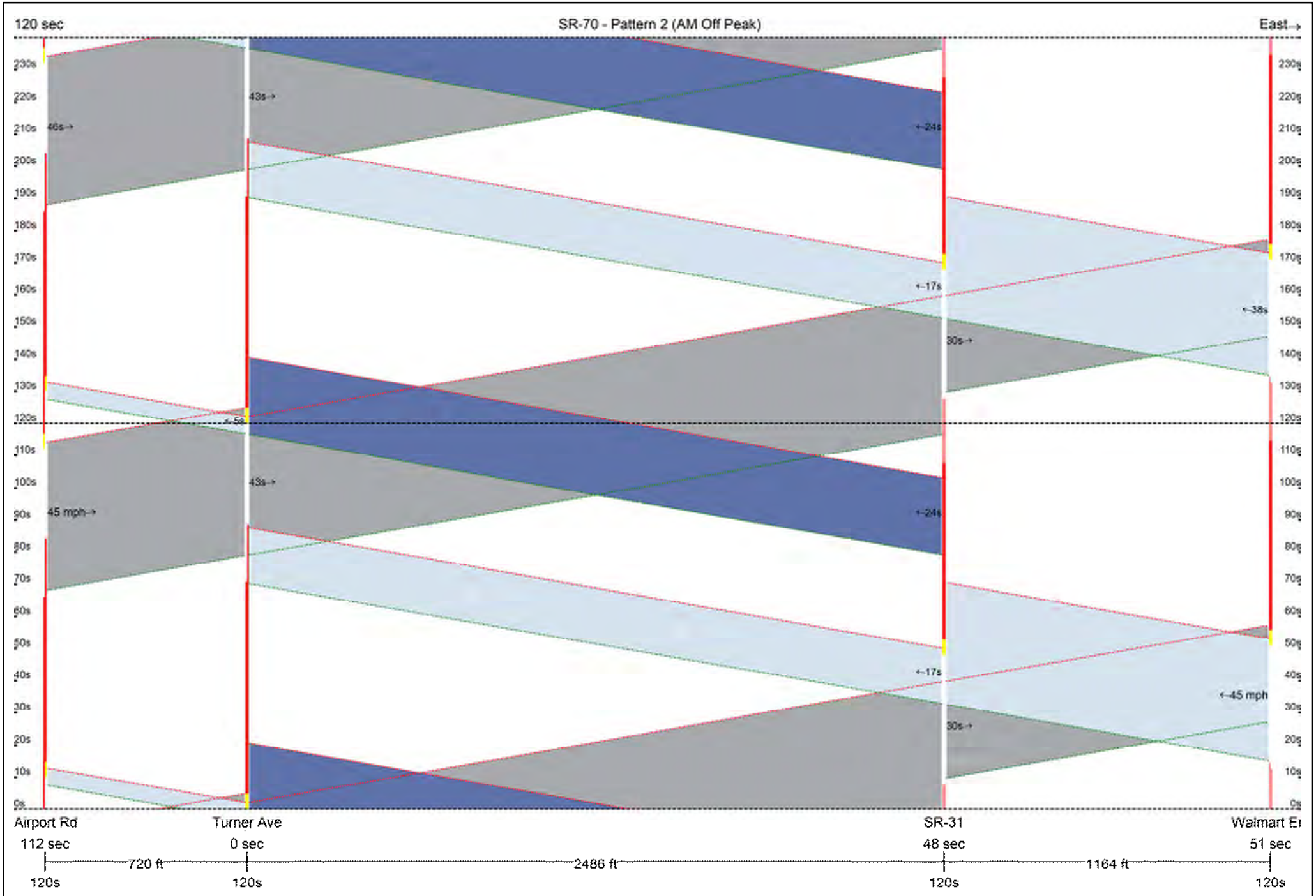


Tru-Traffic Time-Space Diagram

Mainline WBT Green Band

Mainline EBT Green Band

SR-31 NB Left

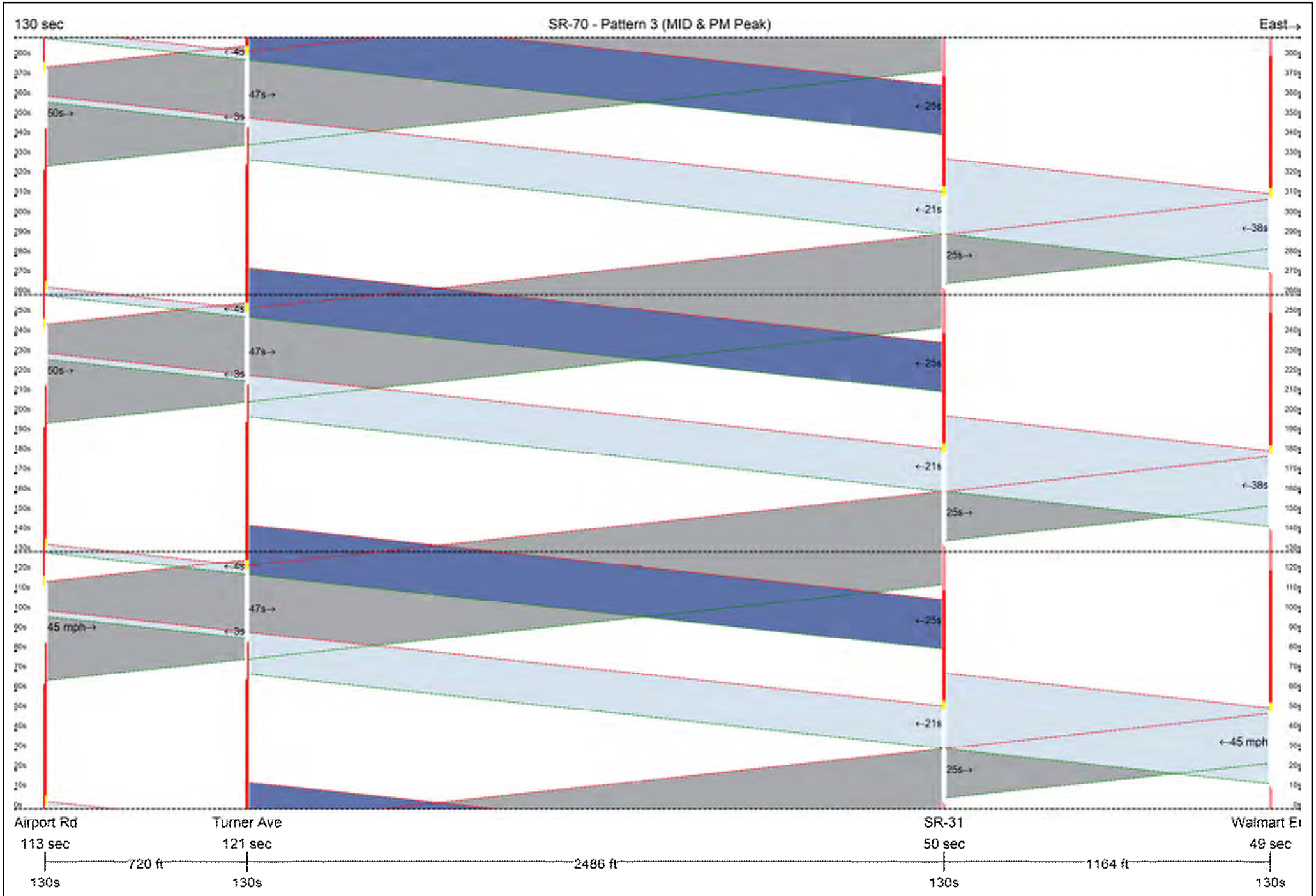


Tru-Traffic Time-Space Diagram

Mainline WBT Green Band

Mainline EBT Green Band

SR-31 NB Left

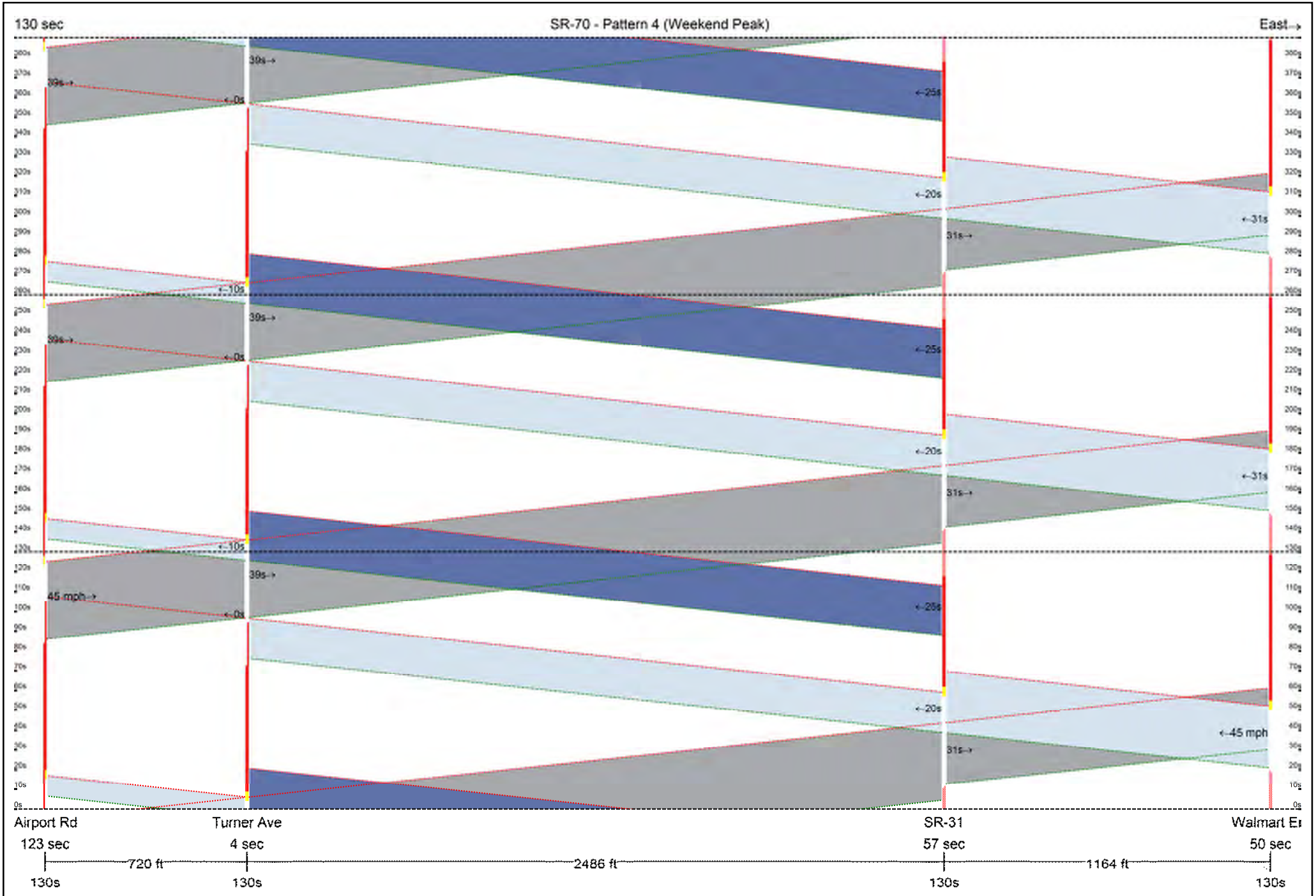


Tru-Traffic Time-Space Diagram

Mainline WBT Green Band

Mainline EBT Green Band

SR-31 NB Left



Tru-Traffic Time-Space Diagram

Mainline WBT Green Band

Mainline EBT Green Band

SR-31 NB Left

APPENDIX C:
Florida Traffic Online (FTO) Data

FLORIDA DEPARTMENT OF TRANSPORTATION
2023 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 04 DESOTO

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
0001		SR-72, W OF ROGERS AVE	E	1300E	W	1400E	2700	F	9.5	55.9F	18.4P
0002		SR 70, NORTHWEST OF CR 661A	E	4000	W	4000	8000	C	9.5	55.9F	24.2A
0003		SR 35/US 17, SOUTH OF CR 760A	N	6500E	S	6500E	13000	F	9.5	56.5F	19.4P
0004		SR-31, S OF CR-763	N	2500E	S	2700E	5200	S	9.5	55.9F	37.9P
0006		SR 70, EAST OF CR 760	E	3100E	W	3100E	6200	F	9.5	55.9F	29.4P
0007		SR 35/US 17, SOUTH OF ARCADIA AVENUE	N	6500E	S	6700E	13200	F	9.0	56.5F	26.7P
0008		CUBITIS, N OF CR 660 (WAS SR 35/US17 BEFORE TRAN	N	400E	S	300E	700	T	9.0	56.5F	27.6F
0010		SR 35/US 17, NORTHEAST OF COLLINS ST FT OGD	N	7100	S	6900	14000	C	9.5	56.5F	18.0A
0011		SR 70, EAST OF SR 31	E	7700E	W	7200E	14900	S	9.0	55.9F	14.9P
0012		SR 70, EAST OF OLD PINE LEVEL ROAD	E	3200E	W	3200E	6400	F	9.5	55.9F	29.0P
0013		SR 72, EAST OF CR 769	E	3400E	W	3400E	6800	F	9.5	55.9F	18.8P
0017		SR 72, SOUTHWEST OF SR 70 DESOTO COUNTY	E	4200E	W	4300E	8500	S	9.5	55.9F	14.3P
0018		SR 35/US 17, N OF CR 760/WELLES AV/SW 21ST ST	N	8800	S	8800	17600	C	9.0	56.5F	19.4A
0021		SR 70, E OF 17TH AVE/TURNER RD	E	13500E	W	12000E	25500	F	9.0	55.9F	17.6P
0022		SR 70, SOUTHEAST OF SR 72 DESOTO COUNTY	E	8900E	W	8800E	17700	F	9.5	55.9F	21.0P
0026		SR 31, SOUTH OF SR 70	N	4200E	S	4500E	8700	F	9.0	55.9F	26.7P

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
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AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST; V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

FLORIDA DEPARTMENT OF TRANSPORTATION
2023 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 04 DESOTO

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
0031		SR 31, SOUTH OF DESOTO BUSINESS PARK ENTRANCE	N	3100	S	2900	6000	C	9.5	55.9F	33.1A
0032		SR-35/US-17, S OF CR-769	N	5700E	S	5700E	11400	F	9.5	56.5F	19.9P
0068	T	SR-70, 0.24 MILE SE OF NW MIZELL AVE.,DESOTO CO.	E	2671	W	2745	5416	C	9.5	55.4A	23.8A
0070		SR 72, WEST OF CR 769	E	1600E	W	1800E	3400	F	9.5	55.9F	17.3P
0145	T	SR-35/US-17,0.3 MI N LIVINGSTON ST,DESOTO CO.	N	5936	S	5832	11768	C	9.0	57.7A	22.5A
0271	T	SR-72,600' WEST OF CR-661,DESOTO CO.	E	3408	W	3539	6947	C	9.5	56.3A	15.8A
1000		SR-35/US-17, N CR-660, DESOTO CO	N	7900E	S	8300E	16200	F	9.0	56.5F	18.5P
4002		CR-769/KINGS HWY, 0.36 MI S OF CR-761	N	7900	S	7700	15600	C	9.5	56.5F	13.5A
4009		TURNER AVE, 950 FT N OF SR-70/OAK ST	N	4700	S	5300	10000	C	9.0	56.5F	6.4F
4013		OAK ST, EAST OF OF MILLS AVE	E	950	W	1300	2250	C	9.0	56.5F	6.4F
4015		HILLSBOROUGH AVE, SOUTH OF PINE ST	N	1800	S	1700	3500	C	9.0	56.5F	6.4F
4028		CR 670/CR 661, S OF SR 72	N	350	S	350	700	C	9.5	56.5F	25.7A
4031		SW FLETCHER ST, EAST OF US 17	E	600	W	750	1350	C	9.0	56.5F	11.1A
4100		HANSEL AVE, 1600 FT N OF CR-760	N	200	S	150	350	C	9.5	56.5F	20.1A
4101		NE MASTERS RD, 1.25 MILES N OF US 17	N	350	S	350	700	C	9.5	56.5F	10.8A
4104		AIRPORT AVE, NORTH OF SE DURRANCE RD	N	1300E	S	1300E	2600	F	9.0	56.5F	7.3P

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FLORIDA DEPARTMENT OF TRANSPORTATION
2023 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 04 DESOTO

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
4106		ORANGE AVENUE, NORTH OF COURT ST	N	500	S	450	950	C	9.0	56.5F	3.9A
4109		JOHNSON AVE, LIVIINGSTON AVE, N OF LEVINES AVE	N	60	S	60	120	C	9.5	56.5F	6.4A
4116		ARCADIA AVENUE, NORTH OF GIBSON ST	N	950E	S	950E	1900	F	9.0	56.5F	6.1P
4120		MILLS AVENUE, NORTH OF HICKORY ST	N	900E	S	950E	1850	F	9.0	56.5F	3.3P
4122		CYPRESS ST, EAST OF N BREVARD AVE	E	650	W	550	1200	C	9.0	56.5F	7.7A
4123		PINE STREET, EAST OF ORANGE AVENUE	E	550E	W	900E	1450	F	9.0	56.5F	3.5P
4125		LEE STREET, NORTH OF WEST GIBSON STREET	N	250	S	250	500	C	9.0	56.5F	7.9A
4128		GIBSON STREET. EAST OF NORTH WILSON AVENUE	E	400	W	250	650	C	9.0	56.5F	4.5A
4129		AIRPORT AVENUE, NORTH OF C.R. 760A	N	1100	S	1100	2200	C	9.5	56.5F	10.5A
4132		BROWNSVILLE ROAD, EAST OF C.R. 661	E	300	W	250	550	C	9.5	56.5F	17.6A
4133		CR 763, NORTH OF FARMS RD	N	450E	S	450E	900	T	9.5	56.5F	26.1F
4136		C.R. 661, NORTH OF S.R. 70	N	650E	S	650E	1300	T	9.5	56.5F	27.6F
4138		CR 760 EAST OF SE HANSEL AVE	E	200	W	200	400	C	9.5	56.5F	23.6A
4139		C.R. 760A, EAST OF S.R. 35 / U.S. 17	E	1600	W	1600	3200	C	9.5	56.5F	15.6A
4141		CR 769, NORTH OF CR 761	N	4200E	S	4100E	8300	F	9.5	56.5F	21.1P
4143		C.R. 760 / WELLS ROAD, EAST OF C.R. 661	E	1500E	W	1500E	3000	F	9.5	56.5F	19.4P

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FLORIDA DEPARTMENT OF TRANSPORTATION
2023 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 04 DESOTO

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
4144		WILSON AVE, NO OF SR 70/HICKORY ST	N 250	S 250	500	C	9.0	56.5F	23.8F
5000		SR 35/US 17, SOUTH OF US 17 SB/DESOTO AVE	N 9300E	S 8600E	17900	F	9.0	56.5F	16.0P
5001		SR 35/US 17 NB, SOUTH OF SR 70 EB (5031=SB)	0E	0E	10000	F	9.0	99.9W	10.2P
5002		SR 35/US 17 NB, N OF SR 70 EB (5007=SB)	0E	0E	9600	F	9.0	99.9W	15.7P
5003		SR 35/US 17 NB, N OF SR 70 WB (5008=SB)	0E	0E	9700	S	9.0	99.9W	18.2P
5007		SR 35/US 17 SB, N OF SR 70 EB (5002=NB)	0E	0E	10500	F	9.0	99.9W	14.4P
5008		SR 35/US 17 SB, N OF CYPRESS STREET (5003=NB)	0E	0E	8800	S	9.0	99.9W	17.0P
5009		SR 70 EB, W OF SR 35/US 17 SB/DESOTO RD (5010=WB	0E	0E	10000	F	9.0	99.9W	17.4P
5010		SR 70 WB, W OF SR35/US17SB/DESOTO ROAD (5009=EB)	0E	0E	10500	S	9.0	99.9W	15.3P
5011		SR 70 EB, W OF SR 35/US 17 NB/BREVARD AVE (5012=	0E	0E	11500	S	9.0	99.9W	16.0P
5012		SR 70 WB, W OF SR 35/US 17NB/BREVARD AVE (5011=E	0E	0E	10500	S	9.0	99.9W	15.7P
5013		SR 70 EB, W OF LEE AVENUE (5014=WB)	E 8000	0	8000	C	9.0	99.9W	22.2A
5014		SR 70 WB, W OF LEE AVENUE (5013=EB)	0E	0E	9000	F	9.0	99.9W	18.9P
5019		SR 70 EB, E OF LUTHER AVENUE (5020=WB)	0E	0E	12500	F	9.0	99.9W	16.7P
5020		SR 70 WB, E OF LUTHER AVENUE (5019=EB)	W 10500	0	10500	C	9.0	99.9W	21.9A
5031		SR 35/US 17 SB, SOUTH OF PINE STREET (5001=NB)	0E	0E	8900	F	9.0	99.9W	17.0P

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FLORIDA DEPARTMENT OF TRANSPORTATION
2023 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 04 DESOTO

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
9146		SR-72, E OF ROGERS AVE, DESOTO	E 1500E	W 1600E	3100 F	9.5	55.9F	16.3P

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
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AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST;
V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 04 - DESOTO

SITE: 0006 - SR 70, EAST OF CR 760

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	6200 F	E 3100	W 3100	9.50	55.90	29.40
2022	5600 C	E 2800	W 2800	9.50	54.30	29.40
2021	5700 C	E 2900	W 2800	9.50	54.70	25.90
2020	4600 F	E 2300	W 2300	9.50	54.60	26.50
2019	4600 C	E 2300	W 2300	9.50	53.90	24.70
2018	5100 F	E 2600	W 2500	9.50	53.20	18.80
2017	4700 C	E 2400	W 2300	9.50	54.10	23.90
2016	5500 F	E 2700	W 2800	9.50	54.70	23.90
2015	4900 C	E 2400	W 2500	9.50	54.80	23.90
2014	4500 F	E 2200	W 2300	9.50	54.30	24.20
2013	4300 C	E 2100	W 2200	9.50	54.60	24.20
2012	4100 C	E 2000	W 2100	9.50	54.50	23.50
2011	4800 F	E 2400	W 2400	9.50	54.40	19.90
2010	4800 C	E 2400	W 2400	10.18	54.10	19.90
2009	4500 C	E 2200	W 2300	10.38	54.58	23.20
2008	4700 C	E 2400	W 2300	10.36	56.09	29.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 04 - DESOTO

SITE: 0011 - SR 70, EAST OF SR 31

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	14900 S	E 7700	W 7200	9.00	55.90	14.90
2022	13600 F	E 7000	W 6600	9.00	54.30	14.90
2021	12800 C	E 6600	W 6200	9.00	54.70	14.90
2020	13400 F	E 6900	W 6500	9.00	54.60	12.70
2019	13200 C	E 6800	W 6400	9.00	53.90	12.70
2018	12200 C	E 6300	W 5900	9.00	53.20	11.80
2017	14800 C	E 7600	W 7200	9.00	54.10	13.30
2016	13000 C	E 6600	W 6400	9.00	54.70	11.40
2015	12600 C	E 6400	W 6200	9.00	54.80	9.70
2014	12700 F	E 6500	W 6200	9.00	54.30	9.60
2013	12300 C	E 6300	W 6000	9.00	54.60	9.60
2012	11400 C	E 5800	W 5600	9.00	54.50	12.10
2011	11600 F	E 6000	W 5600	9.00	54.40	10.40
2010	11800 C	E 6100	W 5700	10.18	54.10	10.40
2009	11400 C	E 5800	W 5600	10.38	54.58	12.10
2008	12700 C	E 6200	W 6500	10.36	56.09	8.10

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 04 - DESOTO

SITE: 0021 - SR 70, E OF 17TH AVE/TURNER RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	25500 F	E 13500	W 12000	9.00	55.90	17.60
2022	23500 C	E 12500	W 11000	9.00	54.30	17.60
2021	20500 C	E 10500	W 10000	9.00	54.70	17.20
2020	22000 F	E 11500	W 10500	9.00	54.60	16.50
2019	22000 C	E 11500	W 10500	9.00	53.90	16.50
2018	20500 C	E 10500	W 10000	9.00	53.20	15.50
2017	22500 C	E 11500	W 11000	9.00	54.10	13.90
2016	20600 C	E 11000	W 9600	9.00	54.70	14.00
2015	19700 C	E 9800	W 9900	9.00	54.80	12.60
2014	17300 F	E 8800	W 8500	9.00	54.30	13.80
2013	16800 C	E 8500	W 8300	9.00	54.60	13.80
2012	16200 C	E 8100	W 8100	9.00	54.50	14.60
2011	15800 F	E 7800	W 8000	9.00	54.40	12.50
2010	16000 C	E 7900	W 8100	10.18	54.10	12.50
2009	15300 C	E 7400	W 7900	10.38	54.58	12.50
2008	17700 C	E 8700	W 9000	10.36	56.09	9.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 04 - DESOTO

SITE: 0026 - SR 31, SOUTH OF SR 70

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	8700 F	N 4200	S 4500	9.00	55.90	26.70
2022	7900 C	N 3800	S 4100	9.00	54.30	26.70
2021	7600 C	N 3900	S 3700	9.00	54.70	22.90
2020	8800 F	N 4400	S 4400	9.00	54.60	19.50
2019	8600 C	N 4300	S 4300	9.00	53.90	20.90
2018	9200 F	N 4600	S 4600	9.00	53.20	21.20
2017	8600 C	N 4300	S 4300	9.00	54.10	21.40
2016	7500 F	N 3800	S 3700	9.00	54.70	21.40
2015	6700 C	N 3400	S 3300	9.00	54.80	21.40
2014	5800 F	N 3000	S 2800	9.00	54.30	21.60
2013	5600 C	N 2900	S 2700	9.00	54.60	21.60
2012	5300 C	N 2800	S 2500	9.00	54.50	23.50
2011	7400 F	N 3800	S 3600	9.00	54.40	15.50
2010	7400 C	N 3800	S 3600	10.18	54.10	15.50
2009	7400 C	N 3800	S 3600	10.38	54.58	13.60
2008	6300 F	N 3100	S 3200	10.36	56.09	21.40

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 04 - DESOTO

SITE: 4100 - HANSEL AVE, 1600 FT N OF CR-760

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	350 C	N 200	S 150	9.50	56.50	20.10
2022	350 R	N 200	S 150	9.50	54.70	21.10
2021	350 T	N 200	S 150	9.50	54.90	18.90
2020	350 S	N 200	S 150	9.50	54.40	13.50
2019	350 F	N 200	S 150	9.50	54.10	13.50
2018	350 C	N 200	S 150	9.50	53.50	13.50
2017	300 T	N 150	S 150	9.50	54.10	16.80
2016	300 S	N 150	S 150	9.50	54.20	12.60
2015	300 F	N 150	S 150	9.50	54.60	12.60
2014	300 C	N 150	S 150	9.50	53.90	12.60
2013	300 S	0	0	9.50	54.00	16.10
2012	300 F	0	0	9.50	53.90	16.30
2011	300 C	N 0	S 0	9.50	54.00	9.30

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 04 - DESOTO

SITE: 4138 - CR 760 EAST OF SE HANSEL AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	400 C	E 200	W 200	9.50	56.50	23.60
2022	400 R	E 200	W 200	9.50	54.70	21.10
2021	400 T	E 200	W 200	9.50	54.90	18.90
2020	400 S	E 200	W 200	9.50	54.40	16.20
2019	400 F	E 200	W 200	9.50	54.10	16.20
2018	400 C	E 200	W 200	9.50	53.50	16.20
2017	300 T	E 150	W 150	9.50	54.10	16.80
2016	300 S	E 150	W 150	9.50	54.20	22.10
2015	300 F	E 150	W 150	9.50	54.60	22.10
2014	300 C	E 150	W 150	9.50	53.90	22.10
2013	650 S	0	0	9.50	54.00	16.10
2012	650 F	0	0	9.50	53.90	16.30
2011	650 C	E 0	W 0	9.50	54.00	9.30

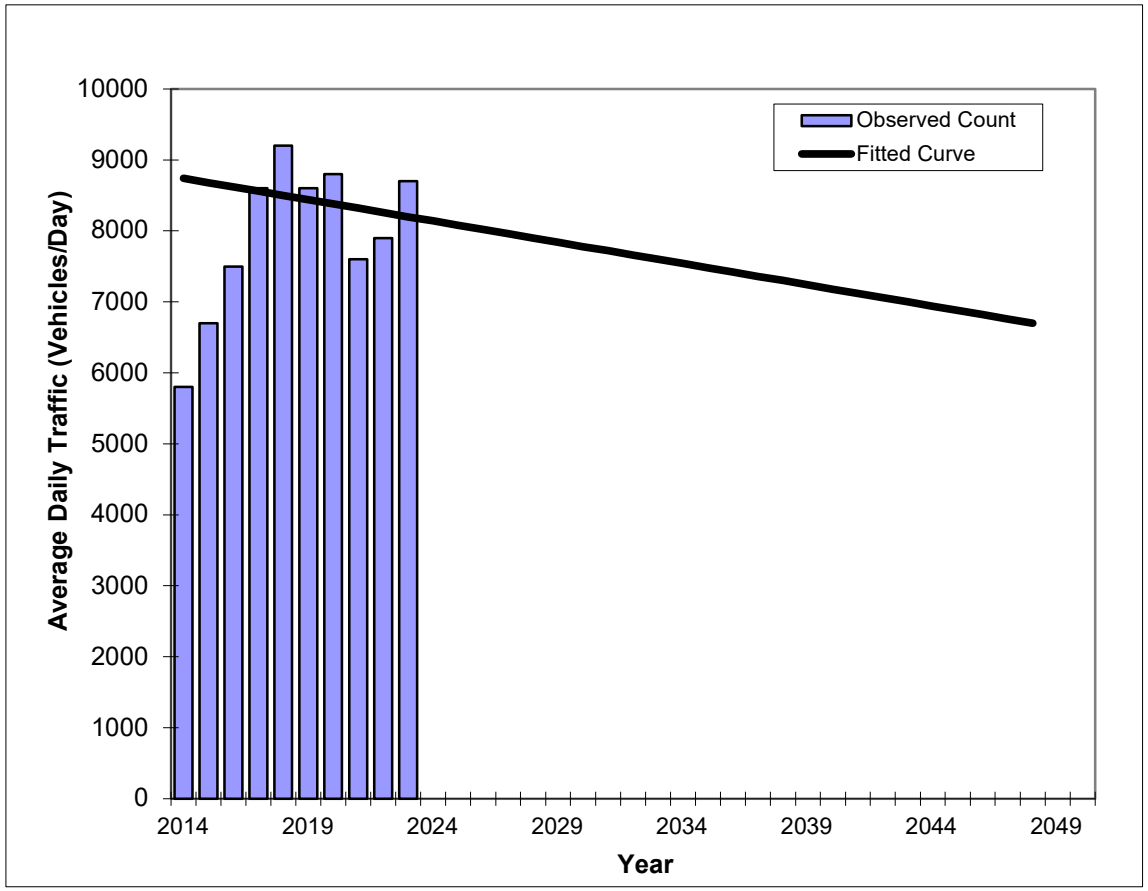
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V2023

-- SR 31, SOUTH OF SR 70

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040026
Roadway:	



Annual Trend Decrease:	60
Trend R-squared:	3.44%
Trend Annual Historic Growth Rate:	-0.71%
Trend Growth Rate (2023 to Design Year)	-0.71%
Printed:	6/25/2025

Linear Growth Option

	Traffic (ADT/AADT)	
Year	**Count***	**Trend**
2014	5,800	8,740
2015	6,700	8,680
2016	7,500	8,620
2017	8,600	8,560
2018	9,200	8,500
2019	8,600	8,440
2020	8,800	8,380
2021	7,600	8,320
2022	7,900	8,260
2023	8,700	8,200
2035 Opening Year Trend		
2035	N/A	7,480
2039 Interim Year Trend		
2039	N/A	7,240
2049 Design Year Trend		
2049	N/A	6,640
FSUTMS Forecasts/Trends		

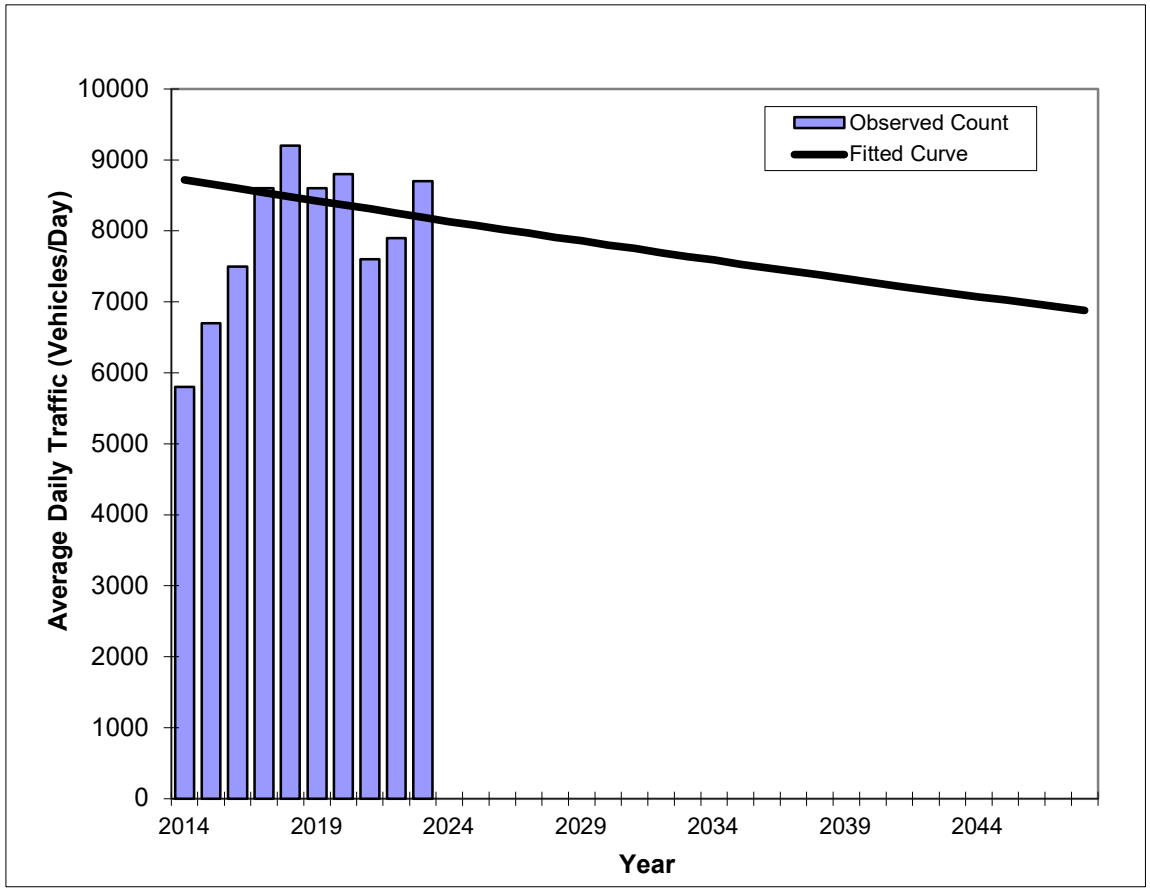
***Axle-Adjusted**

Traffic Trends - V2023

-- SR 31, SOUTH OF SR 70

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040026
Roadway:	



Trend R-squared:	3.16%
Compounded Annual Historic Growth Rate:	-0.70%
Compounded Growth Rate (2023 to Design Year)	-0.67%
Printed:	6/25/2025

Exponential Growth Option

	Traffic (ADT/AADT)	
Year	**Count***	**Trend**
2014	5,800	8,720
2015	6,700	8,660
2016	7,500	8,600
2017	8,600	8,540
2018	9,200	8,480
2019	8,600	8,420
2020	8,800	8,370
2021	7,600	8,310
2022	7,900	8,250
2023	8,700	8,190
2035 Opening Year Trend		
2035	N/A	7,530
2039 Interim Year Trend		
2039	N/A	7,330
2049 Design Year Trend		
2049	N/A	6,830
FSUTMS Forecasts/Trends		

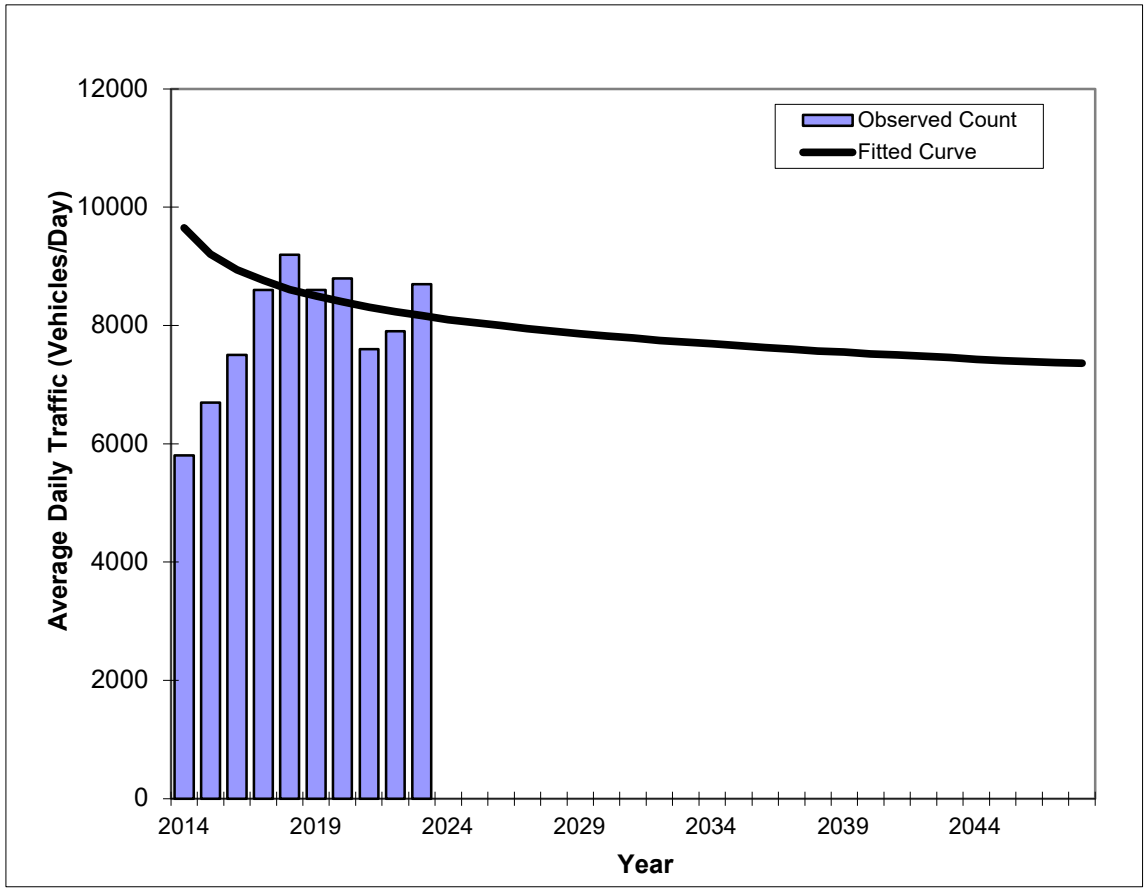
***Axle-Adjusted**

Traffic Trends - V2023

-- SR 31, SOUTH OF SR 70

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040026
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	5,800	9,650
2015	6,700	9,210
2016	7,500	8,940
2017	8,600	8,760
2018	9,200	8,610
2019	8,600	8,500
2020	8,800	8,400
2021	7,600	8,310
2022	7,900	8,230
2023	8,700	8,170
2035 Opening Year Trend		
2035	N/A	7,660
2039 Interim Year Trend		
2039	N/A	7,550
2049 Design Year Trend		
2049	N/A	7,340
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	6.49%
Compounded Annual Historic Growth Rate:	-0.96%
Compounded Growth Rate (2023 to Design Year)	-0.38%
Printed:	6/25/2025

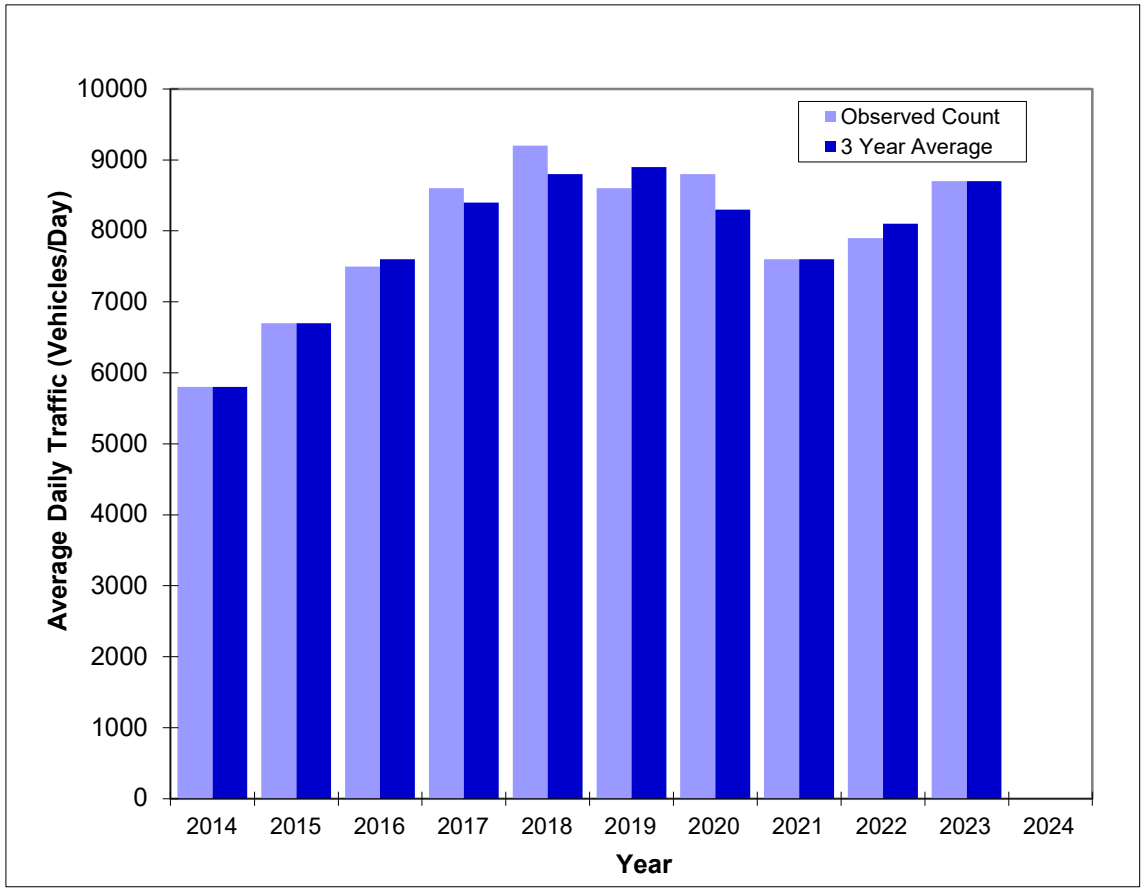
Decaying Exponential Growth Option

Traffic Trends - V2023

-- SR 31, SOUTH OF SR 70

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040026
Roadway:	



Actual AADT vs 3 Year Average

Year	Traffic (ADT/AADT) Count*	3 Yr Avg
2014	5,800	5,800
2015	6,700	6,700
2016	7,500	7,600
2017	8,600	8,400
2018	9,200	8,800
2019	8,600	8,900
2020	8,800	8,300
2021	7,600	7,600
2022	7,900	8,100
2023	8,700	8,700

***Axle-Adjusted**

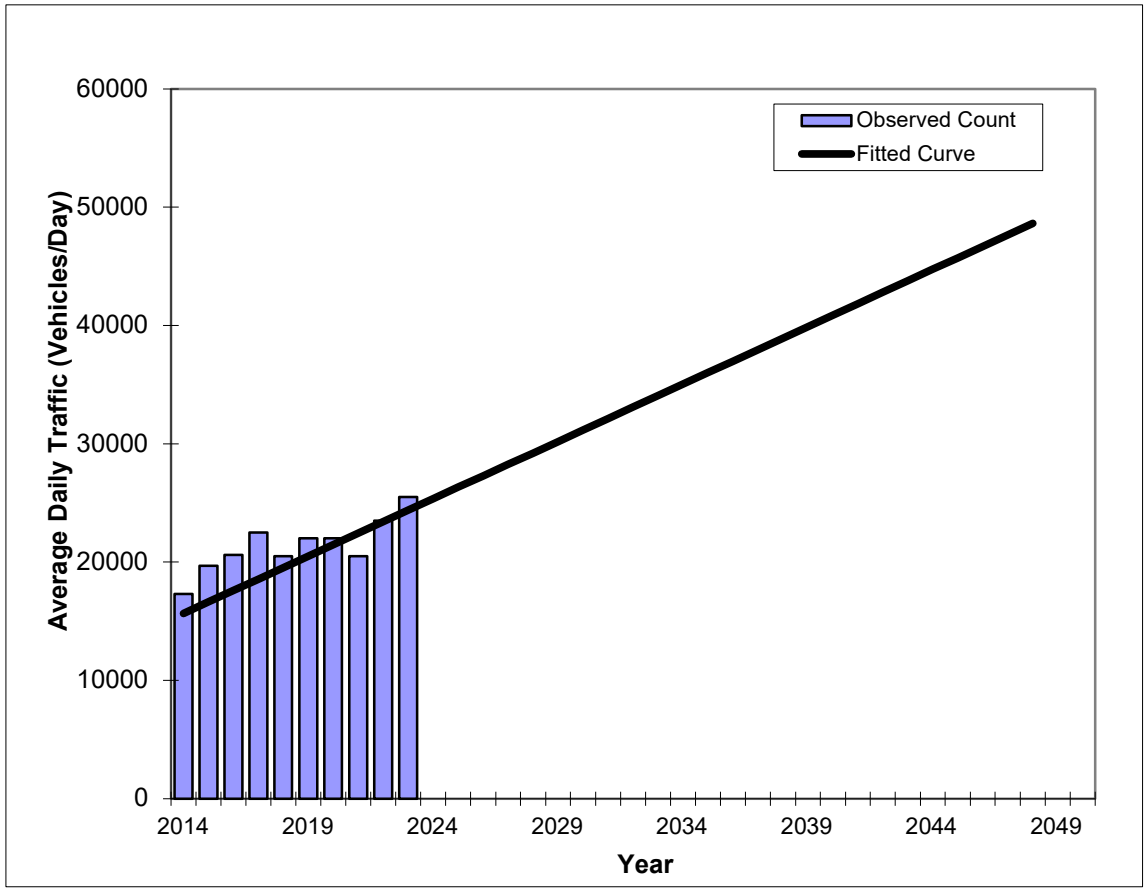
5-Year Trend Analysis

Traffic Trends - V2023

-- SR 70, E OF 17TH AVE/TURNER RD

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040021
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	17,300	15,650
2015	19,700	16,620
2016	20,600	17,590
2017	22,500	18,560
2018	20,500	19,530
2019	22,000	20,500
2020	22,000	21,470
2021	20,500	22,440
2022	23,500	23,410
2023	25,500	24,380
2035 Opening Year Trend		
2035	N/A	36,020
2039 Interim Year Trend		
2039	N/A	39,900
2049 Design Year Trend		
2049	N/A	49,600
FSUTMS Forecasts/Trends		

*Axle-Adjusted

Annual Trend Increase:	970
Trend R-squared:	60.81%
Trend Annual Historic Growth Rate:	4.73%
Trend Growth Rate (2023 to Design Year)	3.68%
Printed:	6/25/2025

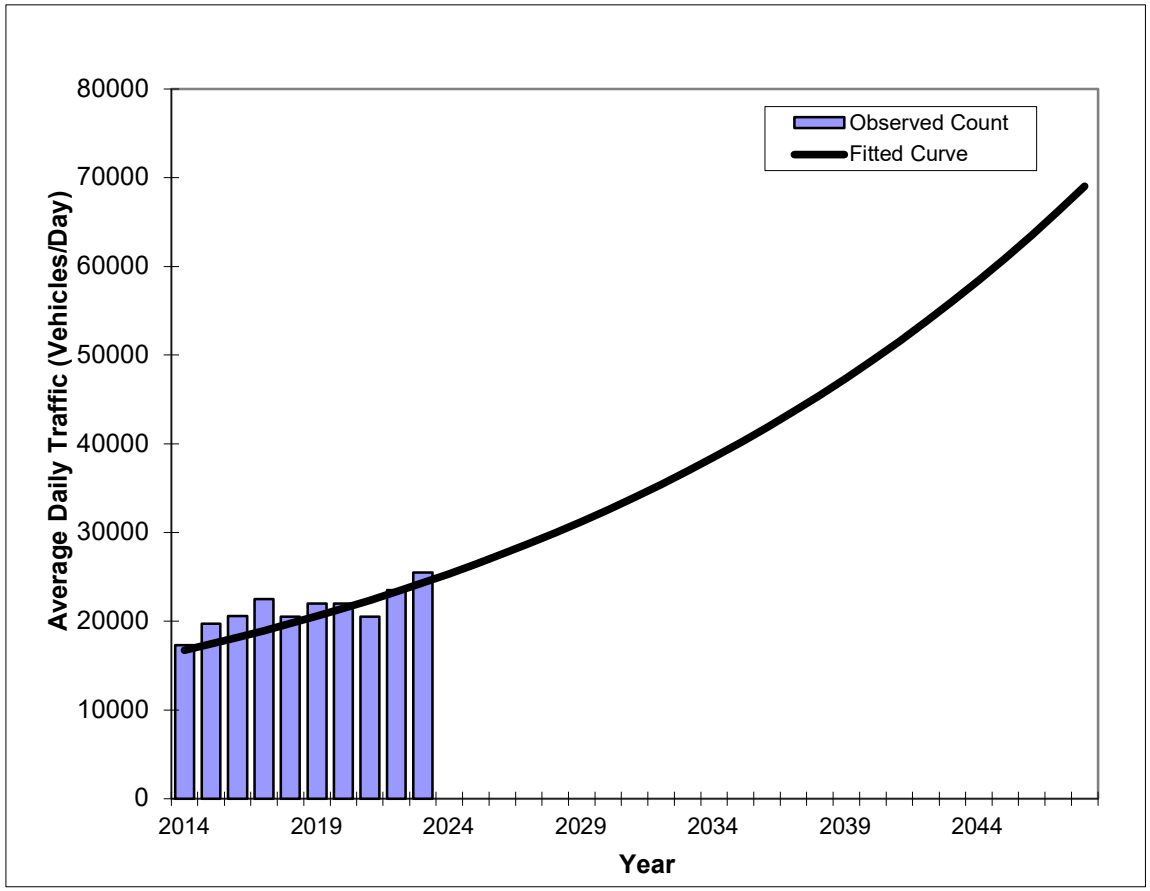
Linear Growth Option

Traffic Trends - V2023

-- SR 70, E OF 17TH AVE/TURNER RD

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040021
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	17,300	16,710
2015	19,700	17,420
2016	20,600	18,160
2017	22,500	18,930
2018	20,500	19,740
2019	22,000	20,580
2020	22,000	21,460
2021	20,500	22,370
2022	23,500	23,330
2023	25,500	24,320
2035 Opening Year Trend		
2035	N/A	40,130
2039 Interim Year Trend		
2039	N/A	47,420
2049 Design Year Trend		
2049	N/A	71,980
FSUTMS Forecasts/Trends		

Trend R-squared:	59.56%
Compounded Annual Historic Growth Rate:	4.27%
Compounded Growth Rate (2023 to Design Year)	4.09%
Printed:	6/25/2025

Exponential Growth Option

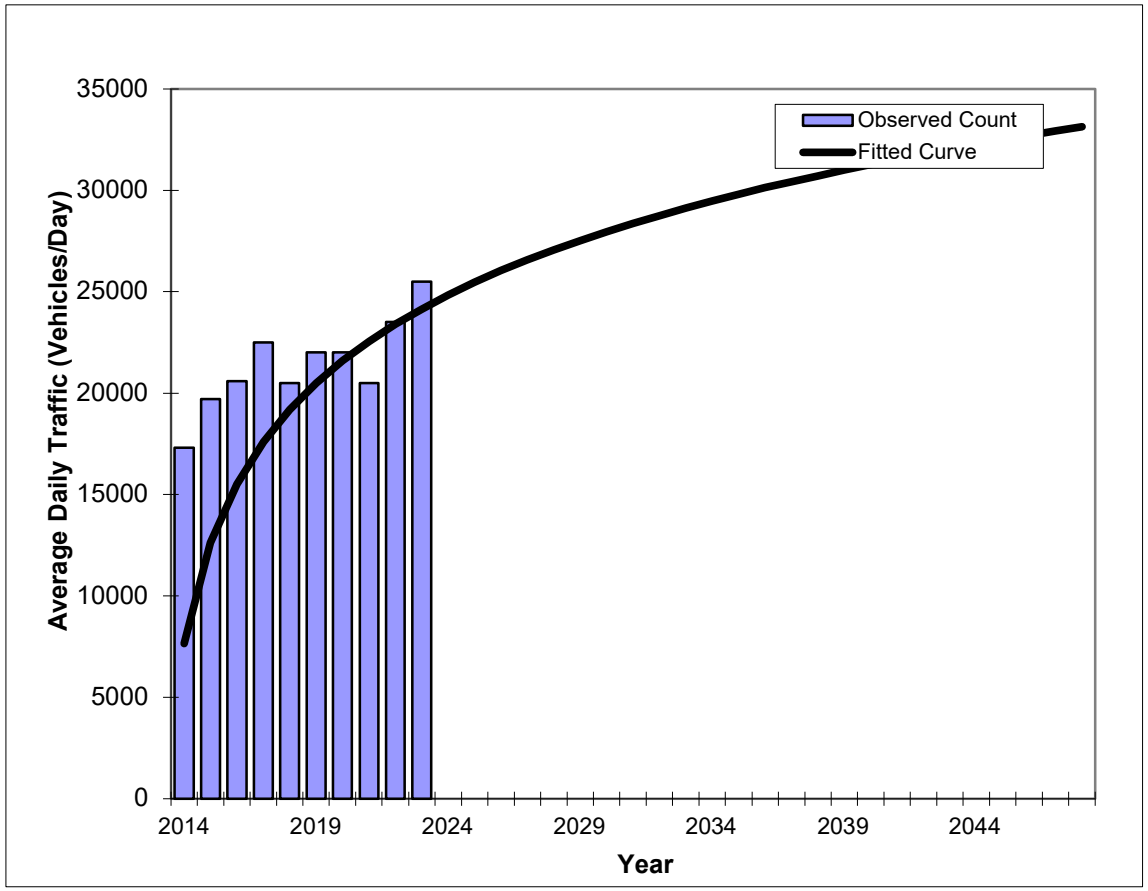
***Axle-Adjusted**

Traffic Trends - V2023

-- SR 70, E OF 17TH AVE/TURNER RD

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040021
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	17,300	7,650
2015	19,700	12,620
2016	20,600	15,520
2017	22,500	17,590
2018	20,500	19,190
2019	22,000	20,490
2020	22,000	21,600
2021	20,500	22,560
2022	23,500	23,400
2023	25,500	24,150
2035 Opening Year Trend		
2035	N/A	29,810
2039 Interim Year Trend		
2039	N/A	31,000
2049 Design Year Trend		
2049	N/A	33,340
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	54.13%
Compounded Annual Historic Growth Rate:	3.93%
Compounded Growth Rate (2023 to Design Year)	1.14%
Printed:	6/25/2025

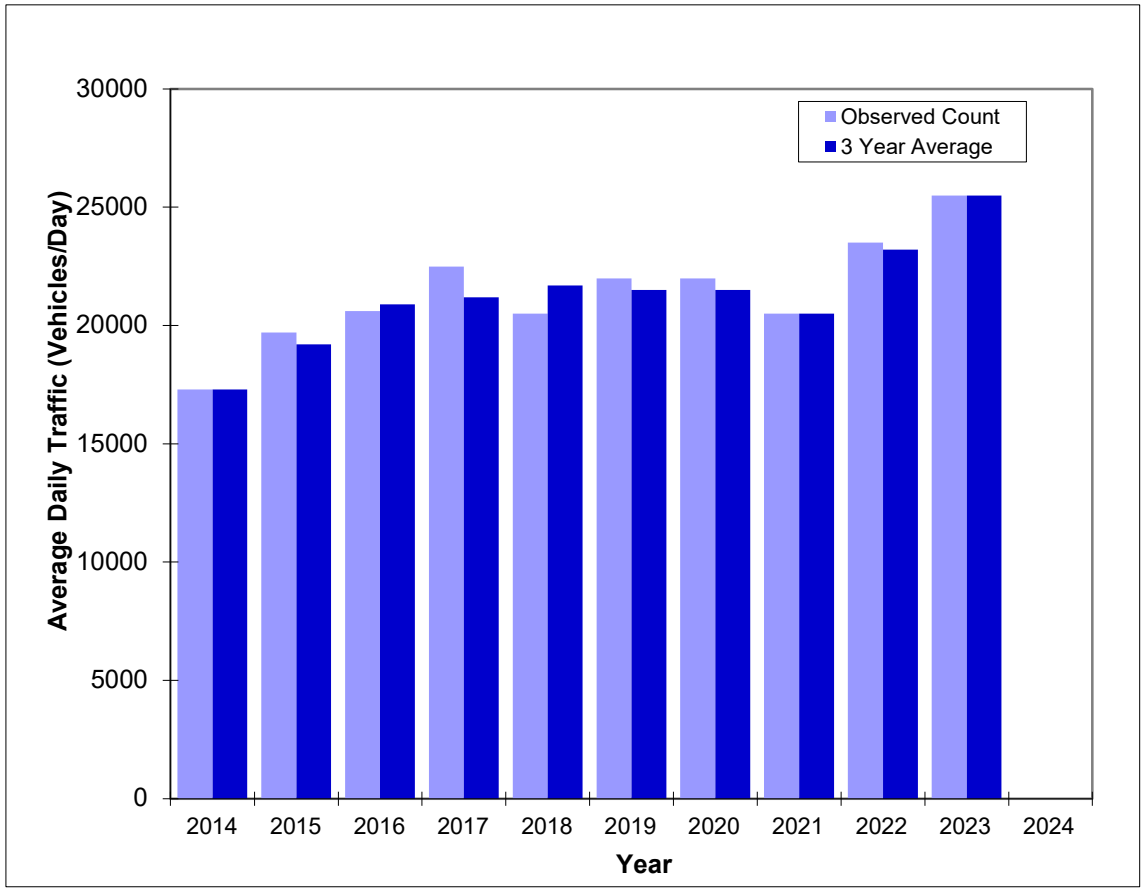
Decaying Exponential Growth Option

Traffic Trends - V2023

-- SR 70, E OF 17TH AVE/TURNER RD

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040021
Roadway:	



Actual AADT vs 3 Year Average

Year	Traffic (ADT/AADT) Count*	3 Yr Avg
2014	17,300	17,300
2015	19,700	19,200
2016	20,600	20,900
2017	22,500	21,200
2018	20,500	21,700
2019	22,000	21,500
2020	22,000	21,500
2021	20,500	20,500
2022	23,500	23,200
2023	25,500	25,500

***Axle-Adjusted**

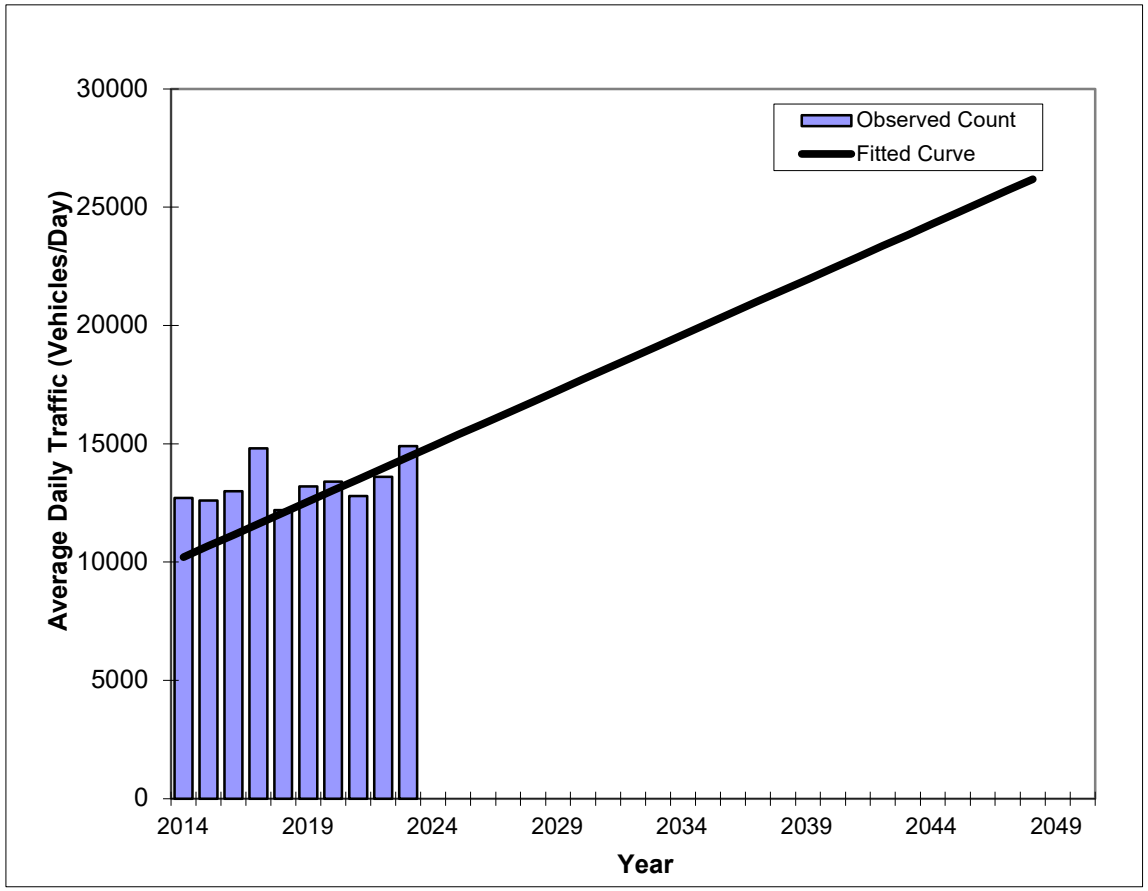
5-Year Trend Analysis

Traffic Trends - V2023

-- SR 70, EAST OF SR 31

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040011
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	12,700	10,210
2015	12,600	10,680
2016	13,000	11,150
2017	14,800	11,620
2018	12,200	12,090
2019	13,200	12,560
2020	13,400	13,030
2021	12,800	13,500
2022	13,600	13,970
2023	14,900	14,440
2035 Opening Year Trend		
2035	N/A	20,080
2039 Interim Year Trend		
2039	N/A	21,960
2049 Design Year Trend		
2049	N/A	26,660
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Annual Trend Increase:	470
Trend R-squared:	72.19%
Trend Annual Historic Growth Rate:	3.74%
Trend Growth Rate (2023 to Design Year)	3.03%
Printed:	6/25/2025

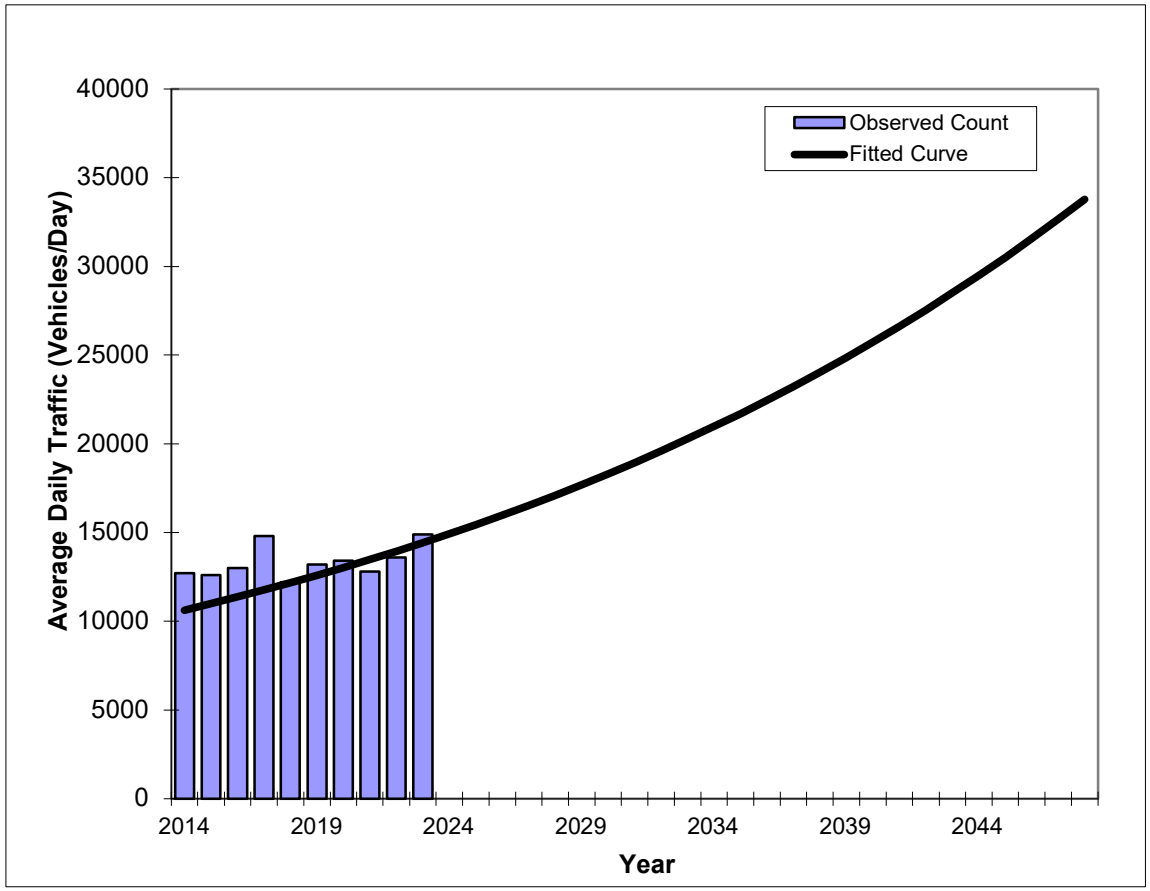
Linear Growth Option

Traffic Trends - V2023

-- SR 70, EAST OF SR 31

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040011
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	12,700	10,620
2015	12,600	10,990
2016	13,000	11,370
2017	14,800	11,760
2018	12,200	12,170
2019	13,200	12,590
2020	13,400	13,030
2021	12,800	13,480
2022	13,600	13,940
2023	14,900	14,430
2035 Opening Year Trend		
2035	N/A	21,700
2039 Interim Year Trend		
2039	N/A	24,870
2049 Design Year Trend		
2049	N/A	34,950
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	72.33%
Compounded Annual Historic Growth Rate:	3.47%
Compounded Growth Rate (2023 to Design Year)	3.33%
Printed:	6/25/2025

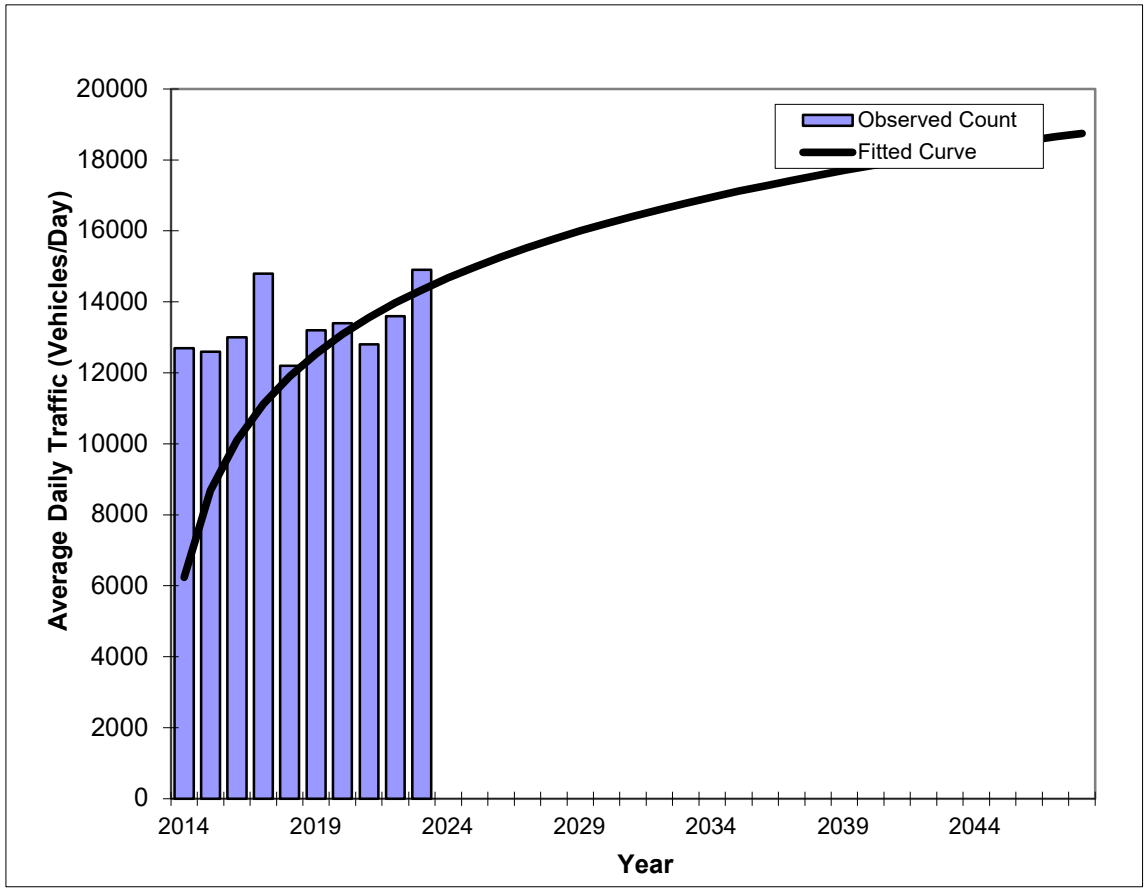
Exponential Growth Option

Traffic Trends - V2023

-- SR 70, EAST OF SR 31

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040011
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	12,700	6,240
2015	12,600	8,680
2016	13,000	10,100
2017	14,800	11,120
2018	12,200	11,900
2019	13,200	12,540
2020	13,400	13,090
2021	12,800	13,560
2022	13,600	13,970
2023	14,900	14,340
2035 Opening Year Trend		
2035	N/A	17,120
2039 Interim Year Trend		
2039	N/A	17,710
2049 Design Year Trend		
2049	N/A	18,850
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	66.01%
Compounded Annual Historic Growth Rate:	3.20%
Compounded Growth Rate (2023 to Design Year)	0.97%
Printed:	6/25/2025

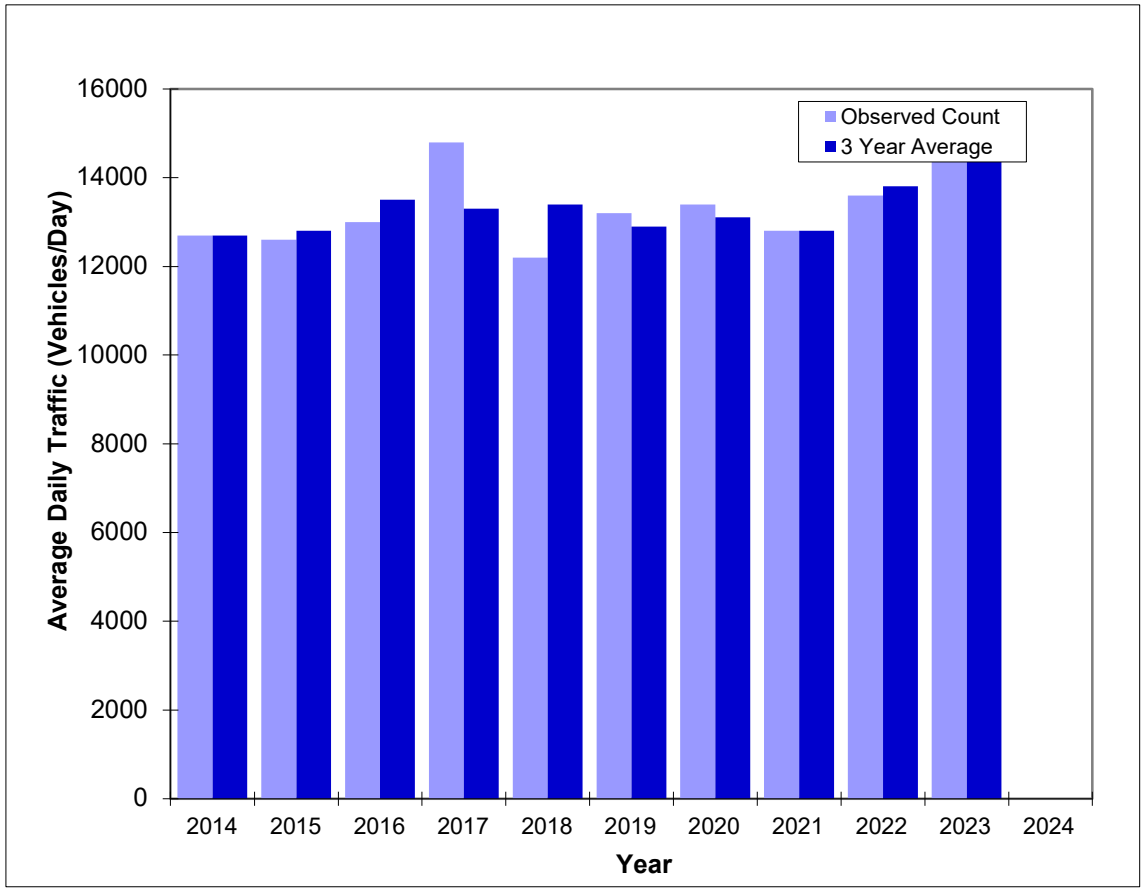
Decaying Exponential Growth Option

Traffic Trends - V2023

-- SR 70, EAST OF SR 31

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040011
Roadway:	



Actual AADT vs 3 Year Average

Year	Traffic (ADT/AADT) Count*	3 Yr Avg
2014	12,700	12,700
2015	12,600	12,800
2016	13,000	13,500
2017	14,800	13,300
2018	12,200	13,400
2019	13,200	12,900
2020	13,400	13,100
2021	12,800	12,800
2022	13,600	13,800
2023	14,900	14,900

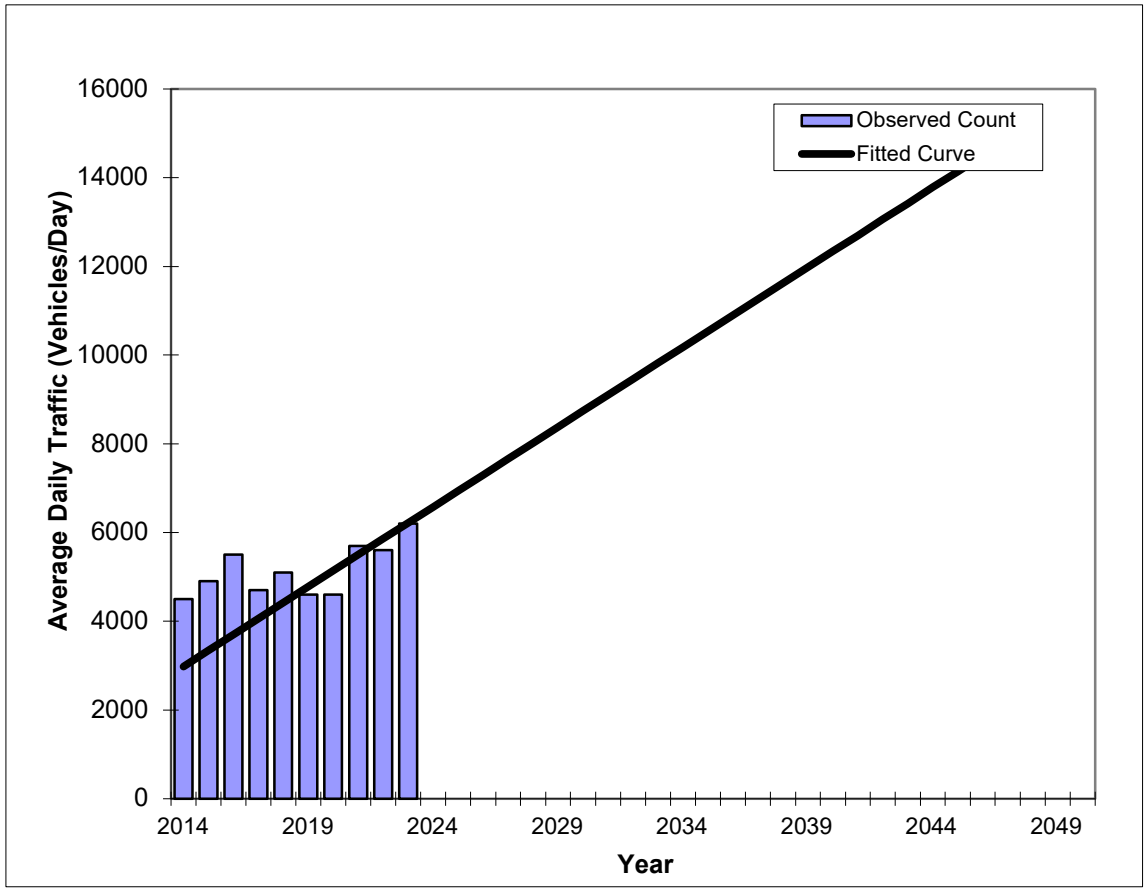
***Axle-Adjusted**

Traffic Trends - V2023

-- SR 70, EAST OF CR 760

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040006
Roadway:	



Annual Trend Increase:	360
Trend R-squared:	95.29%
Trend Annual Historic Growth Rate:	7.53%
Trend Growth Rate (2023 to Design Year)	5.26%
Printed:	6/25/2025

Linear Growth Option

	Traffic (ADT/AADT)	
Year	**Count***	**Trend**
2014	4,500	2,980
2015	4,900	3,340
2016	5,500	3,700
2017	4,700	4,060
2018	5,100	4,420
2019	4,600	4,780
2020	4,600	5,140
2021	5,700	5,500
2022	5,600	5,860
2023	6,200	6,220
2035 Opening Year Trend		
2035	N/A	10,540
2039 Interim Year Trend		
2039	N/A	11,980
2049 Design Year Trend		
2049	N/A	15,580
FSUTMS Forecasts/Trends		

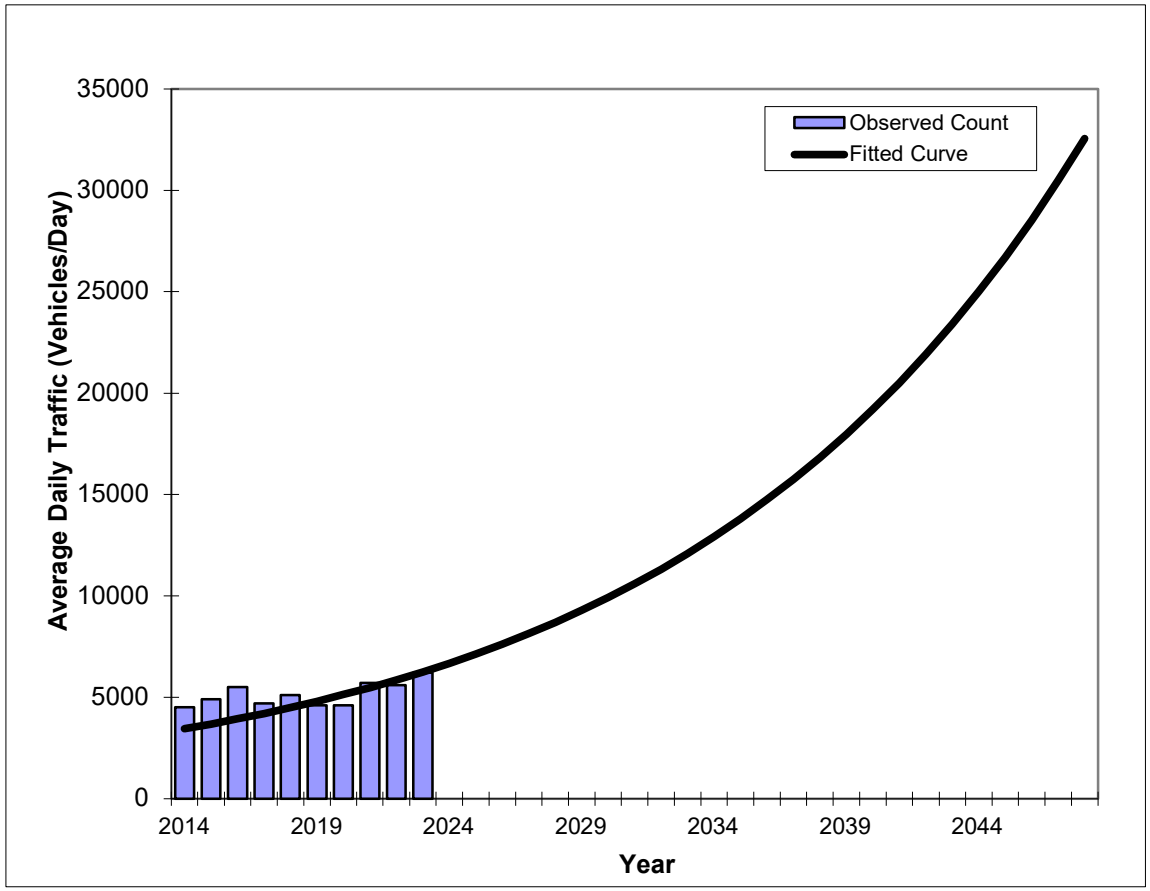
***Axle-Adjusted**

Traffic Trends - V2023

-- SR 70, EAST OF CR 760

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040006
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	4,500	3,450
2015	4,900	3,680
2016	5,500	3,940
2017	4,700	4,200
2018	5,100	4,490
2019	4,600	4,800
2020	4,600	5,130
2021	5,700	5,470
2022	5,600	5,850
2023	6,200	6,250
2035 Opening Year Trend		
2035	N/A	13,800
2039 Interim Year Trend		
2039	N/A	17,970
2049 Design Year Trend		
2049	N/A	34,780
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	94.86%
Compounded Annual Historic Growth Rate:	6.80%
Compounded Growth Rate (2023 to Design Year)	6.56%
Printed:	6/25/2025

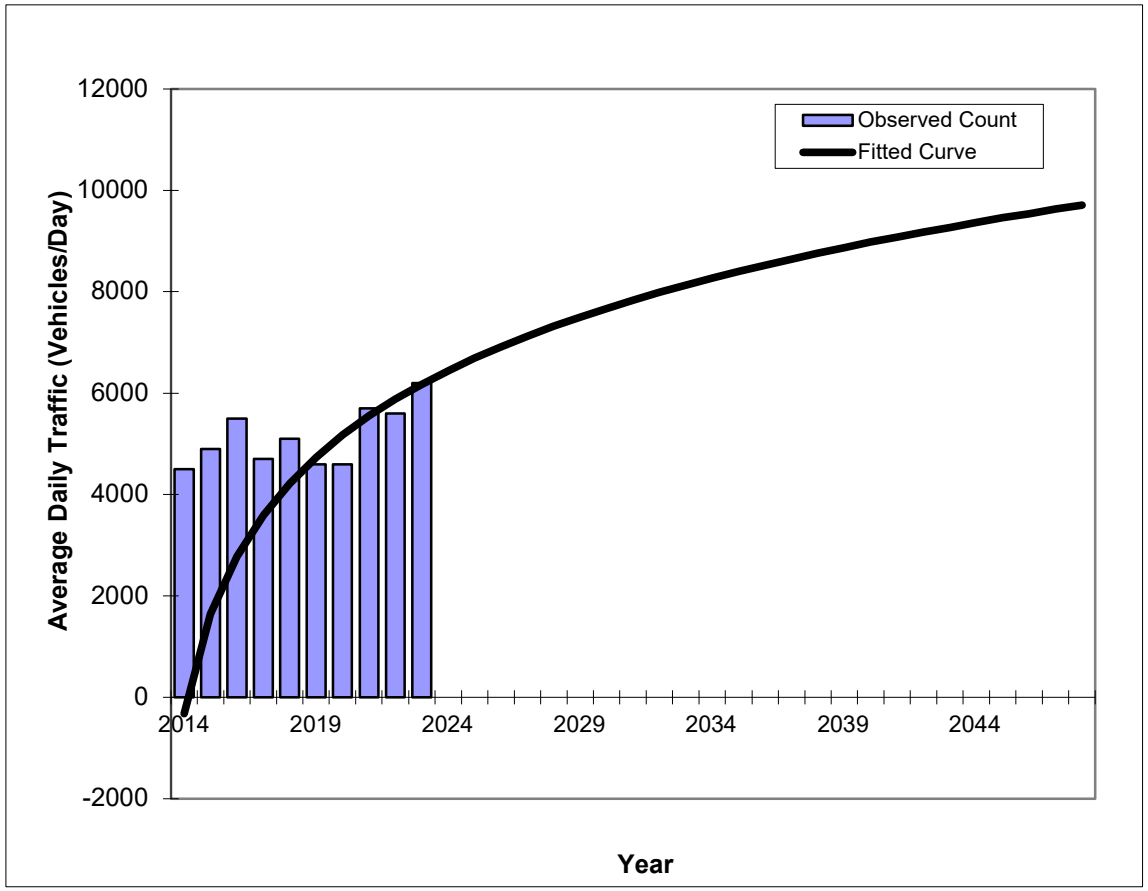
Exponential Growth Option

Traffic Trends - V2023

-- SR 70, EAST OF CR 760

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040006
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	4,500	-320
2015	4,900	1,640
2016	5,500	2,780
2017	4,700	3,590
2018	5,100	4,220
2019	4,600	4,730
2020	4,600	5,170
2021	5,700	5,550
2022	5,600	5,880
2023	6,200	6,170
2035 Opening Year Trend		
2035	N/A	8,400
2039 Interim Year Trend		
2039	N/A	8,870
2049 Design Year Trend		
2049	N/A	9,790
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	95.34%
Compounded Annual Historic Growth Rate:	6.37%
Compounded Growth Rate (2023 to Design Year)	1.62%
Printed:	6/25/2025

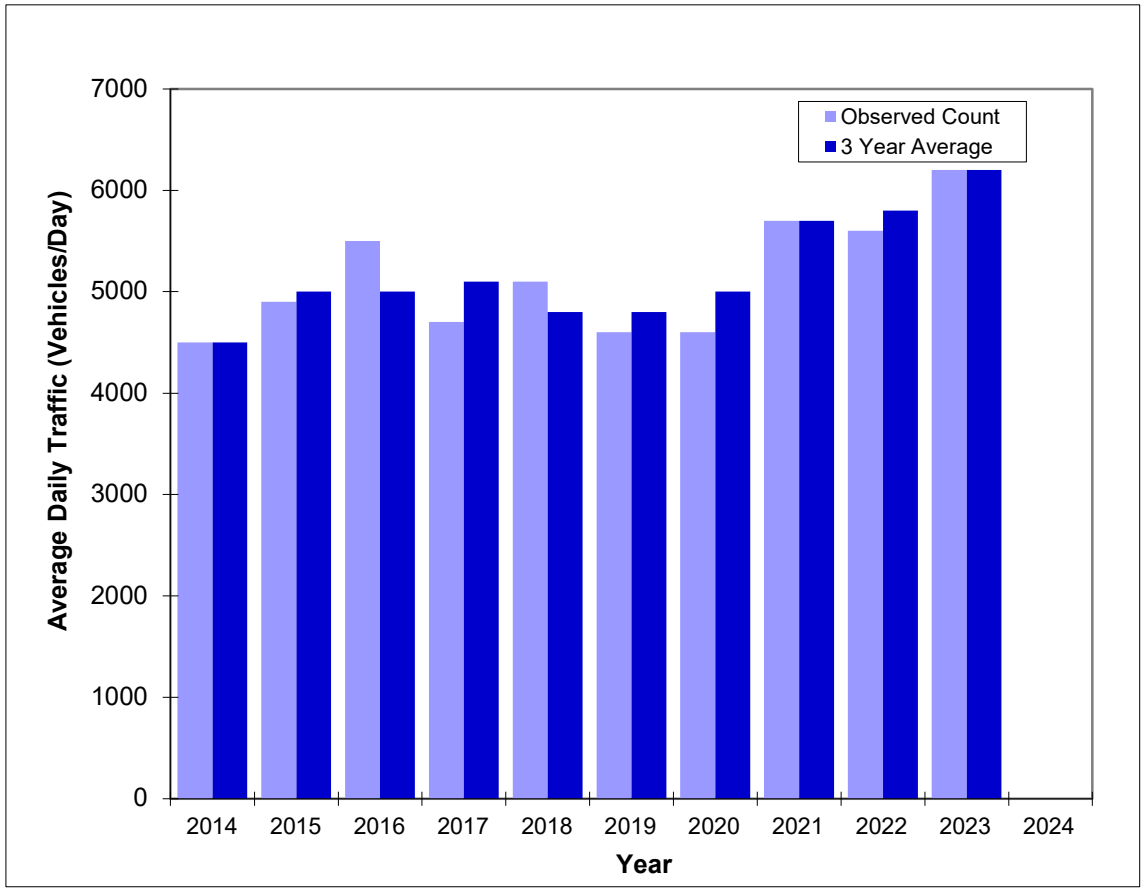
Decaying Exponential Growth Option

Traffic Trends - V2023

-- SR 70, EAST OF CR 760

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040006
Roadway:	



Year	Traffic (ADT/AADT) Count*	3 Yr Avg
2014	4,500	4,500
2015	4,900	5,000
2016	5,500	5,000
2017	4,700	5,100
2018	5,100	4,800
2019	4,600	4,800
2020	4,600	5,000
2021	5,700	5,700
2022	5,600	5,800
2023	6,200	6,200

Actual AADT vs 3 Year Average

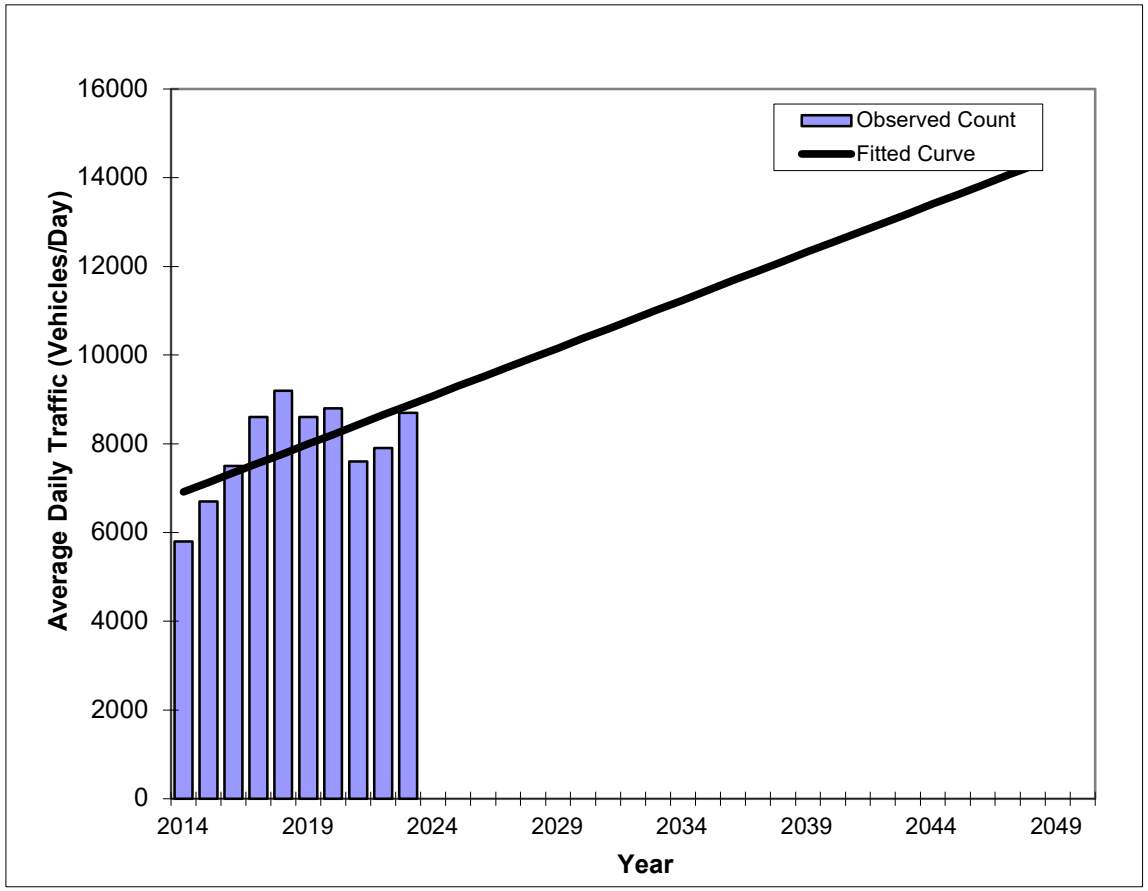
***Axle-Adjusted**

Traffic Trends - V2023

-- SR 31, SOUTH OF SR 70

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040026
Roadway:	



Annual Trend Increase:	216
Trend R-squared:	43.25%
Trend Annual Historic Growth Rate:	3.11%
Trend Growth Rate (2023 to Design Year)	2.44%
Printed:	6/25/2025

Linear Growth Option

Year	Traffic (ADT/AADT) Count*	Trend
2014	5,800	6,920
2015	6,700	7,130
2016	7,500	7,350
2017	8,600	7,570
2018	9,200	7,780
2019	8,600	8,000
2020	8,800	8,210
2021	7,600	8,430
2022	7,900	8,650
2023	8,700	8,860
2035 Opening Year Trend		
2035	N/A	11,460
2039 Interim Year Trend		
2039	N/A	12,330
2049 Design Year Trend		
2049	N/A	14,490
FSUTMS Forecasts/Trends		

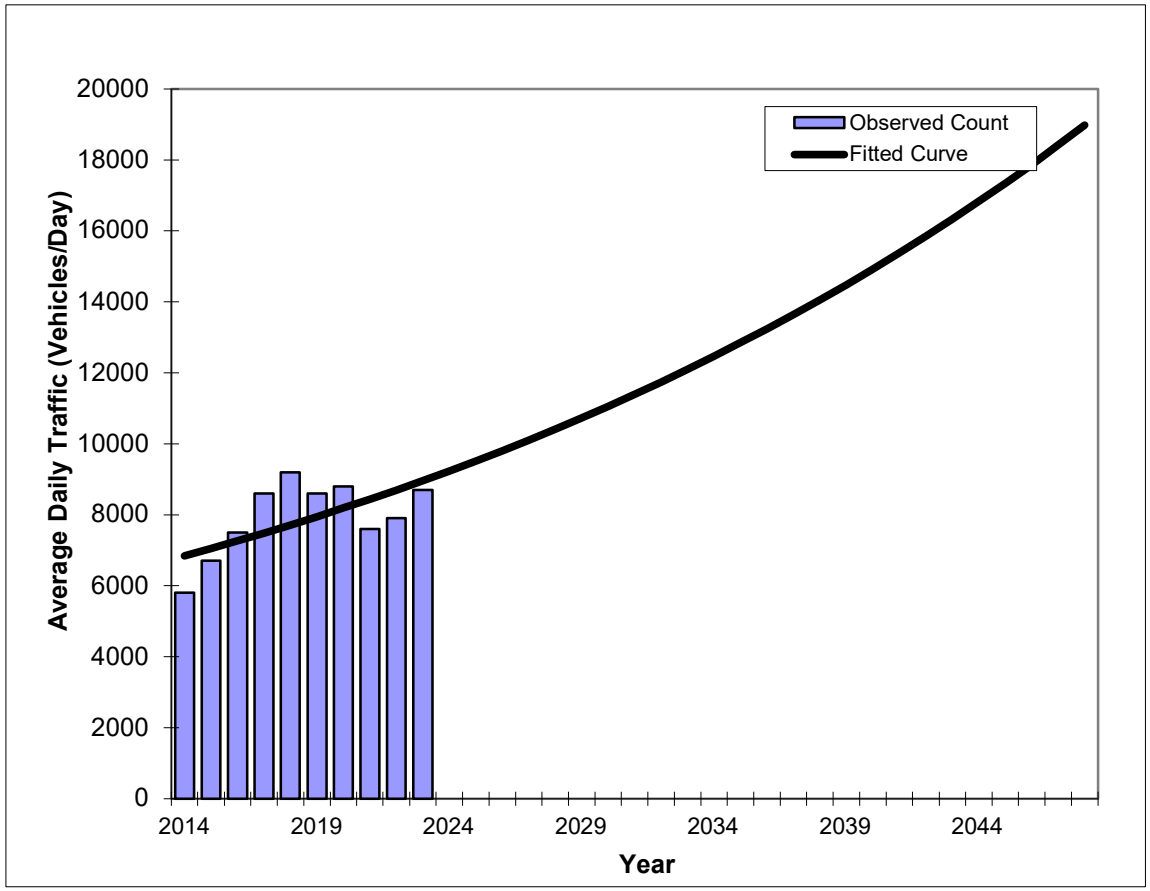
***Axle-Adjusted**

Traffic Trends - V2023

-- SR 31, SOUTH OF SR 70

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040026
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	5,800	6,840
2015	6,700	7,050
2016	7,500	7,260
2017	8,600	7,480
2018	9,200	7,710
2019	8,600	7,950
2020	8,800	8,190
2021	7,600	8,440
2022	7,900	8,690
2023	8,700	8,960
2035 Opening Year Trend		
2035	N/A	12,850
2039 Interim Year Trend		
2039	N/A	14,480
2049 Design Year Trend		
2049	N/A	19,550
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	44.58%
Compounded Annual Historic Growth Rate:	3.05%
Compounded Growth Rate (2023 to Design Year)	3.05%
Printed:	6/25/2025

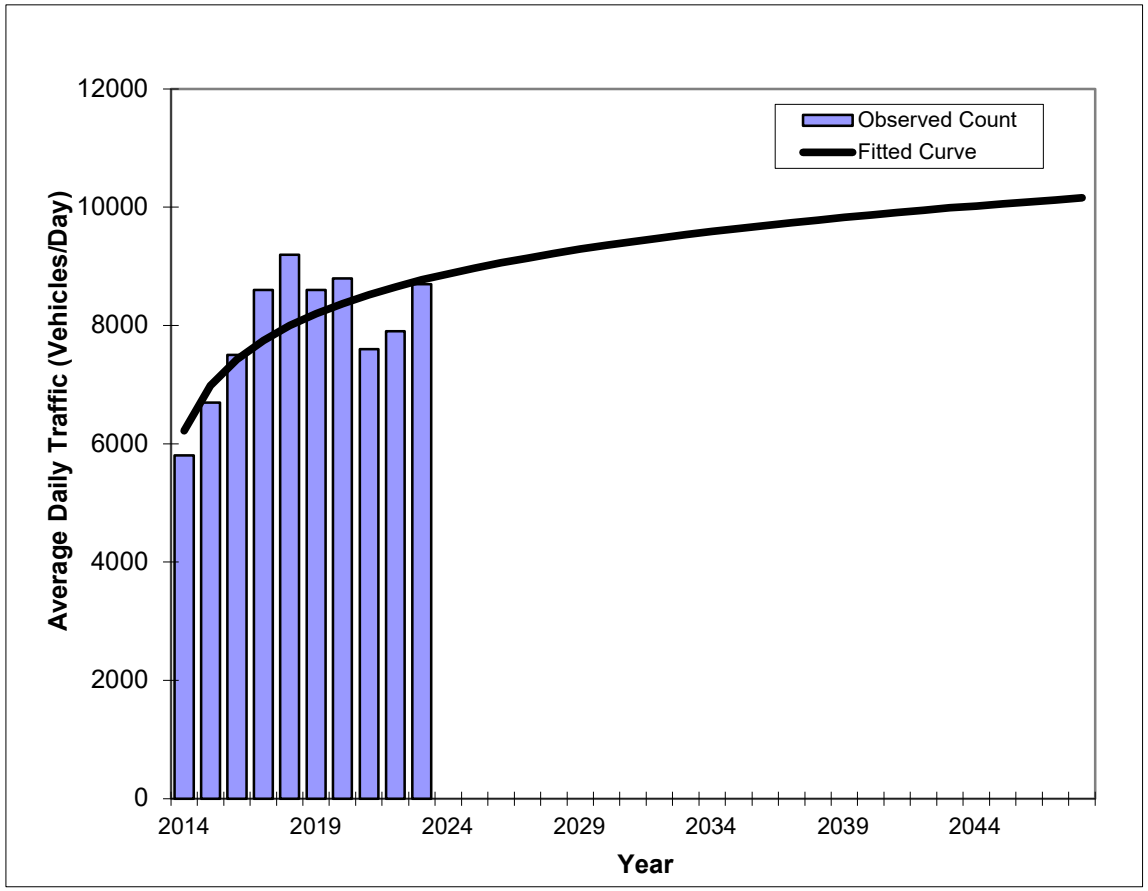
Exponential Growth Option

Traffic Trends - V2023

-- SR 31, SOUTH OF SR 70

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040026
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	5,800	6,220
2015	6,700	6,980
2016	7,500	7,430
2017	8,600	7,750
2018	9,200	8,000
2019	8,600	8,200
2020	8,800	8,370
2021	7,600	8,520
2022	7,900	8,650
2023	8,700	8,770
2035 Opening Year Trend		
2035	N/A	9,640
2039 Interim Year Trend		
2039	N/A	9,830
2049 Design Year Trend		
2049	N/A	10,190
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	66.51%
Compounded Annual Historic Growth Rate:	3.89%
Compounded Growth Rate (2023 to Design Year)	0.58%
Printed:	6/25/2025

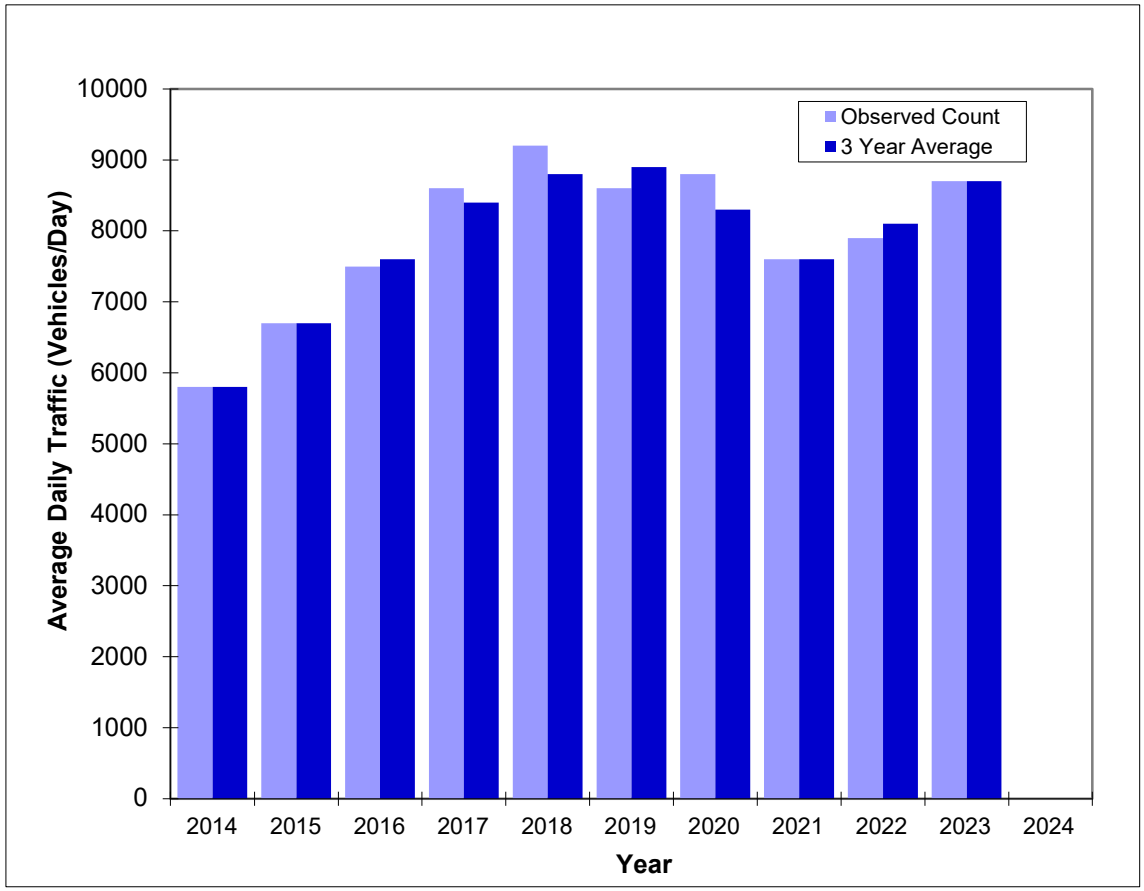
Decaying Exponential Growth Option

Traffic Trends - V2023

-- SR 31, SOUTH OF SR 70

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040026
Roadway:	



Actual AADT vs 3 Year Average

Year	Traffic (ADT/AADT) Count*	3 Yr Avg
2014	5,800	5,800
2015	6,700	6,700
2016	7,500	7,600
2017	8,600	8,400
2018	9,200	8,800
2019	8,600	8,900
2020	8,800	8,300
2021	7,600	7,600
2022	7,900	8,100
2023	8,700	8,700

***Axle-Adjusted**

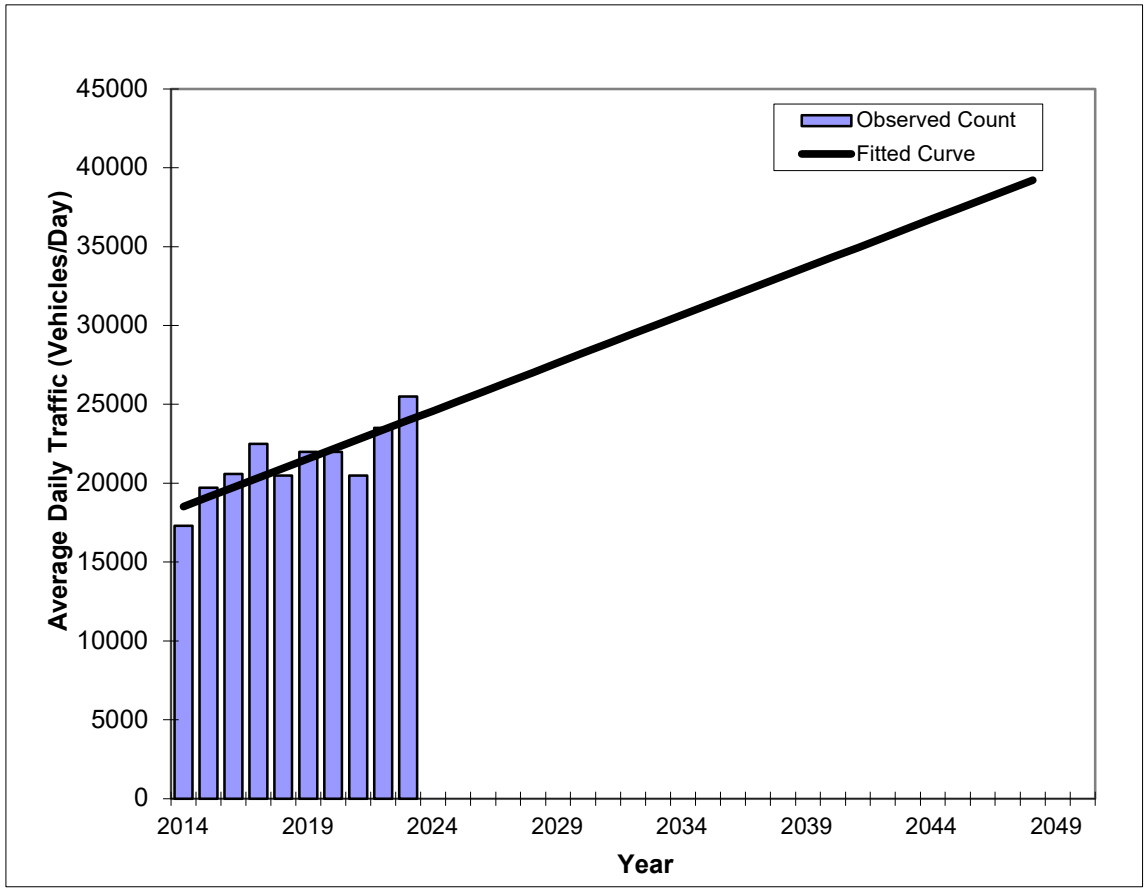
10-Year Trend Analysis

Traffic Trends - V2023

-- SR 70, E OF 17TH AVE/TURNER RD

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040021
Roadway:	



Annual Trend Increase:	609
Trend R-squared:	71.70%
Trend Annual Historic Growth Rate:	3.29%
Trend Growth Rate (2023 to Design Year)	2.54%
Printed:	6/25/2025

Linear Growth Option

Year	Traffic (ADT/AADT) Count*	Trend
2014	17,300	18,510
2015	19,700	19,120
2016	20,600	19,730
2017	22,500	20,340
2018	20,500	20,950
2019	22,000	21,550
2020	22,000	22,160
2021	20,500	22,770
2022	23,500	23,380
2023	25,500	23,990
2035 Opening Year Trend		
2035	N/A	31,300
2039 Interim Year Trend		
2039	N/A	33,740
2049 Design Year Trend		
2049	N/A	39,830
FSUTMS Forecasts/Trends		

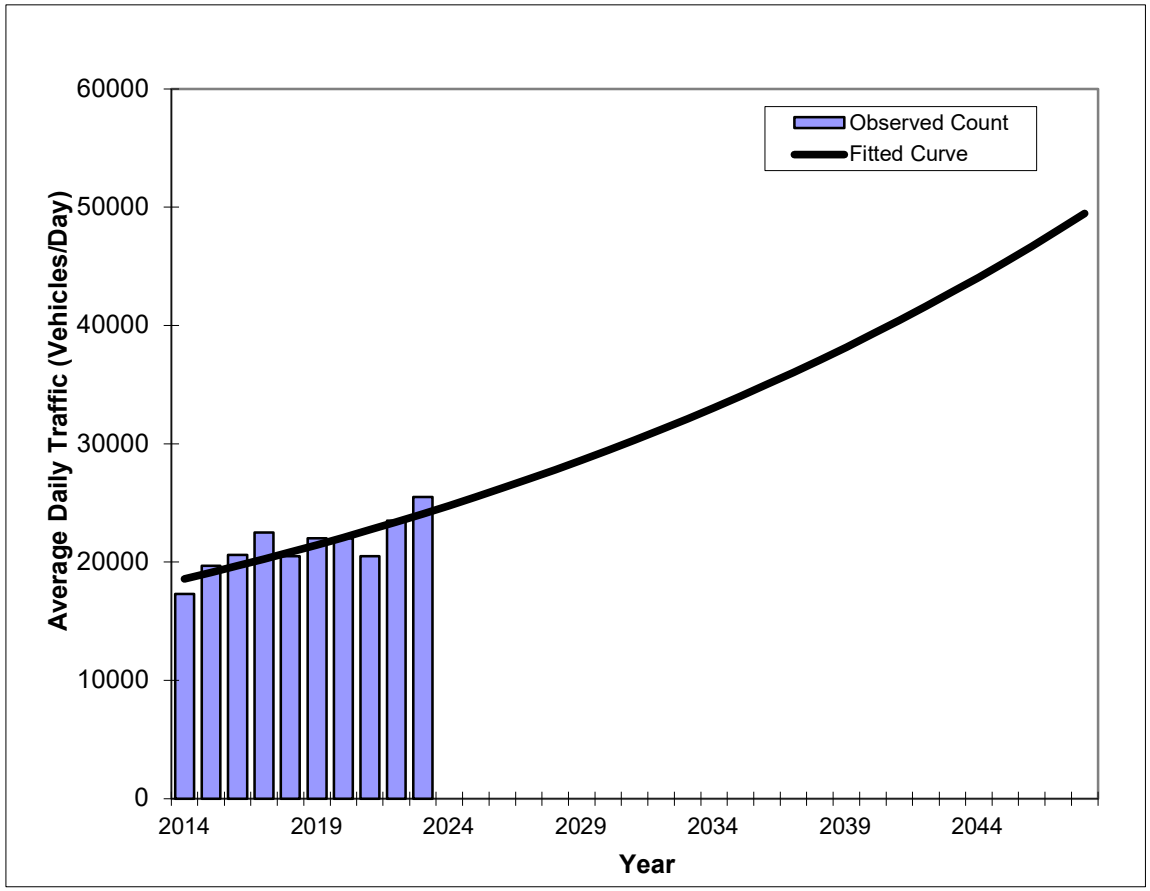
***Axle-Adjusted**

Traffic Trends - V2023

-- SR 70, E OF 17TH AVE/TURNER RD

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040021
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	17,300	18,580
2015	19,700	19,120
2016	20,600	19,680
2017	22,500	20,250
2018	20,500	20,850
2019	22,000	21,460
2020	22,000	22,080
2021	20,500	22,730
2022	23,500	23,390
2023	25,500	24,080
2035 Opening Year Trend		
2035	N/A	34,020
2039 Interim Year Trend		
2039	N/A	38,170
2049 Design Year Trend		
2049	N/A	50,910
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	71.61%
Compounded Annual Historic Growth Rate:	2.92%
Compounded Growth Rate (2023 to Design Year)	2.92%
Printed:	6/25/2025

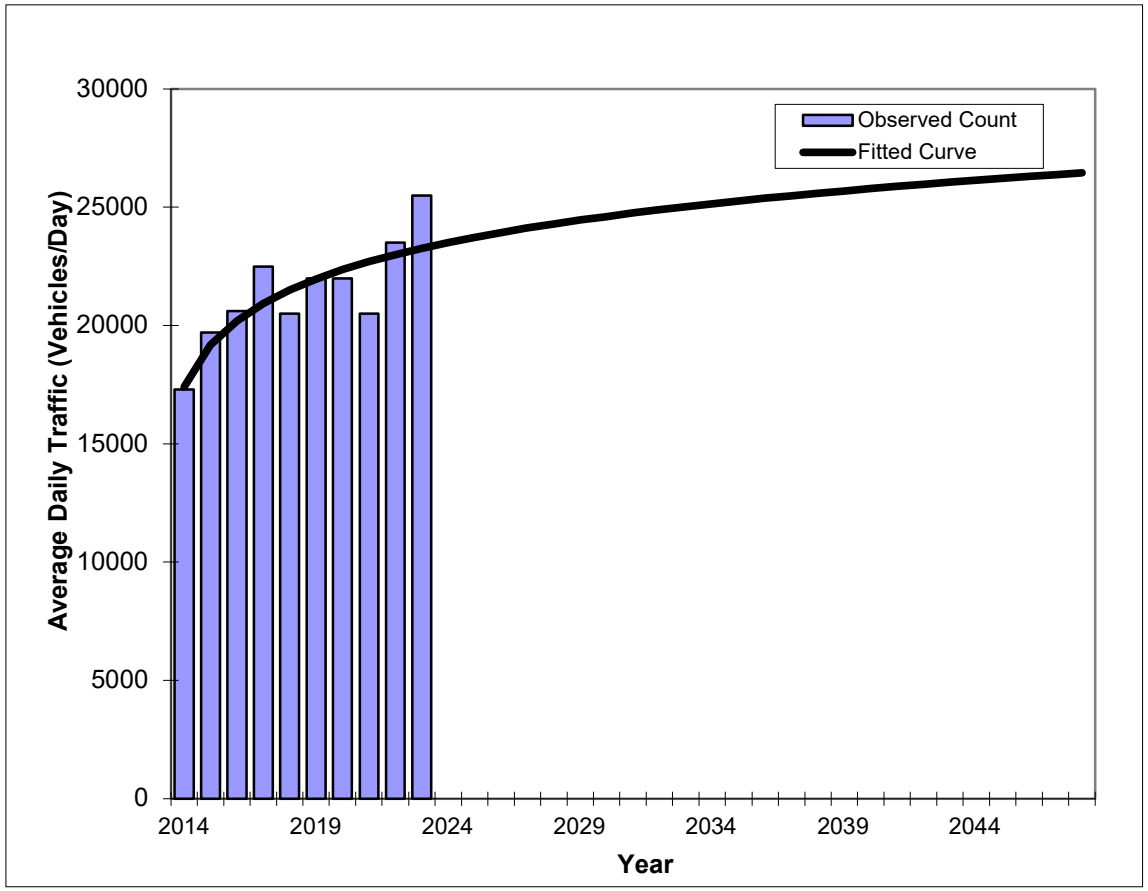
Exponential Growth Option

Traffic Trends - V2023

-- SR 70, E OF 17TH AVE/TURNER RD

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040021
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	17,300	17,410
2015	19,700	19,170
2016	20,600	20,200
2017	22,500	20,930
2018	20,500	21,500
2019	22,000	21,970
2020	22,000	22,360
2021	20,500	22,700
2022	23,500	23,000
2023	25,500	23,260
2035 Opening Year Trend		
2035	N/A	25,270
2039 Interim Year Trend		
2039	N/A	25,690
2049 Design Year Trend		
2049	N/A	26,520
FSUTMS Forecasts/Trends		

Trend R-squared:	73.23%
Compounded Annual Historic Growth Rate:	3.27%
Compounded Growth Rate (2023 to Design Year)	0.51%
Printed:	6/25/2025

Decaying Exponential Growth Option

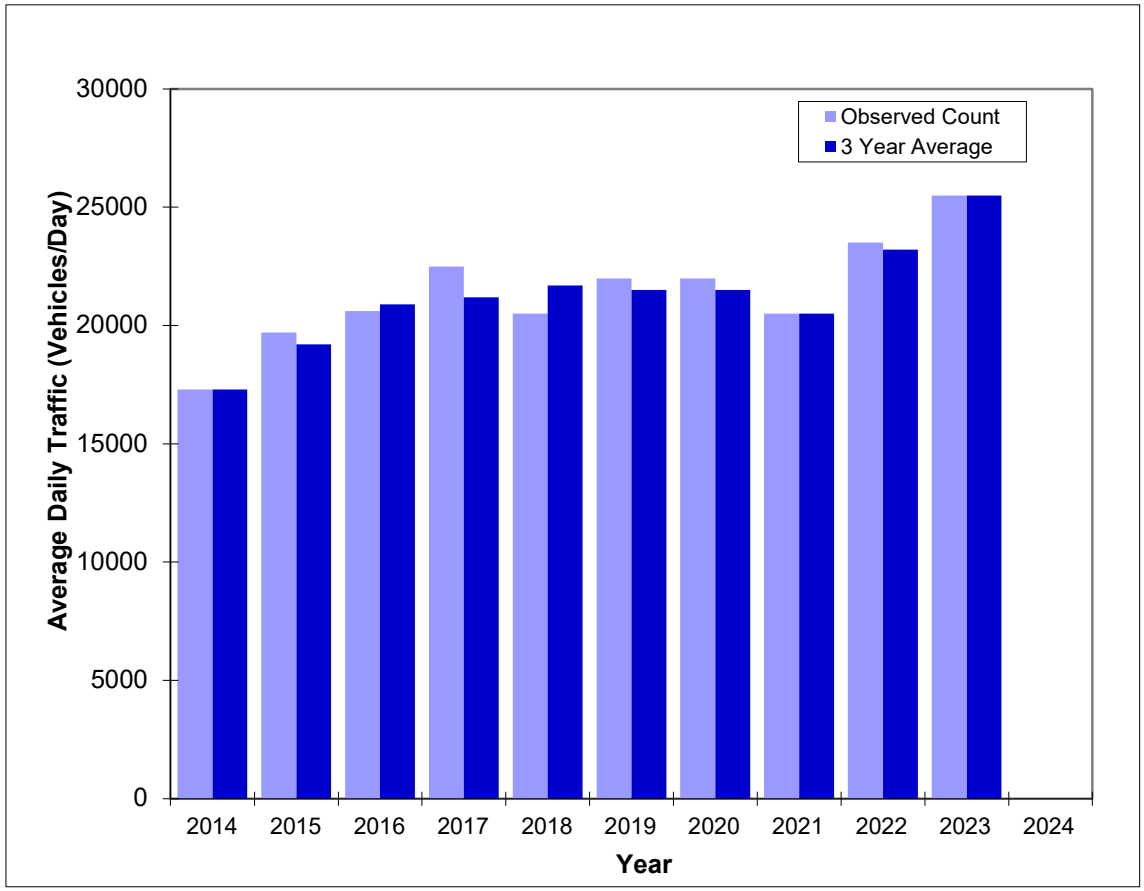
***Axle-Adjusted**

Traffic Trends - V2023

-- SR 70, E OF 17TH AVE/TURNER RD

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040021
Roadway:	



Year	Traffic (ADT/AADT) Count*	3 Yr Avg
2014	17,300	17,300
2015	19,700	19,200
2016	20,600	20,900
2017	22,500	21,200
2018	20,500	21,700
2019	22,000	21,500
2020	22,000	21,500
2021	20,500	20,500
2022	23,500	23,200
2023	25,500	25,500

Actual AADT vs 3 Year Average

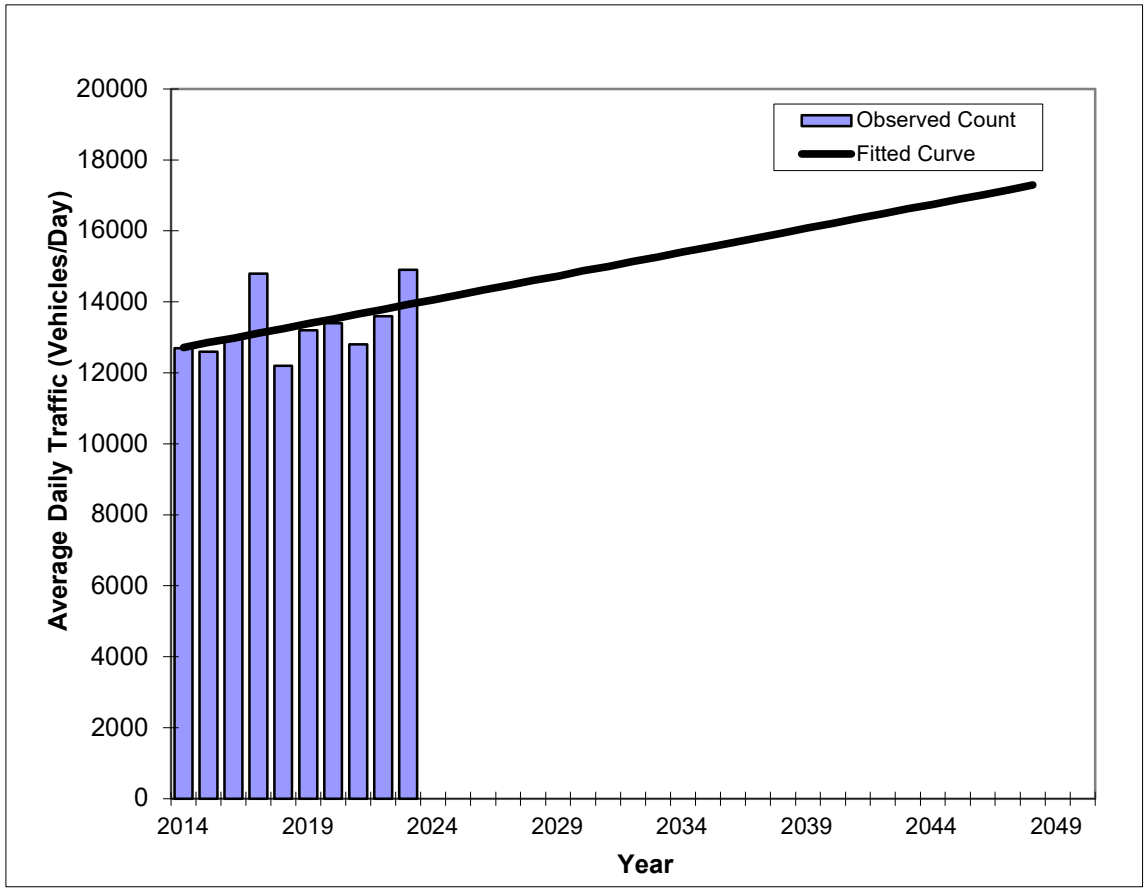
***Axle-Adjusted**

Traffic Trends - V2023

-- SR 70, EAST OF SR 31

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040011
Roadway:	



Annual Trend Increase:	135
Trend R-squared:	38.14%
Trend Annual Historic Growth Rate:	1.07%
Trend Growth Rate (2023 to Design Year)	0.96%
Printed:	6/25/2025
Linear Growth Option	

Year	Traffic (ADT/AADT) Count*	Trend
2014	12,700	12,710
2015	12,600	12,850
2016	13,000	12,980
2017	14,800	13,120
2018	12,200	13,250
2019	13,200	13,390
2020	13,400	13,520
2021	12,800	13,660
2022	13,600	13,790
2023	14,900	13,930
2035 Opening Year Trend		
2035	N/A	15,540
2039 Interim Year Trend		
2039	N/A	16,080
2049 Design Year Trend		
2049	N/A	17,420
FSUTMS Forecasts/Trends		

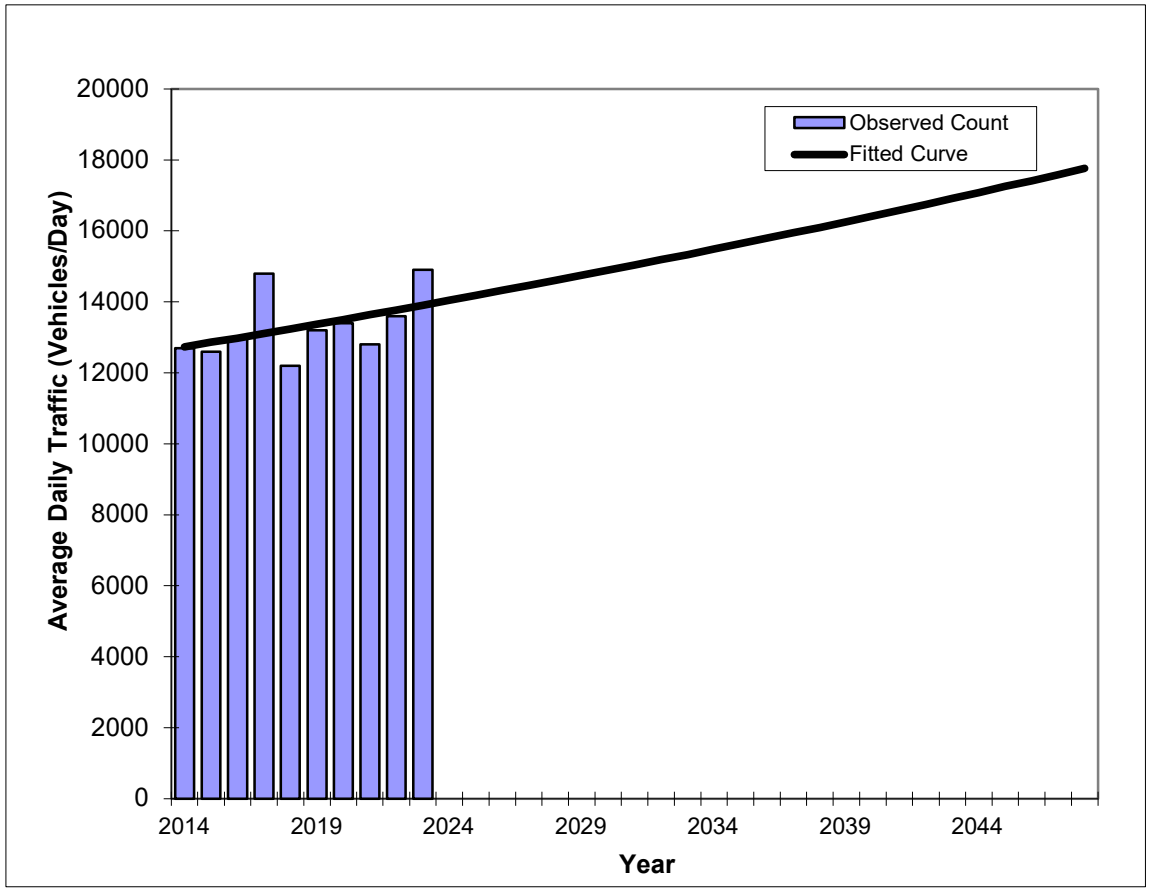
***Axle-Adjusted**

Traffic Trends - V2023

-- SR 70, EAST OF SR 31

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040011
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	12,700	12,730
2015	12,600	12,860
2016	13,000	12,980
2017	14,800	13,110
2018	12,200	13,240
2019	13,200	13,370
2020	13,400	13,500
2021	12,800	13,640
2022	13,600	13,770
2023	14,900	13,900
2035 Opening Year Trend		
2035	N/A	15,640
2039 Interim Year Trend		
2039	N/A	16,260
2049 Design Year Trend		
2049	N/A	17,930
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	38.03%
Compounded Annual Historic Growth Rate:	0.98%
Compounded Growth Rate (2023 to Design Year)	0.98%
Printed:	6/25/2025

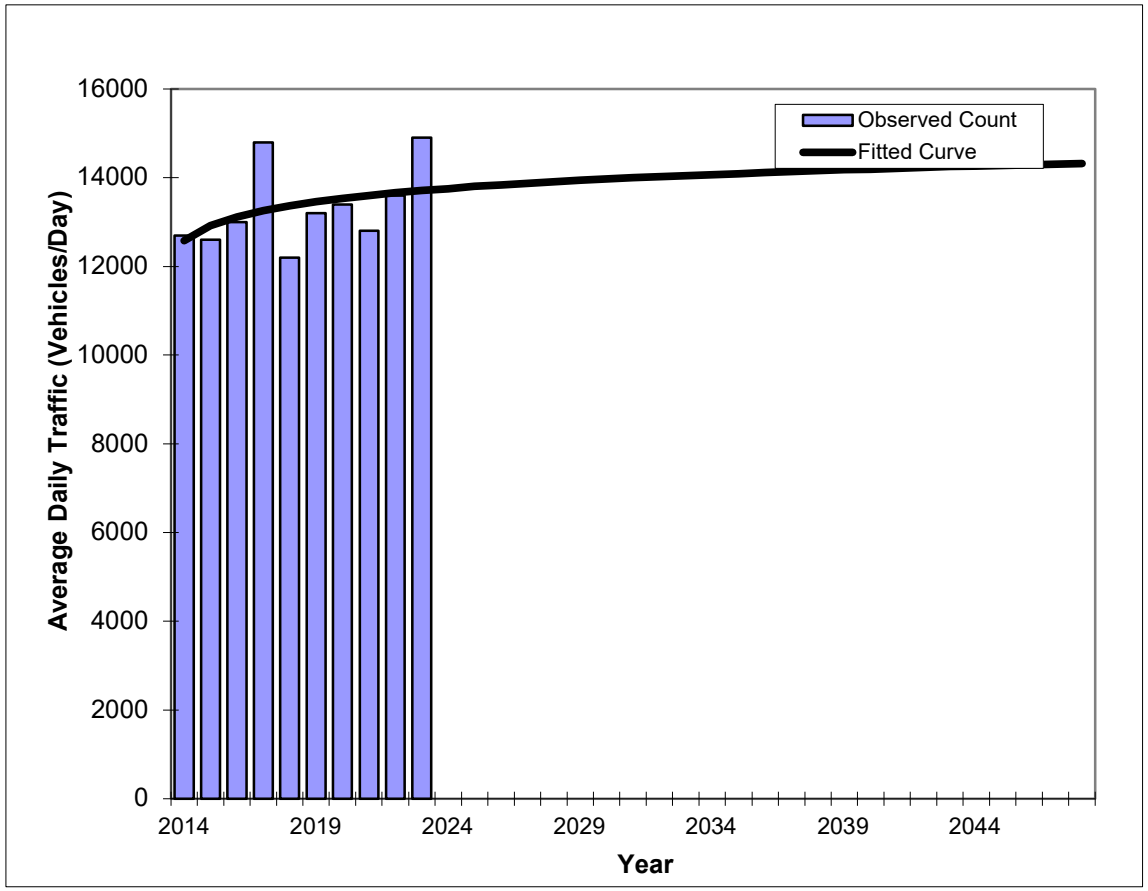
Exponential Growth Option

Traffic Trends - V2023

-- SR 70, EAST OF SR 31

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040011
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	12,700	12,580
2015	12,600	12,920
2016	13,000	13,120
2017	14,800	13,260
2018	12,200	13,370
2019	13,200	13,460
2020	13,400	13,530
2021	12,800	13,600
2022	13,600	13,660
2023	14,900	13,710
2035 Opening Year Trend		
2035	N/A	14,090
2039 Interim Year Trend		
2039	N/A	14,180
2049 Design Year Trend		
2049	N/A	14,340
FSUTMS Forecasts/Trends		

Trend R-squared:	29.64%
Compounded Annual Historic Growth Rate:	0.96%
Compounded Growth Rate (2023 to Design Year)	0.17%
Printed:	6/25/2025

Decaying Exponential Growth Option

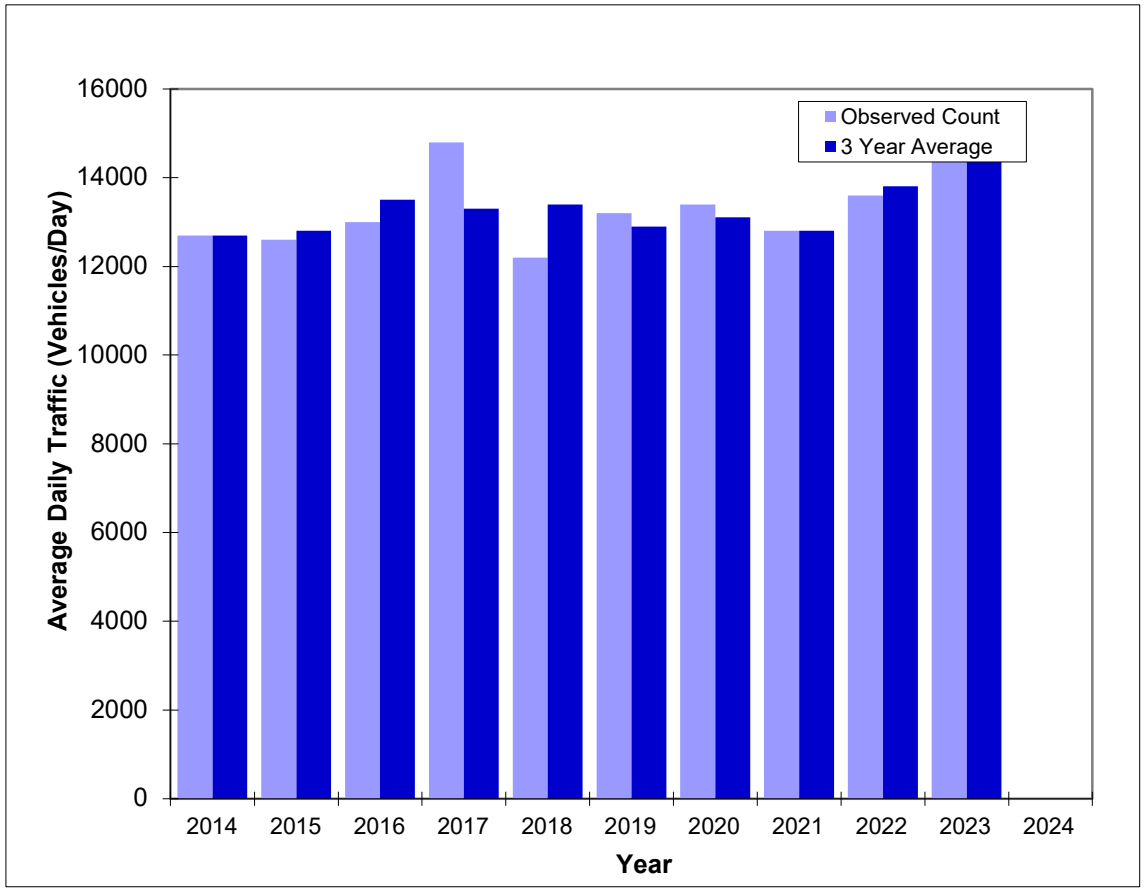
***Axle-Adjusted**

Traffic Trends - V2023

-- SR 70, EAST OF SR 31

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040011
Roadway:	



Actual AADT vs 3 Year Average

Year	Traffic (ADT/AADT) Count*	3 Yr Avg
2014	12,700	12,700
2015	12,600	12,800
2016	13,000	13,500
2017	14,800	13,300
2018	12,200	13,400
2019	13,200	12,900
2020	13,400	13,100
2021	12,800	12,800
2022	13,600	13,800
2023	14,900	14,900

***Axle-Adjusted**

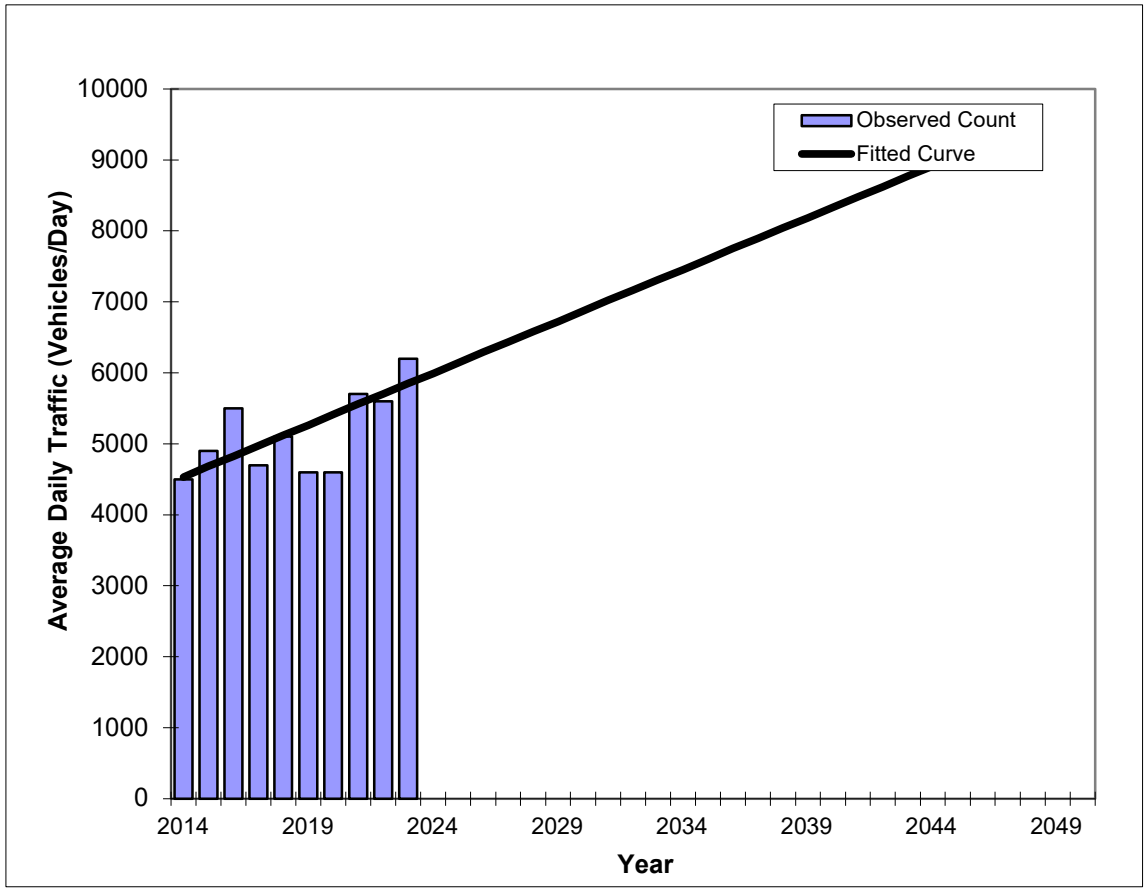
10-Year Trend Analysis

Traffic Trends - V2023

-- SR 70, EAST OF CR 760

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040006
Roadway:	



Annual Trend Increase:	146
Trend R-squared:	69.05%
Trend Annual Historic Growth Rate:	3.24%
Trend Growth Rate (2023 to Design Year)	2.49%
Printed:	6/25/2025

Linear Growth Option

Year	Traffic (ADT/AADT) Count*	Trend
2014	4,500	4,530
2015	4,900	4,680
2016	5,500	4,820
2017	4,700	4,970
2018	5,100	5,120
2019	4,600	5,260
2020	4,600	5,410
2021	5,700	5,560
2022	5,600	5,700
2023	6,200	5,850
2035 Opening Year Trend		
2035	N/A	7,600
2039 Interim Year Trend		
2039	N/A	8,180
2049 Design Year Trend		
2049	N/A	9,640
FSUTMS Forecasts/Trends		

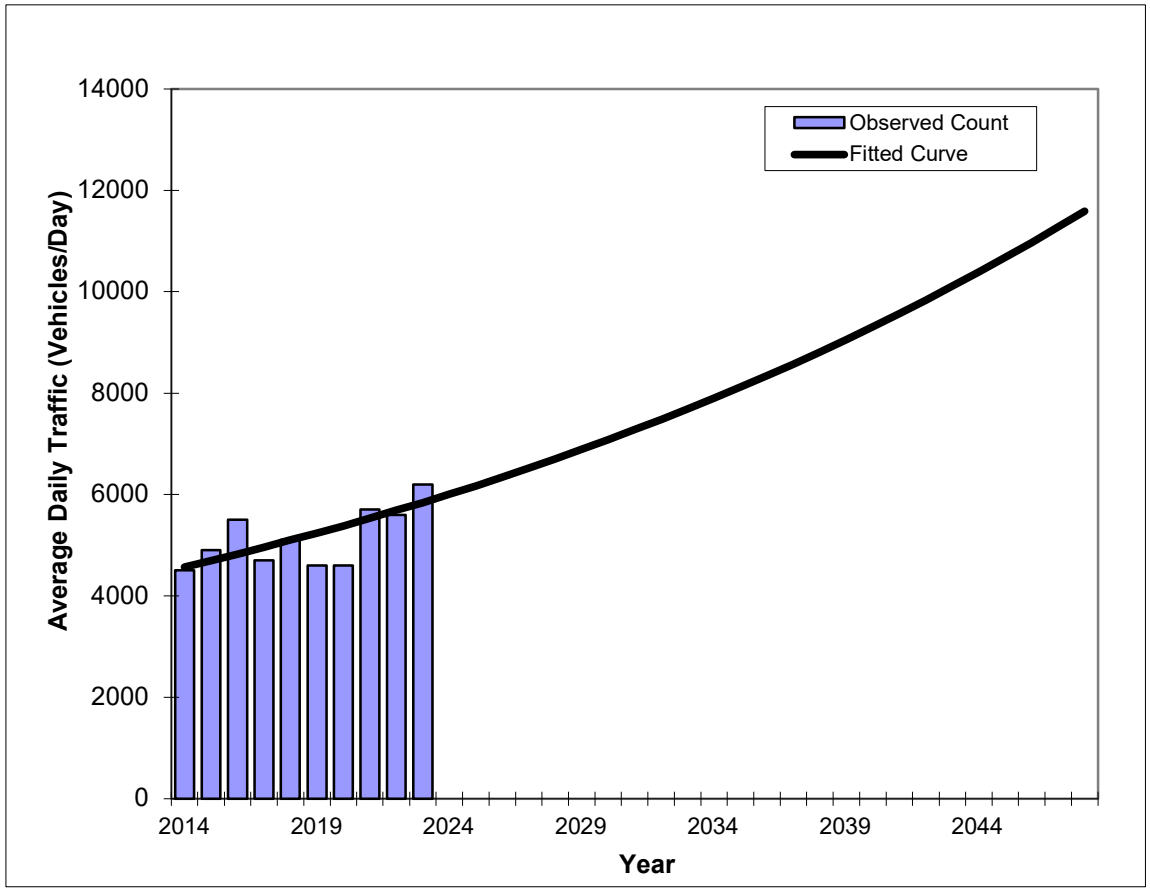
***Axle-Adjusted**

Traffic Trends - V2023

-- SR 70, EAST OF CR 760

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040006
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	4,500	4,570
2015	4,900	4,690
2016	5,500	4,820
2017	4,700	4,960
2018	5,100	5,100
2019	4,600	5,240
2020	4,600	5,380
2021	5,700	5,530
2022	5,600	5,690
2023	6,200	5,840
2035 Opening Year Trend		
2035	N/A	8,120
2039 Interim Year Trend		
2039	N/A	9,060
2049 Design Year Trend		
2049	N/A	11,910
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	69.08%
Compounded Annual Historic Growth Rate:	2.76%
Compounded Growth Rate (2023 to Design Year)	2.78%
Printed:	6/25/2025

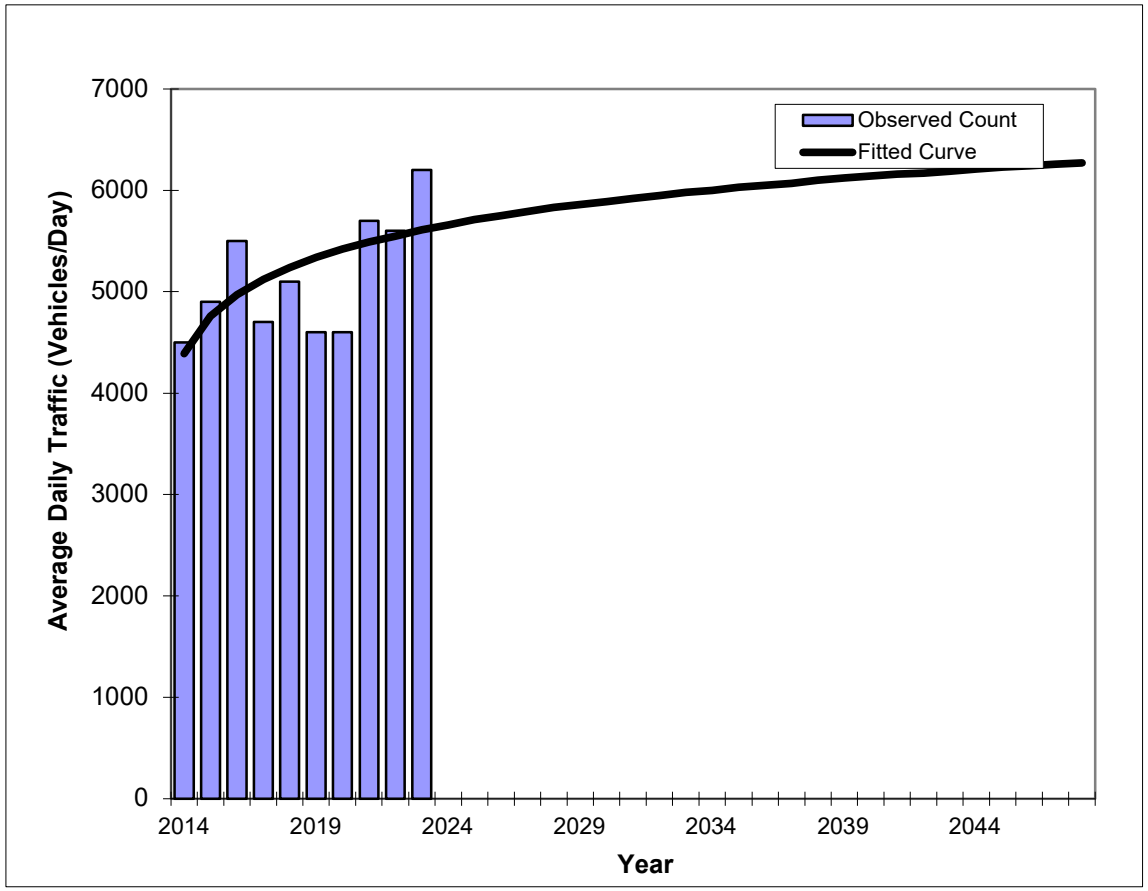
Exponential Growth Option

Traffic Trends - V2023

-- SR 70, EAST OF CR 760

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040006
Roadway:	



Year	Traffic (ADT/AADT) Count*	Trend
2014	4,500	4,390
2015	4,900	4,760
2016	5,500	4,970
2017	4,700	5,120
2018	5,100	5,240
2019	4,600	5,340
2020	4,600	5,420
2021	5,700	5,490
2022	5,600	5,550
2023	6,200	5,610
2035 Opening Year Trend		
2035	N/A	6,030
2039 Interim Year Trend		
2039	N/A	6,120
2049 Design Year Trend		
2049	N/A	6,290
FSUTMS Forecasts/Trends		

***Axle-Adjusted**

Trend R-squared:	53.38%
Compounded Annual Historic Growth Rate:	2.76%
Compounded Growth Rate (2023 to Design Year)	0.44%
Printed:	6/25/2025

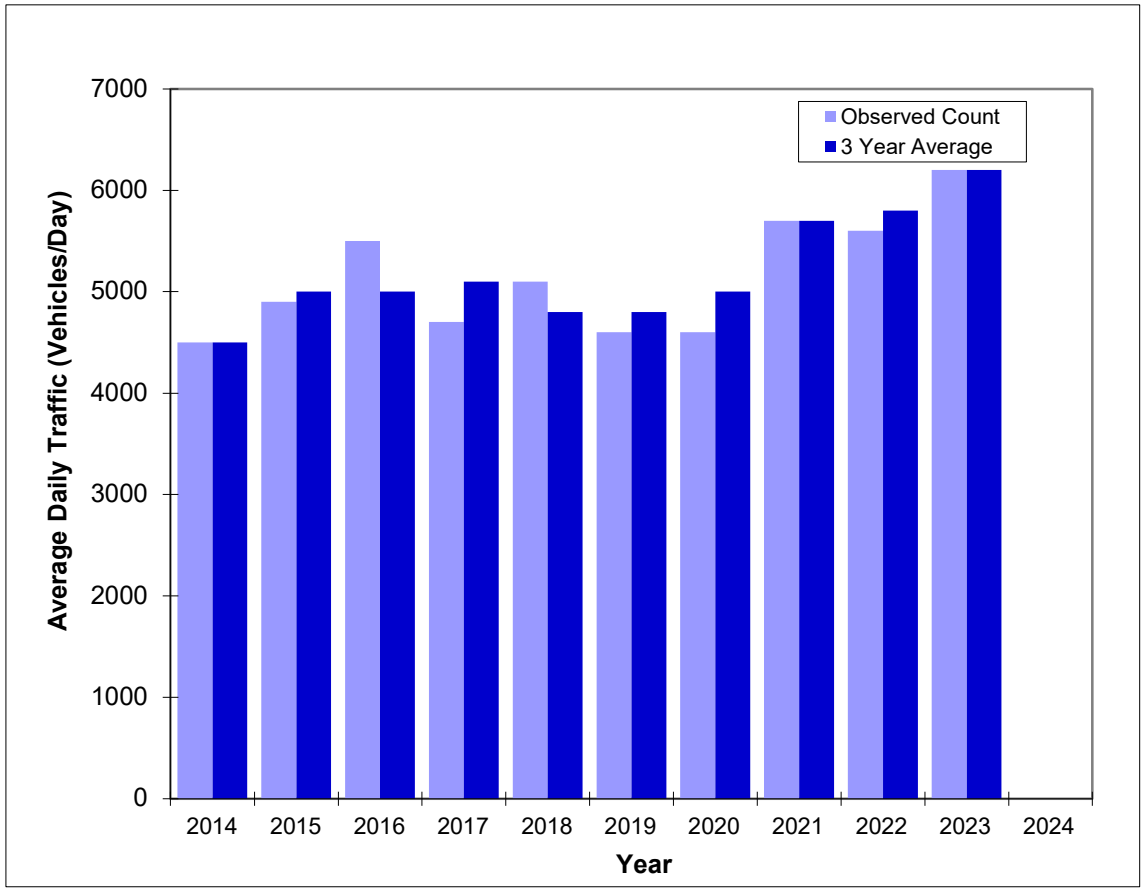
Decaying Exponential Growth Option

Traffic Trends - V2023

-- SR 70, EAST OF CR 760

FM #	**1234**
Location	**1**

County:	Desoto (04)
Station #:	040006
Roadway:	



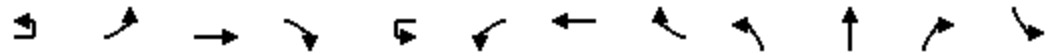
Year	Traffic (ADT/AADT) Count*	3 Yr Avg
2014	4,500	4,500
2015	4,900	5,000
2016	5,500	5,000
2017	4,700	5,100
2018	5,100	4,800
2019	4,600	4,800
2020	4,600	5,000
2021	5,700	5,700
2022	5,600	5,800
2023	6,200	6,200

Actual AADT vs 3 Year Average

***Axle-Adjusted**

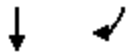
10-Year Trend Analysis

APPENDIX D:
Existing Year (2024) Synchro Intersection & Arterial Reports



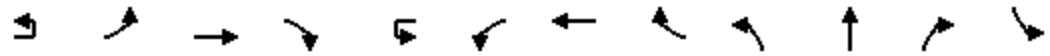
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	4	10	387	191	7	60	418	1	296	1	61	2
Future Volume (vph)	4	10	387	191	7	60	418	1	296	1	61	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.6	8.6	8.6		7.9	8.6	8.6	7.1	7.1	7.1	
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	0.95	0.95	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	0.95	1.00	
Satd. Flow (prot)		1640	3312	1205		1555	3195	1583	1243	1248	1442	
Flt Permitted		0.49	1.00	1.00		0.47	1.00	1.00	0.95	0.95	1.00	
Satd. Flow (perm)		838	3312	1205		768	3195	1583	1243	1248	1442	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	11	430	212	8	67	464	1	329	1	68	2
RTOR Reduction (vph)	0	0	0	116	0	0	0	1	0	0	54	0
Lane Group Flow (vph)	0	15	430	96	0	75	464	0	164	166	14	0
Heavy Vehicles (%)	2%	13%	9%	34%	17%	16%	13%	2%	38%	2%	12%	2%
Turn Type	Perm	pm+pt	NA	Perm	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split
Protected Phases		1	6			5	2		4	4		3
Permitted Phases	6	6		6	2	2		2			4	
Actuated Green, G (s)		52.5	49.9	49.9		60.0	53.3	53.3	22.2	22.2	22.2	
Effective Green, g (s)		52.5	49.9	49.9		60.0	53.3	53.3	22.2	22.2	22.2	
Actuated g/C Ratio		0.48	0.45	0.45		0.55	0.48	0.48	0.20	0.20	0.20	
Clearance Time (s)		8.6	8.6	8.6		7.9	8.6	8.6	7.1	7.1	7.1	
Vehicle Extension (s)		3.0	5.0	5.0		3.0	5.0	5.0	5.0	5.0	5.0	
Lane Grp Cap (vph)		418	1502	546		466	1548	767	250	251	291	
v/s Ratio Prot		0.00	0.13			c0.01	c0.15		0.13	c0.13		
v/s Ratio Perm		0.02		0.08		0.08		0.00			0.01	
v/c Ratio		0.04	0.29	0.18		0.16	0.30	0.00	0.66	0.66	0.05	
Uniform Delay, d1		15.2	18.9	17.8		12.0	17.1	14.6	40.4	40.4	35.4	
Progression Factor		1.00	1.00	1.00		0.75	0.72	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.0	0.5	0.7		0.2	0.5	0.0	8.1	8.4	0.1	
Delay (s)		15.2	19.3	18.5		9.2	12.8	14.6	48.5	48.8	35.5	
Level of Service		B	B	B		A	B	B	D	D	D	
Approach Delay (s/veh)			19.0				12.3			46.4		
Approach LOS			B				B			D		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	30.5
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



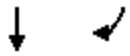
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1	2
Future Volume (vph)	1	2
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.2	
Lane Util. Factor	1.00	
Frt	0.95	
Flt Protected	0.98	
Satd. Flow (prot)	1728	
Flt Permitted	0.98	
Satd. Flow (perm)	1728	
Peak-hour factor, PHF	0.90	0.90
Adj. Flow (vph)	1	2
RTOR Reduction (vph)	2	0
Lane Group Flow (vph)	3	0
Heavy Vehicles (%)	2%	2%
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	1.4	
Effective Green, g (s)	1.4	
Actuated g/C Ratio	0.01	
Clearance Time (s)	6.2	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	21	
v/s Ratio Prot	c0.00	
v/s Ratio Perm		
v/c Ratio	0.14	
Uniform Delay, d1	53.7	
Progression Factor	1.00	
Incremental Delay, d2	3.1	
Delay (s)	56.9	
Level of Service	E	
Approach Delay (s/veh)	56.9	
Approach LOS	E	

Intersection Summary



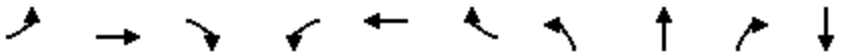
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	19	9	439	252	11	74	454	4	254	1	47	3
Future Volume (vph)	19	9	439	252	11	74	454	4	254	1	47	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.6	8.6	8.6		7.9	8.6	8.6	7.1	7.1	7.1	
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	0.95	0.95	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	0.95	1.00	
Satd. Flow (prot)		1770	3406	1468		1643	3438	1583	1603	1608	1455	
Flt Permitted		0.48	1.00	1.00		0.47	1.00	1.00	0.95	0.95	1.00	
Satd. Flow (perm)		896	3406	1468		808	3438	1583	1603	1608	1455	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	20	9	457	262	11	77	473	4	265	1	49	3
RTOR Reduction (vph)	0	0	0	116	0	0	0	2	0	0	42	0
Lane Group Flow (vph)	0	29	457	147	0	88	473	2	132	134	7	0
Heavy Vehicles (%)	2%	2%	6%	10%	2%	11%	5%	2%	7%	2%	11%	2%
Turn Type	Perm	pm+pt	NA	Perm	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split
Protected Phases		1	6			5	2		4	4		3
Permitted Phases	6	6		6	2	2		2			4	
Actuated Green, G (s)		76.6	72.6	72.6		83.5	75.7	75.7	18.4	18.4	18.4	
Effective Green, g (s)		76.6	72.6	72.6		83.5	75.7	75.7	18.4	18.4	18.4	
Actuated g/C Ratio		0.59	0.56	0.56		0.64	0.58	0.58	0.14	0.14	0.14	
Clearance Time (s)		8.6	8.6	8.6		7.9	8.6	8.6	7.1	7.1	7.1	
Vehicle Extension (s)		3.0	5.0	5.0		3.0	5.0	5.0	5.0	5.0	5.0	
Lane Grp Cap (vph)		554	1902	819		569	2001	921	226	227	205	
v/s Ratio Prot		0.00	0.13			c0.01	c0.14		0.08	c0.08		
v/s Ratio Perm		0.03		0.10		0.09		0.00			0.00	
v/c Ratio		0.05	0.24	0.18		0.15	0.24	0.00	0.58	0.59	0.03	
Uniform Delay, d1		11.2	14.6	14.1		8.8	13.2	11.4	52.2	52.3	48.1	
Progression Factor		1.00	1.00	1.00		1.03	0.96	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.0	0.3	0.5		0.1	0.3	0.0	5.9	6.1	0.1	
Delay (s)		11.2	14.9	14.6		9.2	12.9	11.4	58.1	58.4	48.3	
Level of Service		B	B	B		A	B	B	E	E	D	
Approach Delay (s/veh)			14.7				12.3			56.7		
Approach LOS			B				B			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	30.5
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	2	1
Future Volume (vph)	2	1
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.2	
Lane Util. Factor	1.00	
Frt	0.98	
Flt Protected	0.98	
Satd. Flow (prot)	1776	
Flt Permitted	0.98	
Satd. Flow (perm)	1776	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	2	1
RTOR Reduction (vph)	1	0
Lane Group Flow (vph)	5	0
Heavy Vehicles (%)	2%	2%
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	1.4	
Effective Green, g (s)	1.4	
Actuated g/C Ratio	0.01	
Clearance Time (s)	6.2	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	19	
v/s Ratio Prot	c0.00	
v/s Ratio Perm		
v/c Ratio	0.26	
Uniform Delay, d1	63.8	
Progression Factor	1.00	
Incremental Delay, d2	7.3	
Delay (s)	71.1	
Level of Service	E	
Approach Delay (s/veh)	71.1	
Approach LOS	E	

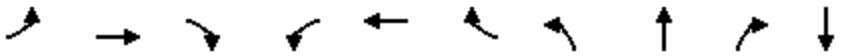
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	15	430	212	75	464	1	164	166	68	5
v/c Ratio	0.03	0.25	0.29	0.14	0.25	0.00	0.65	0.66	0.15	0.05
Control Delay (s/veh)	12.7	19.4	4.9	8.8	11.6	0.0	51.6	51.9	0.7	41.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.7	19.4	4.9	8.8	11.6	0.0	51.6	51.9	0.7	41.8
Queue Length 50th (ft)	3	85	0	14	52	0	112	114	0	2
Queue Length 95th (ft)	18	182	59	34	121	m0	171	172	0	14
Internal Link Dist (ft)		1168			1070			424		726
Turn Bay Length (ft)	280		750	300		250	280		175	
Base Capacity (vph)	608	1698	721	586	1839	990	305	306	506	218
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.25	0.29	0.13	0.25	0.00	0.54	0.54	0.13	0.02

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	29	457	263	88	473	4	132	134	49	6
v/c Ratio	0.05	0.23	0.27	0.14	0.21	0.00	0.58	0.59	0.14	0.06
Control Delay (s/veh)	8.4	14.4	2.9	8.0	11.9	0.0	61.7	62.0	0.8	55.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.4	14.4	2.9	8.0	11.9	0.0	61.7	62.0	0.8	55.8
Queue Length 50th (ft)	6	82	0	27	84	0	111	113	0	4
Queue Length 95th (ft)	24	171	50	51	114	m0	171	174	0	19
Internal Link Dist (ft)		1168			1070			424		726
Turn Bay Length (ft)	280		750	300		250	280		175	
Base Capacity (vph)	717	2031	981	679	2224	1080	309	309	418	189
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.23	0.27	0.13	0.21	0.00	0.43	0.43	0.12	0.03

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

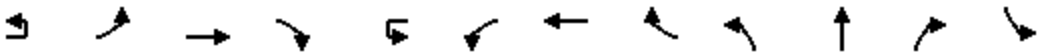


Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	9	10	304	93	12	378	0	82	4	7	2	2
Future Volume (vph)	9	10	304	93	12	378	0	82	4	7	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	7.6	7.6	7.6	7.6		6.7	6.7			6.2
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95		1.00	1.00			1.00
Frt		1.00	1.00	0.85	1.00	1.00		1.00	0.90			0.89
Flt Protected		0.95	1.00	1.00	0.95	1.00		0.95	1.00			1.00
Satd. Flow (prot)		1770	3252	1583	1770	3112		1687	1685			1649
Flt Permitted		0.52	1.00	1.00	0.55	1.00		0.95	1.00			1.00
Satd. Flow (perm)		964	3252	1583	1028	3112		1687	1685			1649
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	9	11	320	98	13	398	0	86	4	7	2	2
RTOR Reduction (vph)	0	0	0	40	0	0	0	0	6	0	0	17
Lane Group Flow (vph)	0	20	320	58	13	398	0	86	5	0	0	5
Heavy Vehicles (%)	2%	2%	11%	2%	2%	16%	2%	7%	2%	2%	2%	2%
Turn Type	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA		Split	NA
Protected Phases		1	6		5	2		4	4		8	8
Permitted Phases	6	6		6	2		2					
Actuated Green, G (s)		67.2	64.6	64.6	67.8	65.3		11.1	11.1			3.7
Effective Green, g (s)		67.2	64.6	64.6	67.8	65.3		11.1	11.1			3.7
Actuated g/C Ratio		0.61	0.59	0.59	0.62	0.59		0.10	0.10			0.03
Clearance Time (s)		6.8	7.6	7.6	7.6	7.6		6.7	6.7			6.2
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0		5.0	5.0			5.0
Lane Grp Cap (vph)		607	1909	929	650	1847		170	170			55
v/s Ratio Prot		c0.00	0.10		0.00	c0.13		c0.05	0.00			c0.00
v/s Ratio Perm		0.02		0.04	0.01							
v/c Ratio		0.03	0.17	0.06	0.02	0.22		0.51	0.03			0.08
Uniform Delay, d1		8.4	10.4	9.7	8.2	10.4		46.9	44.6			51.5
Progression Factor		0.13	0.14	0.13	1.00	1.00		1.00	1.00			1.00
Incremental Delay, d2		0.0	0.2	0.1	0.0	0.3		4.9	0.1			1.4
Delay (s)		1.1	1.6	1.4	8.2	10.7		51.7	44.7			52.9
Level of Service		A	A	A	A	B		D	D			D
Approach Delay (s/veh)			1.5			10.6			50.9			52.9
Approach LOS			A			B			D			D

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	28.1
Intersection Capacity Utilization	40.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

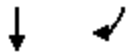


Movement	SBR
Lane Configurations	
Traffic Volume (vph)	17
Future Volume (vph)	17
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	18
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	41	12	333	145	4	54	310	5	168	12	13	8
Future Volume (vph)	41	12	333	145	4	54	310	5	168	12	13	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	7.6	7.6		7.6	7.6	7.6	6.7	6.7		
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	1.00	1.00		
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.92		
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)		1770	3312	1583		1770	3343	1583	1752	1718		
Flt Permitted		0.55	1.00	1.00		0.52	1.00	1.00	0.95	1.00		
Satd. Flow (perm)		1015	3312	1583		974	3343	1583	1752	1718		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	46	13	370	161	4	60	344	6	187	13	14	9
RTOR Reduction (vph)	0	0	0	79	0	0	0	3	0	12	0	0
Lane Group Flow (vph)	0	59	370	82	0	64	344	3	187	15	0	0
Heavy Vehicles (%)	2%	2%	9%	2%	2%	2%	8%	2%	3%	2%	2%	2%
Turn Type	Perm	pm+pt	NA	Perm	Perm	pm+pt	NA	Perm	Split	NA		Split
Protected Phases		1	6			5	2		4	4		8
Permitted Phases	6	6		6	2	2		2				
Actuated Green, G (s)		72.7	66.5	66.5		73.9	67.5	67.5	21.3	21.3		
Effective Green, g (s)		72.7	66.5	66.5		73.9	67.5	67.5	21.3	21.3		
Actuated g/C Ratio		0.56	0.51	0.51		0.57	0.52	0.52	0.16	0.16		
Clearance Time (s)		6.8	7.6	7.6		7.6	7.6	7.6	6.7	6.7		
Vehicle Extension (s)		3.0	5.0	5.0		3.0	5.0	5.0	5.0	5.0		
Lane Grp Cap (vph)		603	1694	809		592	1735	821	287	281		
v/s Ratio Prot		0.00	c0.11			c0.01	0.10		c0.11	0.01		
v/s Ratio Perm		0.05		0.05		0.06		0.00				
v/c Ratio		0.10	0.22	0.10		0.11	0.20	0.00	0.65	0.05		
Uniform Delay, d1		13.1	17.5	16.4		12.6	16.7	15.1	50.9	45.9		
Progression Factor		0.76	0.65	0.20		1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2		0.1	0.3	0.2		0.1	0.3	0.0	7.0	0.2		
Delay (s)		9.9	11.6	3.5		12.6	17.0	15.1	57.8	46.0		
Level of Service		A	B	A		B	B	B	E	D		
Approach Delay (s/veh)			9.2				16.3			56.3		
Approach LOS			A				B			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	21.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	28.1
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



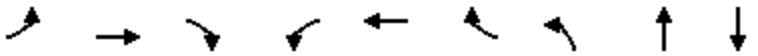
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	7	24
Future Volume (vph)	7	24
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.2	
Lane Util. Factor	1.00	
Frt	0.92	
Flt Protected	0.99	
Satd. Flow (prot)	1691	
Flt Permitted	0.99	
Satd. Flow (perm)	1691	
Peak-hour factor, PHF	0.90	0.90
Adj. Flow (vph)	8	27
RTOR Reduction (vph)	25	0
Lane Group Flow (vph)	19	0
Heavy Vehicles (%)	2%	2%
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	7.7	
Effective Green, g (s)	7.7	
Actuated g/C Ratio	0.06	
Clearance Time (s)	6.2	
Vehicle Extension (s)	5.0	
Lane Grp Cap (vph)	100	
v/s Ratio Prot	c0.01	
v/s Ratio Perm		
v/c Ratio	0.19	
Uniform Delay, d1	58.2	
Progression Factor	1.00	
Incremental Delay, d2	1.9	
Delay (s)	60.1	
Level of Service	E	
Approach Delay (s/veh)	60.1	
Approach LOS	E	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	20	320	98	13	398	86	11	22
v/c Ratio	0.03	0.14	0.09	0.02	0.19	0.44	0.05	0.16
Control Delay (s/veh)	1.2	1.6	0.2	8.8	11.1	51.5	28.1	25.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	1.2	1.6	0.2	8.8	11.1	51.5	28.1	25.4
Queue Length 50th (ft)	1	3	0	2	35	57	3	3
Queue Length 95th (ft)	2	12	0	12	127	104	19	28
Internal Link Dist (ft)		1070			2158		212	695
Turn Bay Length (ft)	300		850	315		100		
Base Capacity (vph)	799	2238	1141	835	2148	265	271	252
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.14	0.09	0.02	0.19	0.32	0.04	0.09

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	59	370	161	64	344	6	187	27	44
v/c Ratio	0.09	0.21	0.18	0.10	0.19	0.01	0.65	0.09	0.31
Control Delay (s/veh)	9.5	12.9	1.1	12.7	18.9	0.0	61.0	26.7	34.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.5	12.9	1.1	12.7	18.9	0.0	61.0	26.7	34.3
Queue Length 50th (ft)	12	47	0	20	81	0	150	9	14
Queue Length 95th (ft)	26	66	13	49	137	0	217	35	52
Internal Link Dist (ft)		1070			2158			212	695
Turn Bay Length (ft)	300		850	315		300	100		
Base Capacity (vph)	706	1765	918	687	1802	918	448	450	254
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.21	0.18	0.09	0.19	0.01	0.42	0.06	0.17

Intersection Summary

Arterial Level of Service: EB SR 70

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 31	II	45	24.6	19.4	44.0	0.24	19.3	D
Siesta Blvd	II	45	23.7	1.6	25.3	0.22	31.0	B
Total	II		48.3	21.0	69.3	0.45	23.6	C

Arterial Level of Service: WB SR 70

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Siesta Blvd	II	45	23.1	11.1	34.2	0.21	22.3	C
SR 31	II	45	23.7	11.6	35.3	0.22	22.2	C
Total	II		46.8	22.7	69.5	0.43	22.3	C

Arterial Level of Service: EB SR 70

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 31	II	45	24.6	14.4	39.0	0.24	21.8	D
Siesta Blvd	II	45	23.7	12.9	36.6	0.22	21.4	D
Total	II		48.3	27.3	75.6	0.45	21.6	D

Arterial Level of Service: WB SR 70

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Siesta Blvd	II	45	23.1	18.9	42.0	0.21	18.2	D
SR 31	II	45	23.7	11.9	35.6	0.22	22.0	C
Total	II		46.8	30.8	77.6	0.43	19.9	D

APPENDIX E:
Existing Year (2024) HCS Intersection Reports

HCS Two-Way Stop-Control Report

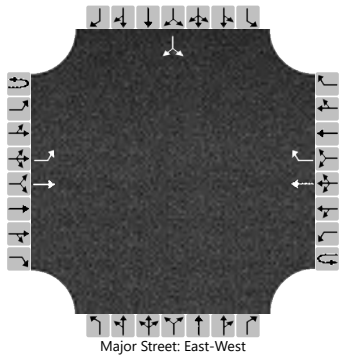
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	7/26/2024
Analysis Year	2024
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Toby's RV
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Toby's RV
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)		7	306				360	2						0		30
Percent Heavy Vehicles (%)		11												2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.21												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.30												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8													33	
Capacity, c (veh/h)		1118													657	
v/c Ratio		0.01													0.05	
95% Queue Length, Q_{95} (veh)		0.0													0.2	
95% Queue Length, Q_{95} (ft)		0.0													5.1	
Control Delay (s/veh)		8.2													10.8	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)		0.2												10.8		
Approach LOS		A												B		

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HCS Two-Way Stop-Control Report

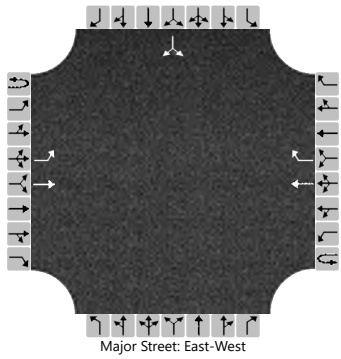
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	7/27/2024
Analysis Year	2024
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Toby's RV
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Toby's RV
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)		40	318				332	3						0		41
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		43													44	
Capacity, c (veh/h)		1198													687	
v/c Ratio		0.04													0.06	
95% Queue Length, Q_{95} (veh)		0.1													0.2	
95% Queue Length, Q_{95} (ft)		2.5													5.1	
Control Delay (s/veh)		8.1													10.6	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)		0.9												10.6		
Approach LOS		A												B		

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HCS Two-Way Stop-Control Report

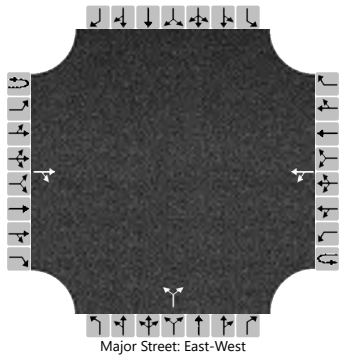
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	7/29/2024
Analysis Year	2024
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Townsend Rd
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			305	1		5	347			15		1				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						6					18					
Capacity, c (veh/h)						1219					395					
v/c Ratio						0.00					0.04					
95% Queue Length, Q_{95} (veh)						0.0					0.1					
95% Queue Length, Q_{95} (ft)						0.0					2.5					
Control Delay (s/veh)						8.0	0.0				14.5					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.2				14.5							
Approach LOS					A				B							

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HCS Two-Way Stop-Control Report

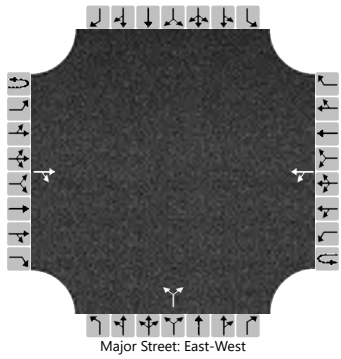
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	7/29/2024
Analysis Year	2024
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Townsend Rd
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Townsend Rd
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			310	8		0	335			0		1				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					1					
Capacity, c (veh/h)						1201					691					
v/c Ratio						0.00					0.00					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
95% Queue Length, Q_{95} (ft)											0.0					
Control Delay (s/veh)						8.0	0.0				10.2					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)						0.0				10.2						
Approach LOS						A				B						

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HCS Two-Way Stop-Control Report

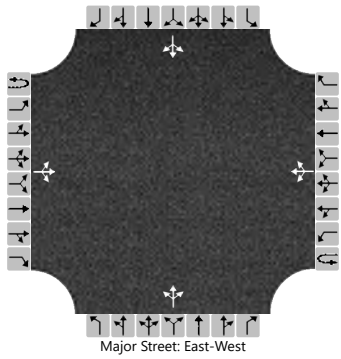
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	7/29/2024
Analysis Year	2024
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Hansel Ave
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Hansel Ave
Peak Hour Factor	0.86
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	290	12		1	301	1		46	0	7		1	0	5
Percent Heavy Vehicles (%)		2				2				7	2	17		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.17	6.52	6.37		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.56	4.02	3.45		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5				1					62				7	
Capacity, c (veh/h)		1208				1208					361				592	
v/c Ratio		0.00				0.00					0.17				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.6				0.0	
95% Queue Length, Q_{95} (ft)											16.0				0.0	
Control Delay (s/veh)		8.0	0.0	0.0		8.0	0.0	0.0			17.0				11.2	
Level of Service (LOS)		A	A	A		A	A	A			C				B	
Approach Delay (s/veh)	0.1				0.0				17.0				11.2			
Approach LOS	A				A				C				B			

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HCS Two-Way Stop-Control Report

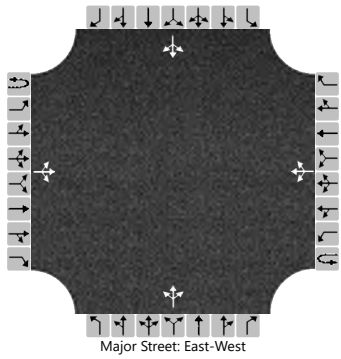
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	7/29/2024
Analysis Year	2024
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Hansel Ave
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Hansel Ave
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		10	275	26		6	301	0		33	0	2		0	0	1
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		11				7					40				1	
Capacity, c (veh/h)		1217				1217					354				701	
v/c Ratio		0.01				0.01					0.11				0.00	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.4				0.0	
95% Queue Length, Q_{95} (ft)											10.2				0.0	
Control Delay (s/veh)		8.0	0.1	0.1		8.0	0.1	0.1			16.5				10.1	
Level of Service (LOS)		A	A	A		A	A	A			C				B	
Approach Delay (s/veh)	0.3				0.2				16.5				10.1			
Approach LOS	A				A				C				B			

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HCS Two-Way Stop-Control Report

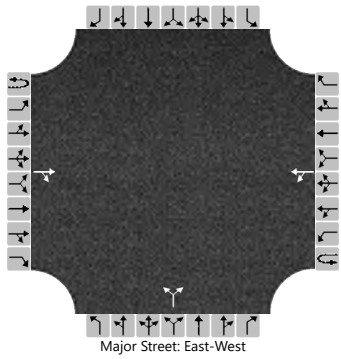
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	7/29/2024
Analysis Year	2024
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Walston Rd
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Walston Rd
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			296	2		1	284			19		2				
Percent Heavy Vehicles (%)						2				11		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.51		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.60		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1					25					
Capacity, c (veh/h)						1200					407					
v/c Ratio						0.00					0.06					
95% Queue Length, Q_{95} (veh)						0.0					0.2					
95% Queue Length, Q_{95} (ft)						0.0					5.4					
Control Delay (s/veh)						8.0	0.0				14.4					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.0				14.4							
Approach LOS					A				B							

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HCS Two-Way Stop-Control Report

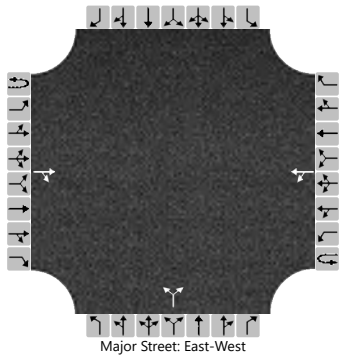
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	7/29/2024
Analysis Year	2024
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Walston Rd
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Walston Rd
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			271	6		1	301			6		2				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1					11					
Capacity, c (veh/h)						1194					422					
v/c Ratio						0.00					0.02					
95% Queue Length, Q_{95} (veh)						0.0					0.1					
95% Queue Length, Q_{95} (ft)						0.0					2.5					
Control Delay (s/veh)						8.0	0.0				13.8					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.0				13.8							
Approach LOS					A				B							

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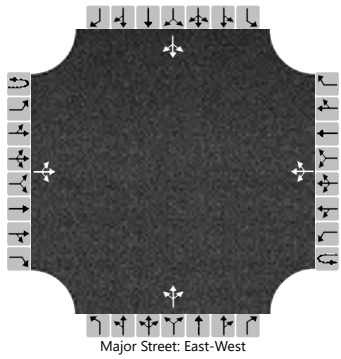
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	7/29/2024
Analysis Year	2024
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Cross Ave
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Cross Ave
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		32	263	3		0	241	16		18	0	0		13	0	26
Percent Heavy Vehicles (%)		17				2				2	2	2		2	2	19
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.27				4.12				7.12	6.52	6.22		7.12	6.52	6.39
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.35				2.22				3.52	4.02	3.32		3.52	4.02	3.47

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		36				0					20				44	
Capacity, c (veh/h)		1192				1262					346				547	
v/c Ratio		0.03				0.00					0.06				0.08	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.2				0.3	
95% Queue Length, Q_{95} (ft)											5.1				8.3	
Control Delay (s/veh)		8.1	0.3	0.3		7.9	0.0	0.0			16.1				12.2	
Level of Service (LOS)		A	A	A		A	A	A			C				B	
Approach Delay (s/veh)	1.1				0.0				16.1				12.2			
Approach LOS	A				A				C				B			

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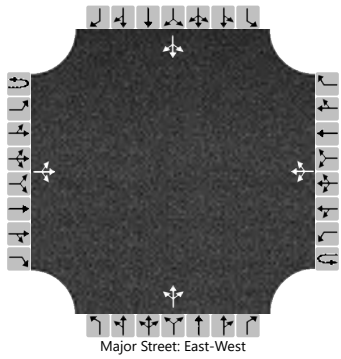
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	7/29/2024
Analysis Year	2024
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Cross Ave
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Cross Ave
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		33	240	0		0	267	16		3	1	0		16	1	32
Percent Heavy Vehicles (%)		2				2				2	2	2		3	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.13	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.53	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		43				0					5				64	
Capacity, c (veh/h)		1191				1249					290				482	
v/c Ratio		0.04				0.00					0.02				0.13	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.1				0.5	
95% Queue Length, Q_{95} (ft)											2.5				12.7	
Control Delay (s/veh)		8.1	0.4	0.4		7.9	0.0	0.0			17.6				13.6	
Level of Service (LOS)		A	A	A		A	A	A			C				B	
Approach Delay (s/veh)		1.3				0.0				17.6				13.6		
Approach LOS		A				A				C				B		

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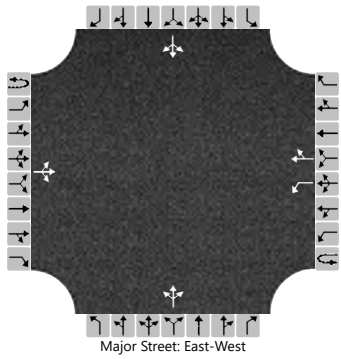
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	7/29/2024
Analysis Year	2024
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at CR 760
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	CR 760
Peak Hour Factor	0.85
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	1	0
Configuration			LTR			L		TR			LTR				LTR	
Volume (veh/h)		0	268	8		1	254	0		3	1	8		0	0	0
Percent Heavy Vehicles (%)		2				2				33	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.43	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.80	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				1					14				0	
Capacity, c (veh/h)		1262				1235					595				0	
v/c Ratio		0.00				0.00					0.02					
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1					
95% Queue Length, Q_{95} (ft)						0.0					2.7					
Control Delay (s/veh)		7.9	0.0	0.0		7.9					11.2					
Level of Service (LOS)		A	A	A		A					B					
Approach Delay (s/veh)		0.0				0.0				11.2						
Approach LOS		A				A				B						

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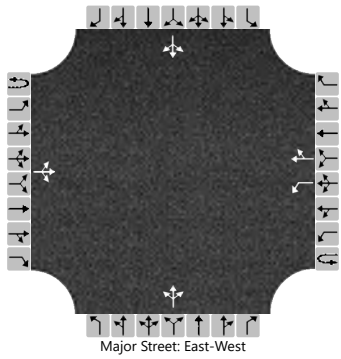
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	7/29/2024
Analysis Year	2024
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at CR 760
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	CR 760
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	1	0
Configuration			LTR			L		TR			LTR				LTR	
Volume (veh/h)		0	254	2		16	277	0		5	0	6		0	1	1
Percent Heavy Vehicles (%)		2				2				40	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.50	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.86	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				18					12				2	
Capacity, c (veh/h)		1253				1278					567				512	
v/c Ratio		0.00				0.01					0.02				0.00	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1				0.0	
95% Queue Length, Q_{95} (ft)						0.0					2.9				0.0	
Control Delay (s/veh)		7.9	0.0	0.0		7.9					11.5				12.1	
Level of Service (LOS)		A	A	A		A					B				B	
Approach Delay (s/veh)	0.0				0.4				11.5				12.1			
Approach LOS	A				A				B				B			

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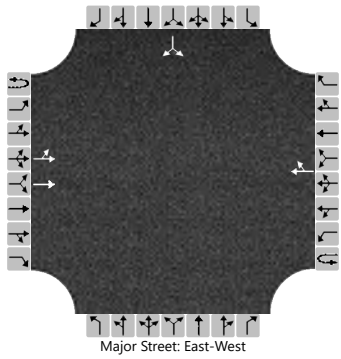
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	7/29/2024
Analysis Year	2024
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at NE 4 Mile Grade
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	NE 4 Mile Grade
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT	T					TR							LR	
Volume (veh/h)		1	275				255	1						1		0
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.2
Critical Headway (sec)		4.14												6.84		6.24
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1													1	
Capacity, c (veh/h)		1271													542	
v/c Ratio		0.00													0.00	
95% Queue Length, Q_{95} (veh)		0.0													0.0	
95% Queue Length, Q_{95} (ft)		0.0													0.0	
Control Delay (s/veh)		7.8	0.0												11.7	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)	0.0												11.7			
Approach LOS	A												B			

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HCS Two-Way Stop-Control Report

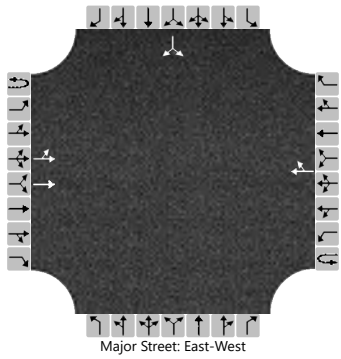
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	7/29/2024
Analysis Year	2024
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at NE 4 Mile Grade
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	NE 4 Mile Grade
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT	T					TR							LR	
Volume (veh/h)		0	260				284	1						3		9
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.2
Critical Headway (sec)		4.14												6.84		6.24
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0													14	
Capacity, c (veh/h)		1217													849	
v/c Ratio		0.00													0.02	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
95% Queue Length, Q_{95} (ft)															2.5	
Control Delay (s/veh)		8.0	0.0												9.3	
Level of Service (LOS)		A	A												A	
Approach Delay (s/veh)		0.0												9.3		
Approach LOS		A												A		

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HCS Two-Way Stop-Control Report

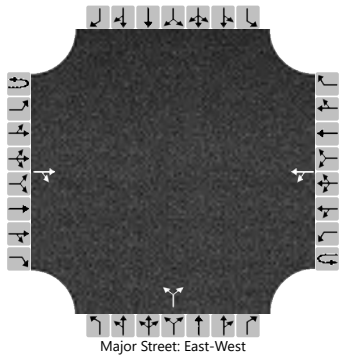
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	7/29/2024
Analysis Year	2024
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Florida Corrections
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Florida Corrections
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			235	41		6	253			3		0				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						7					3					
Capacity, c (veh/h)						1243					462					
v/c Ratio						0.01					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
95% Queue Length, Q_{95} (ft)						0.0					0.0					
Control Delay (s/veh)						7.9	0.1				12.9					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.2				12.9							
Approach LOS					A				B							

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HCS Two-Way Stop-Control Report

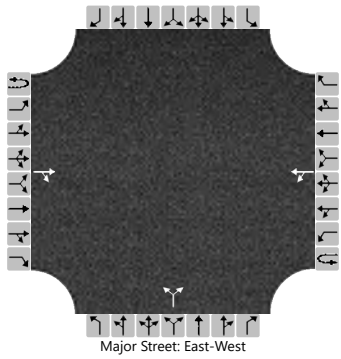
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	7/29/2024
Analysis Year	2024
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Florida Corrections
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Florida Corrections
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			263	0		1	240			45		39				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						1					111					
Capacity, c (veh/h)						1213					701					
v/c Ratio						0.00					0.16					
95% Queue Length, Q_{95} (veh)						0.0					0.6					
95% Queue Length, Q_{95} (ft)						0.0					15.2					
Control Delay (s/veh)						8.0	0.0				11.1					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.0				11.1							
Approach LOS					A				B							

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HCS Two-Way Stop-Control Report

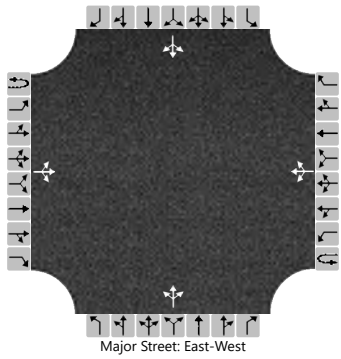
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	7/29/2024
Analysis Year	2024
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	SR PD&E

Site Information

Intersection	SR 70 at Blue Head St
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Blue Head St
Peak Hour Factor	0.72
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	200	0		1	258	0		1	0	0		0	0	0
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				1					1				0	
Capacity, c (veh/h)		1200				1285					388					
v/c Ratio		0.00				0.00					0.00					
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.0					
95% Queue Length, Q_{95} (ft)											0.0					
Control Delay (s/veh)		8.0	0.0	0.0		7.8	0.0	0.0			14.3					
Level of Service (LOS)		A	A	A		A	A	A			B					
Approach Delay (s/veh)		0.0				0.0				14.3						
Approach LOS		A				A				B						

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HCS Two-Way Stop-Control Report

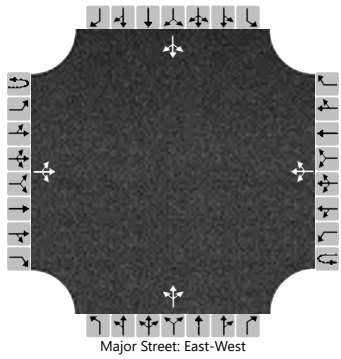
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	7/29/2024
Analysis Year	2024
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	SR PD&E

Site Information

Intersection	SR 70 at Blue Head St
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Blue Head St
Peak Hour Factor	0.81
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	302	0		1	241	0		0	0	0		0	0	0
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				1					0				0	
Capacity, c (veh/h)		1264				1186					0					
v/c Ratio		0.00				0.00										
95% Queue Length, Q_{95} (veh)		0.0				0.0										
95% Queue Length, Q_{95} (ft)																
Control Delay (s/veh)		7.8	0.0	0.0		8.0	0.0	0.0								
Level of Service (LOS)		A	A	A		A	A	A								
Approach Delay (s/veh)		0.0				0.0										
Approach LOS		A				A										

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APPENDIX F:
Existing Year (2024) HCS Arterial Reports

HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	10/3/2024
Agency	HNTB	Analysis Year	2024
Jurisdiction	Desoto County	Time Analyzed	AM Existing
Project Description	SR 70, W of US 31	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	19.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	40.3	Total Lateral Clearance (TLC), ft	12

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	592	Heavy Vehicle Adjustment Factor (f_{HV})	0.847
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	388
Total Trucks, %	18.00	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)	0.20

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	40.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	4.8		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	31.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	37.3	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	720	Heavy Vehicle Adjustment Factor (f_{HV})	0.840
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	476
Total Trucks, %	19.00	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)	0.25
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	37.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	12.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	7.8		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	10/3/2024
Agency	HNTB	Analysis Year	2024
Jurisdiction	Desoto County	Time Analyzed	AM Existing
Project Description	SR 70, between US 31 and Siesta Boulevard	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	5.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	43.8	Total Lateral Clearance (TLC), ft	12

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	416	Heavy Vehicle Adjustment Factor (f_{HV})	0.901
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	243
Total Trucks, %	11.00	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)	0.13

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	43.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	5.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.3		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	5.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	43.8	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	486	Heavy Vehicle Adjustment Factor (f_{HV})	0.870
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	310
Total Trucks, %	15.00	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)	0.16
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	43.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	7.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.3		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	10/3/2024
Agency	HNTB	Analysis Year	2024
Jurisdiction	Desoto County	Time Analyzed	AM Existing
Project Description	SR 70, from Siesta Boulevard to W of Tobys RV	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	7.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	43.3	Total Lateral Clearance (TLC), ft	12

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	313	Heavy Vehicle Adjustment Factor (f_{HV})	0.901
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	183
Total Trucks, %	11.00	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)	0.10

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	4.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.8		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	45.0	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	390	Heavy Vehicle Adjustment Factor (f_{HV})	0.862
Peak Hour Factor	0.92	Flow Rate (V_p), pc/h/ln	246
Total Trucks, %	16.00	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)	0.13
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	45.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	5.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

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HCS Two-Lane Highway Report

Project Information			
Analyst	HNTB	Date	10/3/2024
Agency	HNTB	Analysis Year	2024
Jurisdiction	Desoto County	Time Analyzed	AM Existing
Project Description	SR 70, from W of Tobys RV to Blue Head St	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	1827
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	340	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.20

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	62.3
Speed Slope Coefficient (m)	3.89629	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34679	PF Power Coefficient (p)	0.75146
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1827	-	-	60.2

Vehicle Results			
Average Speed, mi/h	60.2	Percent Followers, %	45.1
Segment Travel Time, minutes	0.34	Adj. Follower Density, followers/mi/ln	2.5
Vehicle LOS	B		

Segment 2

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	2185
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.5

Demand and Capacity			
Directional Demand Flow Rate, veh/h	340	Opposing Demand Flow Rate, veh/h	402
Peak Hour Factor	0.90	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.20

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	3.98344	Speed Power Coefficient (p)	0.49647

PF Slope Coefficient (m)	-1.25236	PF Power Coefficient (p)	0.80471
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2185	-	-	65.4

Vehicle Results

Average Speed, mi/h	65.4	Percent Followers, %	40.9
Segment Travel Time, minutes	0.38	Adj. Follower Density, followers/mi/ln	2.1
Vehicle LOS	B		

Segment 3

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2688
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	356	Opposing Demand Flow Rate, veh/h	409
Peak Hour Factor	0.86	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.21

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	68.0
Speed Slope Coefficient (m)	4.02636	Speed Power Coefficient (p)	0.49532
PF Slope Coefficient (m)	-1.23360	PF Power Coefficient (p)	0.81134
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	496	-	-	66.0
2	Horizontal Curve	1463	18093	2.0	66.0
3	Tangent	729	-	-	66.0

Vehicle Results

Average Speed, mi/h	66.0	Percent Followers, %	41.3
Segment Travel Time, minutes	0.46	Adj. Follower Density, followers/mi/ln	2.2
Vehicle LOS	B		

Segment 4

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	359	Opposing Demand Flow Rate, veh/h	365
Peak Hour Factor	0.83	Total Trucks, %	14.00

Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.21
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	66.7
Speed Slope Coefficient (m)	3.97102	Speed Power Coefficient (p)	0.50276
PF Slope Coefficient (m)	-1.20013	PF Power Coefficient (p)	0.81942
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1167	7542	2.0	64.7
2	Tangent	581	-	-	64.7
3	Horizontal Curve	1478	17290	2.0	64.7
4	Tangent	2054	-	-	64.7

Vehicle Results			
Average Speed, mi/h	64.7	Percent Followers, %	40.5
Segment Travel Time, minutes	0.93	Adj. Follower Density, followers/mi/ln	2.2
Vehicle LOS	B		

Segment 5

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5290
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	335	Opposing Demand Flow Rate, veh/h	320
Peak Hour Factor	0.89	Total Trucks, %	16.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.20
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	3.99560	Speed Power Coefficient (p)	0.51112
PF Slope Coefficient (m)	-1.18922	PF Power Coefficient (p)	0.82420
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5290	-	-	65.5

Vehicle Results			
Average Speed, mi/h	65.5	Percent Followers, %	38.3
Segment Travel Time, minutes	0.92	Adj. Follower Density, followers/mi/ln	2.0
Vehicle LOS	A		

Segment 6

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5312

Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	325	Opposing Demand Flow Rate, veh/h	302
Peak Hour Factor	0.85	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	3.99236	Speed Power Coefficient (p)	0.51472
PF Slope Coefficient (m)	-1.18636	PF Power Coefficient (p)	0.82525
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5312	-	-	65.5

Vehicle Results			
Average Speed, mi/h	65.5	Percent Followers, %	37.4
Segment Travel Time, minutes	0.92	Adj. Follower Density, followers/mi/ln	1.9
Vehicle LOS	A		

Segment 7

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	18506
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	310	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.89	Total Trucks, %	13.00
Segment Capacity, veh/h	1400	Demand/Capacity (D/C)	0.22
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	7.66198	Speed Power Coefficient (p)	1.56263
PF Slope Coefficient (m)	-0.98070	PF Power Coefficient (p)	0.91730
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	333	-	-	67.0
2	Horizontal Curve	1800	17189	2.0	67.0
3	Horizontal Curve	2413	20814	2.0	67.0
4	Tangent	13960	-	-	67.0

Passing Lane Results

	Faster Lane	Slower Lane

Flow Rate, veh/h	193	117	
Percentage of Heavy Vehicles (HV%), %	5.20	25.81	
Initial Average Speed (Sint), mi/h	67.8	67.3	
Average Speed at Midpoint (SPLmid), mi/h	69.5	65.6	
Percent Followers at Midpoint (PFPLmid), %	19.9	13.3	

Vehicle Results			
Average Speed, mi/h	67.0	Percent Followers, %	28.5
Segment Travel Time, minutes	3.14	Adj. Follower Density, followers/mi/ln	1.3
Follower Density Mid-Point, followers/mi/ln	0.4	Vehicle LOS	A

Segment 8

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	7767
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	317	Opposing Demand Flow Rate, veh/h	294
Peak Hour Factor	0.87	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	4.02508	Speed Power Coefficient (p)	0.51640
PF Slope Coefficient (m)	-1.17860	PF Power Coefficient (p)	0.81798
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	1.8
%Improvement to Percent Followers	14.9	%Improvement to Speed	0.8

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7767	-	-	65.8

Vehicle Results			
Average Speed, mi/h	66.4	Percent Followers, %	36.9
Segment Travel Time, minutes	1.33	Adj. Follower Density, followers/mi/ln	1.5
Vehicle LOS	A		

Segment 9

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	42789
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	278	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.72	Total Trucks, %	27.00
Segment Capacity, veh/h	1100	Demand/Capacity (D/C)	0.25

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.0
Speed Slope Coefficient (m)	9.34738	Speed Power Coefficient (p)	1.47617
PF Slope Coefficient (m)	-1.00746	PF Power Coefficient (p)	0.92168
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	42789	-	-	66.3

Passing Lane Results

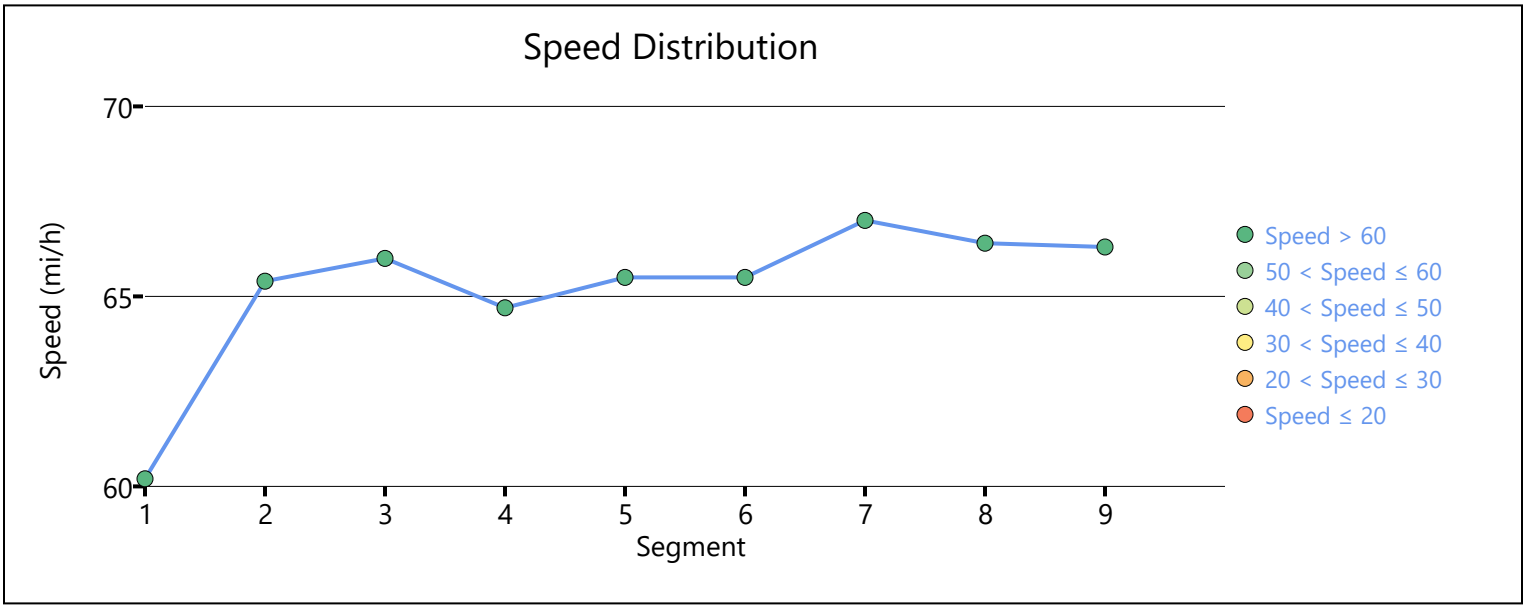
	Faster Lane	Slower Lane
Flow Rate, veh/h	171	106
Percentage of Heavy Vehicles (HV%), %	10.80	53.07
Initial Average Speed (Sint), mi/h	67.4	66.1
Average Speed at Midpoint (SPLmid), mi/h	69.4	64.1
Percent Followers at Midpoint (PFPLmid), %	18.2	6.8

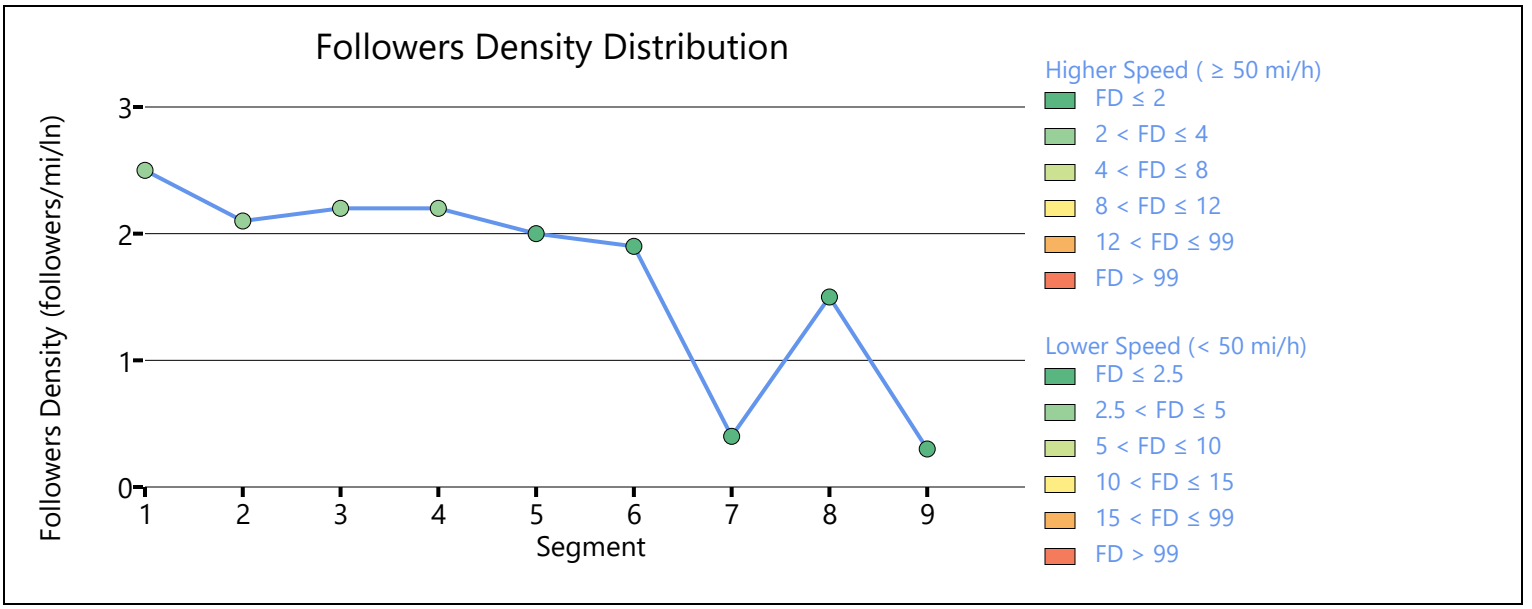
Vehicle Results

Average Speed, mi/h	66.3	Percent Followers, %	26.6
Segment Travel Time, minutes	7.34	Adj. Follower Density, followers/mi/ln	1.1
Follower Density Mid-Point, followers/mi/ln	0.3	Vehicle LOS	A

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/mi/ln	LOS
1	1065	0.28	0.9	A





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HCS Two-Lane Highway Report

Project Information			
Analyst	HNTB	Date	10/3/2024
Agency	HNTB	Analysis Year	2024
Jurisdiction	Desoto County	Time Analyzed	AM Existing
Project Description	SR 70, from Blue Head St to W of Tobys RV	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	42789
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	298	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.87	Total Trucks, %	24.00
Segment Capacity, veh/h	1300	Demand/Capacity (D/C)	0.23

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.1
Speed Slope Coefficient (m)	8.98119	Speed Power Coefficient (p)	1.49500
PF Slope Coefficient (m)	-0.89426	PF Power Coefficient (p)	0.91290
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	42789	-	-	66.3

Passing Lane Results

	Faster Lane	Slower Lane
Flow Rate, veh/h	183	115
Percentage of Heavy Vehicles (HV%), %	9.60	46.94
Initial Average Speed (Sint), mi/h	67.4	66.3
Average Speed at Midpoint (SPLmid), mi/h	69.4	64.4
Percent Followers at Midpoint (PFPLmid), %	18.3	8.6

Vehicle Results			
Average Speed, mi/h	66.3	Percent Followers, %	25.6
Segment Travel Time, minutes	7.33	Adj. Follower Density, followers/mi/ln	1.1
Follower Density Mid-Point, followers/mi/ln	0.3	Vehicle LOS	A

Segment 2

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	7767
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	288	Opposing Demand Flow Rate, veh/h	310
Peak Hour Factor	0.89	Total Trucks, %	16.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.17
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.6
Speed Slope Coefficient (m)	4.02800	Speed Power Coefficient (p)	0.51313
PF Slope Coefficient (m)	-1.18106	PF Power Coefficient (p)	0.81701
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	1.5
%Improvement to Percent Followers	11.7	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7767	-	-	65.9

Vehicle Results			
Average Speed, mi/h	65.9	Percent Followers, %	34.7
Segment Travel Time, minutes	1.34	Adj. Follower Density, followers/mi/ln	1.3
Vehicle LOS	A		

Segment 3

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	18506
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	300	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.85	Total Trucks, %	23.00
Segment Capacity, veh/h	1300	Demand/Capacity (D/C)	0.23
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	8.88264	Speed Power Coefficient (p)	1.49988
PF Slope Coefficient (m)	-0.90804	PF Power Coefficient (p)	0.91469
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	13960	-	-	66.6
2	Horizontal Curve	2413	20814	2.0	66.6
3	Horizontal Curve	1800	17189	2.0	66.6
4	Tangent	333	-	-	66.6

Passing Lane Results

	Faster Lane	Slower Lane
Flow Rate, veh/h	184	116
Percentage of Heavy Vehicles (HV%), %	9.20	45.01

Initial Average Speed (Sint), mi/h	67.7	66.6	
Average Speed at Midpoint (SPLmid), mi/h	69.6	64.7	
Percent Followers at Midpoint (PFPLmid), %	18.4	9.0	

Vehicle Results			
Average Speed, mi/h	66.6	Percent Followers, %	26.1
Segment Travel Time, minutes	3.16	Adj. Follower Density, followers/mi/ln	1.2
Follower Density Mid-Point, followers/mi/ln	0.3	Vehicle LOS	A

Segment 4

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5312
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	289	Opposing Demand Flow Rate, veh/h	310
Peak Hour Factor	0.89	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.17

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.3
Speed Slope Coefficient (m)	3.98744	Speed Power Coefficient (p)	0.51313
PF Slope Coefficient (m)	-1.18797	PF Power Coefficient (p)	0.82501
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	1.5
%Improvement to Percent Followers	15.8	%Improvement to Speed	1.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5312	-	-	65.6

Vehicle Results			
Average Speed, mi/h	66.3	Percent Followers, %	34.7
Segment Travel Time, minutes	0.91	Adj. Follower Density, followers/mi/ln	1.3
Vehicle LOS	A		

Segment 5

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5290
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	343	Opposing Demand Flow Rate, veh/h	359
Peak Hour Factor	0.83	Total Trucks, %	20.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.20

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.2
Speed Slope Coefficient (m)	3.99930	Speed Power Coefficient (p)	0.50383

PF Slope Coefficient (m)	-1.19488	PF Power Coefficient (p)	0.82212
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	2.1
%Improvement to Percent Followers	13.5	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5290	-	-	65.3

Vehicle Results

Average Speed, mi/h	65.3	Percent Followers, %	39.1
Segment Travel Time, minutes	0.92	Adj. Follower Density, followers/mi/ln	1.8
Vehicle LOS	A		

Segment 6

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	352	Opposing Demand Flow Rate, veh/h	347
Peak Hour Factor	0.86	Total Trucks, %	18.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.21

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	66.6
Speed Slope Coefficient (m)	3.95870	Speed Power Coefficient (p)	0.50611
PF Slope Coefficient (m)	-1.19820	PF Power Coefficient (p)	0.82075
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	2.2
%Improvement to Percent Followers	11.9	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2054	-	-	64.6
2	Horizontal Curve	1478	17290	2.0	64.6
3	Tangent	581	-	-	64.6
4	Horizontal Curve	1167	7542	2.0	64.6

Vehicle Results

Average Speed, mi/h	64.6	Percent Followers, %	39.9
Segment Travel Time, minutes	0.93	Adj. Follower Density, followers/mi/ln	1.9
Vehicle LOS	A		

Segment 7

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2688
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	391	Opposing Demand Flow Rate, veh/h	340

Peak Hour Factor	0.90	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.23
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.9
Speed Slope Coefficient (m)	4.00057	Speed Power Coefficient (p)	0.50732
PF Slope Coefficient (m)	-1.22564	PF Power Coefficient (p)	0.81537
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	2.6
%Improvement to Percent Followers	10.9	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	729	-	-	65.8
2	Horizontal Curve	1463	18093	2.0	65.8
3	Tangent	496	-	-	65.8

Vehicle Results			
Average Speed, mi/h	65.8	Percent Followers, %	43.5
Segment Travel Time, minutes	0.46	Adj. Follower Density, followers/mi/ln	2.3
Vehicle LOS	B		

Segment 8

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	2185
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.5
Demand and Capacity			
Directional Demand Flow Rate, veh/h	393	Opposing Demand Flow Rate, veh/h	333
Peak Hour Factor	0.92	Total Trucks, %	16.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.23
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.2
Speed Slope Coefficient (m)	3.95557	Speed Power Coefficient (p)	0.50872
PF Slope Coefficient (m)	-1.24402	PF Power Coefficient (p)	0.80879
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	2.7
%Improvement to Percent Followers	10.4	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2185	-	-	65.1

Vehicle Results			
Average Speed, mi/h	65.1	Percent Followers, %	44.3
Segment Travel Time, minutes	0.38	Adj. Follower Density, followers/mi/ln	2.4
Vehicle LOS	B		

Segment 9

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	1827

Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	424	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.92	Total Trucks, %	16.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.25
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	62.2
Speed Slope Coefficient (m)	3.88726	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34777	PF Power Coefficient (p)	0.75181
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	3.6
%Improvement to Percent Followers	9.7	%Improvement to Speed	0.0

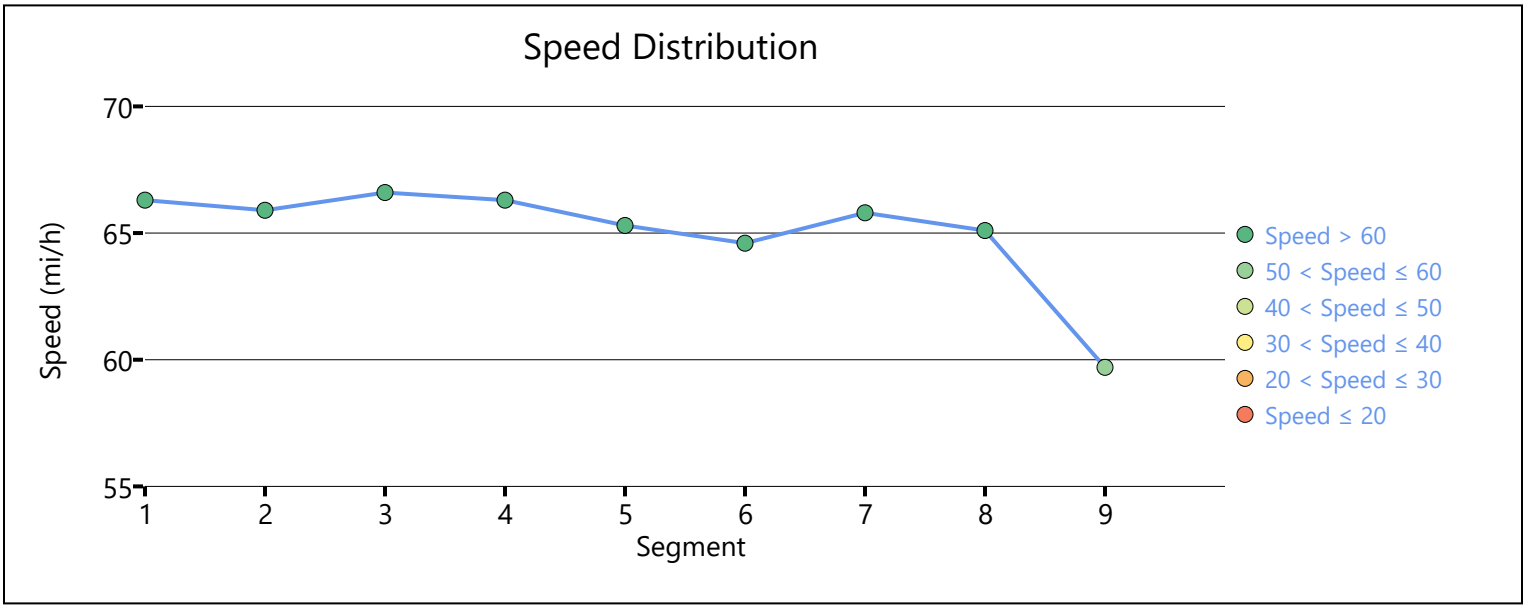
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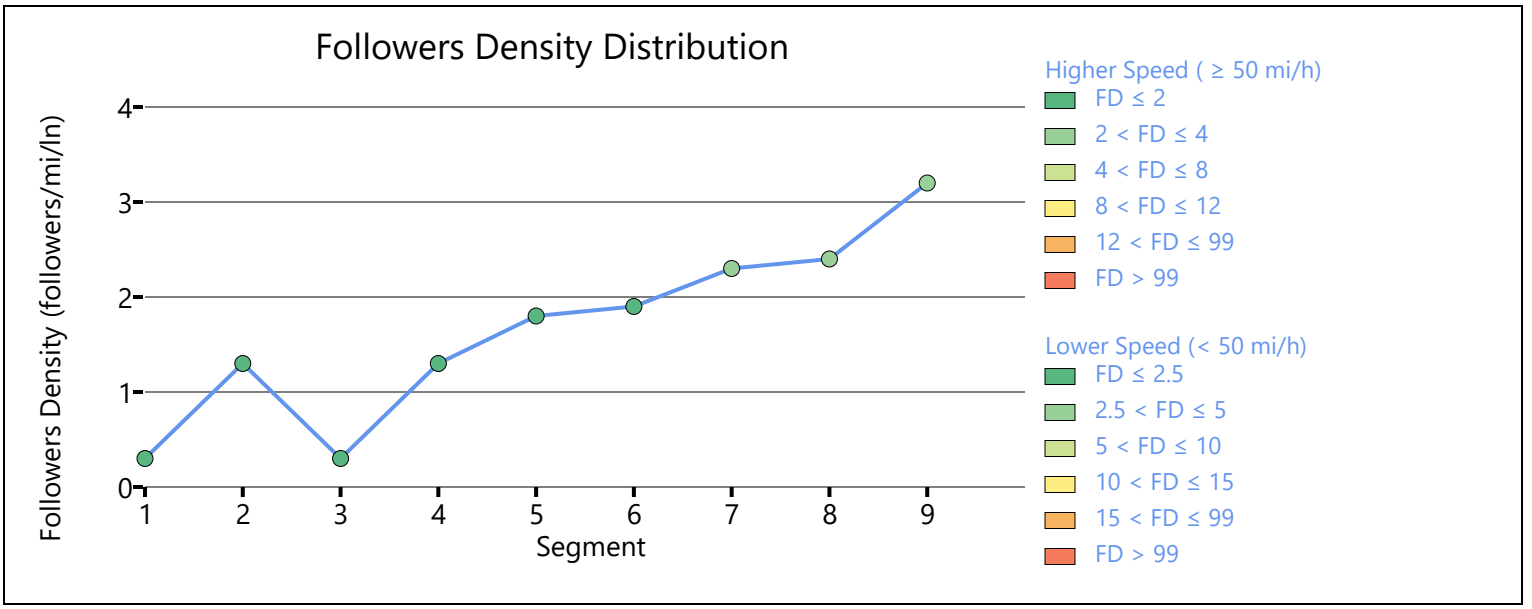
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1827	-	-	59.7

Vehicle Results			
Average Speed, mi/h	59.7	Percent Followers, %	50.7
Segment Travel Time, minutes	0.35	Adj. Follower Density, followers/mi/ln	3.2
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1170	0.31	0.8	A





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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	10/3/2024
Agency	HNTB	Analysis Year	2024
Jurisdiction	Desoto County	Time Analyzed	PM Existing
Project Description	SR 70, W of US 31	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	19.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	40.3	Total Lateral Clearance (TLC), ft	12

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	719	Heavy Vehicle Adjustment Factor (f_{HV})	0.926
Peak Hour Factor	0.96	Flow Rate (V_p), pc/h/ln	404
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)	0.21

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	40.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	10.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	4.8		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	31.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	37.3	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	728	Heavy Vehicle Adjustment Factor (f_{HV})	0.962
Peak Hour Factor	0.96	Flow Rate (V_p), pc/h/ln	394
Total Trucks, %	4.00	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)	0.21
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	37.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	10.6
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	7.8		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	10/3/2024
Agency	HNTB	Analysis Year	2024
Jurisdiction	Desoto County	Time Analyzed	PM Existing
Project Description	SR 70, between US 31 and Siesta Boulevard	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	5.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	43.8	Total Lateral Clearance (TLC), ft	12

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	531	Heavy Vehicle Adjustment Factor (f_{HV})	0.952
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	310
Total Trucks, %	5.00	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)	0.16

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	43.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	7.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.3		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	5.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	43.8	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	543	Heavy Vehicle Adjustment Factor (f_{HV})	0.926
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	326
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)	0.17
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	43.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	7.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.3		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	10/3/2024
Agency	HNTB	Analysis Year	2024
Jurisdiction	Desoto County	Time Analyzed	PM Existing
Project Description	SR 70, from Siesta Boulevard to W of Tobys RV	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	7.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	43.3	Total Lateral Clearance (TLC), ft	12

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	358	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.90	Flow Rate (V_p), pc/h/ln	219
Total Trucks, %	10.00	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)	0.12

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	5.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.8		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	45.0	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	373	Heavy Vehicle Adjustment Factor (f_{HV})	0.926
Peak Hour Factor	0.93	Flow Rate (V_p), pc/h/ln	216
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)	0.11
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	45.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	4.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

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HCS Two-Lane Highway Report

Project Information			
Analyst	HNTB	Date	10/3/2024
Agency	HNTB	Analysis Year	2024
Jurisdiction	Desoto County	Time Analyzed	AM Existing
Project Description	SR 70, from W of Tobys RV to Blue Head St	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	1827
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	385	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.23

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	62.4
Speed Slope Coefficient (m)	3.89809	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34659	PF Power Coefficient (p)	0.75140
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	3.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1827	-	-	60.1

Vehicle Results			
Average Speed, mi/h	60.1	Percent Followers, %	48.2
Segment Travel Time, minutes	0.35	Adj. Follower Density, followers/mi/ln	3.1
Vehicle LOS	B		

Segment 2

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	2185
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.5

Demand and Capacity			
Directional Demand Flow Rate, veh/h	357	Opposing Demand Flow Rate, veh/h	376
Peak Hour Factor	0.89	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.21

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	3.97846	Speed Power Coefficient (p)	0.50078

PF Slope Coefficient (m)		-1.24912		PF Power Coefficient (p)	0.80598
In Passing Lane Effective Length?		No		Follower Density, followers/mi/ln	2.3
%Improvement to Percent Followers		0.0		%Improvement to Speed	0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2185	-	-	65.4
Vehicle Results					
Average Speed, mi/h		65.4		Percent Followers, %	42.0
Segment Travel Time, minutes		0.38		Adj. Follower Density, followers/mi/ln	2.3
Vehicle LOS		B			
Segment 3					
Vehicle Inputs					
Segment Type		Passing Zone		Length, ft	2688
Lane Width, ft		12		Shoulder Width, ft	6
Speed Limit, mi/h		60		Access Point Density, pts/mi	0.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		353		Opposing Demand Flow Rate, veh/h	381
Peak Hour Factor		0.88		Total Trucks, %	6.00
Segment Capacity, veh/h		1700		Demand/Capacity (D/C)	0.21
Intermediate Results					
Segment Vertical Class		1		Free-Flow Speed, mi/h	68.2
Speed Slope Coefficient (m)		4.02792		Speed Power Coefficient (p)	0.50005
PF Slope Coefficient (m)		-1.22963		PF Power Coefficient (p)	0.81251
In Passing Lane Effective Length?		No		Follower Density, followers/mi/ln	2.2
%Improvement to Percent Followers		0.0		%Improvement to Speed	0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	496	-	-	66.2
2	Horizontal Curve	1463	18093	2.0	66.2
3	Tangent	729	-	-	66.2
Vehicle Results					
Average Speed, mi/h		66.2		Percent Followers, %	41.0
Segment Travel Time, minutes		0.46		Adj. Follower Density, followers/mi/ln	2.2
Vehicle LOS		B			
Segment 4					
Vehicle Inputs					
Segment Type		Passing Zone		Length, ft	5280
Lane Width, ft		12		Shoulder Width, ft	6
Speed Limit, mi/h		60		Access Point Density, pts/mi	5.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		364		Opposing Demand Flow Rate, veh/h	404
Peak Hour Factor		0.76		Total Trucks, %	12.00

Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.21
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	66.8
Speed Slope Coefficient (m)	3.98491	Speed Power Coefficient (p)	0.49619
PF Slope Coefficient (m)	-1.20450	PF Power Coefficient (p)	0.81714
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1167	7542	2.0	64.7
2	Tangent	581	-	-	64.7
3	Horizontal Curve	1478	17290	2.0	64.7
4	Tangent	2054	-	-	64.7

Vehicle Results			
Average Speed, mi/h	64.7	Percent Followers, %	41.0
Segment Travel Time, minutes	0.93	Adj. Follower Density, followers/mi/ln	2.3
Vehicle LOS	B		

Segment 5

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5290
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	355	Opposing Demand Flow Rate, veh/h	392
Peak Hour Factor	0.77	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.21
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	4.01719	Speed Power Coefficient (p)	0.49811
PF Slope Coefficient (m)	-1.19824	PF Power Coefficient (p)	0.81993
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5290	-	-	65.4

Vehicle Results			
Average Speed, mi/h	65.4	Percent Followers, %	40.1
Segment Travel Time, minutes	0.92	Adj. Follower Density, followers/mi/ln	2.2
Vehicle LOS	B		

Segment 6

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5312

Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	284	Opposing Demand Flow Rate, veh/h	314
Peak Hour Factor	0.90	Total Trucks, %	12.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.17
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.5
Speed Slope Coefficient (m)	4.00135	Speed Power Coefficient (p)	0.51226
PF Slope Coefficient (m)	-1.18778	PF Power Coefficient (p)	0.82428
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5312	-	-	65.8

Vehicle Results			
Average Speed, mi/h	65.8	Percent Followers, %	34.4
Segment Travel Time, minutes	0.92	Adj. Follower Density, followers/mi/ln	1.5
Vehicle LOS	A		

Segment 7

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	18506
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	310	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.84	Total Trucks, %	13.00
Segment Capacity, veh/h	1400	Demand/Capacity (D/C)	0.22
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	7.66198	Speed Power Coefficient (p)	1.56263
PF Slope Coefficient (m)	-0.98070	PF Power Coefficient (p)	0.91730
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	333	-	-	67.1
2	Horizontal Curve	1800	17189	2.0	67.1
3	Horizontal Curve	2413	20814	2.0	67.1
4	Tangent	13960	-	-	67.1

Passing Lane Results

	Faster Lane	Slower Lane

Flow Rate, veh/h	192	117	
Percentage of Heavy Vehicles (HV%), %	5.20	25.82	
Initial Average Speed (Sint), mi/h	67.8	67.3	
Average Speed at Midpoint (SPLmid), mi/h	69.5	65.6	
Percent Followers at Midpoint (PFPLmid), %	19.9	13.3	

Vehicle Results			
Average Speed, mi/h	67.1	Percent Followers, %	28.4
Segment Travel Time, minutes	3.14	Adj. Follower Density, followers/mi/ln	1.3
Follower Density Mid-Point, followers/mi/ln	0.4	Vehicle LOS	A

Segment 8

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	7767
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	346	Opposing Demand Flow Rate, veh/h	375
Peak Hour Factor	0.76	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.20

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.8
Speed Slope Coefficient (m)	4.05522	Speed Power Coefficient (p)	0.50103
PF Slope Coefficient (m)	-1.18892	PF Power Coefficient (p)	0.81278
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	2.1
%Improvement to Percent Followers	14.3	%Improvement to Speed	0.4

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7767	-	-	65.8

Vehicle Results			
Average Speed, mi/h	66.0	Percent Followers, %	39.5
Segment Travel Time, minutes	1.34	Adj. Follower Density, followers/mi/ln	1.8
Vehicle LOS	A		

Segment 9

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	42789
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	373	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.81	Total Trucks, %	9.00
Segment Capacity, veh/h	1500	Demand/Capacity (D/C)	0.25

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.6
Speed Slope Coefficient (m)	7.15019	Speed Power Coefficient (p)	1.58912
PF Slope Coefficient (m)	-0.96868	PF Power Coefficient (p)	0.91938
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	42789	-	-	66.7

Passing Lane Results

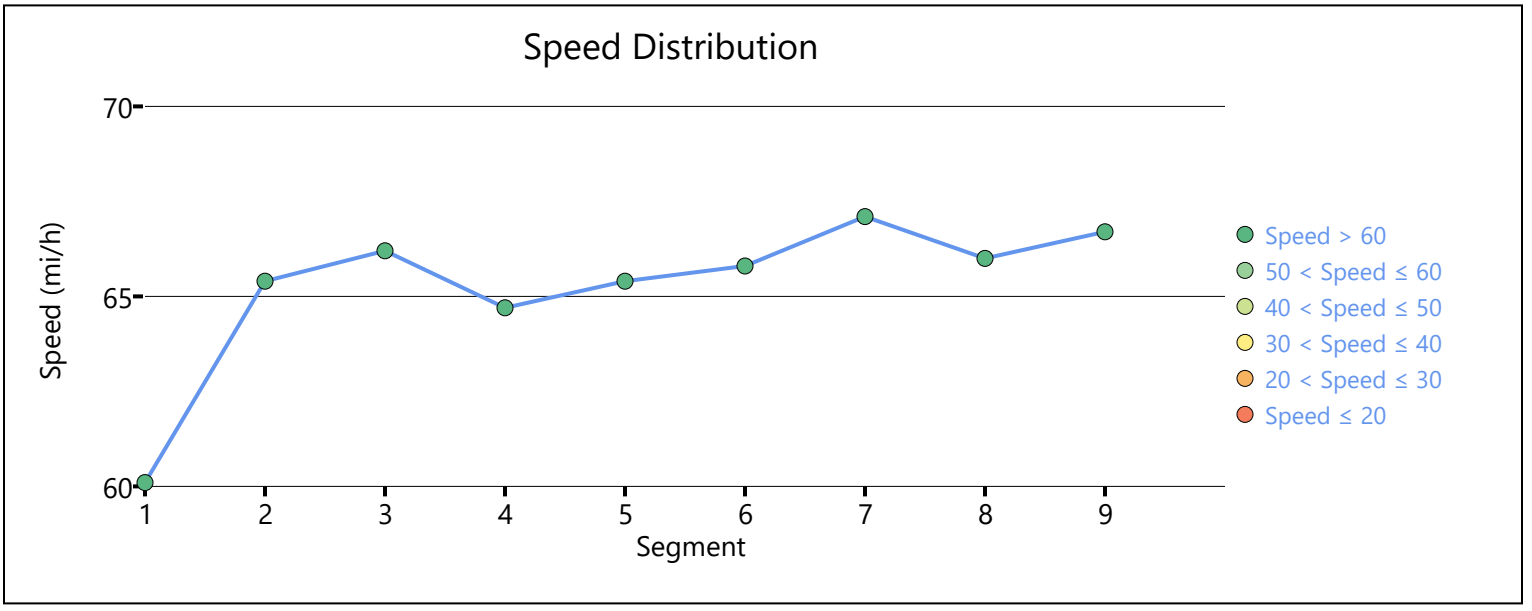
	Faster Lane	Slower Lane
Flow Rate, veh/h	229	144
Percentage of Heavy Vehicles (HV%), %	3.60	17.60
Initial Average Speed (Sint), mi/h	67.5	67.2
Average Speed at Midpoint (SPLmid), mi/h	69.2	65.6
Percent Followers at Midpoint (PFPLmid), %	23.3	15.4

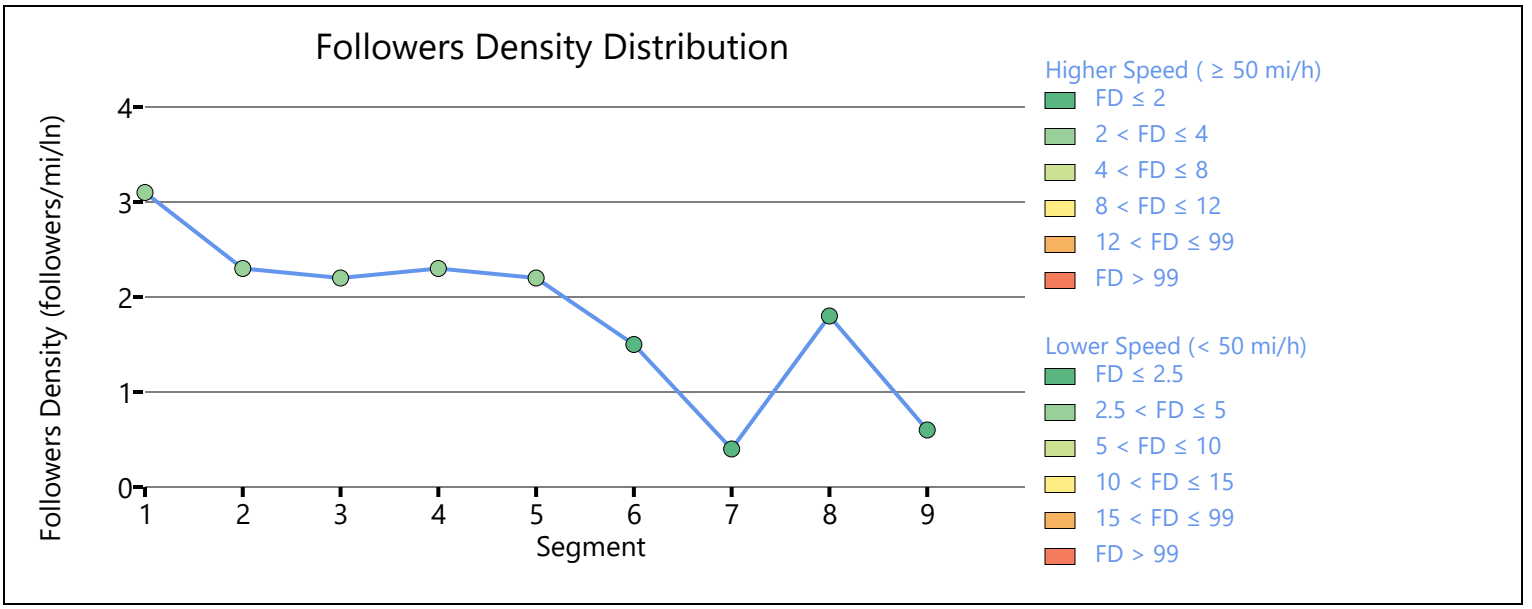
Vehicle Results

Average Speed, mi/h	66.7	Percent Followers, %	32.4
Segment Travel Time, minutes	7.29	Adj. Follower Density, followers/mi/ln	1.8
Follower Density Mid-Point, followers/mi/ln	0.6	Vehicle LOS	A

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/mi/ln	LOS
1	1242	0.34	1.0	A





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HCS Two-Lane Highway Report

Project Information			
Analyst	HNTB	Date	10/3/2024
Agency	HNTB	Analysis Year	2024
Jurisdiction	Desoto County	Time Analyzed	AM Existing
Project Description	SR 70, from Blue Head St to W of Tobys RV	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	42789
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	317	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.76	Total Trucks, %	6.00
Segment Capacity, veh/h	1500	Demand/Capacity (D/C)	0.21

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	6.78399	Speed Power Coefficient (p)	1.60794
PF Slope Coefficient (m)	-1.00649	PF Power Coefficient (p)	0.92188
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	42789	-	-	67.1

Passing Lane Results

	Faster Lane	Slower Lane
Flow Rate, veh/h	199	118
Percentage of Heavy Vehicles (HV%), %	2.40	12.05
Initial Average Speed (Sint), mi/h	67.7	67.5
Average Speed at Midpoint (SPLmid), mi/h	69.3	65.9
Percent Followers at Midpoint (PFPLmid), %	21.0	13.1

Vehicle Results			
Average Speed, mi/h	67.1	Percent Followers, %	29.5
Segment Travel Time, minutes	7.24	Adj. Follower Density, followers/mi/ln	1.4
Follower Density Mid-Point, followers/mi/ln	0.4	Vehicle LOS	A

Segment 2

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	7767
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	339	Opposing Demand Flow Rate, veh/h	313
Peak Hour Factor	0.84	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.20

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.8
Speed Slope Coefficient (m)	4.03970	Speed Power Coefficient (p)	0.51253
PF Slope Coefficient (m)	-1.18078	PF Power Coefficient (p)	0.81644
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	2.0
%Improvement to Percent Followers	11.2	%Improvement to Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7767	-	-	65.9

Vehicle Results			
Average Speed, mi/h	65.9	Percent Followers, %	38.6
Segment Travel Time, minutes	1.34	Adj. Follower Density, followers/mi/ln	1.8
Vehicle LOS	A		

Segment 3

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	18506
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	326	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.90	Total Trucks, %	8.00
Segment Capacity, veh/h	1500	Demand/Capacity (D/C)	0.22

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.9
Speed Slope Coefficient (m)	7.05165	Speed Power Coefficient (p)	1.59400
PF Slope Coefficient (m)	-0.98067	PF Power Coefficient (p)	0.92106
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	13960	-	-	67.2
2	Horizontal Curve	2413	20814	2.0	67.2
3	Horizontal Curve	1800	17189	2.0	67.2
4	Tangent	333	-	-	67.2

Passing Lane Results		
	Faster Lane	Slower Lane
Flow Rate, veh/h	203	123
Percentage of Heavy Vehicles (HV%), %	3.20	15.95

Initial Average Speed (Sint), mi/h	67.9	67.6	
Average Speed at Midpoint (SPLmid), mi/h	69.5	66.0	
Percent Followers at Midpoint (PFPLmid), %	21.2	13.8	

Vehicle Results			
Average Speed, mi/h	67.2	Percent Followers, %	29.4
Segment Travel Time, minutes	3.13	Adj. Follower Density, followers/mi/ln	1.4
Follower Density Mid-Point, followers/mi/ln	0.4	Vehicle LOS	A

Segment 4

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5312
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	368	Opposing Demand Flow Rate, veh/h	332
Peak Hour Factor	0.77	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.22

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.5
Speed Slope Coefficient (m)	4.00835	Speed Power Coefficient (p)	0.50875
PF Slope Coefficient (m)	-1.19017	PF Power Coefficient (p)	0.82310
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	2.3
%Improvement to Percent Followers	15.4	%Improvement to Speed	1.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5312	-	-	65.5

Vehicle Results			
Average Speed, mi/h	66.2	Percent Followers, %	40.7
Segment Travel Time, minutes	0.91	Adj. Follower Density, followers/mi/ln	1.9
Vehicle LOS	A		

Segment 5

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5290
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	397	Opposing Demand Flow Rate, veh/h	359
Peak Hour Factor	0.76	Total Trucks, %	6.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.23

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	4.02461	Speed Power Coefficient (p)	0.50380

PF Slope Coefficient (m)	-1.19318	PF Power Coefficient (p)	0.82121
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	2.6
%Improvement to Percent Followers	13.3	%Improvement to Speed	0.1

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5290	-	-	65.5

Vehicle Results

Average Speed, mi/h	65.6	Percent Followers, %	42.8
Segment Travel Time, minutes	0.92	Adj. Follower Density, followers/mi/ln	2.2
Vehicle LOS	B		

Segment 6

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	349	Opposing Demand Flow Rate, veh/h	315
Peak Hour Factor	0.88	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.21

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	66.9
Speed Slope Coefficient (m)	3.96770	Speed Power Coefficient (p)	0.51220
PF Slope Coefficient (m)	-1.19263	PF Power Coefficient (p)	0.82204
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	2.1
%Improvement to Percent Followers	12.4	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2054	-	-	64.9
2	Horizontal Curve	1478	17290	2.0	64.9
3	Tangent	581	-	-	64.9
4	Horizontal Curve	1167	7542	2.0	64.9

Vehicle Results

Average Speed, mi/h	64.9	Percent Followers, %	39.5
Segment Travel Time, minutes	0.92	Adj. Follower Density, followers/mi/ln	1.9
Vehicle LOS	A		

Segment 7

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2688
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	376	Opposing Demand Flow Rate, veh/h	349

Peak Hour Factor	0.89	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.22
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	68.1
Speed Slope Coefficient (m)	4.01583	Speed Power Coefficient (p)	0.50557
PF Slope Coefficient (m)	-1.22598	PF Power Coefficient (p)	0.81436
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	2.4
%Improvement to Percent Followers	11.4	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	729	-	-	66.0
2	Horizontal Curve	1463	18093	2.0	66.0
3	Tangent	496	-	-	66.0

Vehicle Results			
Average Speed, mi/h	66.0	Percent Followers, %	42.5
Segment Travel Time, minutes	0.46	Adj. Follower Density, followers/mi/ln	2.1
Vehicle LOS	B		

Segment 8

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	2185
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.5
Demand and Capacity			
Directional Demand Flow Rate, veh/h	360	Opposing Demand Flow Rate, veh/h	342
Peak Hour Factor	0.93	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.21
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.5
Speed Slope Coefficient (m)	3.97264	Speed Power Coefficient (p)	0.50696
PF Slope Coefficient (m)	-1.24431	PF Power Coefficient (p)	0.80772
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	2.3
%Improvement to Percent Followers	11.1	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2185	-	-	65.5

Vehicle Results			
Average Speed, mi/h	65.5	Percent Followers, %	42.0
Segment Travel Time, minutes	0.38	Adj. Follower Density, followers/mi/ln	2.1
Vehicle LOS	B		

Segment 9

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	1827

Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	401	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.93	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.24
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	62.4
Speed Slope Coefficient (m)	3.90170	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34620	PF Power Coefficient (p)	0.75126
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	3.3
%Improvement to Percent Followers	10.3	%Improvement to Speed	0.0

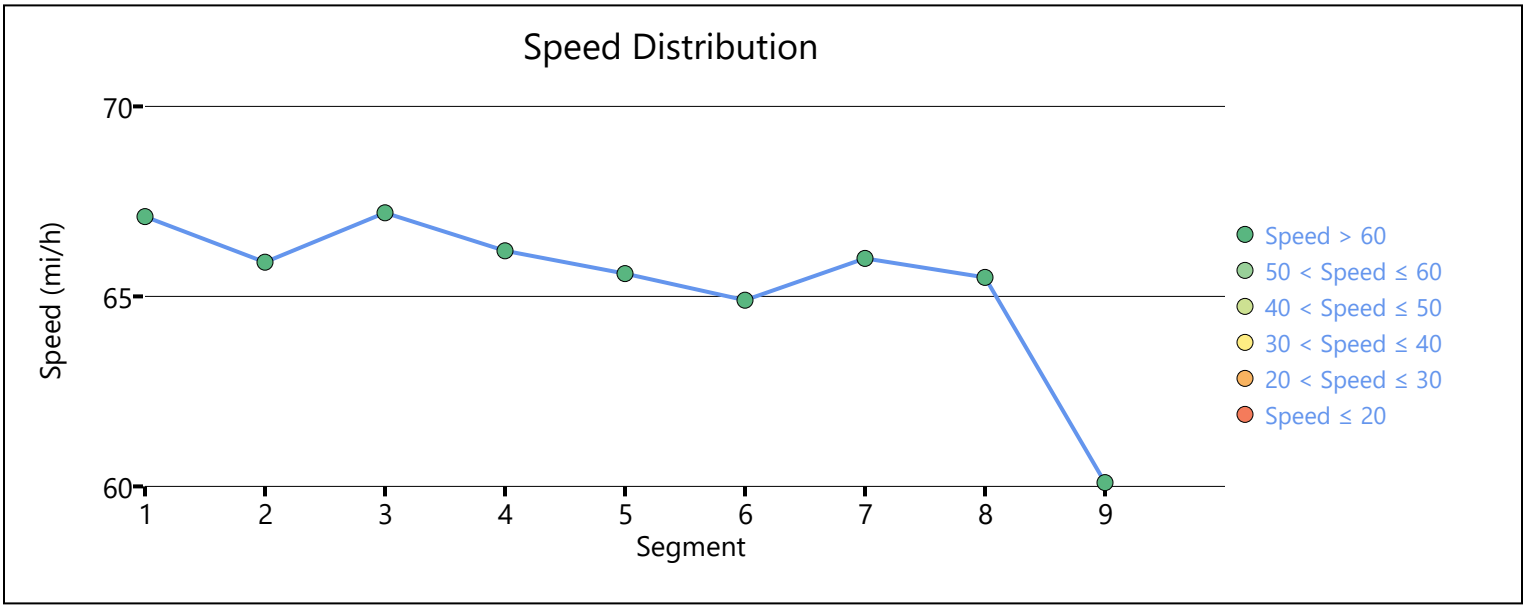
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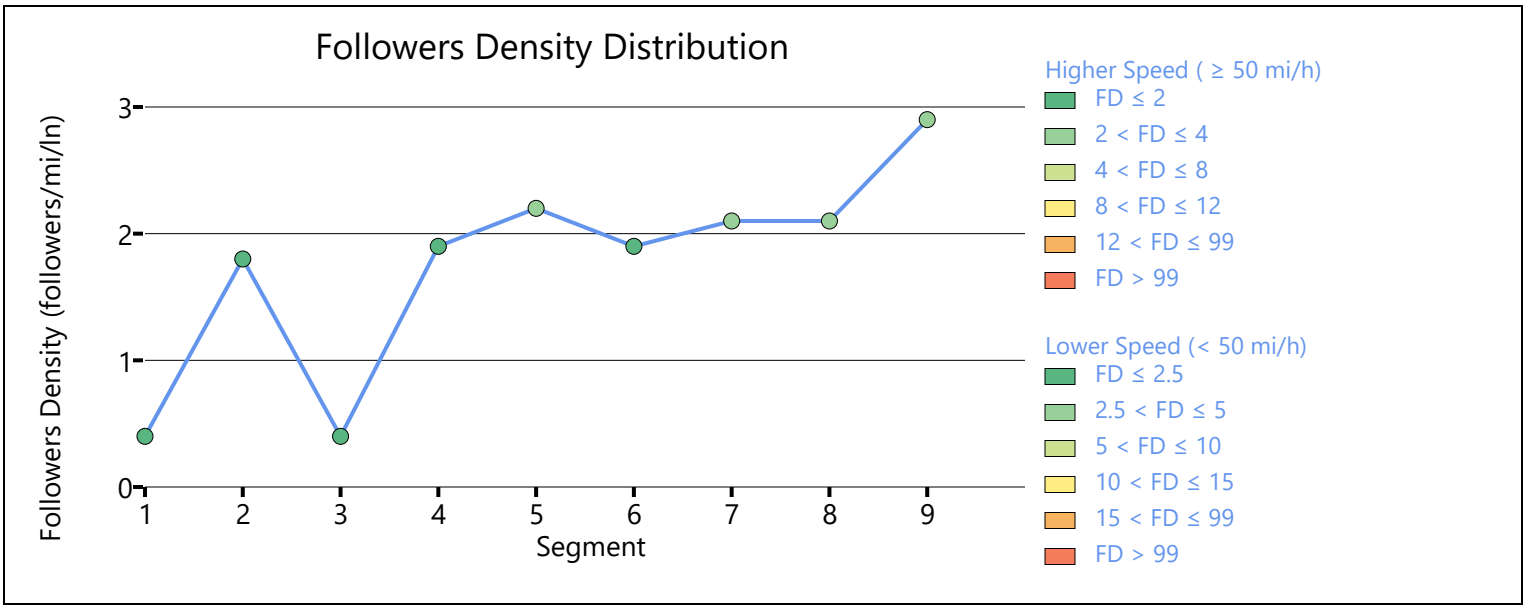
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1827	-	-	60.1

Vehicle Results			
Average Speed, mi/h	60.1	Percent Followers, %	49.2
Segment Travel Time, minutes	0.35	Adj. Follower Density, followers/mi/ln	2.9
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1183	0.29	1.0	A





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APPENDIX G:
Opening Year (2030) and Design Year (2050) Build Plans

INDEX OF RFP CONCEPT PLANS

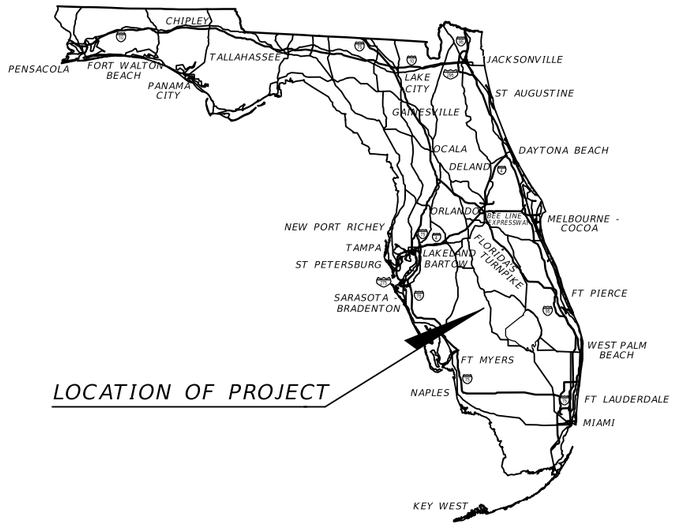
SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2	NOTES TO REVIEWERS
3-6	TYPICAL SECTIONS
7-32	PLAN/PROFILE SHEETS
33-43	CRITICAL CROSS SECTIONS

STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

RFP CONCEPT PLANS

FINANCIAL PROJECT ID: 451690-1-52-01 & 451942-1-52-01



DESOTO COUNTY (04040000)

STATE ROAD NO. 70
ADD LANES AND RECONSTRUCT FROM WEST OF SR 31
TO THE HIGHLANDS COUNTY LINE

PROJECT LOCATION URL:	https://tinyurl.com/bdhesktm https://tinyurl.com/bdhubznn
PROJECT LIMITS:	FPID 451690-1 BEGIN MP 14.973 - END 20.190 FPID 451942-1 BEGIN MP 20.190 - END 31.763
EXCEPTIONS:	NONE
BRIDGE LIMITS:	040024 - MP 16.896 - 16.919 040027 - MP 19.705 - 19.728
RAILROAD CROSSING:	N/A

RFP CONCEPT PLANS
DEVELOPED BY:

NICOLAS LEON P.E. 78538
HNTB CORPORATION
555 NORTH BROADWAY AVE
BARTOW, FL 33830
(863) 804-3088

15% LINE AND GRADE PLANS:
OCTOBER 18, 2024

FDOT PROJECT MANAGER:

JOSEPH M. LAUK, P.E.

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
	26	1

10/17/2024 8:09:04 AM amarty
P:\JOBS\79798_SR49_3R_Gilchrist\4470361520\1\roadway\KEYSR001.dgn

NOTES TO REVIEWERS:

1. THE BASE CLEARANCE WATER ELEVATION LINE IS BASED ON PRELIMINARY DATA AND IS SUBJECT TO CHANGE.

2. THE FOLLOWING EXCEPTIONS & VARIATIONS ARE ANTICIPATED FOR THIS PROJECT:
   -DESIGN VARIATION FOR MEDIAN WIDTH (STA. 4006+64.47 TO STA. 4043+00.00)
   -DESIGN VARIATION FOR DESIGN SPEED (SIS MINIMUM) (STA. 4006+64.47 TO STA. 4043+00.00)
   -DESIGN EXCEPTION FOR CROSS SLOPE (STA. 4006+64.47 TO STA. 4043+00.00)

3. THE TYPICAL SECTION PACKAGE HAS BEEN VERBALLY APPROVED BY FDOT.

4. THE PAVEMENT DESIGN PACKAGE IS IN DEVELOPMENT AND SUBJECT TO CHANGE.

5. BRIDGE AND BOX CULVERT ELEVATIONS ARE BASED ON THE NORMAL HIGH WATER ELEVATIONS AND ARE PRELIMINARY AND SUBJECT TO CHANGE.

6. TARGET SPEED WAS ESTABLISHED BY FDOT ON 8/23/2024.

7. THE 3-FT BASE CLEARANCE LINE IS THE ELEVATION WHERE THE ROADWAY PGL MEETS THE REQUIRED 3-FT BASE CLEARANCE. IT IS 4.63' FROM MP 14.973 TO MP 20.190 AND 4.71' FROM MP 20.190 TO MP 31.763, AS SHOWN IN THE DETAILS ON THE PROFILE SHEETS.

8. SURVEY IS BASED ON EXISTING LIDAR DATA. FULL TOPOGRAPHIC SURVEY IS ONGOING AND SCHEDULED TO BE PROVIDED IN MID-DECEMBER.

9. BEGIN AND END STATIONS/MILEPOSTS AND LENGTHS OF PROPOSED BRIDGES ARE BASED ON THE EXISTING BRIDGES AND SUBJECT TO CHANGE AT LATER SUBMITTALS. CHANGES MAY IMPACT PROPOSED PROFILES DETAILED IN THIS SUBMITTAL.

10. THE LOCATIONS OF THE WILDLIFE CROSSINGS SHOWN ON THE PROJECT ARE PRELIMINARY AND SUBJECT TO CHANGE.

11. RIGHT OF WAY LINES SHOWN ARE PRELIMINARY AND ARE BASED OFF OF THE DESOTO COUNTY PROPERTY APPRAISER AND AS-BUILTS.

12. THE EXISTING GROUND LINES ARE BASED ON THE STATEWIDE LIDAR SURVEY.

13. THE BRIDGE STRUCTURE LIMITS SHOWN ON THE PLANS ARE THE LIMITS OF THE EXISTING BRIDGES. THE PROPOSED BRIDGE LIMITS ARE UNDER DEVELOPMENT AND WILL BE FINALIZED AT FUTURES SUBMITTALS.

ABBREVIATIONS:

BC - BASE CLEARANCE

PR - PROPOSED

EL - ELEVATION

EX/EXIST - EXISTING

MP - MILEPOST

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD
NICOLAS LEON, P.E.
LICENSE NUMBER: 78358
HNTB CORP.
555 NORTH BROADWAY AVE
BARTOW, FL 33830

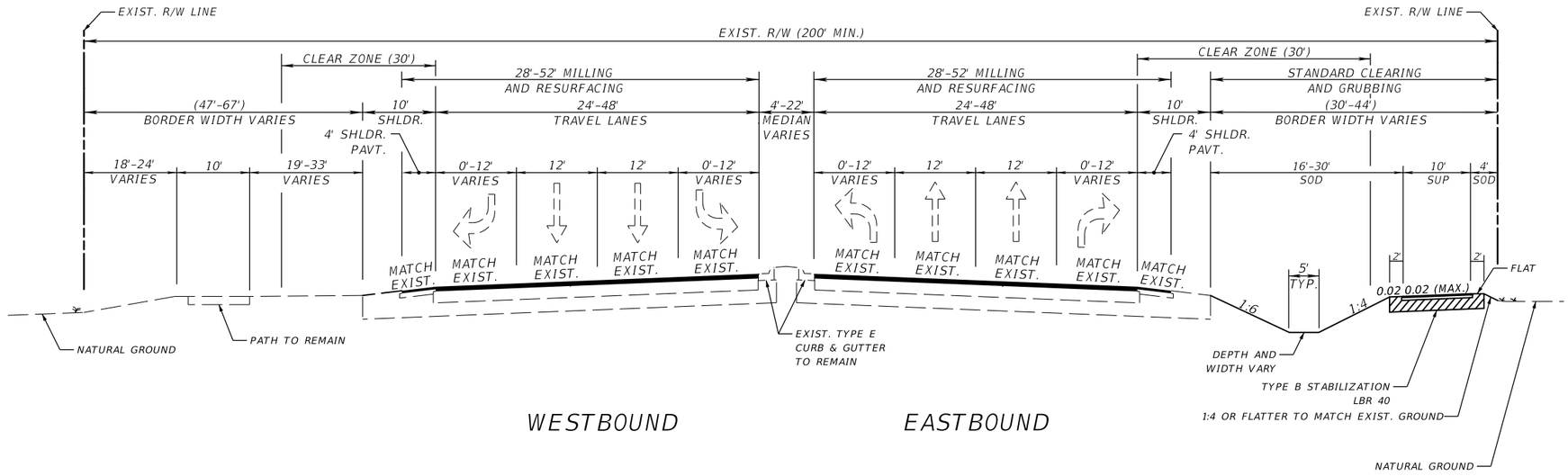
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	DESOTO	451690-1-52-01 451942-1-52-01

NOTES TO REVIEWERS

SHEET NO. 2

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amarty 10/16/2024 10:45:01 AM



MILLING & RESURFACING

SR 70

M.P. 14.973 TO M.P. 15.748

(STA. 4006+64.47 TO STA. 4043+00.00)

NOT TO SCALE

MILLING & RESURFACING

MILL EXIST. PAVEMENT (3")
RESURFACE WITH
TYPE SP (TRAFFIC C) (PG 76-22) (1.5")
FRICTION COURSE FC-12.5 (TRAFFIC C) (1.5")

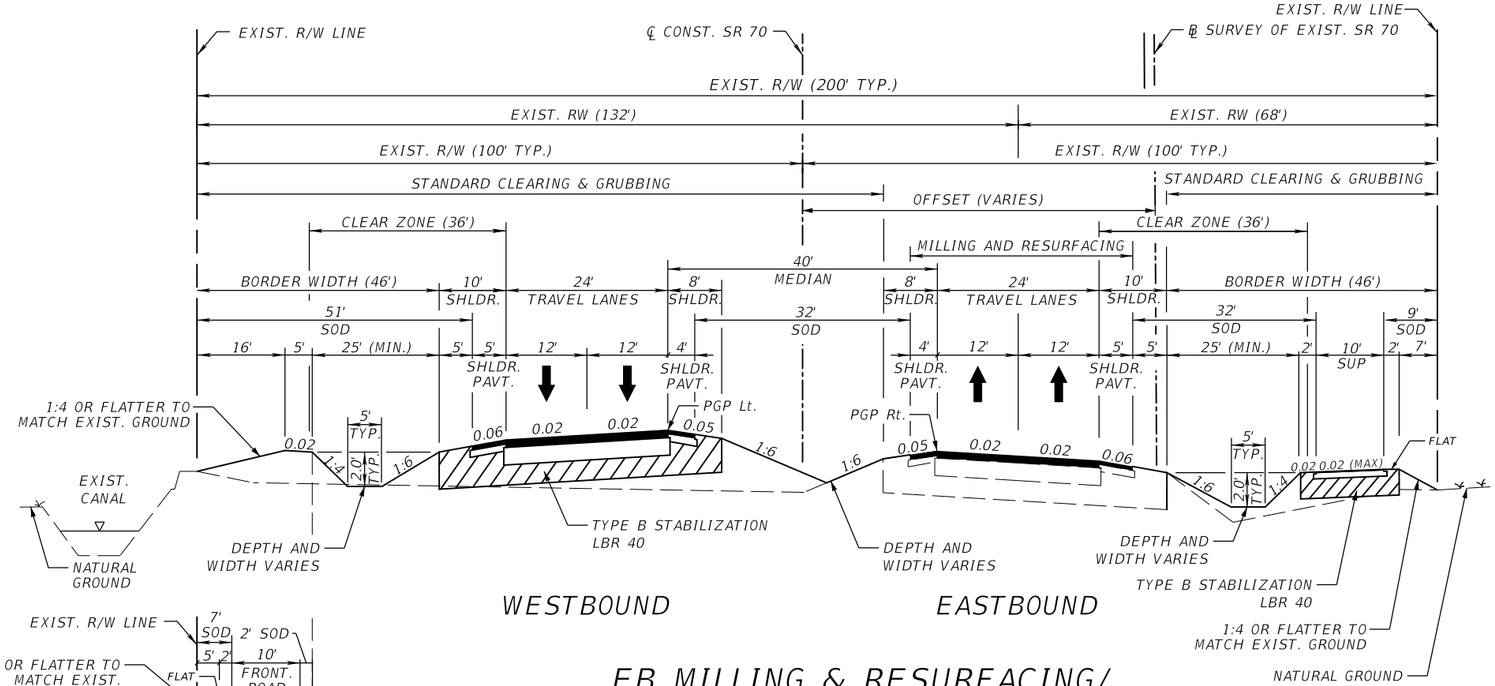
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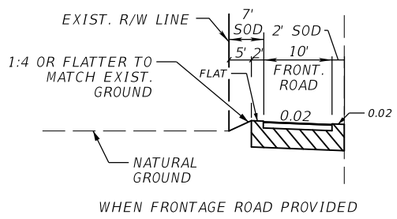
CURRENT YEAR	= 2024	AADT = 13700
ESTIMATED OPENING YEAR	= 2030	AADT = 14200
ESTIMATED DESIGN YEAR	= 2050	AADT = 15900

K = 9% D = 54.3% T = 14.9% (24 HOUR)
DESIGN HOUR T = 7.5%
DESIGN SPEED = 55 MPH
POSTED SPEED = 45 MPH (MP 14.973 - 15.551) & 55 MPH (MP 15.551 - 15.748)
TARGET SPEED = 45 MPH (MP 14.973 - 15.551) & 55 MPH (MP 15.551 - 15.748)
CONTEXT CLASSIFICATION = C2 - RURAL

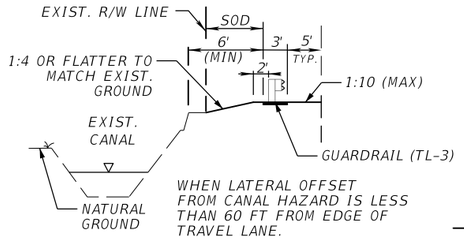
NOTE: PAVEMENT DESIGNS ARE PRELIMINARY AND SUBJECT TO FINAL FDOT REVIEW AND APPROVAL.

REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			TYPICAL SECTION	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	NICOLAS LEON, P.E. LICENSE NUMBER: 78538 HNTB CORP 555 NORTH BROADWAY AVE BARTOW, FL 33830	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		3
					70	DESOTO	451690-1-52-01 451942-1-52-01		





WHEN FRONTAGE ROAD PROVIDED



WHEN LATERAL OFFSET FROM CANAL HAZARD IS LESS THAN 60 FT FROM EDGE OF TRAVEL LANE.

EB MILLING & RESURFACING/ WB NEW CONSTRUCTION

NOT TO SCALE

SR 70
M.P. 15.748 TO M.P. 16.896
(STA. 4043+00.00 TO 4105+60.00)
M.P. 16.919 TO M.P. 19.705
(STA. 4106+80.00 TO 4253+80.00)
M.P. 19.728 TO M.P. 20.190
(STA. 4255+20.00 TO 4382+96.10)

SR 70
M.P. 20.190 TO M.P. 31.763
(STA. 4382+96.10 TO 4980+15.00)

TRAVEL LANES & TURN LANES
OPTIONAL BASE GROUP 9
TYPE SP (TRAFFIC C) (3.0")
FC-5 (PG 76-22) (0.75")

PAVED SHOULDERS
OPTIONAL BASE GROUP 1
TYPE SP (TRAFFIC C) (1.50")
FC-5 (PG 76-22) (0.75")

SHARED USE PATH
OPTIONAL BASE GROUP 1
TYPE SP (TRAFFIC C) (1.5")

TRAVEL LANES & TURN LANES
OPTIONAL BASE GROUP 10
TYPE SP (TRAFFIC C) (3.0")
FC-5 (PG 76-22) (0.75")

PAVED SHOULDERS
OPTIONAL BASE GROUP 1
TYPE SP (TRAFFIC C) (1.50")
FC-5 (PG 76-22) (0.75")

SHARED USE PATH
OPTIONAL BASE GROUP 1
TYPE SP (TRAFFIC C) (1.5")

EB MILLING & RESURFACING
MILL EXIST. PAVEMENT (3")
RESURFACE WITH
TYPE SP (TRAFFIC C) (PG 76-22) (1.5")
FRICTION COURSE FC-12.5 (TRAFFIC C) (1.5")

TRAFFIC DATA

CURRENT YEAR	= 2024	AADT = 13700
ESTIMATED OPENING YEAR	= 2030	AADT = 14200
ESTIMATED DESIGN YEAR	= 2050	AADT = 15900

K = 9% D = 54.3% T = 14.9% (24 HOUR)
DESIGN HOUR T = 7.5%
DESIGN SPEED = 65 MPH
POSTED SPEED = 65 MPH
TARGET SPEED = 65 MPH
CONTEXT CLASSIFICATION = C2 - RURAL

NOTE: PAVEMENT DESIGNS ARE PRELIMINARY AND SUBJECT TO FINAL FDOT REVIEW AND APPROVAL.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

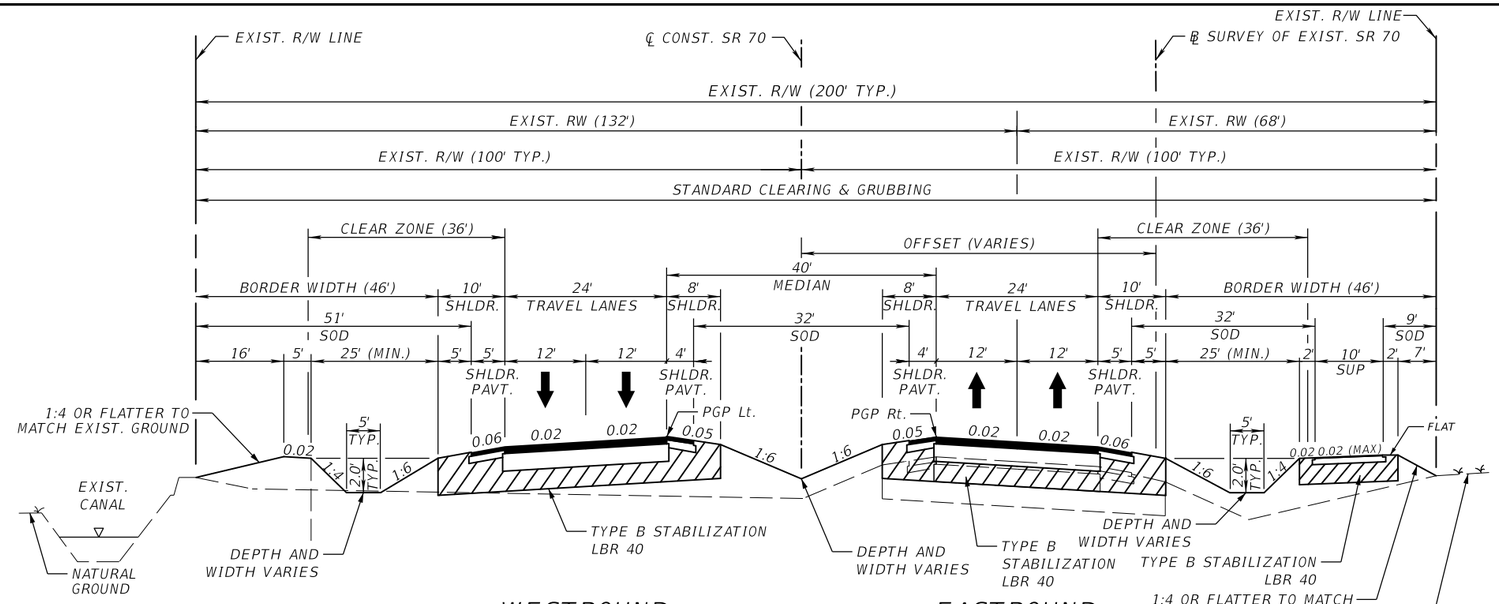
ENGINEER OF RECORD
NICOLAS LEON, P.E.
LICENSE NUMBER: 78538
HNTB CORP
555 NORTH BROADWAY AVE
BARTOW, FL 33830

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

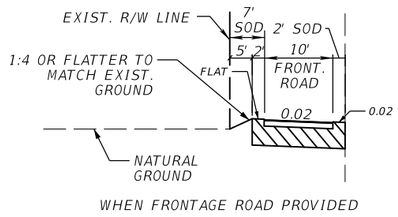
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	DESOTO	451690-1-52-01 451942-1-52-01

TYPICAL SECTION

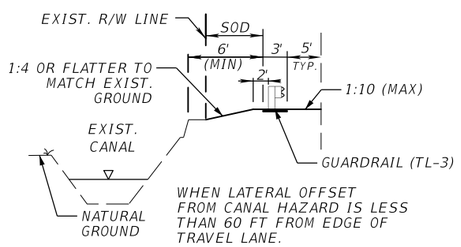
SHEET NO. 4



NOT TO SCALE



WHEN FRONTAGE ROAD PROVIDED



WHEN LATERAL OFFSET FROM CANAL HAZARD IS LESS THAN 60 FT FROM EDGE OF TRAVEL LANE.

SR 70
FOR BRIDGE AND WILDLIFE CROSSING APPROACHES.
LIMITS TO BE DETERMINED
NEW CONSTRUCTION

SR 70
M.P. 15.748 TO M.P. 20.190
(STA. 4043+00.00 TO STA. 4382+96.10)

TRAVEL LANES & TURN LANES

OPTIONAL BASE GROUP 9
TYPE SP (TRAFFIC C) (3.0")
FC-5 (PG 76-22) (0.75")

PAVED SHOULDERS

OPTIONAL BASE GROUP 1
TYPE SP (TRAFFIC C) (1.50")
FC-5 (PG 76-22) (0.75")

SHARED USE PATH

OPTIONAL BASE GROUP 1
TYPE SP (TRAFFIC C) (1.5")

SR 70
M.P. 20.190 TO M.P. 31.763
(STA. 4382+96.10 TO STA. 4980+15.00)

TRAVEL LANES & TURN LANES

OPTIONAL BASE GROUP 10
TYPE SP (TRAFFIC C) (3.0")
FC-5 (PG 76-22) (0.75")

PAVED SHOULDERS

OPTIONAL BASE GROUP 1
TYPE SP (TRAFFIC C) (1.50")
FC-5 (PG 76-22) (0.75")

SHARED USE PATH

OPTIONAL BASE GROUP 1
TYPE SP (TRAFFIC C) (1.5")

TRAFFIC DATA

CURRENT YEAR	= 2024	AADT = 13700
ESTIMATED OPENING YEAR	= 2030	AADT = 14200
ESTIMATED DESIGN YEAR	= 2050	AADT = 15900

K = 9% D = 54.3% T = 14.9% (24 HOUR)
DESIGN HOUR T = 7.5%
DESIGN SPEED = 65 MPH
POSTED SPEED = 65 MPH
TARGET SPEED = 65 MPH
CONTEXT CLASSIFICATION = C2 - RURAL

NOTE: PAVEMENT DESIGNS ARE PRELIMINARY AND SUBJECT TO FINAL FDOT REVIEW AND APPROVAL.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

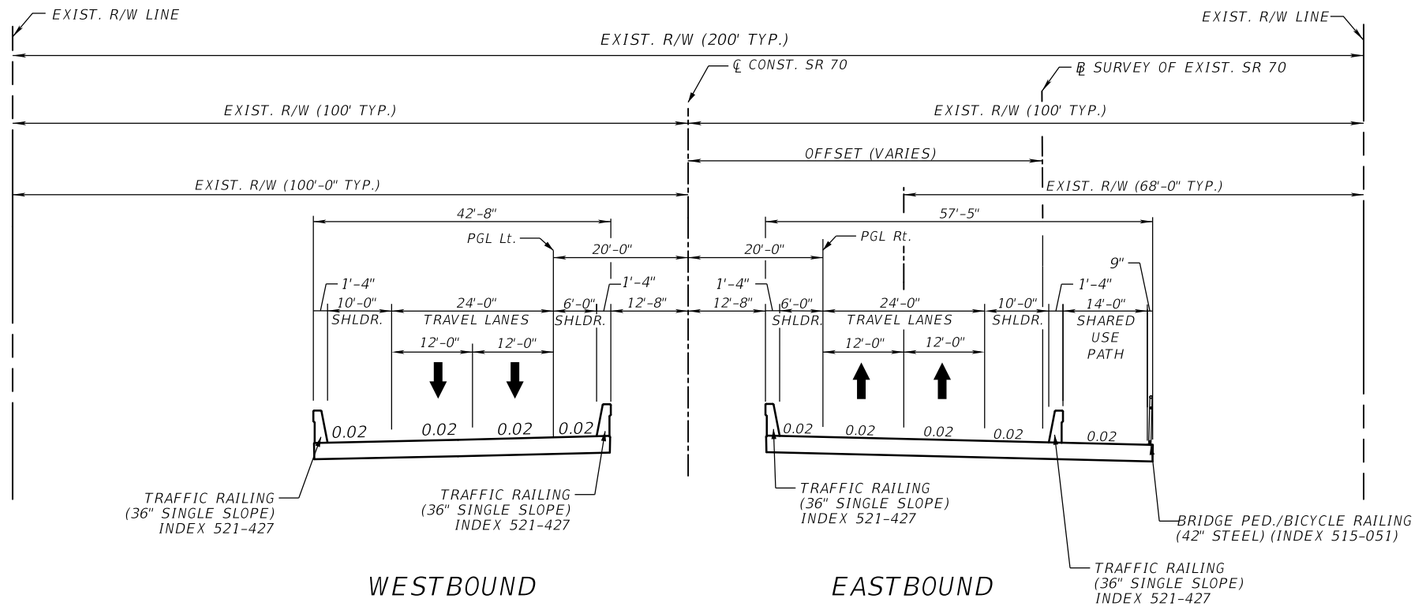
ENGINEER OF RECORD
NICOLAS LEON, P.E.
LICENSE NUMBER: 78538
HNTB CORP
555 NORTH BROADWAY AVE
BARTOW, FL 33830

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	DESOTO	451690-1-52-01 451942-1-52-01

TYPICAL SECTION

SHEET NO. 5



SR 70 BRIDGE OVER WHIDDEN CREEK (#040024) AND SR 70 BRIDGE OVER JOSHUA CREEK (#040027)

M.P. 16.896 TO M.P. 16.919
(STA. 4105+60.00 TO STA. 4106+80.00)
M.P. 19.705 TO M.P. 19.728
(STA. 4253+80.00 TO STA. 4255+20.00)

NOT TO SCALE

TRAFFIC DATA

CURRENT YEAR	= 2024	AADT = 13700
ESTIMATED OPENING YEAR	= 2030	AADT = 14200
ESTIMATED DESIGN YEAR	= 2050	AADT = 15900

K = 9% D = 54.3% T = 14.9% (24 HOUR)
DESIGN HOUR T = 7.5%
DESIGN SPEED = 65 MPH
POSTED SPEED = 65 MPH
TARGET SPEED = 65 MPH
CONTEXT CLASSIFICATION = C2 - RURAL

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD
NICOLAS LEON, P.E.
LICENSE NUMBER: 78538
HNTB CORP
555 NORTH BROADWAY AVE
BARTOW, FL 33830

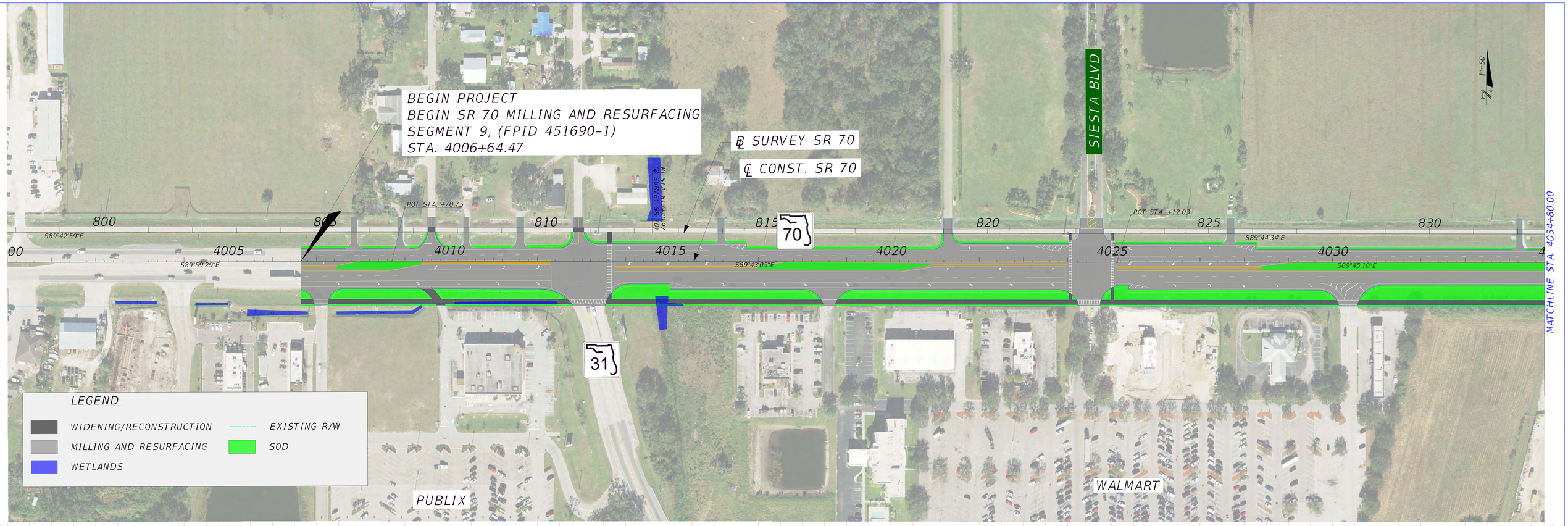
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DEPARTMENT OF TRANSPORTATION

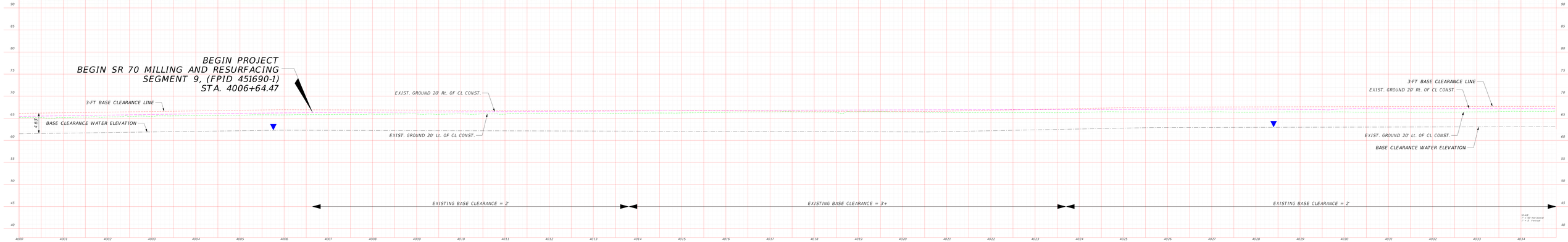
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70	DESOTO	451690-1-52-01 451942-1-52-01

TYPICAL SECTION

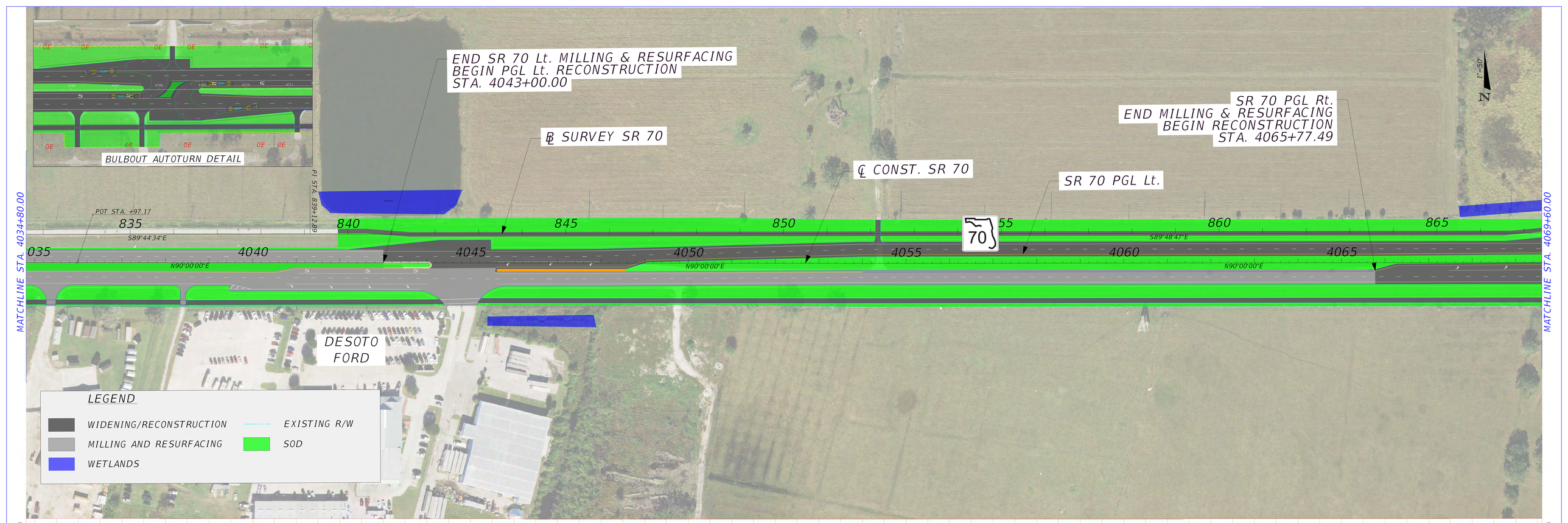
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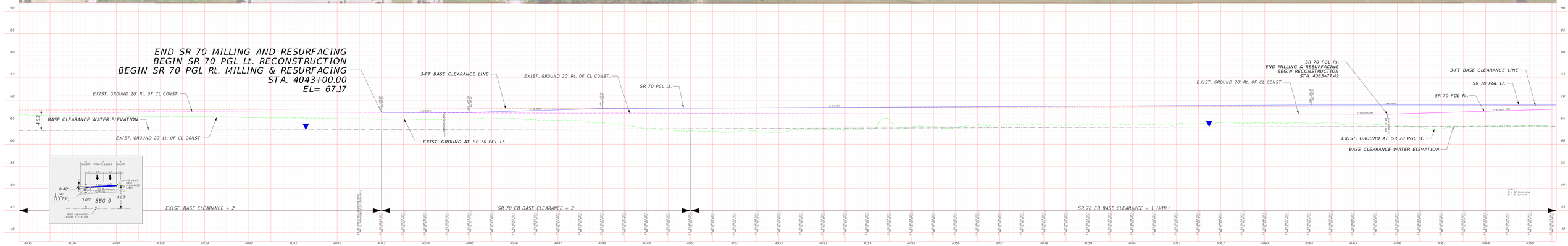
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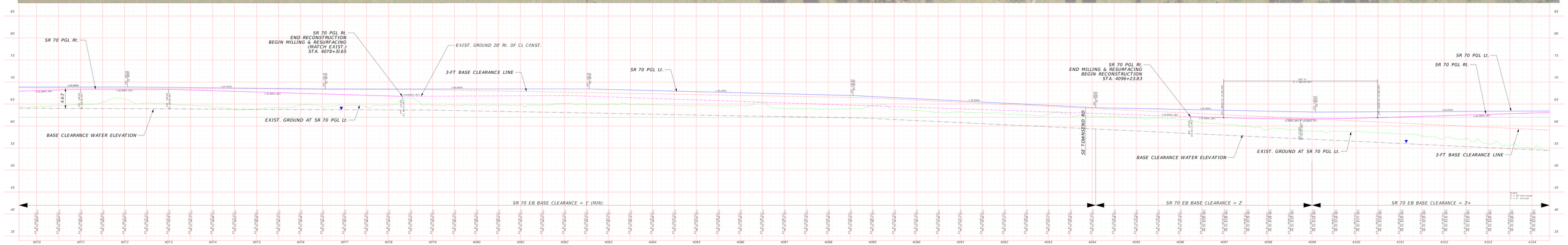
PROFILES BY METHOD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10	SHEET NO.
MCLEAN LEVIN, P.E.	ROAD NO.	COUNTY	FINANCIAL PROJECT NO.	PLAN/PROFILE SHEET (1)	7
12/31/25	70	08/070	451690-1-52-01		



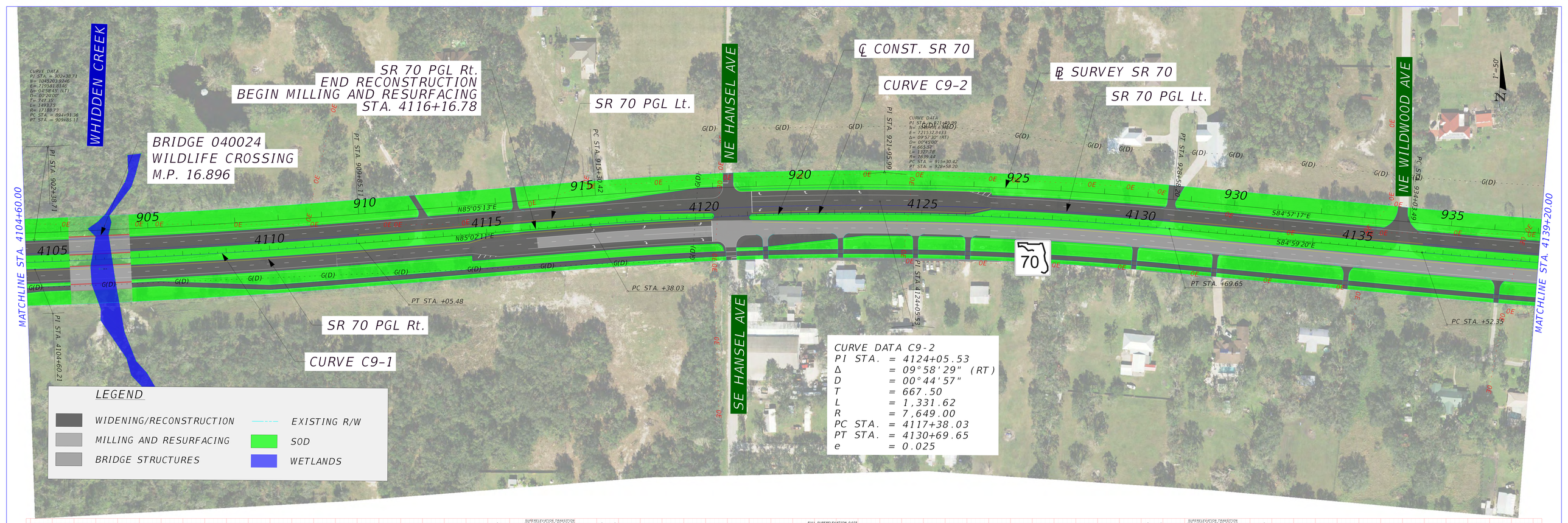


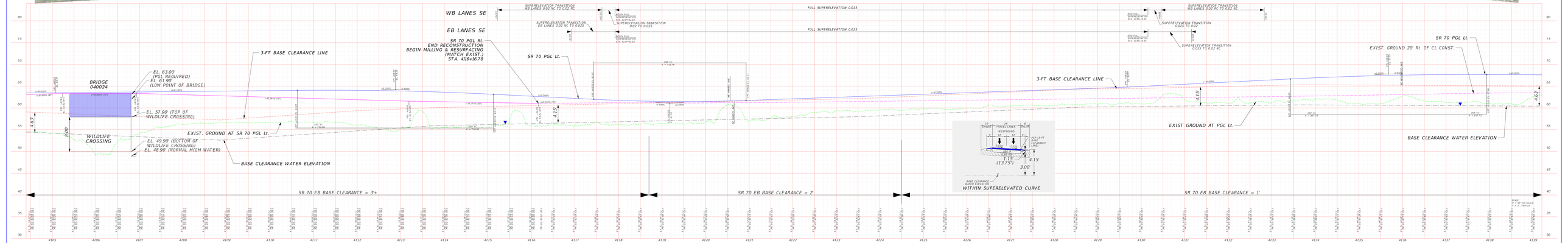
PROJECT ID RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10
ROAD NO.	COUNTY	FINANCIAL PROJECT ID		PLAN/PROFILE SHEET ②
70	DESOTO	439331-5-52-01		



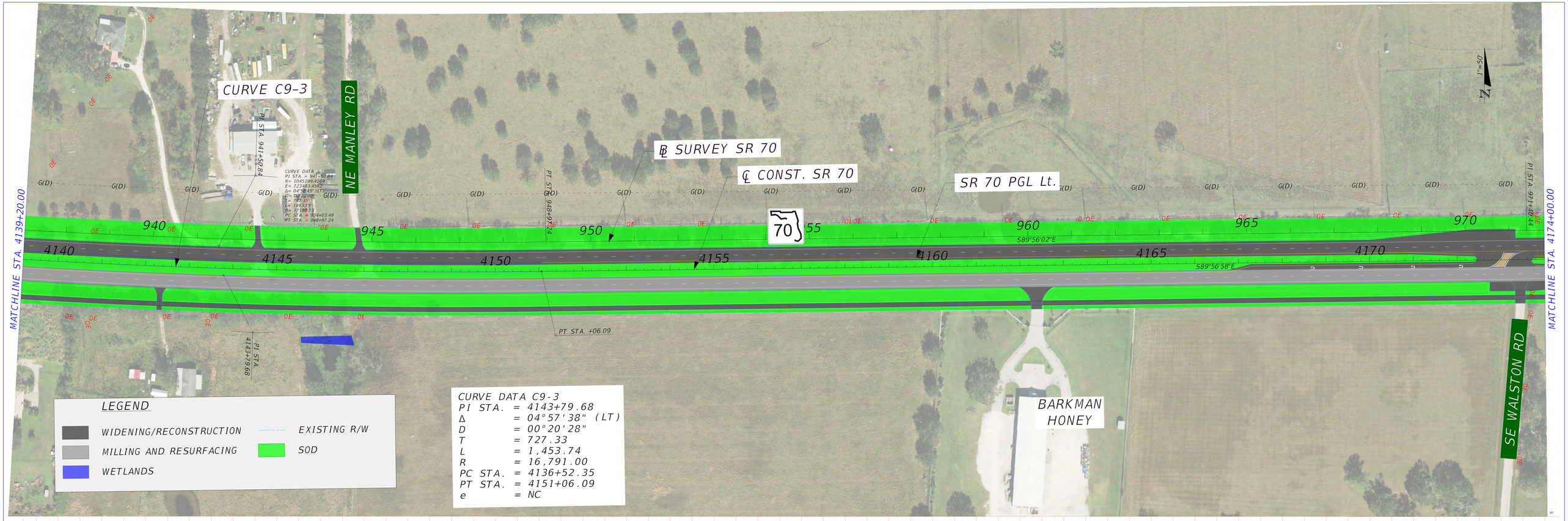


FACILITIES OF RECORD: MCLEAN LEON, P.E. 12/31/25 NUMBER 79530 STATE OF FLORIDA	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10
	ROAD NO.	COUNTY	FINANCIAL PROJECT NO.	SHEET NO.
	70	08/070	448411-1-52-01	9
				PLAN/PROFILE SHEET (3



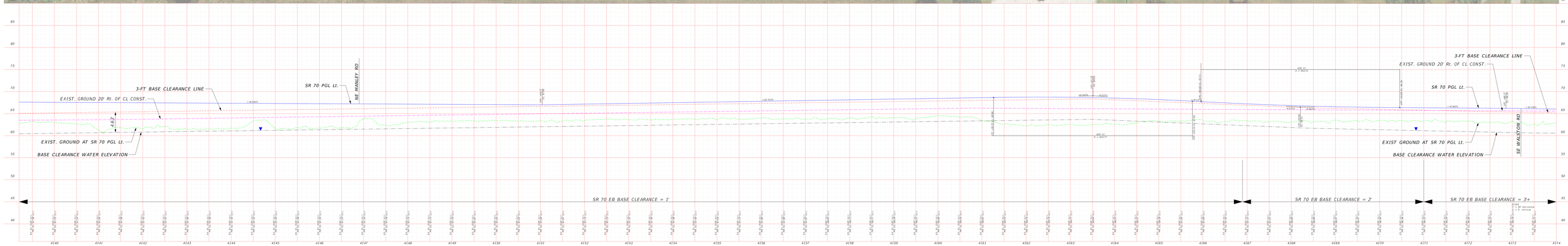


FILMED IN RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10	SHEET NO.
REGINA LEON, P.E. CHIEF ENGINEER TECH	ROAD NO.	COUNTY	FINANCIAL PROJECT NO.	PLAN/PROFILE SHEET (4)	10
1729 SE SUNWAY AVE ARCADIA, FL 34266	70	DESOTO	448411-1-52-01		

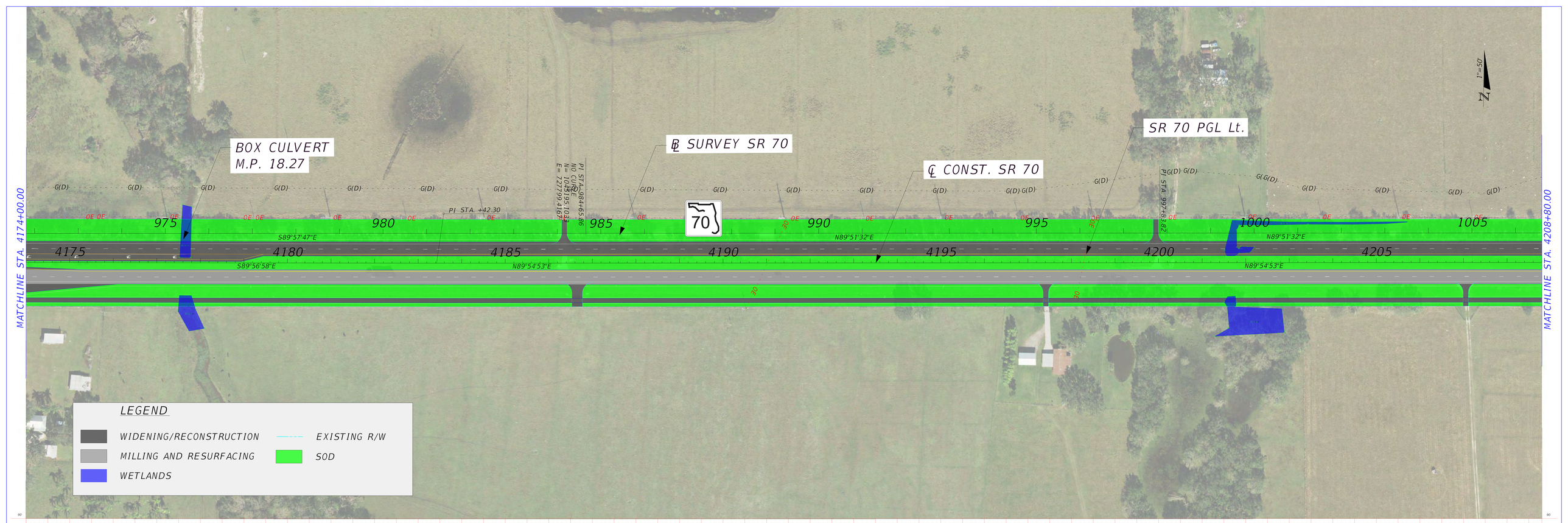


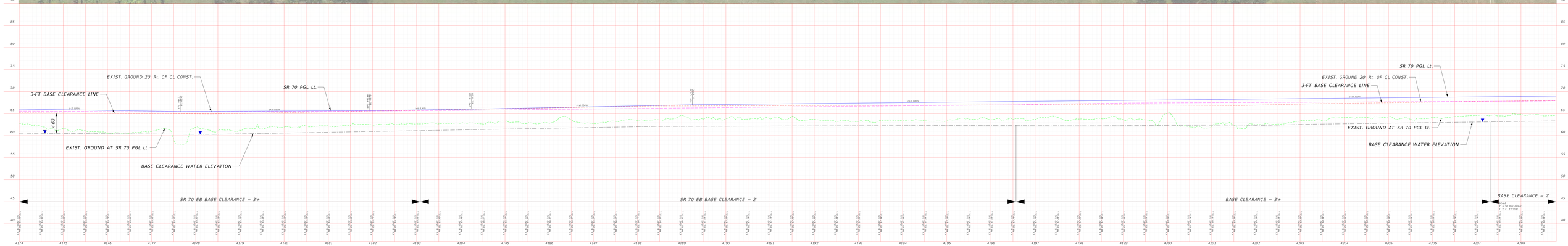
CURVE DATA C9-3

PI STA.	=	4143+79.68
Δ	=	04°57'38" (LT)
D	=	00°20'28"
T	=	727.33
L	=	1,453.74
R	=	16,791.00
PC STA.	=	4136+52.35
PT STA.	=	4151+06.09
e	=	NC



PROFILES BY METHOD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10	SHEET NO.
MCCLAIN LEON, P.E. CHIEF ENGINEER TRUSS ENGINEERING, INC. 4449 NW 71 COURSE AVE GAINESVILLE, FLORIDA	ROAD NO.	COUNTY	FINANCIAL PROJECT NO.	PLAN/PROFILE SHEET (2)	11
	70	DIXIE	439331-1-52-01		

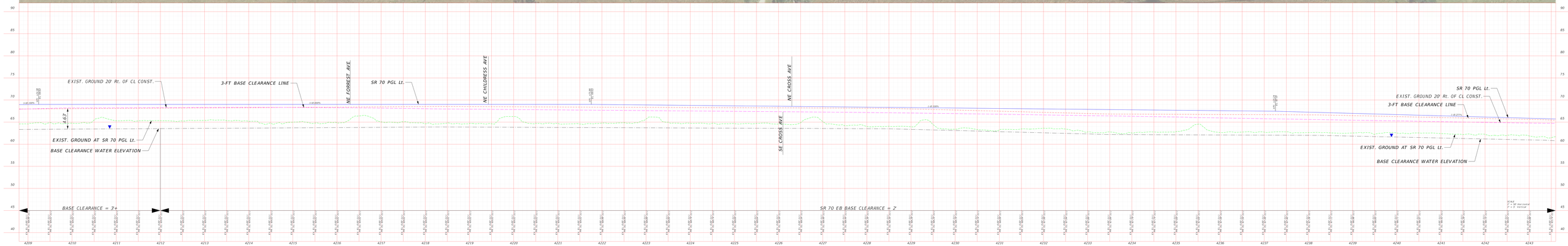




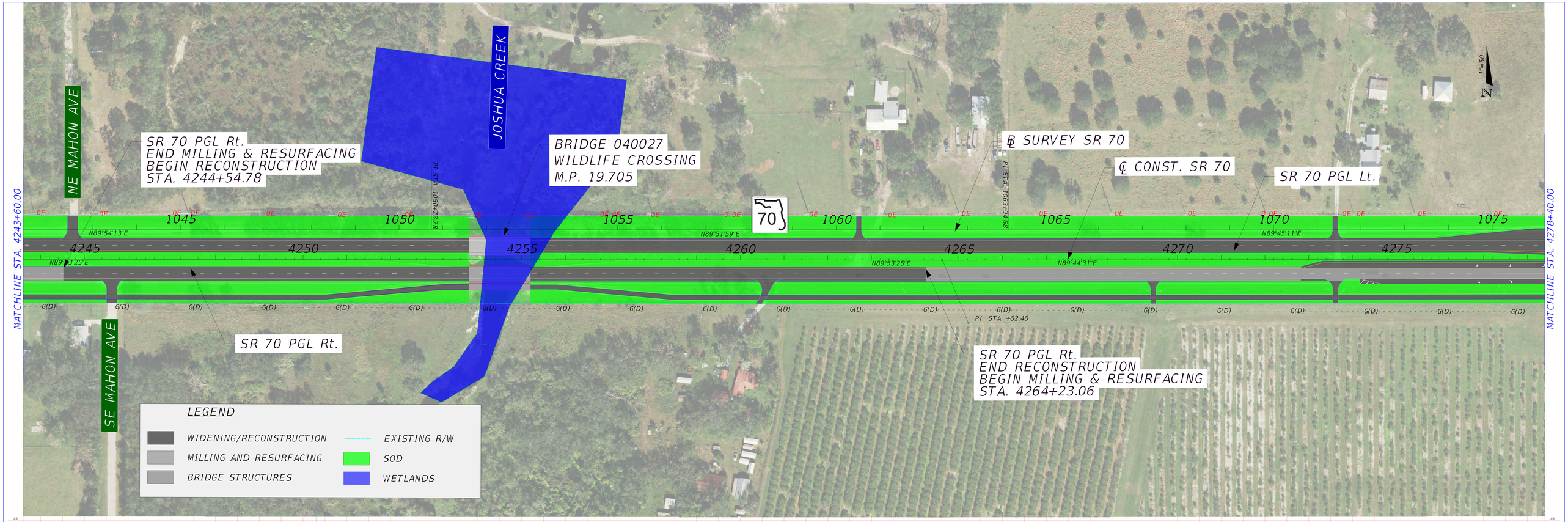
PLOTTED BY: MICHAEL LEON, P.E.	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		SR 70 - SEGMENT 9 & 10
LAST REVISED BY: TROY LEFFLER, P.E.	ROAD NO.	COUNTY	FINANCIAL PROJECT NO.
DATE LAST REVISED: 04/13/2022	70	DESOTO	448451-1-52-01
DATE PLOTTED: 4/13/2022			PLAN/PROFILE SHEET 'G'

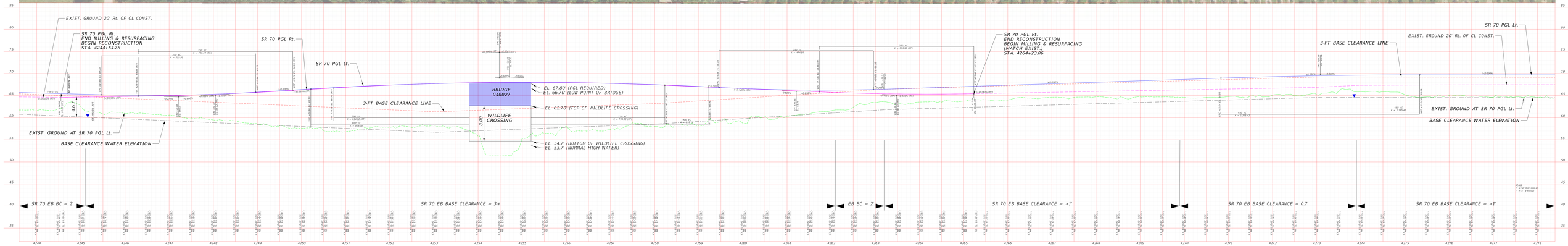
SHEET NO. 12





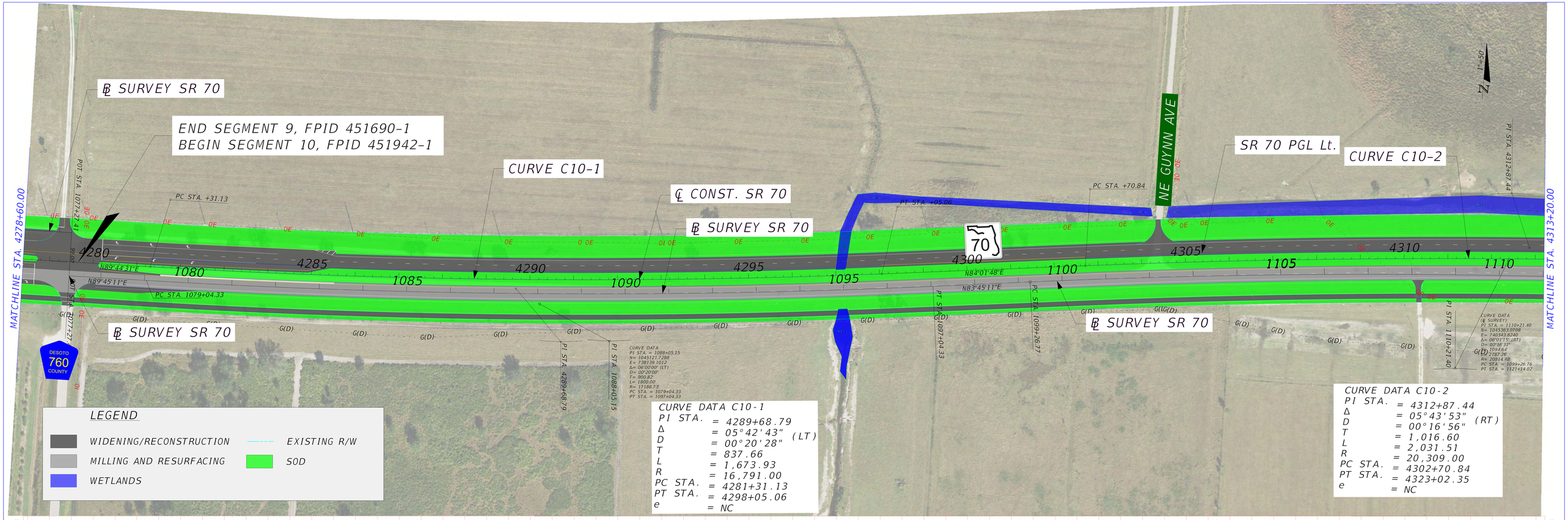
PROVIDED BY RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10	SHEET NO.
MCCLAIN LEON, P.E.	ROAD NO.	COUNTY	FINANCIAL PROJECT ID.	PLAN/PROFILE SHEET (7	13
1729 SE SUNRISE TRCW	70	OKEECHOBEE	448411-1-52-01		
OKEECHOBEE, FL 34974					
863-763-3134					





PROVIDED BY RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10	SHEET NO.
REGINA LEON, P.E. FLORIDA NUMBER 79536	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	PLAN/PROFILE SHEET (4)	14
CERTIFICATE OF AUTHORIZATION #4 EAST COAST, P.E.	70	OKEECHOBEE	448451-1-52-01		
			448451-1-52-02		

THESE PLANS ARE NOT SIGNED AND SEALED UNLESS ATTESTED TO BY THE ENGINEER OF RECORD. ELECTRONIC SIGNATURE AUTHENTICATION PROCESS USED. ELECTRONIC FILES ARE NOT CERTIFIED.



CURVE DATA
(℄ SURVEY)
PI STA. = 1088+05.15
N= 1045121.7288
E= 738139.1012
Δ= 06°00'00" (LT)
D= 00°20'00"
T= 900.82'
L= 1800.00
R= 17188.73
PC STA. = 1079+04.33
PT STA. = 1097+04.33

CURVE DATA
(℄ SURVEY)
PI STA. = 1110+21.40
N= 1045363.0708
E= 740343.8340
Δ= 06°01'15" (RT)
D= 00°16'31"
T= 1094.64'
L= 2187.96'
R= 20814.48'
PC STA. = 1099+26.76
PT STA. = 1121+14.02

LEGEND

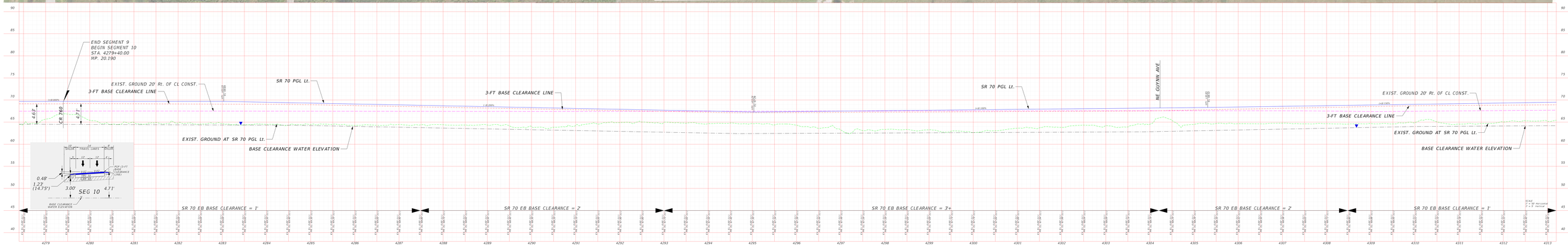
- WIDENING/RECONSTRUCTION
- MILLING AND RESURFACING
- WETLANDS
- EXISTING R/W
- SOD

CURVE DATA C10-1

PI STA.	= 4289+68.79
Δ	= 05°42'43" (LT)
D	= 00°20'28"
T	= 837.66
L	= 1,673.93
R	= 16,791.00
PC STA.	= 4281+31.13
PT STA.	= 4298+05.06
e	= NC

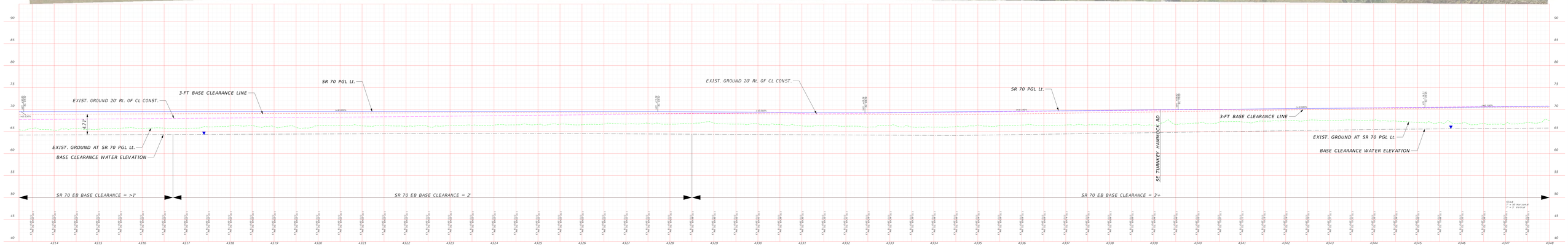
CURVE DATA C10-2

PI STA.	= 4312+87.44
Δ	= 05°43'53" (RT)
D	= 00°16'56"
T	= 1,016.60
L	= 2,031.51
R	= 20,309.00
PC STA.	= 4302+70.84
PT STA.	= 4323+02.35
e	= NC



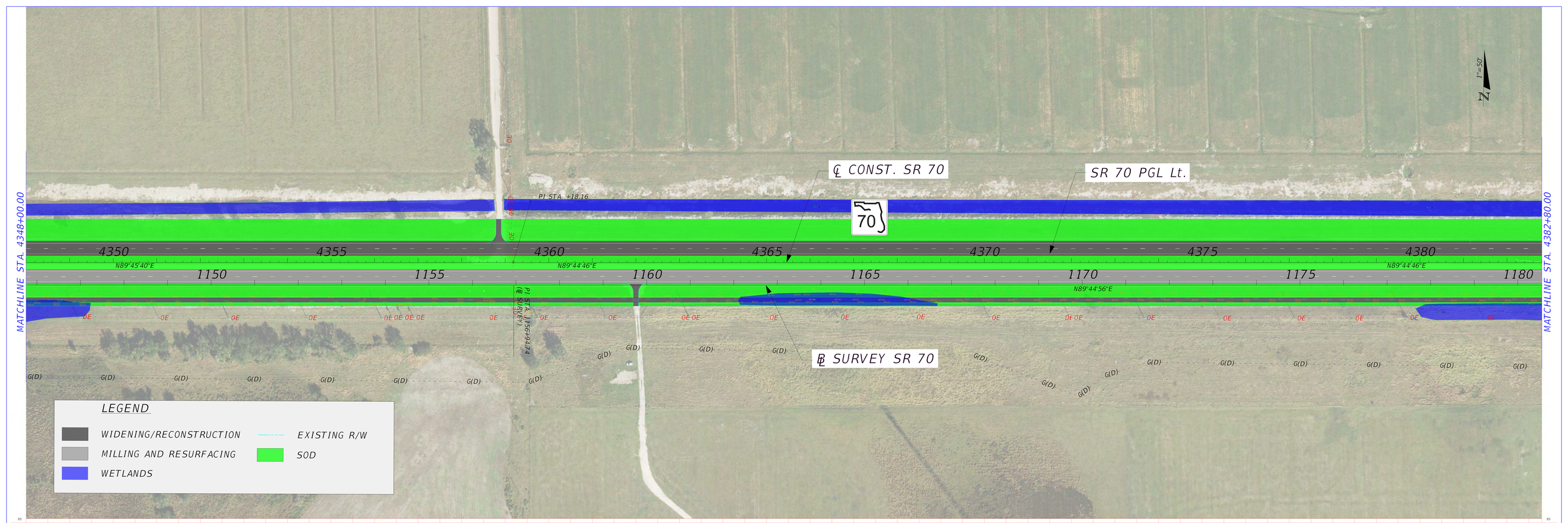
FILENAME OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION				SR 70 - SEGMENT 9 & 10	SHEET NO.
PLOT SCALE: 1" = 50'	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		PLAN/PROFILE SHEET (9)	15
PLOT DATE: 7/19/2021	70	DESOTO	451690-1-52-01 451942-1-52-01			

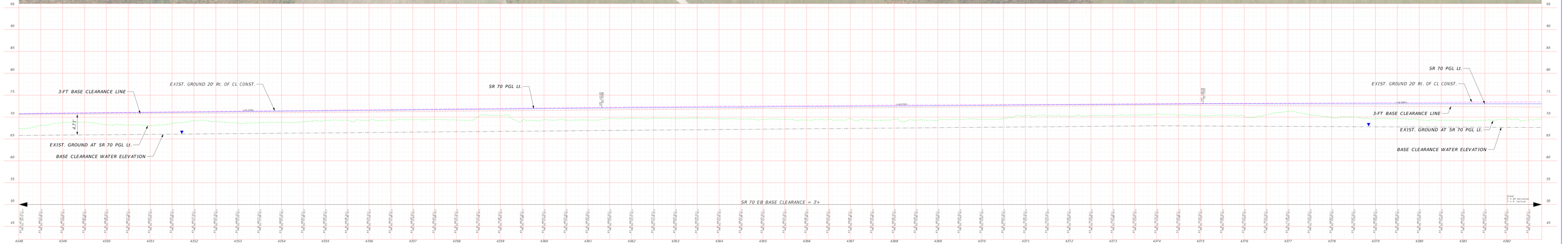




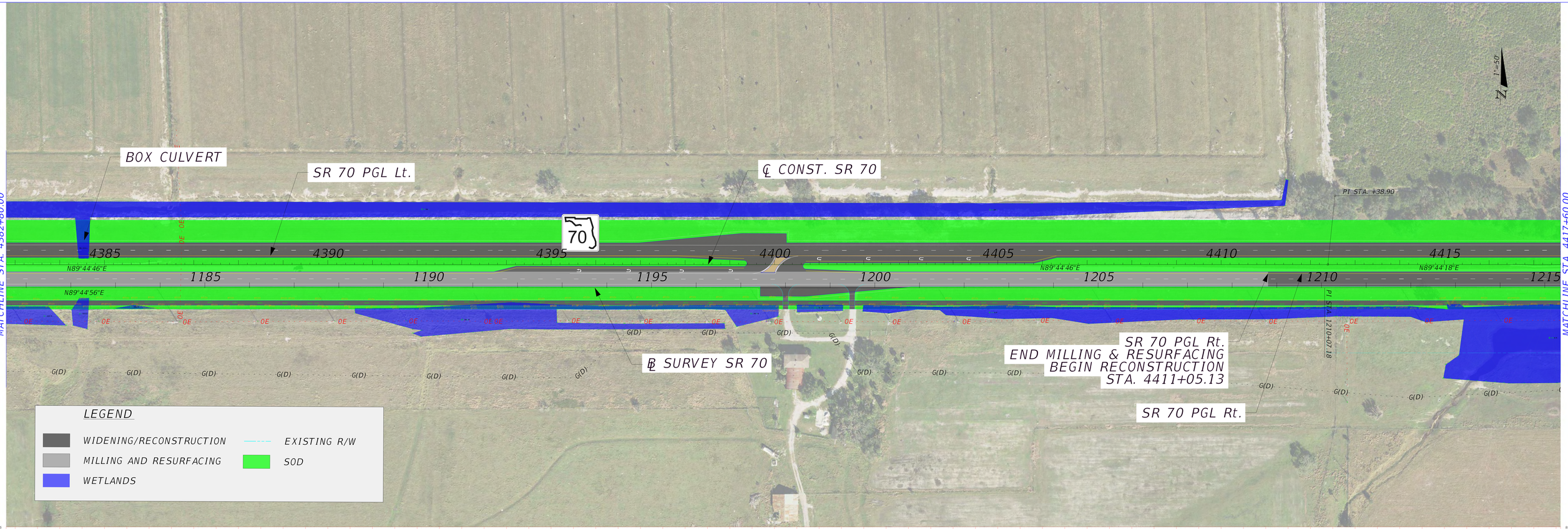
FINISHED BY RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10	SHEET NO.
REVISED LEVEL P.I. LEFT OF SURVEY TRCK STA. 1117+33.01 AH ELEV. 64.71 (NAVD 88)	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	PLAN/PROFILE SHEET (10'	16
	70	OKEE	448431-1-52-01 448431-1-54-01		

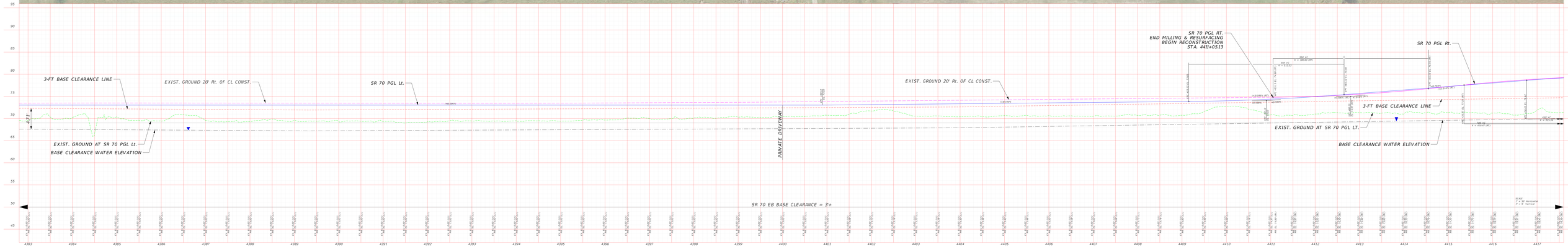
© 2021 Kimley-Horn and Associates, Inc. 1920 Wekiva Point Drive, Suite 1050, Orlando, FL 32809 Phone: 407-898-1511 www.kimley-horn.com





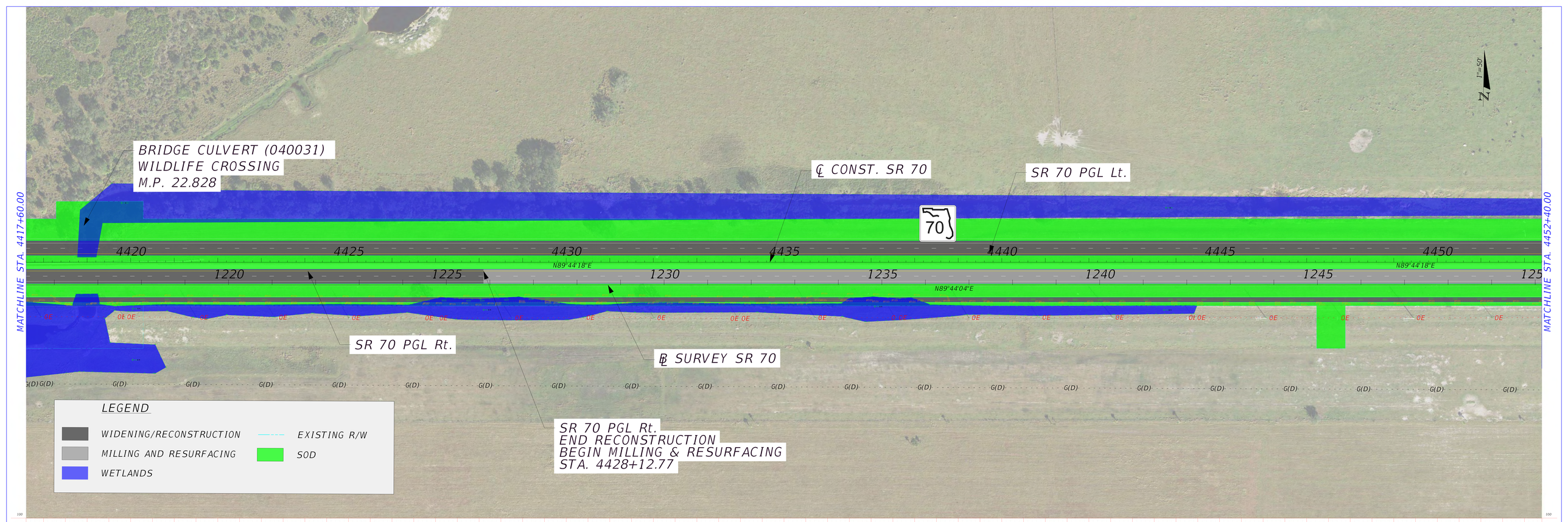
REVISED BY RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10	SHEET NO.
REVISED BY RECORD	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	PLAN/PROFILE SHEET (11)	17
	70	DESOTO	439401-1-52-01 439401-1-54-01		

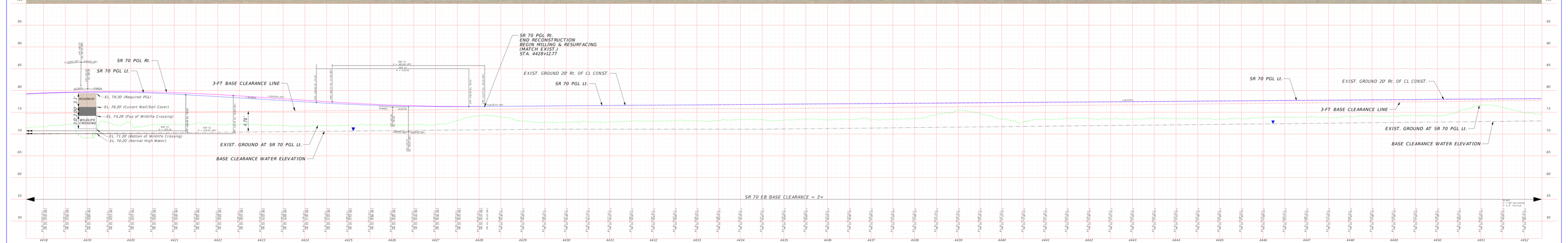




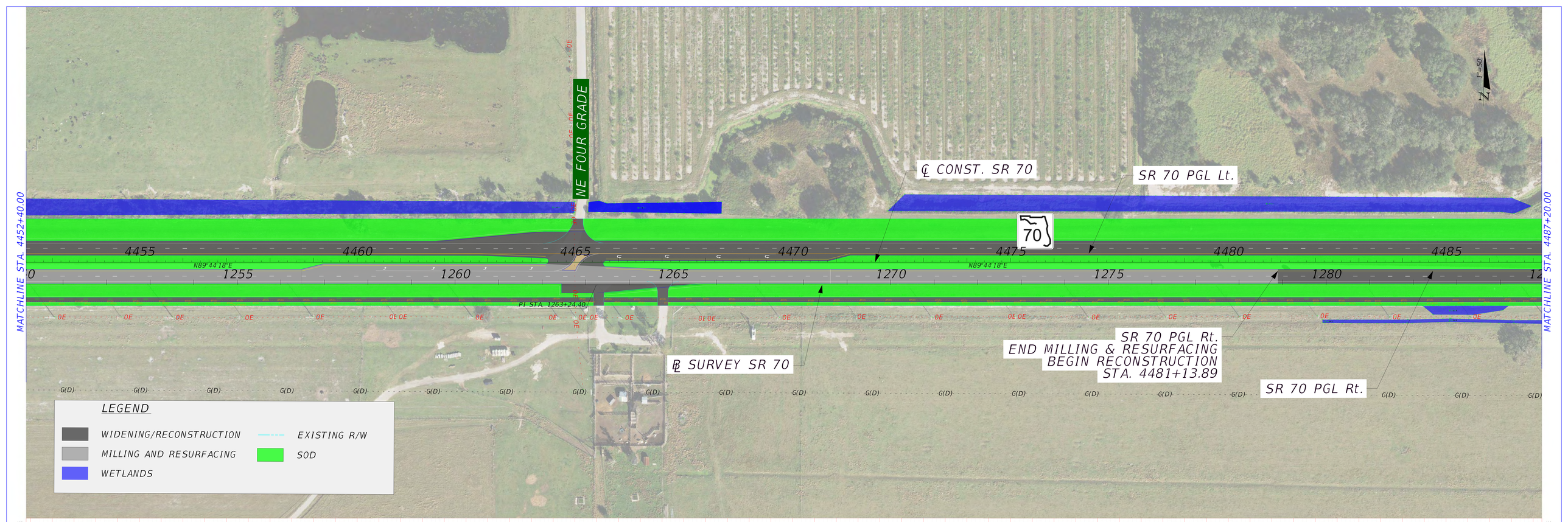
PLOTTED BY RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10	SHEET NO.
MCLEAN, LEON, P.E. FLORIDA NUMBER 79530	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	PLAN/PROFILE SHEET (12)	18
DATE OF PLOTTING: 07/27/2021	70	OKEECHOBEE	448451-1-52-01		
DATE FILE CREATED: 04/07/2021			448451-1-56-01		

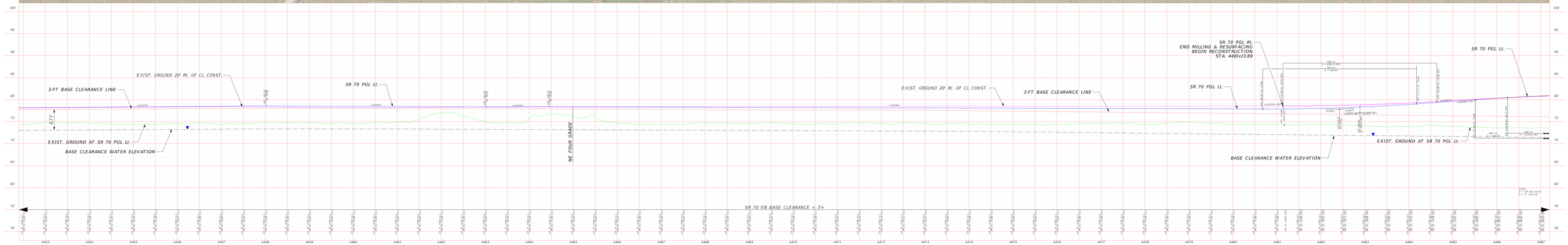
© 2021 Kimley-Horn and Associates, Inc. 1920 Wekiva Reserve Drive, Suite 1000, Orlando, Florida 32835 Phone: (407) 898-1511 Fax: (407) 898-1511 www.kimley-horn.com





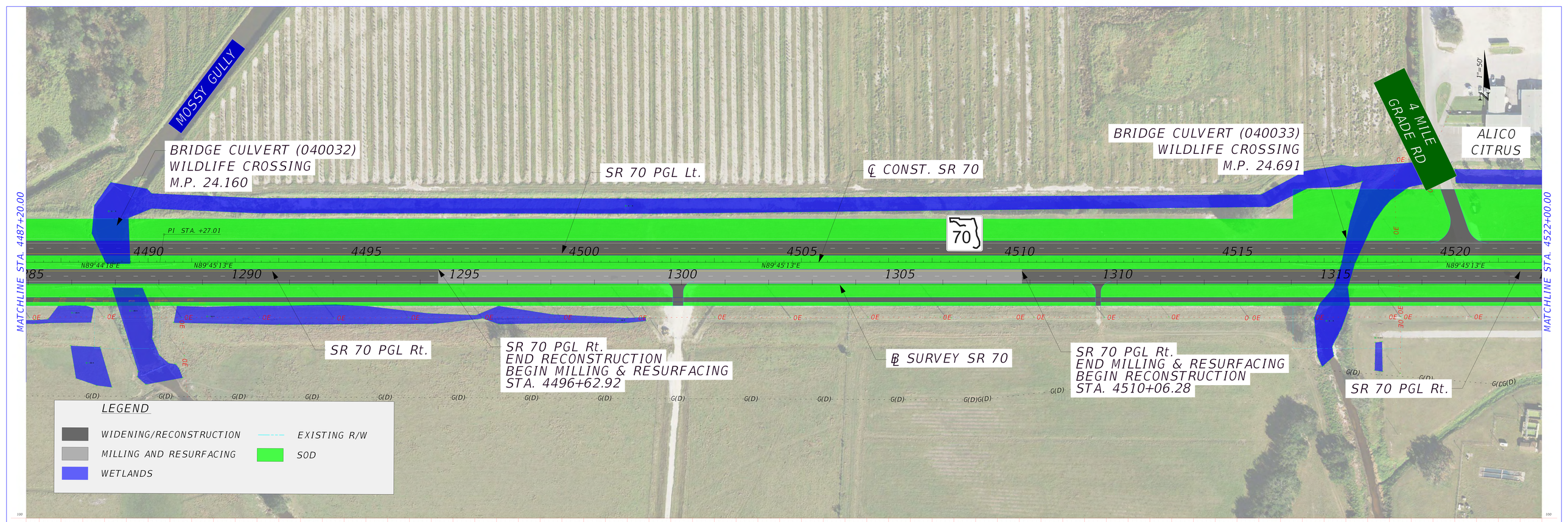
PROVIDER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10	SHEET NO.
MICHAEL LEON, P.E.	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	PLAN/PROFILE SHEET (13)	19
1409 E. VENICE AVE. VENICE, FL 34292	70	DESOTO	448497-1-52-01		
CERTIFICATE OF AUTHORIZATION #28			448497-2-52-01		
EMAIL: MICHAEL.LEON@KIMLEY-HORN.COM					

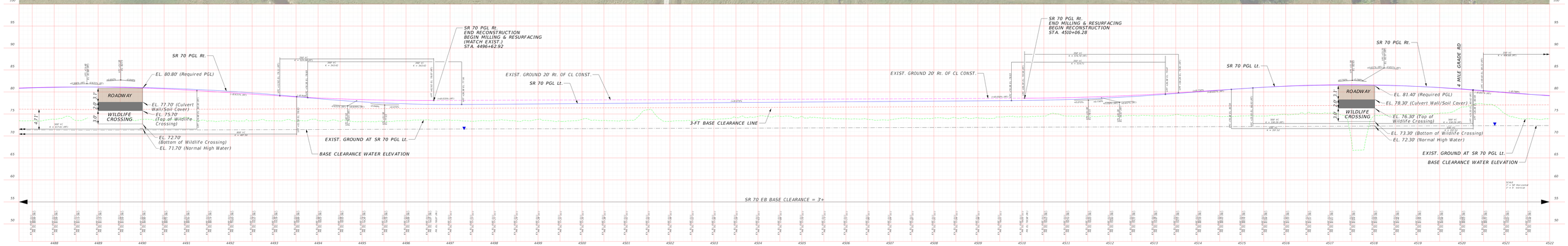




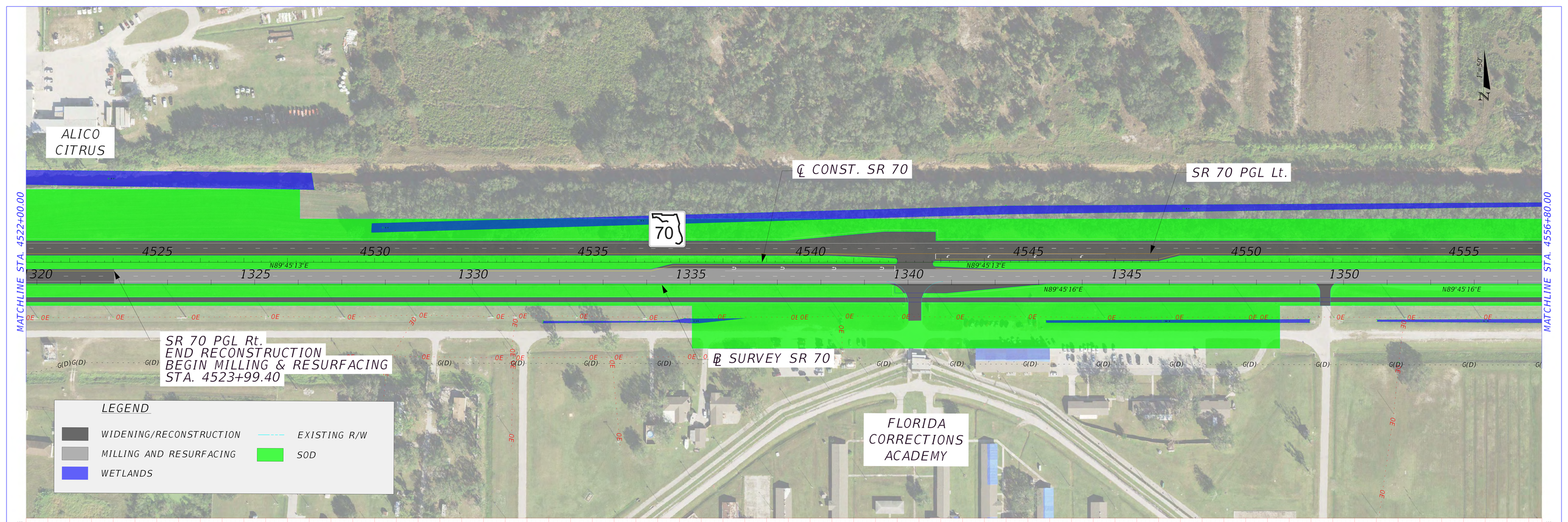
ENGINEER OF RECORD: MICHAEL LEON, P.E. LICENSE NUMBER 79530 STATE OF FLORIDA ADDRESS: 719 SW FEDERAL HWY, STUART, FL 34994	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10
	ROAD NO.	COUNTY	FINANCIAL PROJECT NO.	PLAN/PROFILE SHEET (14)
	70	89	448410-1-52-01	
		89070	448411-1-52-01	

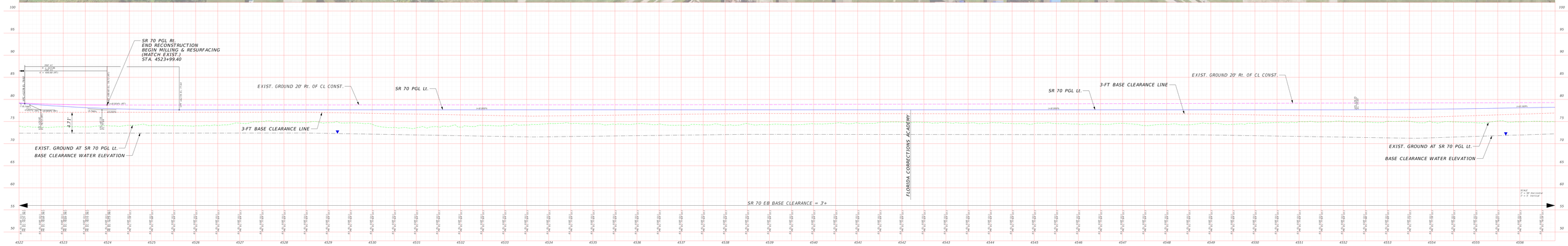
SHEET NO. 20



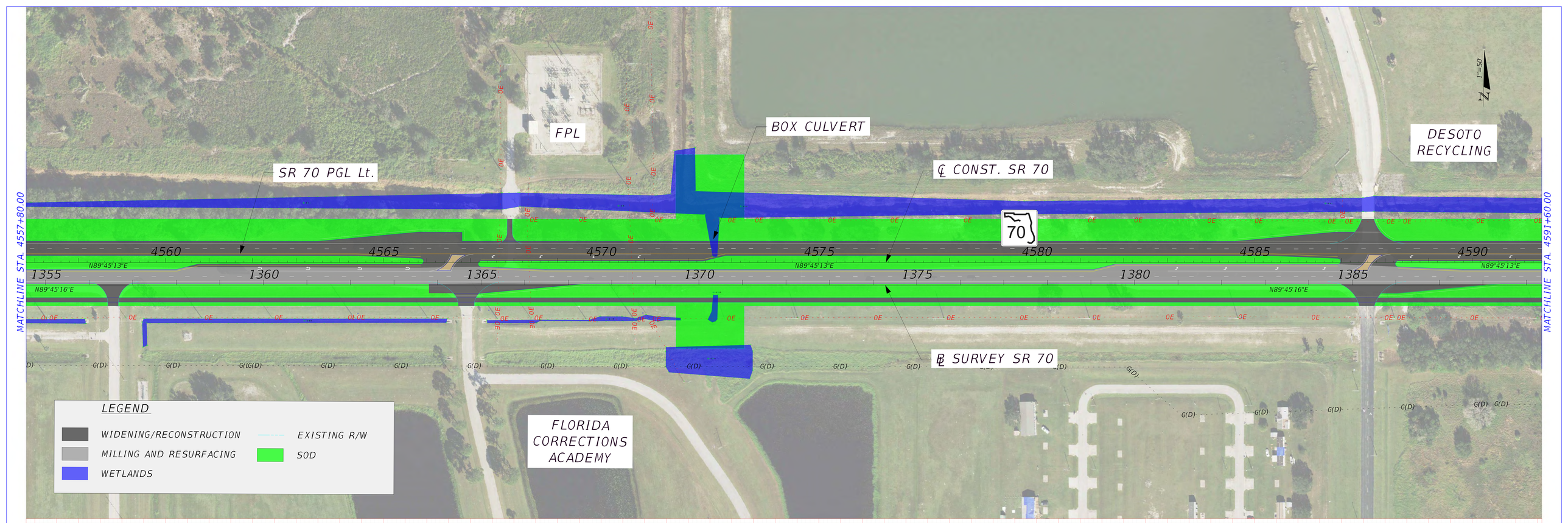


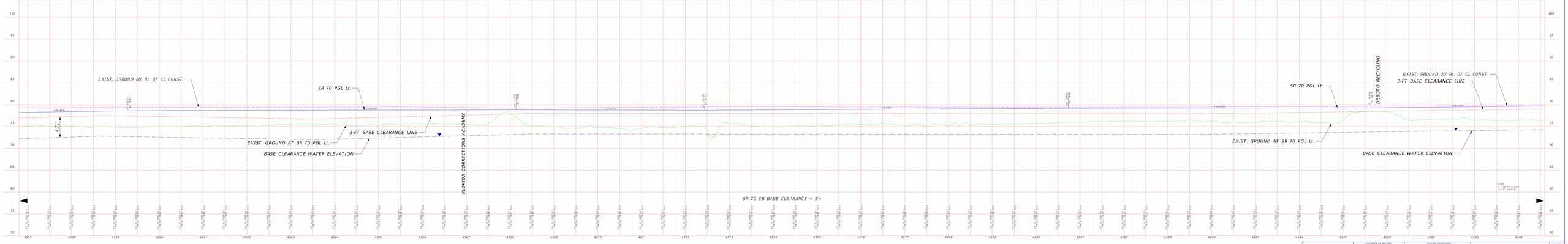
PROVIDED BY RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION				SR 70 - SEGMENT 9 & 10	SHEET NO.
MCCLAIN LEVIN, P.E. FLORIDA LICENSE NO. 79530 CERTIFICATE OF AUTHORIZATION #28 EASTON, PA 18042	ROAD NO.	COUNTY	FINANCIAL PROJECT NO.		PLAN/PROFILE SHEET (1	21
	70	OKEECHOBEE	430431-1-52-01			





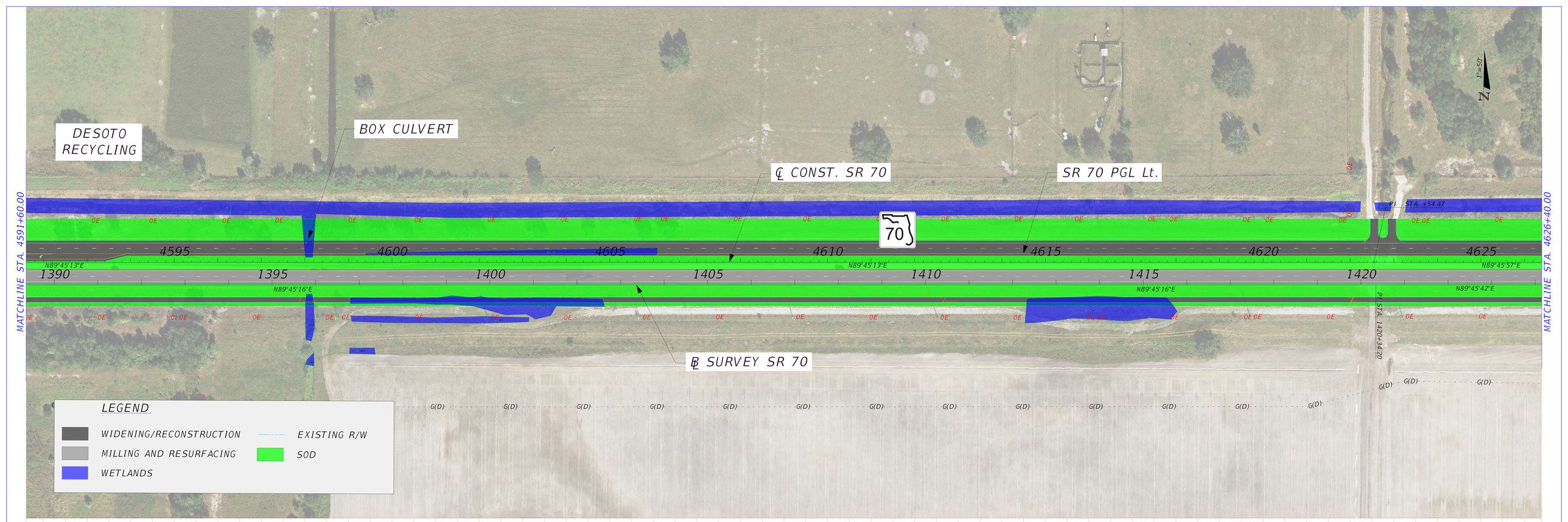
PROVIDER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10	SHEET NO.
MCLEAN LEVIN, P.E. LICENSE NUMBER 78530 CERTIFICATE OF AUTHORIZATION #48 EVANS, FL 32669	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	PLAN/PROFILE SHEET (16)	22
	70	DESOTO	448331-1-52-01		

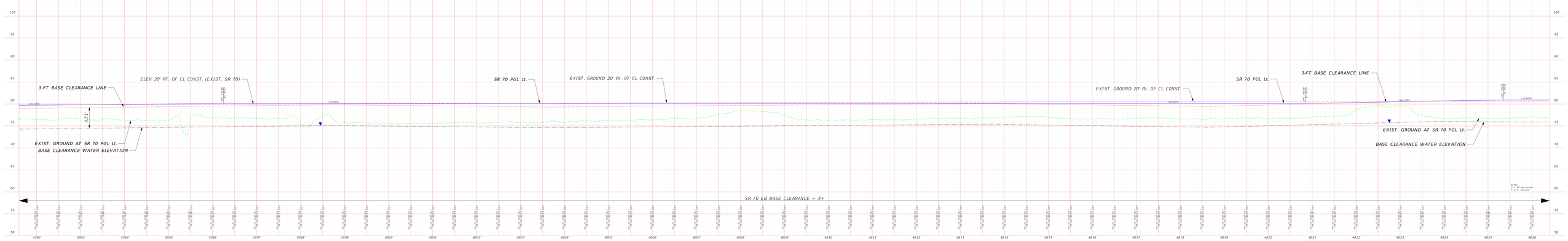




FILMED BY RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10
REVISED BY:				PLAN/PROFILE SHEET -17-
DATE OF SURVEY:	ROAD NO.	COUNTY	FINANCIAL PROJECT ID.	
DATE OF PLAN:	70	DESOTO	439451-1-52-01	
			439451-1-54-01	

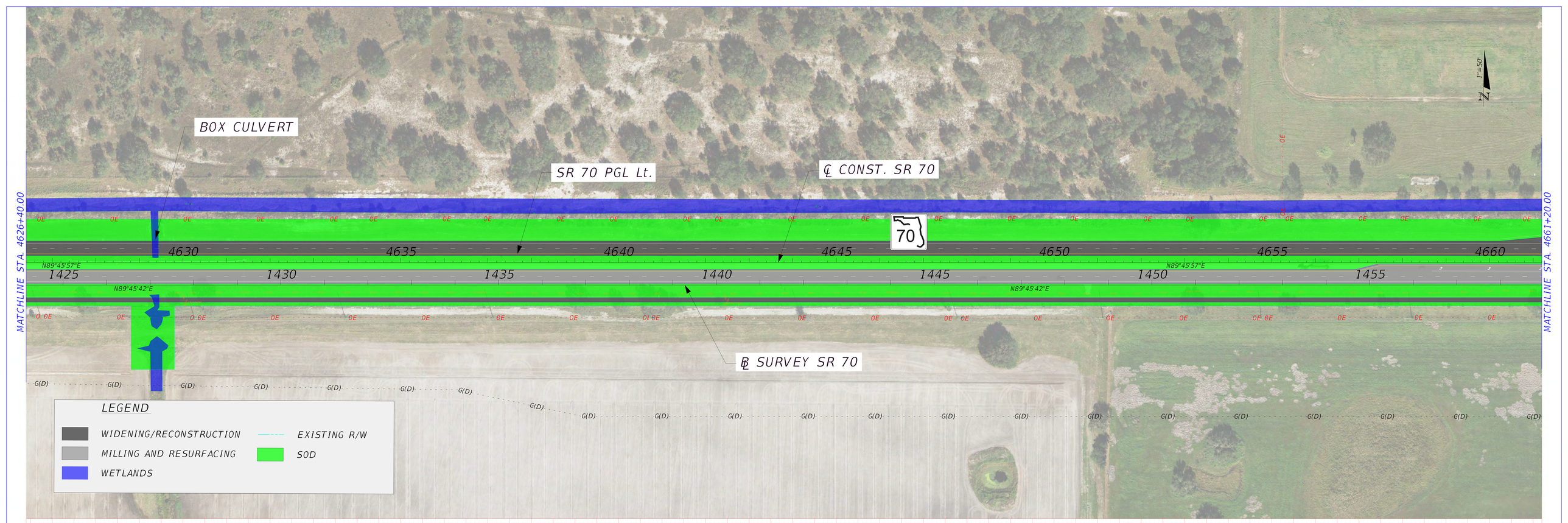
SHEET NO. 23

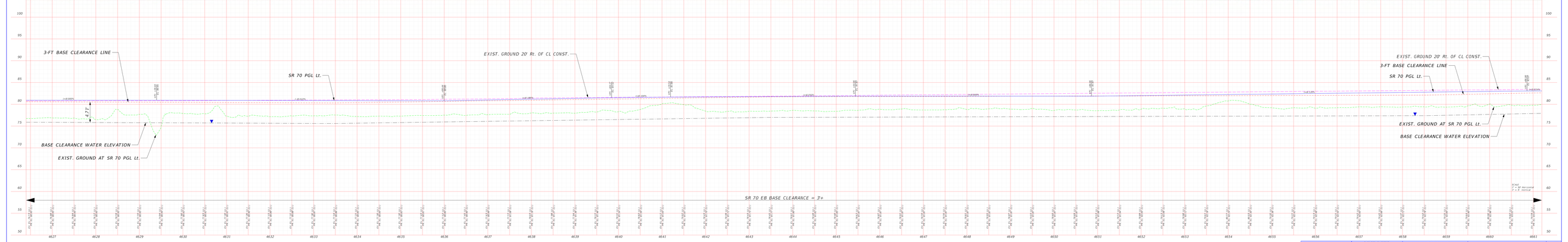




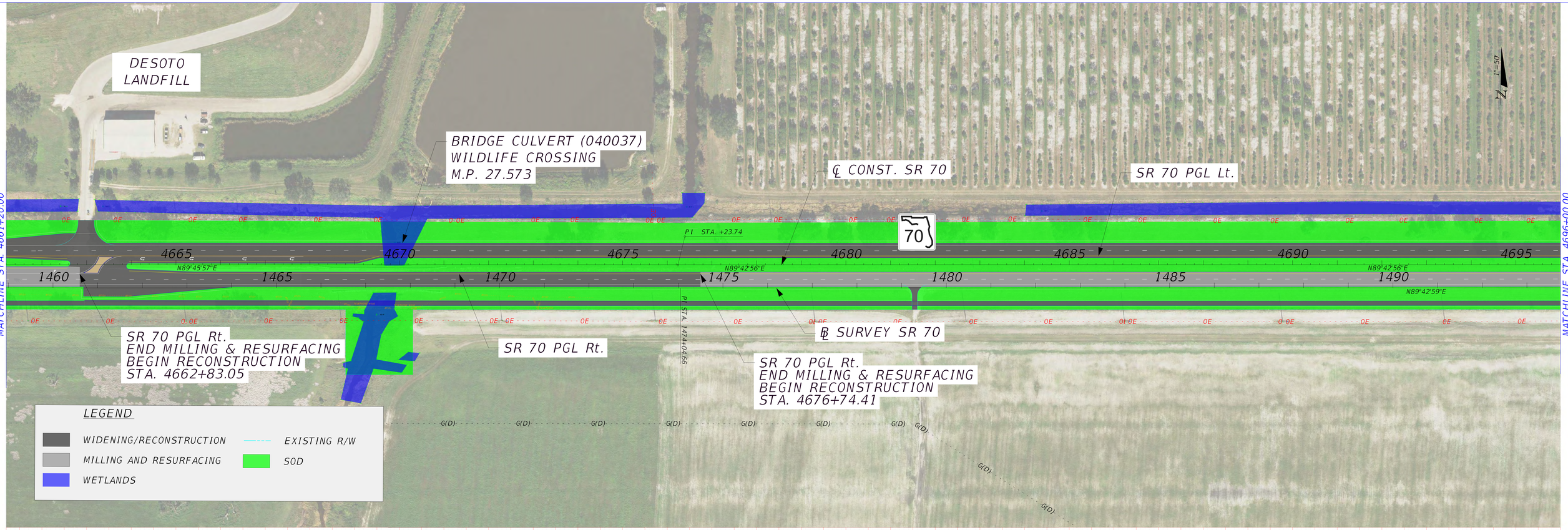
REVISED BY SECTION:	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10
	ROAD NO.	COUNTY	FINANCIAL PROJECT NO.	PLAN/PROFILE SHEET (18)
	70	DESOTO	430431-1-52-01	

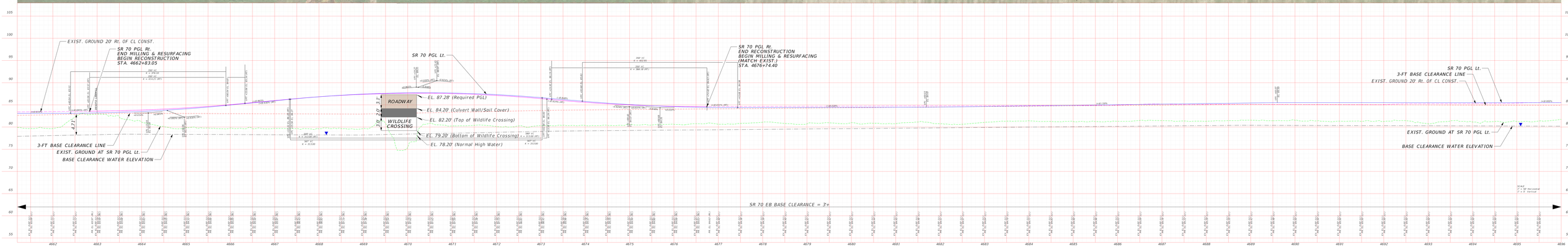
SHEET NO. 24



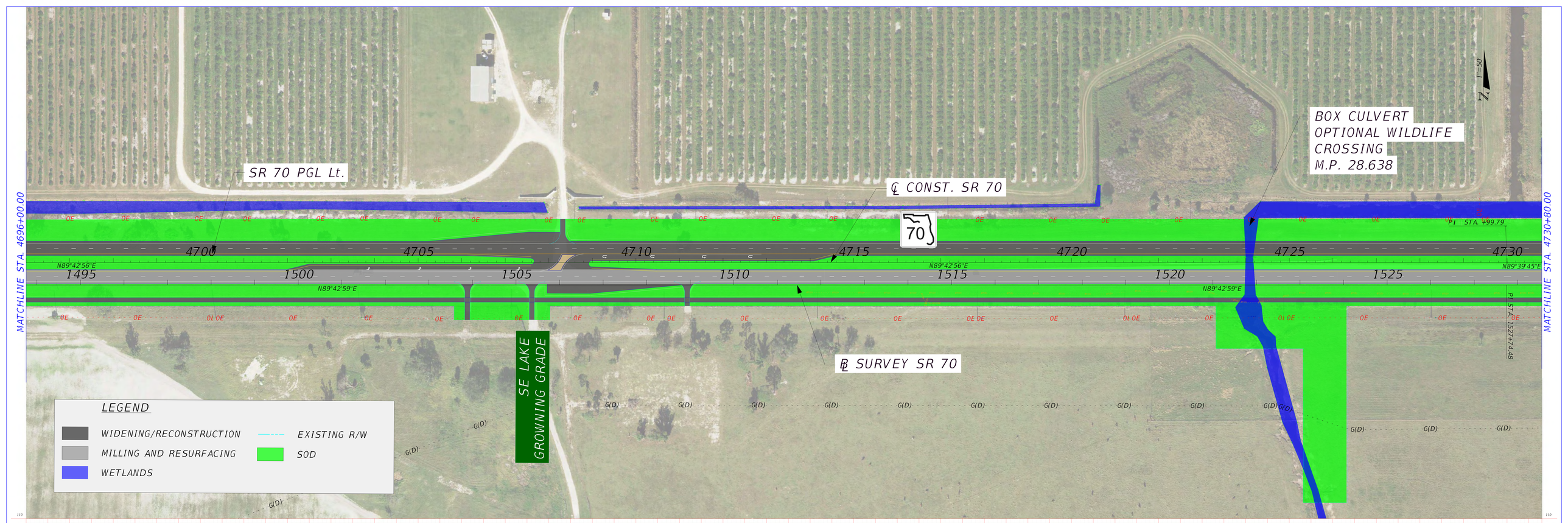


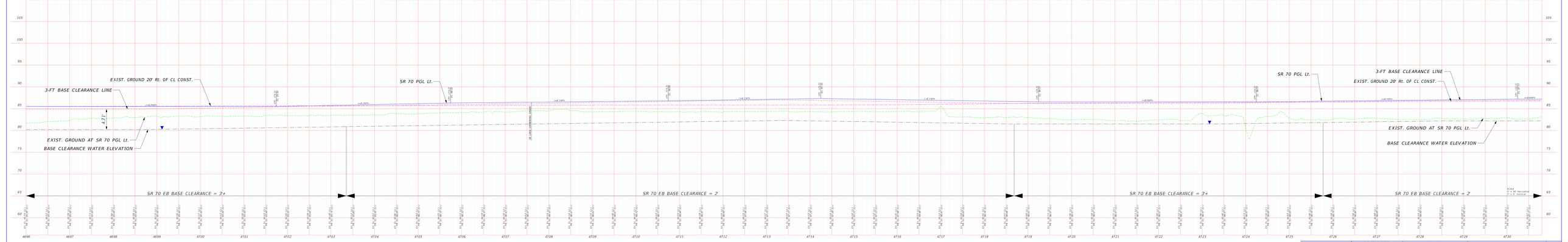
PROVIDED BY RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10	SHEET NO.
REGINA LEON, P.E. LICENSE NUMBER 79536 STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID.	PLAN/PROFILE SHEET (19)	25
	70	DESOTO	435651-1-52-01		



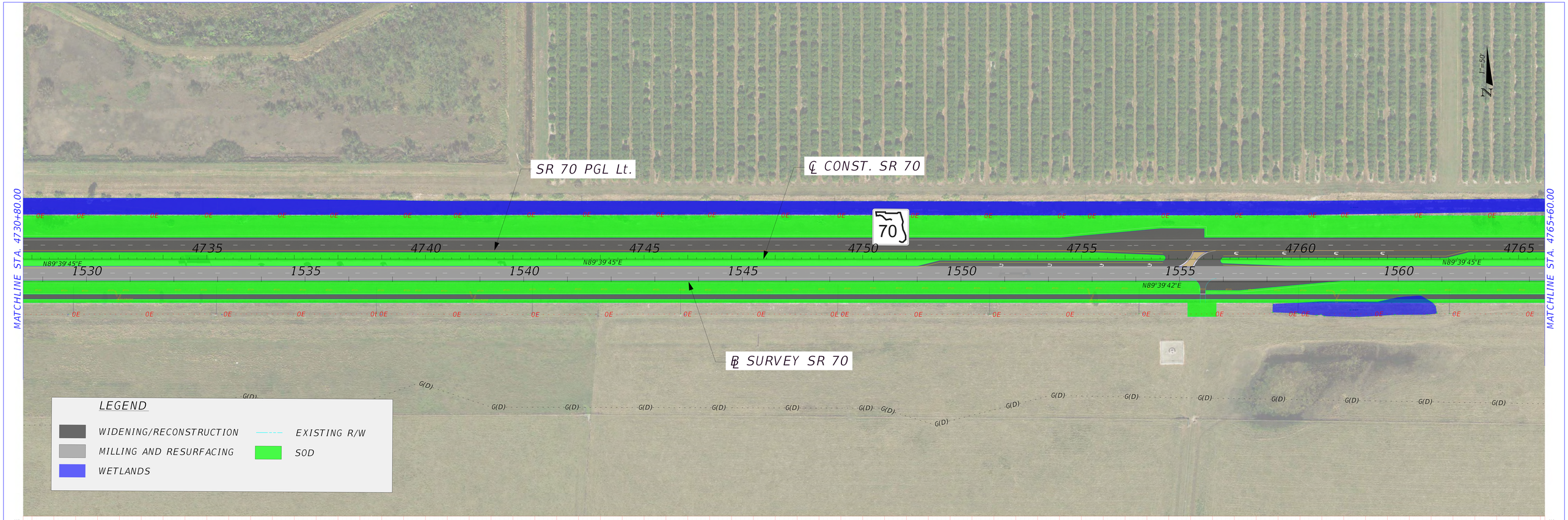


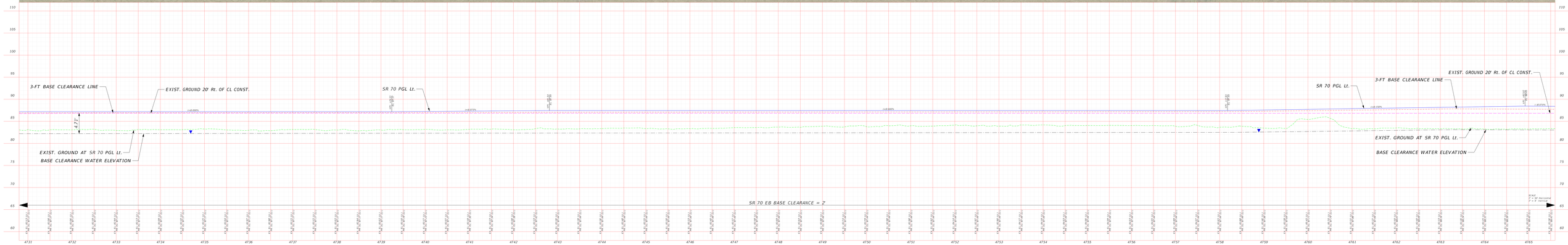
PROFILE BY RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10	SHEET NO.
REGINA LEON, P.E. FLORIDA NUMBER 79530 DATE OF SIGNATURE AND EMBOSSMENT: 04-01-2025	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	PLAN/PROFILE SHEET (20'	26
	70	DESOTO	448451-1-52-01		





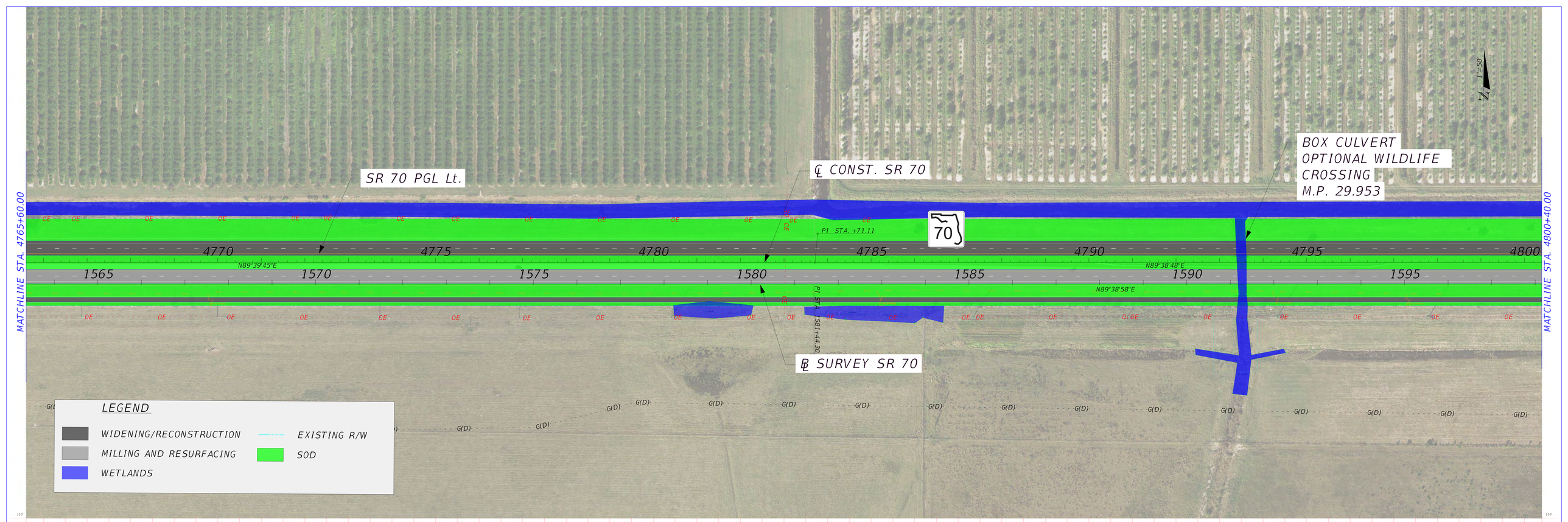
PROFILE BY RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10	SHEET NO.
REGINA LEON, P.E. LICENSE NUMBER 79536 STATE OF FLORIDA	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	PLAN/PROFILE SHEET (21/	27
1626 N. CHEROKEE AVE ARCADIA, FL 34266	70	DESOTO	439441-1-52-01 439441-2-52-01		

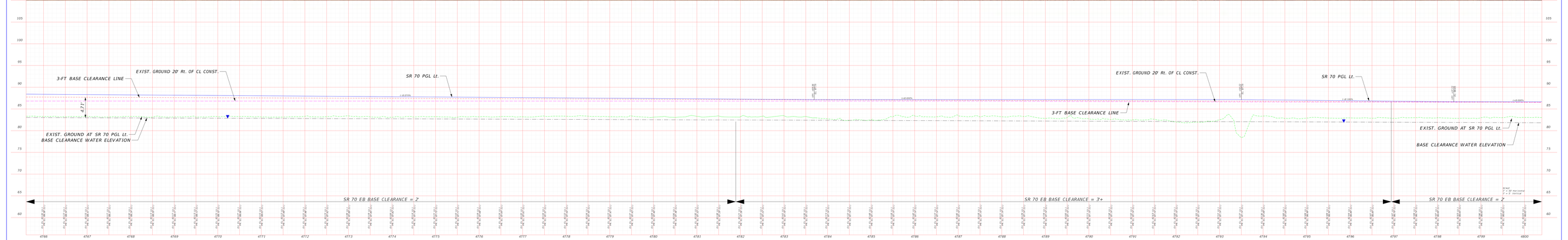




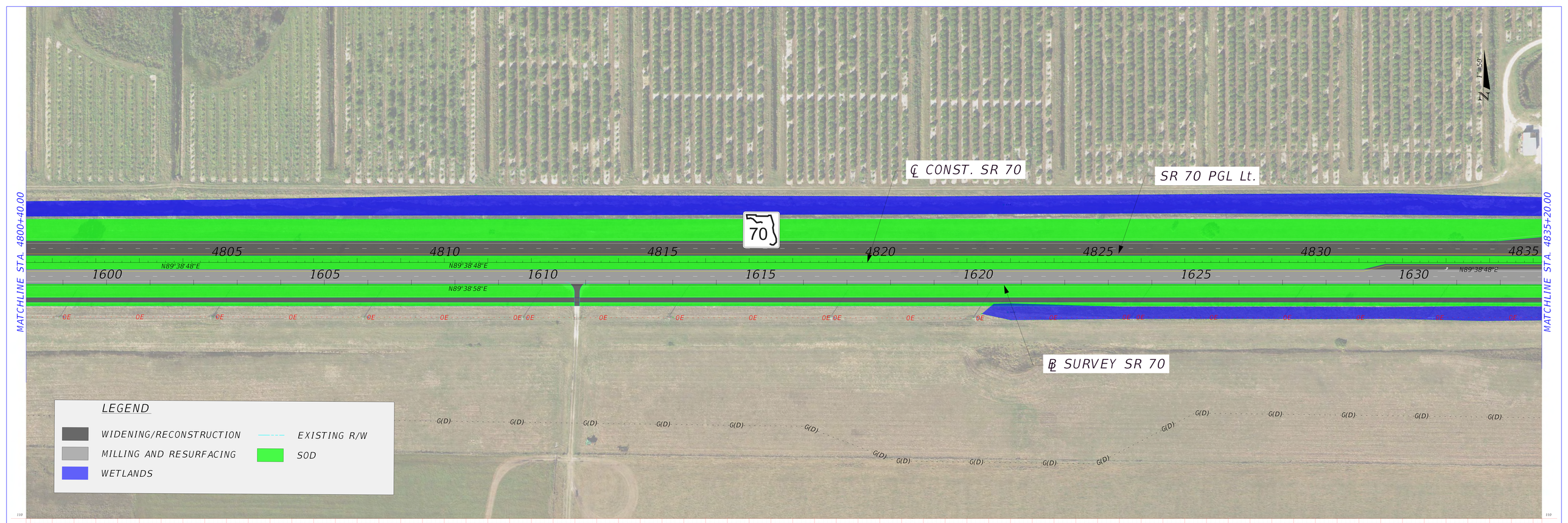
PROFILES BY METHOD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10	SHEET NO.
MCCLAIN LEVIN, P.E. FLORIDA NUMBER 79536 CERTIFICATE OF AUTHORIZATION #28 2600 SW 3RD AVENUE #440 MIAMI, FL 33129	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	PLAN/PROFILE SHEET (2)	28
	70	06	06		
		06070	430211-1-52-01		

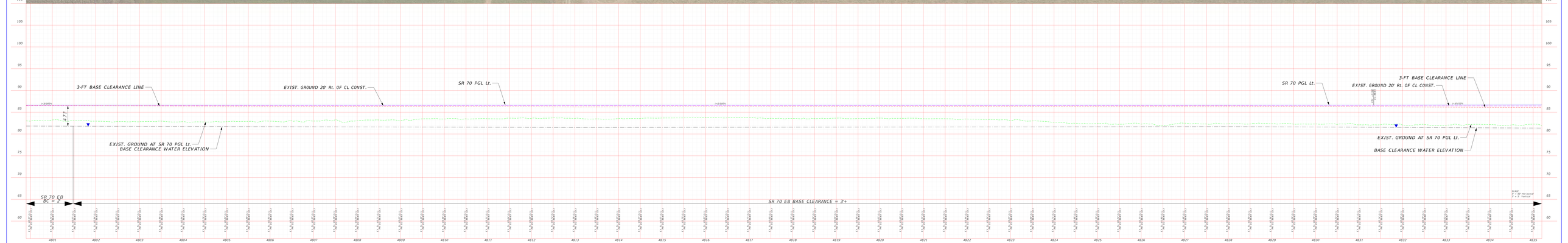
© 2021 McCLAIN LEVIN P.E. - THESE DRAWINGS ARE THE PROPERTY OF THE WORK WAS PERFORMED UNDER CONTRACT AGREEMENT. REPRODUCTION OF THESE DRAWINGS IN WHOLE OR IN PART WITHOUT THE WRITTEN PERMISSION OF McCLAIN LEVIN P.E. IS PROHIBITED.



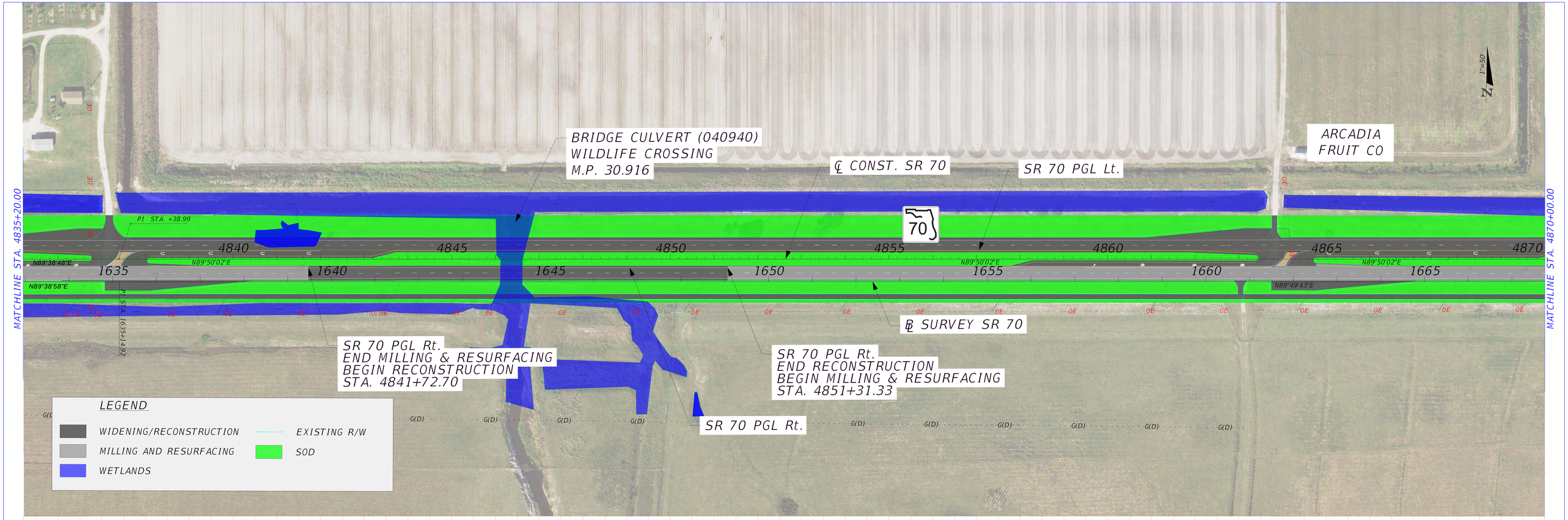


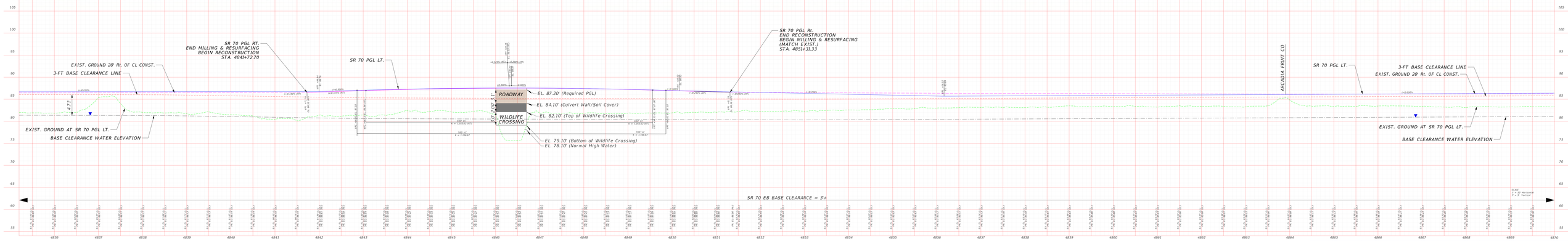
FILENAME OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10	SHEET NO.
PLOT SCALE: 1"=50'	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	PLAN/PROFILE SHEET (25)	29
PLOT DATE: 7/30/2024	70	DESOTO	453411-1-52-01		
USER ID: CHRISTOPHER.HAYES			453411-2-52-01		



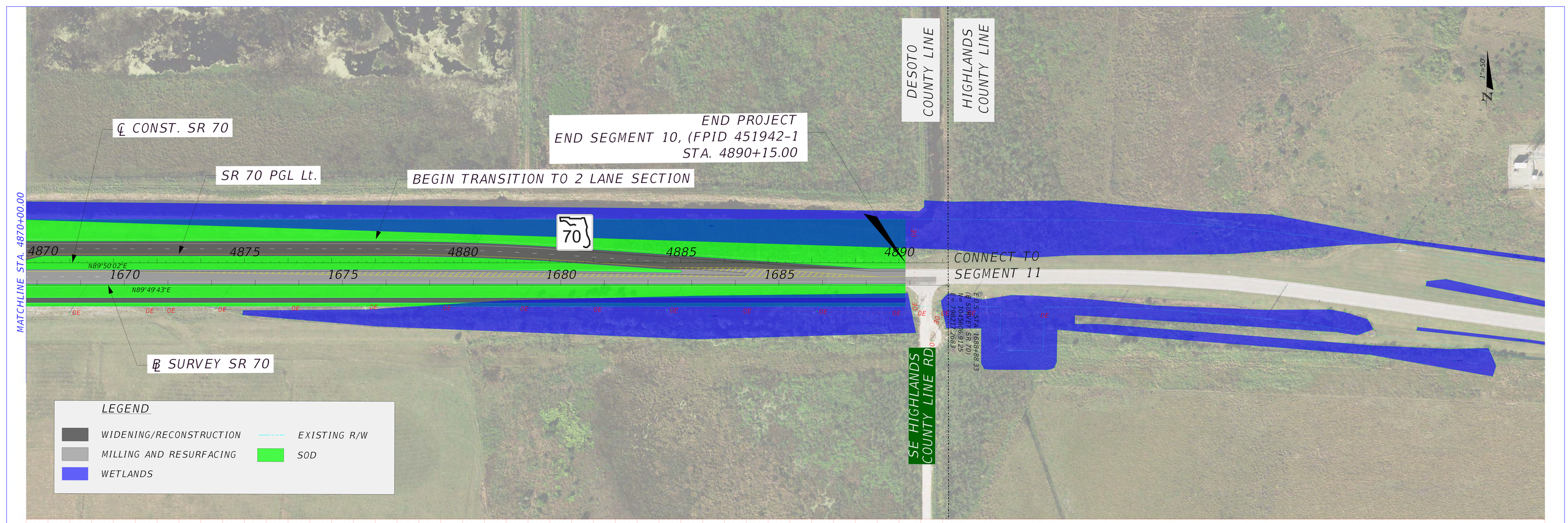


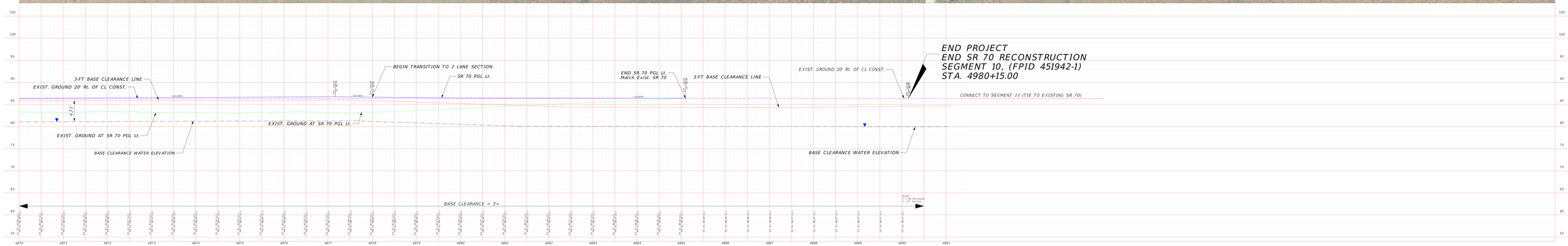
PROVIDED BY RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10	SHEET NO.
MICHAEL LEON, P.E. LICENSE NUMBER 79536 STATE OF FLORIDA	ROAD NO.	COUNTY	FINANCIAL PROJECT ID.	PLAN/PROFILE SHEET (24)	30
1115 N. CYPRESS AVE FORT PIERCE, FLORIDA	70	OKEECHOBEE	439401-1-52-01 439401-1-54-01		



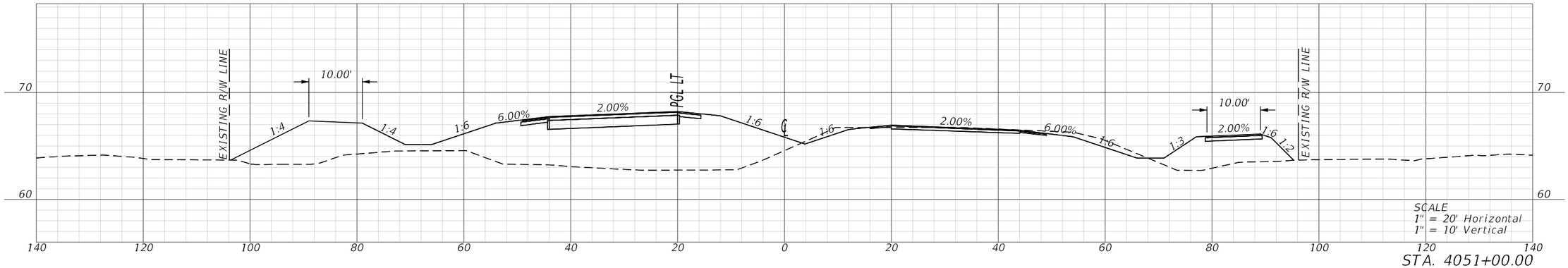


PIONEER BY NATURE	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10	SHEET NO.
MCCLAIN LEVI, P.E. LICENSE NUMBER 79536 STATE OF FLORIDA	ROAD NO.	COUNTY	FINANCIAL PROJECT ID.	PLAN/PROFILE SHEET (24)	31
3800 DRANE FIELD ROAD LAKELAND, FL 33811	70	DESOTO	445431-1-52-01		

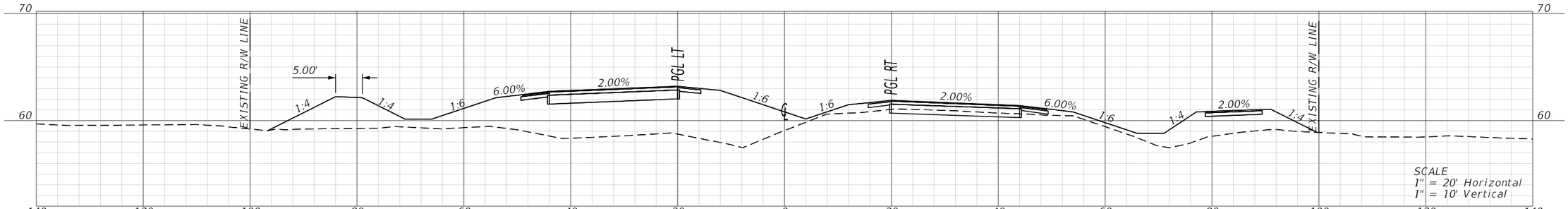




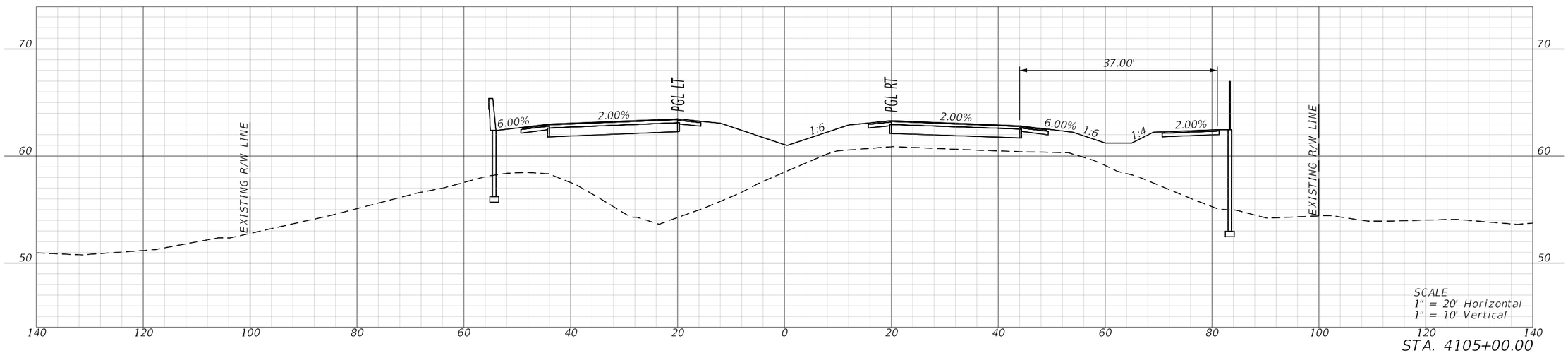
PREPARED BY METHOD: MCCLAIS LEVIN, P.A. 2035 VISTA PARKWAY, SUITE 100 WEST PALM BEACH, FLORIDA 33411 PHONE: 561.478.6116	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 & 10 PLAN/PROFILE SHEET (26)	SHEET NO. 32
	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
	70	DESOTO	451942-1-52-01		



STA. 4051+00.00



STA. 4100+00.00



STA. 4105+00.00

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

NICOLAS LEON, P.E.
LICENSE NUMBER: 78538
HNTB CORP
555 NORTH BROADWAY AVE
BARTOW, FL 33830

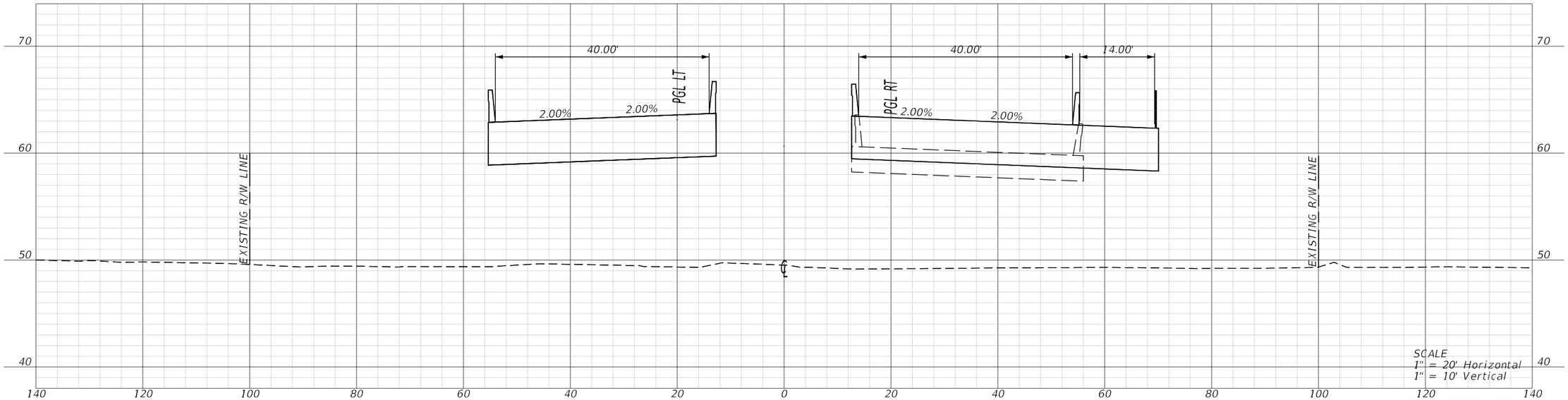
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	DESOTO	451690-1-52-01 451942-1-52-01

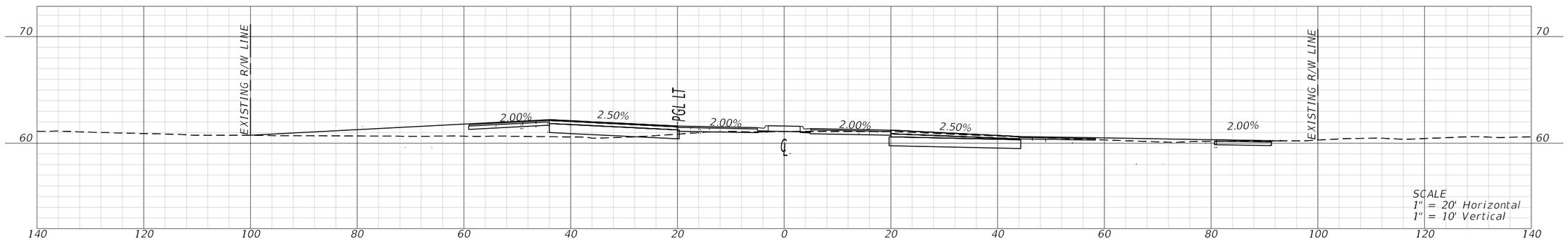
SR 70 - SEGMENT 9 &10

CRITICAL CROSS SECTIONS

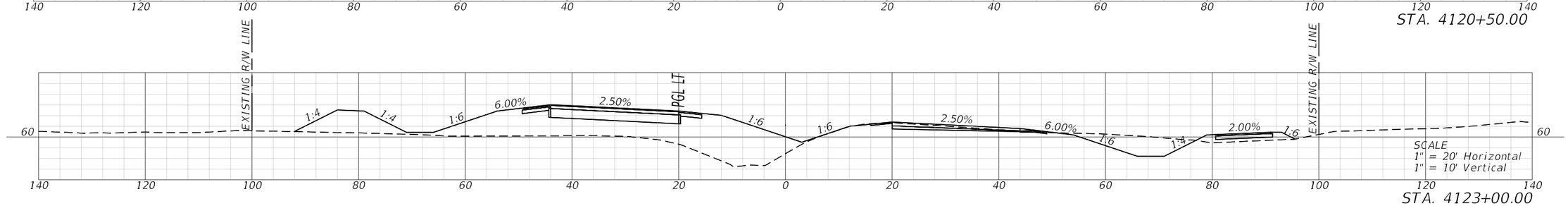
SHEET NO. 33



STA. 4106+20.00



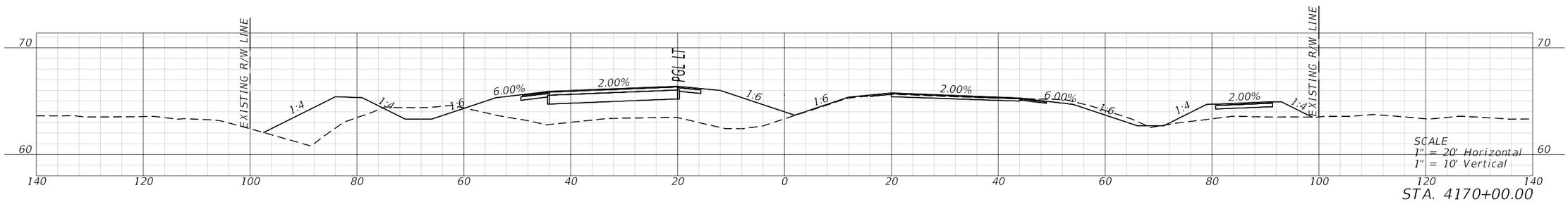
STA. 4120+50.00



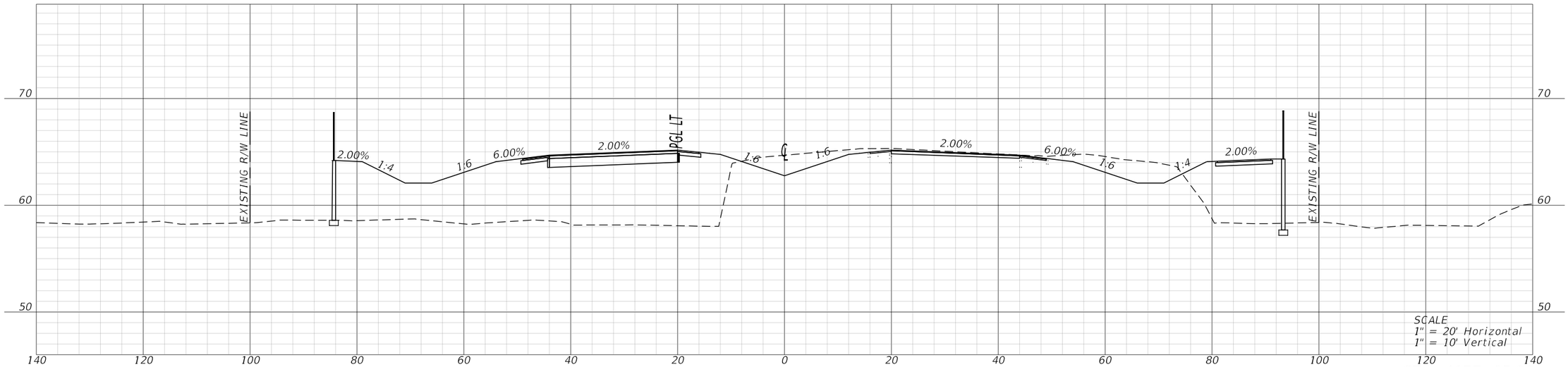
STA. 4123+00.00

REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 &10	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	NICOLAS LEON, P.E. LICENSE NUMBER: 78538 HNTB CORP 555 NORTH BROADWAY AVE BARTOW, FL 33830	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	CRITICAL CROSS SECTIONS	34
					70	DESOTO	451690-1-52-01 451942-1-52-01		

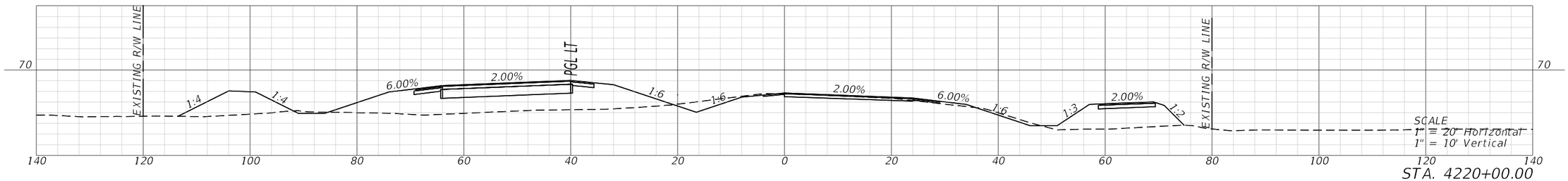
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oalsahili 10/15/2024 5:57:57 PM



STA. 4170+00.00

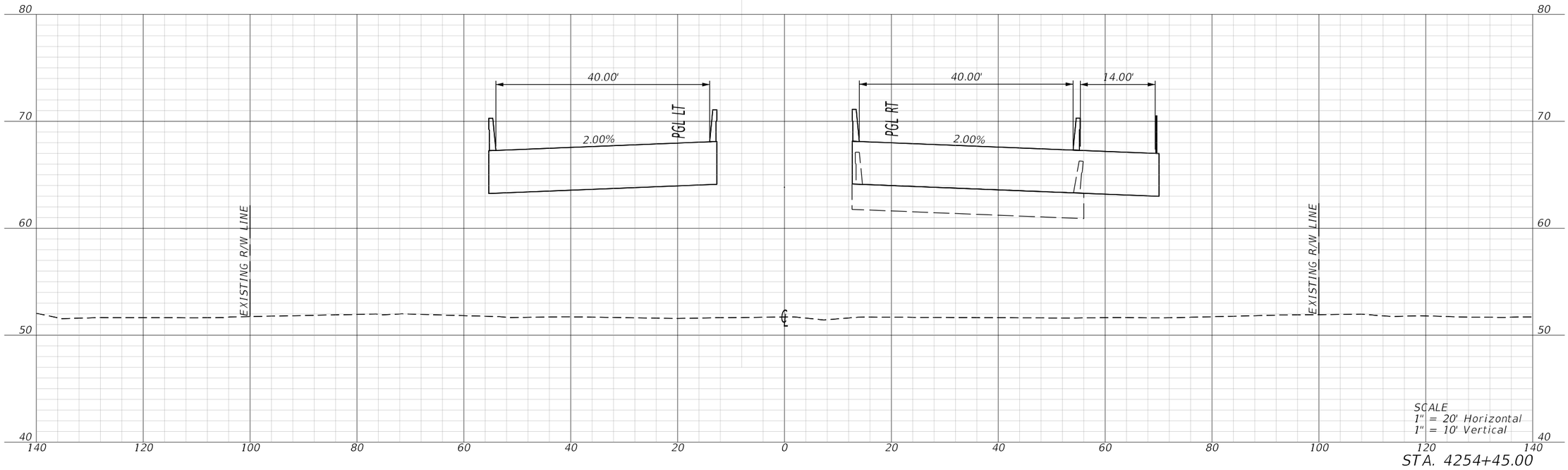


STA. 4177+65.00

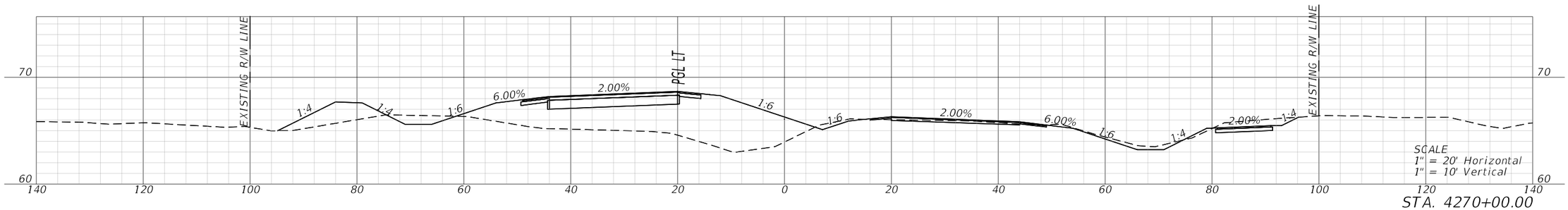


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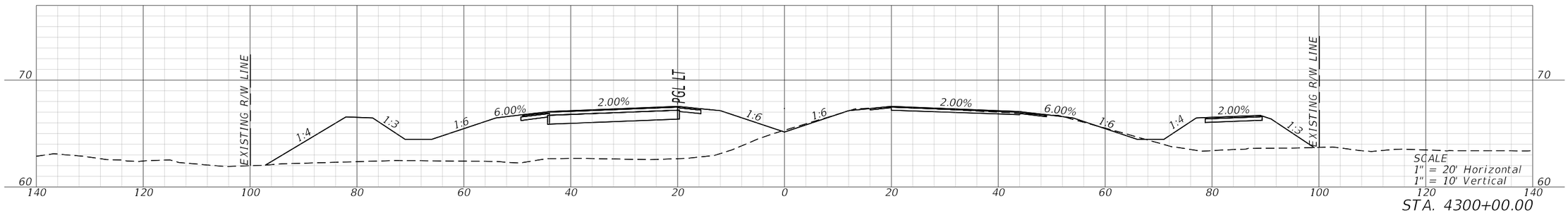
REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 &10	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	NICOLAS LEON, P.E. LICENSE NUMBER: 78538 HNTB CORP 555 NORTH BROADWAY AVE BARTOW, FL 33830	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	CRITICAL CROSS SECTIONS	35
					70	DESOTO	451690-1-52-01 451942-1-52-01		



STA. 4254+45.00



STA. 4270+00.00



STA. 4300+00.00

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

NICOLAS LEON, P.E.
LICENSE NUMBER: 78538
HNTB CORP
555 NORTH BROADWAY AVE
BARTOW, FL 33830

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

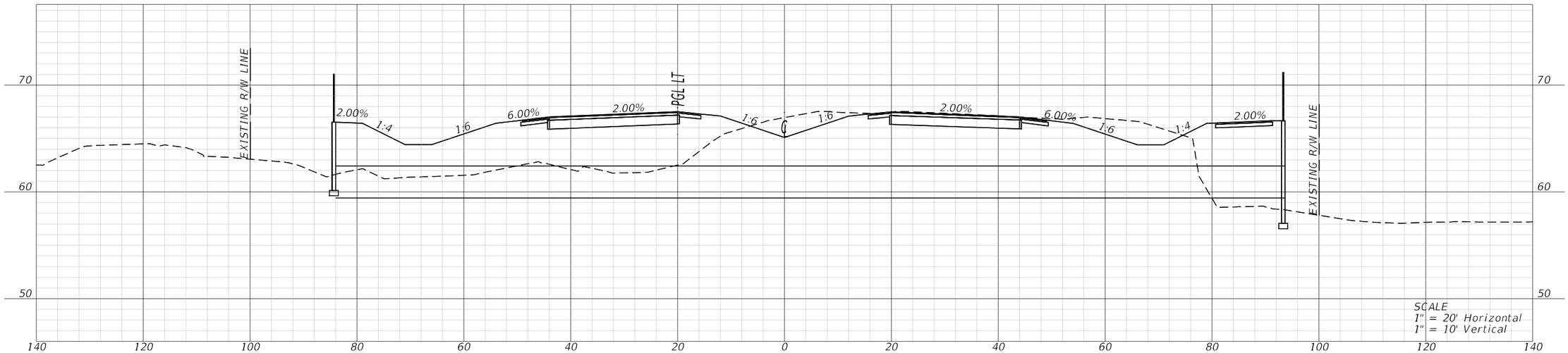
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	DESOTO	451690-1-52-01 451942-1-52-01

SR 70 - SEGMENT 9 &10

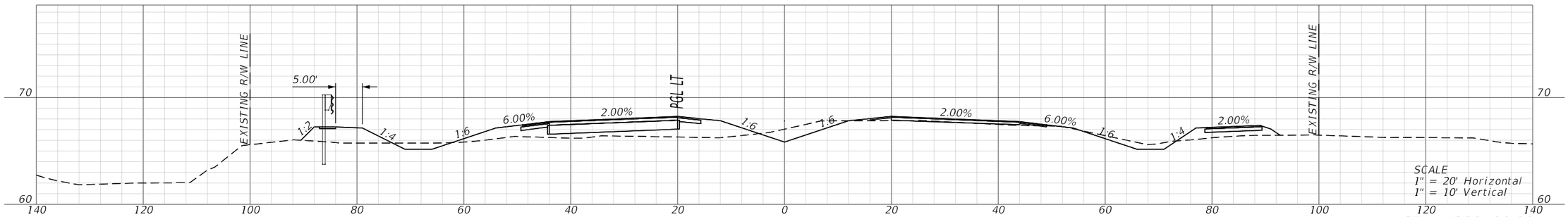
CRITICAL CROSS SECTIONS

SHEET NO. 36

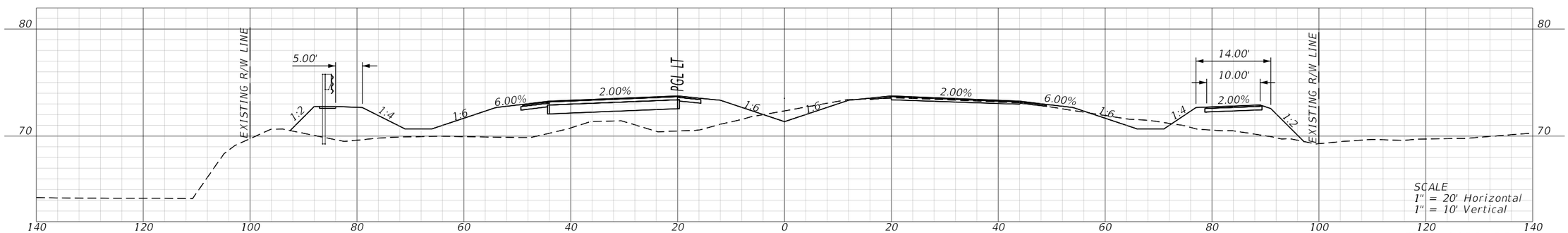
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oalsahili 10/15/2024 5:59:50 PM



STA. 4297+15.00



STA. 4320+00.00



STA. 4400+00.00

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

NICOLAS LEON, P.E.
LICENSE NUMBER: 78538
HNTB CORP
555 NORTH BROADWAY AVE
BARTOW, FL 33830

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

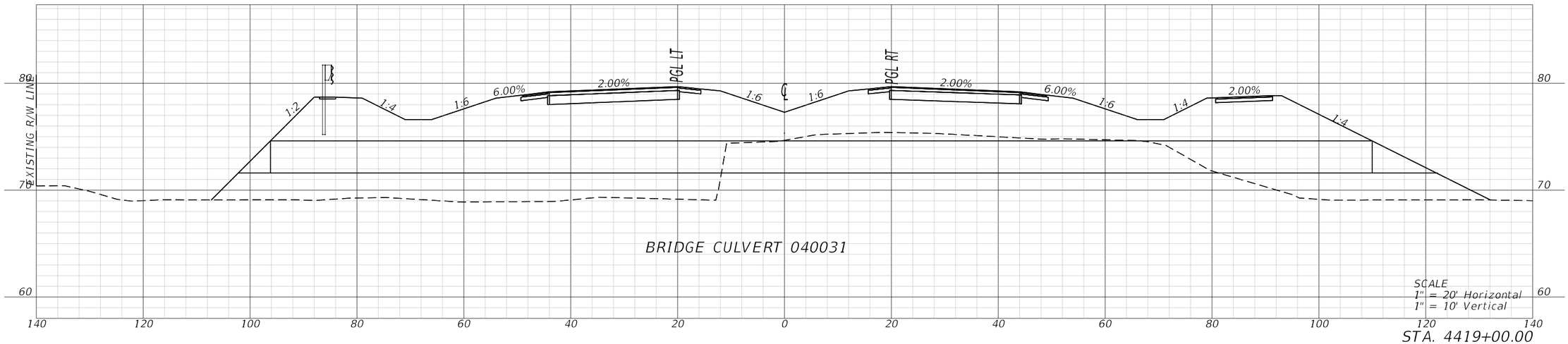
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	DESOTO	451690-1-52-01 451942-1-52-01

SR 70 - SEGMENT 9 &10

CRITICAL CROSS SECTIONS

SHEET NO. 37

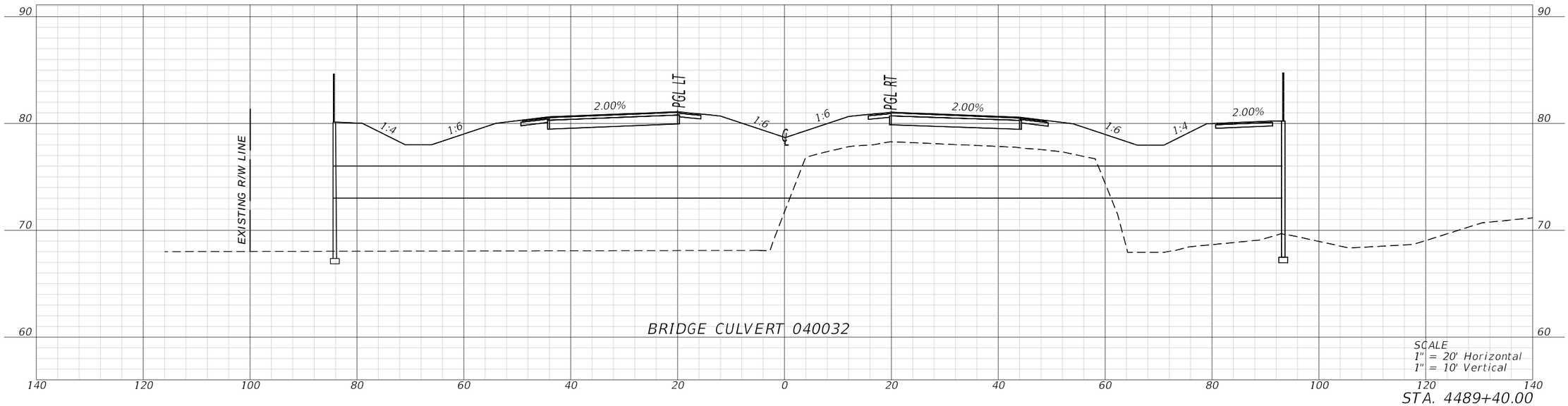
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oalsahili 10/15/2024 6:02:21 PM



STA. 4419+00.00

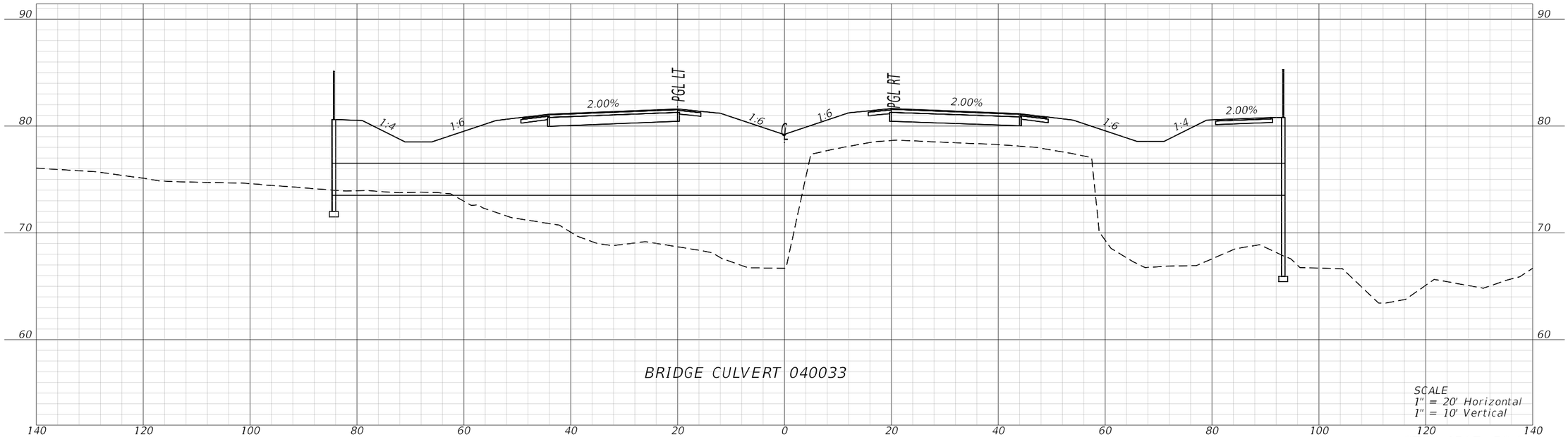


STA. 4500+00.00



STA. 4489+40.00

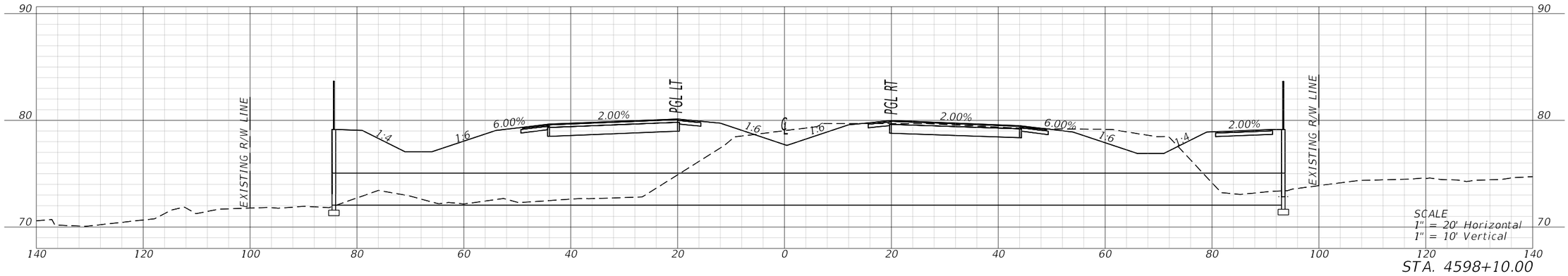
REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 &10	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	NICOLAS LEON, P.E. LICENSE NUMBER: 78538 HNTB CORP 555 NORTH BROADWAY AVE BARTOW, FL 33830	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	CRITICAL CROSS SECTIONS	38
					70	DESOTO	451690-1-52-01 451942-1-52-01		



BRIDGE CULVERT 040033

SCALE
1" = 20' Horizontal
1" = 10' Vertical

STA. 4517+50.00



SCALE
1" = 20' Horizontal
1" = 10' Vertical

STA. 4598+10.00

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

NICOLAS LEON, P.E.
LICENSE NUMBER: 78538
HNTB CORP
555 NORTH BROADWAY AVE
BARTOW, FL 33830

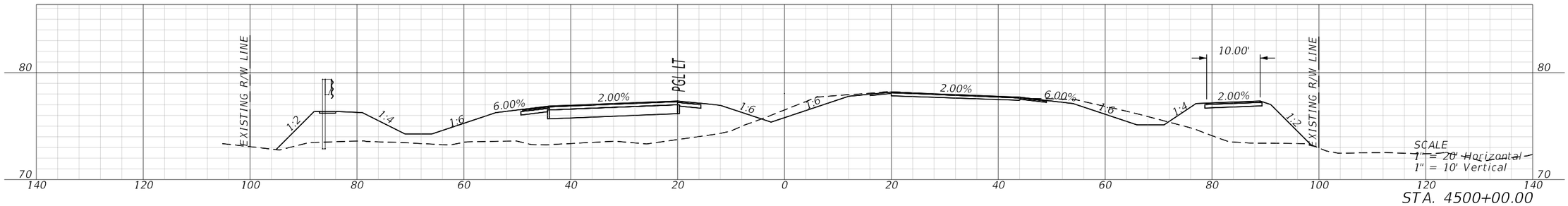
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
70	DESOTO	451690-1-52-01 451942-1-52-01

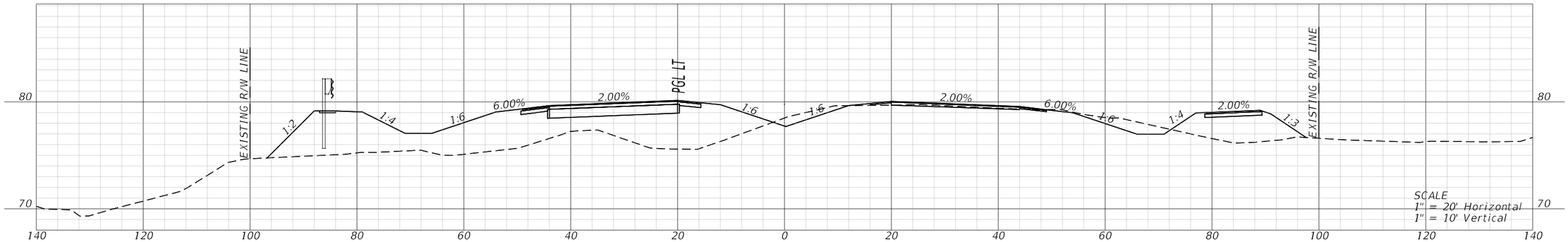
SR 70 - SEGMENT 9 &10

CRITICAL CROSS SECTIONS

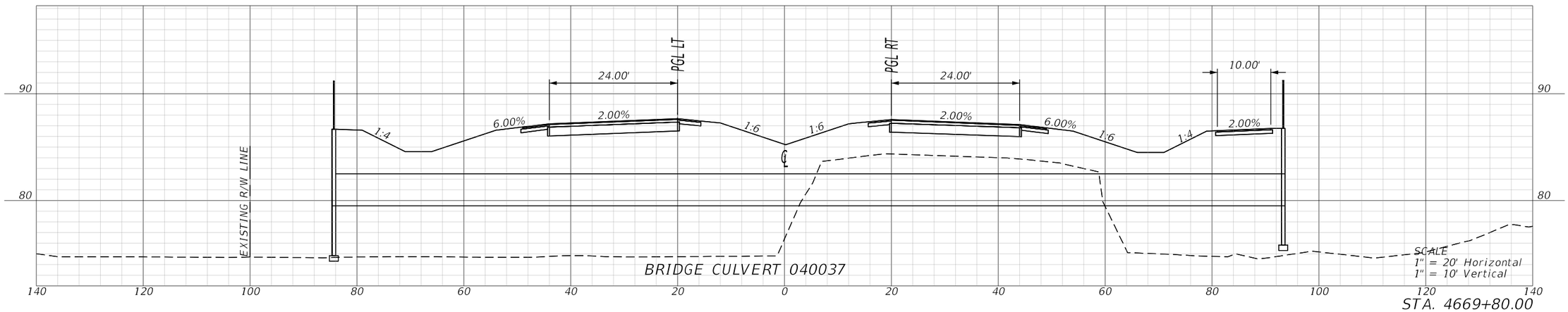
SHEET NO. 39



STA. 4500+00.00

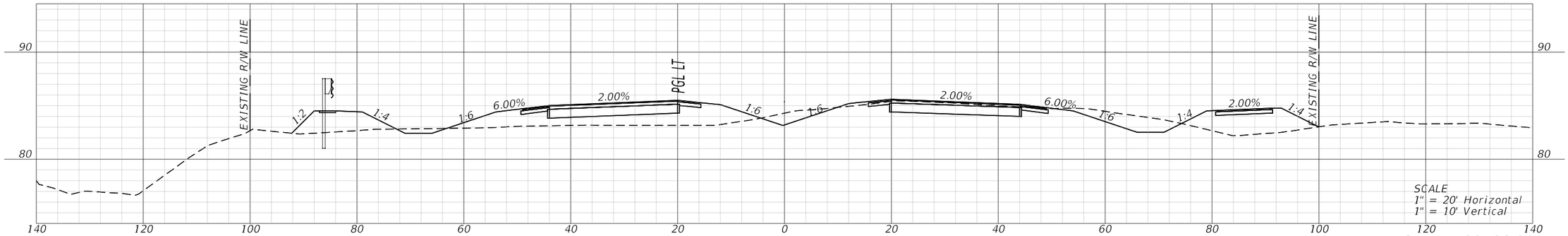


STA. 4600+00.00

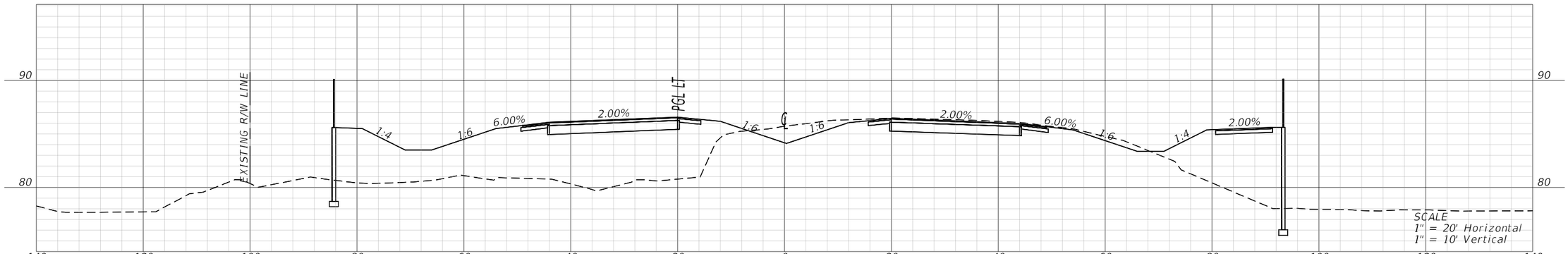


STA. 4669+80.00

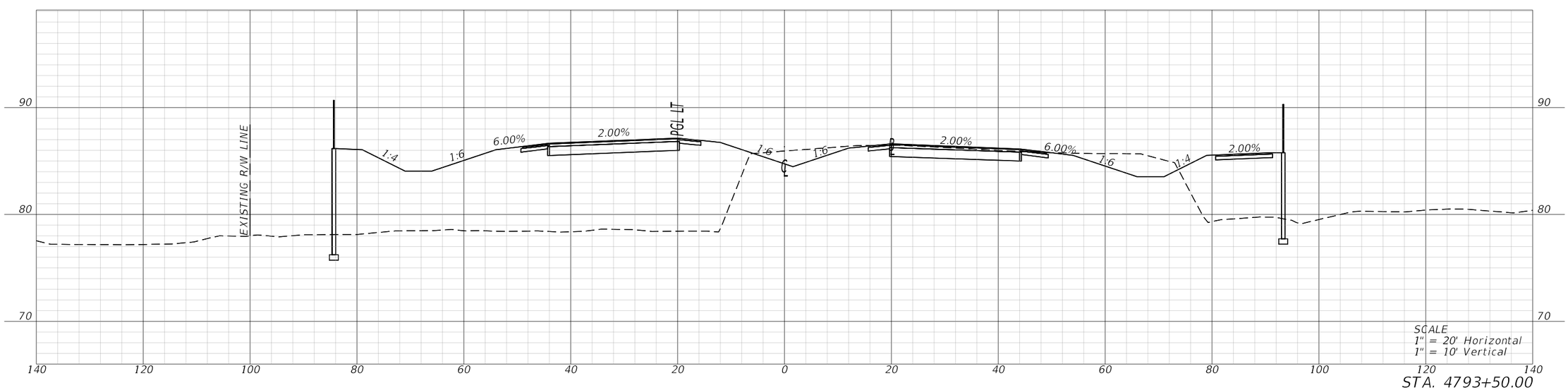
REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 &10	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	NICOLAS LEON, P.E. LICENSE NUMBER: 78538 HNTB CORP 555 NORTH BROADWAY AVE BARTOW, FL 33830	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	CRITICAL CROSS SECTIONS	40
					70	DESOTO	451690-1-52-01 451942-1-52-01		



STA. 4700+00.00



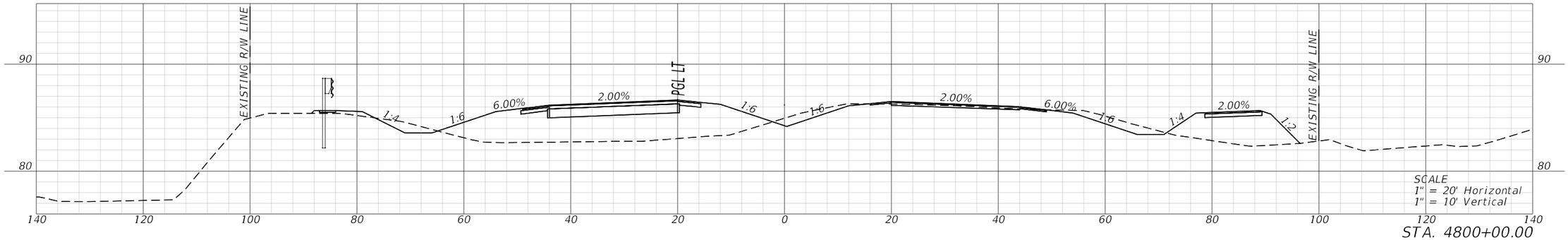
STA. 4724+00.00



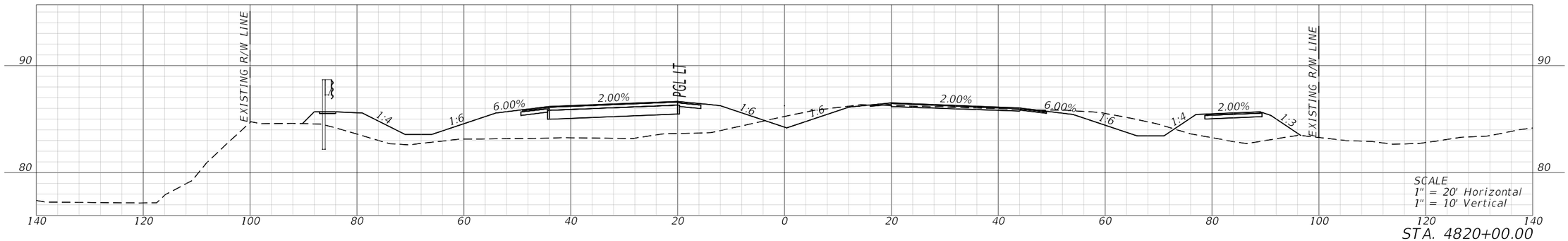
STA. 4793+50.00

REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 &10	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	NICOLAS LEON, P.E. LICENSE NUMBER: 78538 HNTB CORP 555 NORTH BROADWAY AVE BARTOW, FL 33830	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	CRITICAL CROSS SECTIONS	41
					70	DESOTO	451690-1-52-01 451942-1-52-01		

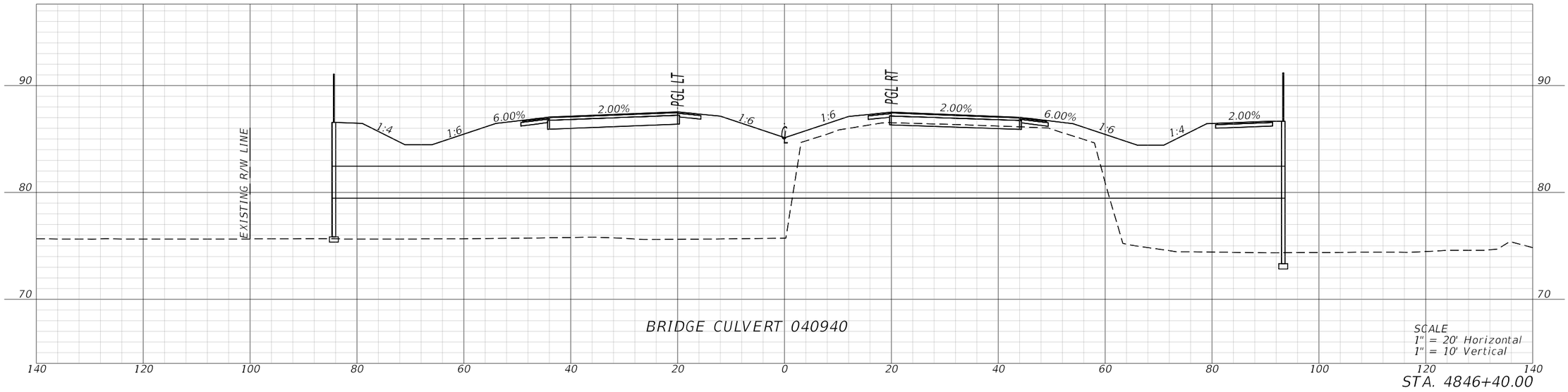
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oalsahili 10/15/2024 5:54:28 PM



STA. 4800+00.00

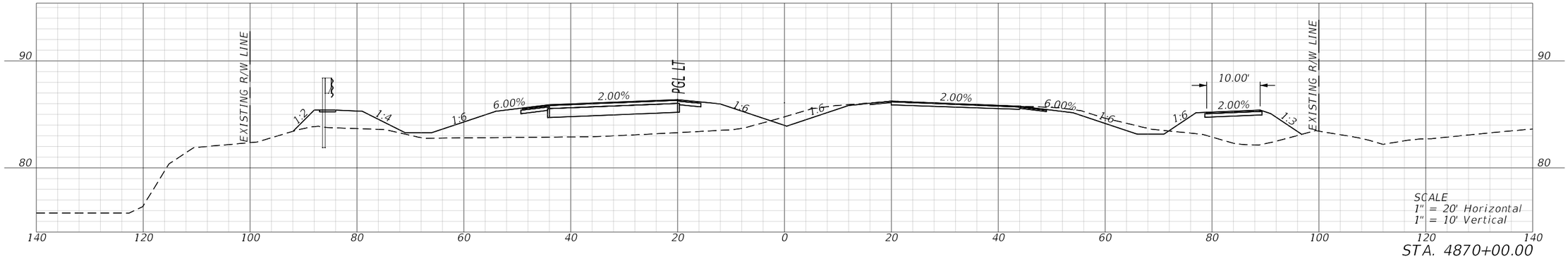


STA. 4820+00.00



STA. 4846+40.00

REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 &10	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	NICOLAS LEON, P.E. LICENSE NUMBER: 78538 HNTB CORP 555 NORTH BROADWAY AVE BARTOW, FL 33830	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	CRITICAL CROSS SECTIONS	42
					70	DESOTO	451690-1-52-01 451942-1-52-01		



STA. 4870+00.00

REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			SR 70 - SEGMENT 9 &10	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	NICOLAS LEON, P.E. LICENSE NUMBER: 78538 HNTB CORP 555 NORTH BROADWAY AVE BARTOW, FL 33830	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	CRITICAL CROSS SECTIONS	43
					70	DESOTO	451690-1-52-01 451942-1-52-01		

APPENDIX H:
Methodology

Traffic Analysis Methodology

SR 70 from West of SR 31 to SE Highlands County Line Road

Desoto County, Florida

FPID No.: ***451942-1-22-01***

Prepared For:

FDOT District 1

801 N Broadway Avenue, Bartow, FL 33830

July 2024

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List of Acronyms

AADT	Annual Average Daily Traffic
BEBR	Bureau of Economic and Business Research
CMF	Crash Modification Factor
D Factor	Directional Distribution Factor
D1RPM	District 1 Regional Planning Model
DDHV	Directional Design Hourly Volumes
DHV	Design Hourly Volume
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FPID	Financial Project Identification
HCM	Highway Capacity Manual
HCS	Highway Capacity Software
HRTPO	Heartland Regional Transportation Planning Organization
K Factor	Ratio of DHV to AADT
LOS	Level of Service
MOE	Measure of Effectiveness
PD&E	Project Development and Environment
PTAR	Project Traffic Analysis Report
SIS	Strategic Intermodal System
SR	State Road
TMC	Turning Movement Count

1.0 Introduction

1.1 Project Description

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study along approximately 16.8 miles of SR 70 from west of SR 31 to the Highlands County Line within Desoto County, Florida (FPID No. 451690-1-22/32-01 and 451942-1-22/32-01), as illustrated in **Figure 1.1.** The purpose of this study is to evaluate options along the study segment of SR 70 to address roadway deficiencies, safety concerns, and to improve operational capacity for emergency evacuation. This analysis will evaluate the widening of SR 70 from two to four lanes within the study area and the widening's ability to address those project objectives.

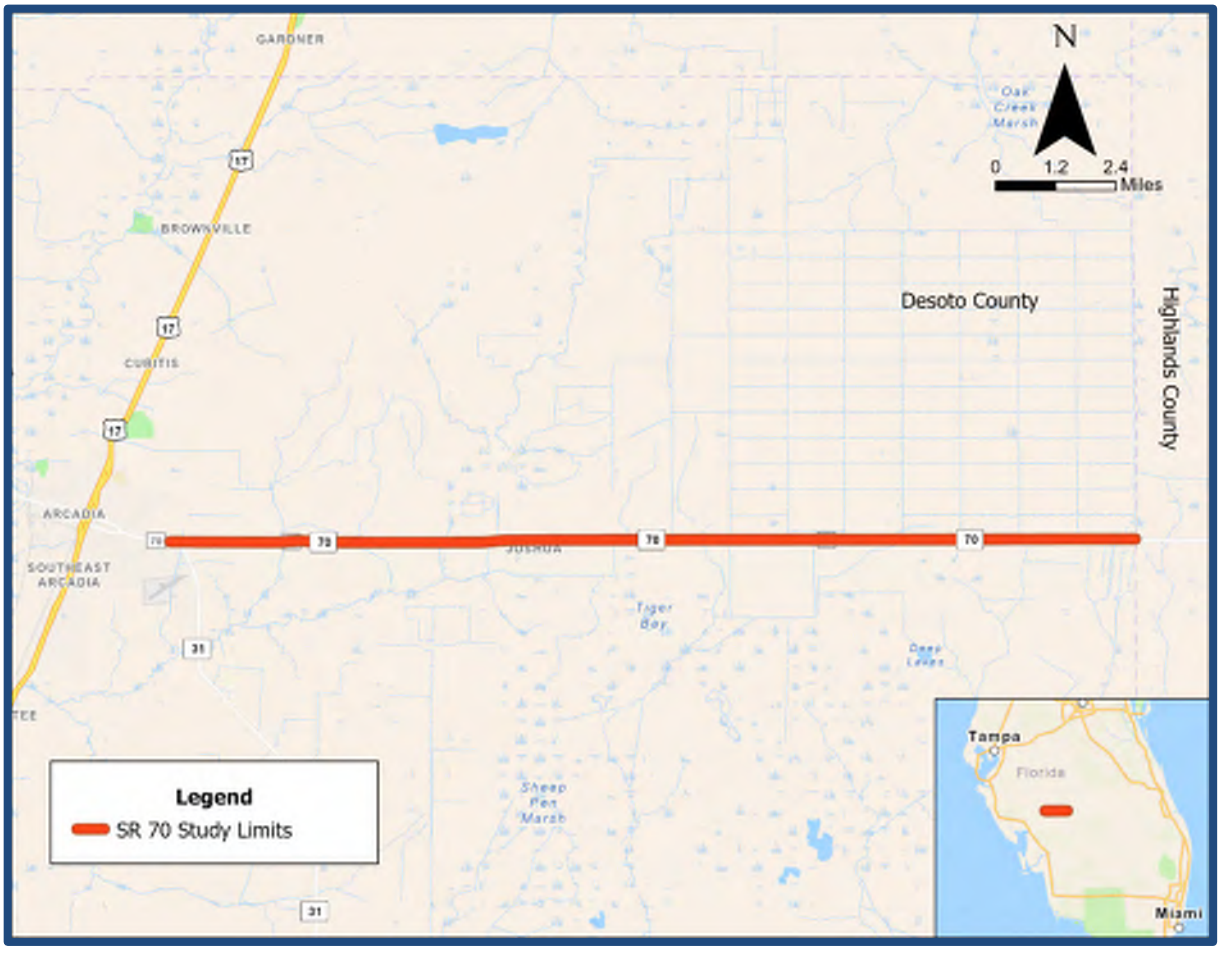


Figure 1.1: Project Location Map

1.2 Study Area

Within the Study Area, SR 70 consists of one analysis segment which includes nine unsignalized intersections and two signalized intersections along its length, as documented in **Table 1.1** and **Table 1.2,** respectively, and as illustrated in **Figure 1.2**.

Table 1.1: Study Segment

Segment	Roadway ID	From	To	Functional Class	SIS	Lanes	Speed
9 & 10	090600000 (SR 70)	West of SR 31 (MP 14.973)	Highlands County Line (MP 31.763)	Rural Principal Arterial Other	Corridor	2	60 mph

Table 1.2: Study Intersections

Segment	ID	Intersection	Control
9	1	SR 70 at SR 31	Signalized
9	2	SR 70 at Siesta Boulevard	Signalized
9	3	SR 70 at Toby's RV	Unsignalized
9	4	SR 70 at Townsend Road	Unsignalized
9	5	SR 70 at Hansel Avenue	Unsignalized
9	6	SR 70 at Walston Road	Unsignalized
9	7	SR 70 at Cross Avenue	Unsignalized
9	8	SR 70 at CR 760	Unsignalized
10	9	SR 70 at NE Four Mile Grade	Unsignalized
10	10	SR 70 at Florida Corrections Main Entrance	Unsignalized
10	11	SR 70 at Blue Head Street	Unsignalized

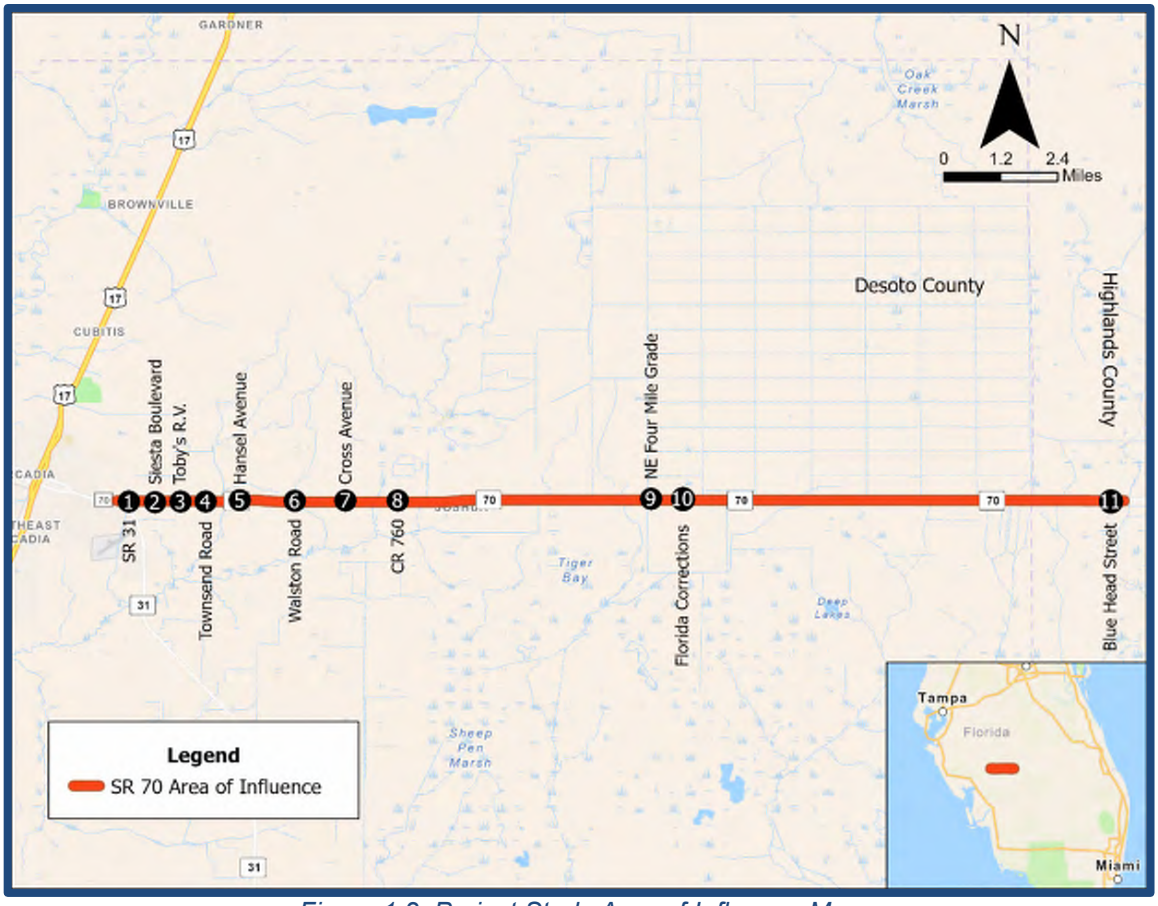


Figure 1.2: Project Study Area of Influence Map

2.0 Traffic Analysis

2.1 Analysis Objective

The objective of this analysis is to evaluate the efficacy of the build alternative in addressing operational deficiencies and safety concerns and improving operational capacity for emergency evacuation. To measure the effectiveness of the build alternative at achieving these objectives, the goal of the study will be to maintain the automobile mode level of service (LOS) targets for the State Highway System during peak travel hours of "C" outside urbanized areas (*FDOT Topic No.: 000-525-006- c*).

2.2 Operational Analysis Years

Analysis scenarios for the project across its expected lifetime include existing year, opening year and design year. The years selected for this project are shown in **Table 2.1**.

Table 2.01: Operational Analysis Years

Analysis Scenario	Year
Existing Year	2023
Opening Year	2032
Design Year	2052

2.3 Analysis Tool(s) Selection and Analysis Approach

SR 70 is not expected to become oversaturated by the design year (2052), therefore deterministic analysis software (Synchro and HCM) is appropriate for use (*FDOT Traffic Analysis Handbook 2023*). Highway Capacity Software (HCS) will be used to analyze the roadway segments and unsignalized intersections and Synchro (using HCM6 methodologies) will be used to analyze existing and any intersection that may be converted to a signalized intersection, as shown in **Table 2.2.**

Table 2.02: Traffic Analysis Software Used

		Freeway				Crossroads	
Software	Version	Basic Segment	Weaving	Ramp Merge	Ramp Diverge	Arterials	Intersections
HCS/HCM	2024	-	-	-	-	X	X
Synchro*	12	-	-	-	-	-	X
SimTraffic	-	-	-	-	-	-	-
Corsim	-	-	-	-	-	-	-
Vissim	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-

*Only if signalization is required at a study intersection.

2.4 Calibration Methodology

Due to the use of HCM and Synchro in this analysis, no detailed calibration will be required. However, the analysis outputs will be checked for reasonableness, and any modifications made to the analysis will be documented for Department review and approval.

2.5 Operational Analysis Measures of Effectiveness

Performance measures of effectiveness (MOE) for the Existing Year (2024), Opening Year (2032), and Design Year (2052) will include the following as appropriate depending on control type. As previously stated, the FDOT's LOS requirements are defined in *Department Policy 000-525-006c*, effective April 2017, and detailed in Chapter 10 of the *FDOT Multimodal Quality/Level of Service Handbook (2023)*. The study corridor exists outside of the urbanized area so LOS standard of "C" will be used.

2.5.1 Intersections MOE(s)

- Intersection delay (sec/veh)
- Movement delay (sec/veh)
- Intersection (LOS)
- Movement LOS
- Back of queue feet/lane (95th percentile)

2.5.2 Highway Segment MOE(s)

- Follower Density (followers/mi/ln) for two-lane highway segments
- Density (pc/mi/ln) for multi- lane highway segments
- Segment LOS

2.6 Safety Analysis

The most recent 5-year crash data will be obtained from *Signal4 Analytics* for the study corridor. Safety analysis will be conducted to calculate the crash rate and crash frequency for each roadway segment and intersection. The crash data will be summarized by crash type, crash severity, lighting conditions, surface conditions, and weather conditions. A review of available crash statistics will be performed to determine if the site has been identified as a high crash location. Additionally, a brief narrative will be provided for any fatal crash events that may have occurred during the 5-year crash analysis. Crash reduction analysis will be performed by applying appropriate Crash Modification Factors (CMFs) from the Federal Highway Administration 's (FHWA) Clearinghouse to specific areas where improvements will be implemented. The following items will be documented in this study:

- Existing crash data
- Calculated crash rates and frequencies
- Crash density heat maps
- Description of existing crash trends
- Summary of CMFs applied and estimated crash reduction

3.0 Data Requirements and Data Collection Plan

The following data within this study corridor was collected as part of this technical memorandum. This technical memorandum will be provided as an appendix to the final Project Traffic Analysis Report (PTAR) as part of this study.

3.1 Traffic Analysis Data Collection

3.1.1 Turning Movement Counts

13-hour Turning Movement Counts (TMC) were collected from 6:00 AM – 7:00 PM during the date indicated at the following locations throughout November 2023.

- SR 70 at SR 31
- SR 70 at Siesta Boulevard
- SR 70 at Toby's RV
- SR 70 at Townsend Road
- SR 70 at Hansel Avenue
- SR 70 at Walston Road
- SR 70 at Cross Avenue
- SR 70 at CR 760
- SR 70 at NE Four Mile Grade
- SR 70 at Florida Corrections Main Entrance
- SR 70 at Blue Head Street

3.1.2 24-Hour Approach Counts

- SR 70 at SR 31
- SR 70 at Siesta Boulevard
- SR 70 at Toby's RV
- SR 70 at Townsend Road
- SR 70 at Hansel Avenue
- SR 70 at Walston Road
- SR 70 at Cross Avenue
- SR 70 at CR 760
- SR 70 at NE Four Mile Grade
- SR 70 at Florida Corrections Main Entrance
- SR 70 at Blue Head Street

3.1.3 Florida Traffic Online

- SR 70, E of 17TH Ave/Turner Rd, Site: 040021
- SR 31, South of SR 70, Site: 040026
- SR 70, East of SR 31, Site: 040011
- Hansel Ave, 1600 Ft N of CR 760, Site: 044100
- CR 760 East of SE Hansel Ave, Site: 044138
- SR 70, East of CR 760, Site: 040006

3.2 Safety Analysis Data Collection

Crash data will be collected from *Signal 4 Analytics* for the most recent five-year period (2019-2023) for the SR 70 Study Area.

4.0 Project Traffic Forecasting

For the purposes of this study, travel demand model validation and traffic forecasting conducted in the FDOT District 1 *SR 70 PD&E study west of SR 31 to Highlands County Line Road* will be included as a part of Project Traffic Analysis Report (PTAR).

4.1 Selected Travel Demand Model

The District One Regional Planning Model (D1RPM) v2.1 will be used to support the FDOT District 1 *SR 70 PD&E study from west of SR 31 to Highlands County Line Road.* The D1RPM is a travel demand forecasting tool developed by FDOT District One, in conjunction with the six District Metropolitan Planning Organizations (MPO) and Transportation Planning Organizations (TPO) in support of their 2045 Long Range Transportation Plans (LRTP). This version of the D1RPM represents the latest available and includes a 2015 Base Year and 2045 Forecast (Horizon) Year.

4.2 Project Traffic Forecast Development Methodology

The years to be used for the travel demand forecasting are:

- Base Year: 2015
- Horizon Year: 2045

To be consistent with the study provided by FDOT District 1 for the *SR 70 from Desoto/Highlands County Line Road to NW 128th Avenue Final Design Traffic Technical Memorandum*. The years to be used for the traffic operational analysis are:

- Existing year: 2024
- Opening year: 2032
- Design year: 2052

The project traffic forecasting methodology is described below as a three-step process.

- Step 1: Existing Year 2024 traffic counts will be collected, compiled, adjusted with seasonal and axle correction factors, and balanced along the study area.
- Step 2: Future traffic forecasts will be based on the projections from the 2045 Cost Affordable D1RPM model. The model forecasted traffic projections will be checked for reasonableness during subarea model validation for the 2015 Base Year and demand projection for the forecast year 2045. The changes made to 2015 Base Year will be carried forward to the 2045 Horizon Year. Any adjustments needed will be done using the procedures described in the Project Traffic Forecasting Handbook, 2019. The Opening Year (2032) and Design Year (2052) Build and No-Build Annual Average Daily Traffic (AADT) will be calculated by interpolation and extrapolation between the 2045 Horizon Year AADT, and existing AADT.

- Step 3: The Directional Design Hour Volumes (DDHVs) for the Opening Year (2032) and Design Year (2052) will be calculated by applying the design hour factor (K-factor) and directional distributional factor (D-factor) to the AADTs for the intersections. For these intersections, the DDHV turning volumes will be developed by applying existing turning percentages to the intersection approach DDHVs and will be adjusted, as needed. The traffic projections will also be checked for reasonableness.

4.3 Validation Methodology

A review of the D1RPM 2015 Base Year model will be conducted to assess whether the model is replicating travel patterns in the study area of influence at a reasonable and acceptable level. The guidelines set forth in the FDOT FSUTMS Model Calibration and Validation Standards will be used in the assessment of the model accuracy and later in the validation process. The model subarea to be analyzed is illustrated in Figure 1.1.

Based on the results of the model review, a subarea validation may be necessary to further refine the traffic forecasting capabilities of the model in the study area. Based on potential deficiencies identified in the model review, several refinements will be considered including:

- Refinements to locations of centroids and centroid connectors.
- TAZ structure refinement consistent with the Heartland TPO.
- Link coding including facility type, area type, number of lanes, etc.
- Refinement of socioeconomic data in the study area.
- Refinement of internal street network in the study area.
- Refinements to other factors influencing trip distribution.

2045 Cost Feasible model will be reviewed for planned roadway improvements, anticipated regional growth of population and employment. The model growth rates will be compared to historical traffic trends and Bureau of Economic and Business Research (BEBR) for consistency. In addition, TAZs within the land use study area will be reviewed and updated as in coordination with the review agencies to reflect projected 2045 conditions.

The subarea validation of this model conducted for FDOT District 1 *SR 70 PD&E study west of SR 31 to Highlands County Line Road* will be provided in the final Project Traffic Analysis Report in the appendix.

4.4 Adjustment Procedures

The no-build alternative will include the existing conditions plus any committed projects in the *Heartland Regional Transportation Planning Organization (HRTPO) 2045 Long Range Transportation Plan* and any new planned developments to be constructed off of SR 70.

The build alternative includes widening SR 70 to a four- lane arterial from west of SR 31 to the Highlands County Line within Desoto County. The model growth rates were compared to historical traffic trends and Bureau of Economic and Business Research (BEBR) for consistency. The forecasted volumes from the technical memorandum will be used directly for this study. Any modifications made to the volumes will be communicated to the Department.

4.5 Design Traffic Factors

Traffic factors used in this study will be finalized after reviewing most recent five years of historic data from the Florida Traffic Online (FTO), traffic factors calculated from the field collected data, traffic factors from adjacent on-going studies and in coordination with District One.

The percent truck factor (T-factor) will be taken from the collected approach counts and other data sources as per guidance from the 2019 FDOT Project Traffic Forecasting Handbook. The design hour truck (DHT) Factors will be taken as half of the T-Factor.

The Standard K-Factor will be selected based on FTO online tool, other approved adjacent studies and per guidance from the 2019 FDOT Project Traffic Forecasting Handbook.

The Peak Hour Factor (PHF) will be calculated from the field counts per guidance from the 2019 FDOT Project Traffic Forecasting Handbook.

5.0 Project Alternatives Analysis

5.1 No-Build Alternative

The No-build alternative will include the existing conditions plus any committed projects in the *Heartland Regional Transportation Planning Organization (HRTPO) 2045 Long Range Transportation Plan.*

5.2 Build Alternative (s)

5.2.1 Build Alternative 1

For this study, only a single build alternative will be analyzed which will include the widening of SR 70 from 2 to 4 lanes within the Study Area from west of SR 31 to the Highlands County Line, as shown in **Figure 5.1**. This widening will assume adjacent segments of SR 70 will also be widened to four lanes for consistency with the FDOT District 1 *SR 70 from DeSoto/Highlands County Line to NW 128th Avenue Final Design Traffic Technical Memorandum* completed in July 2023.

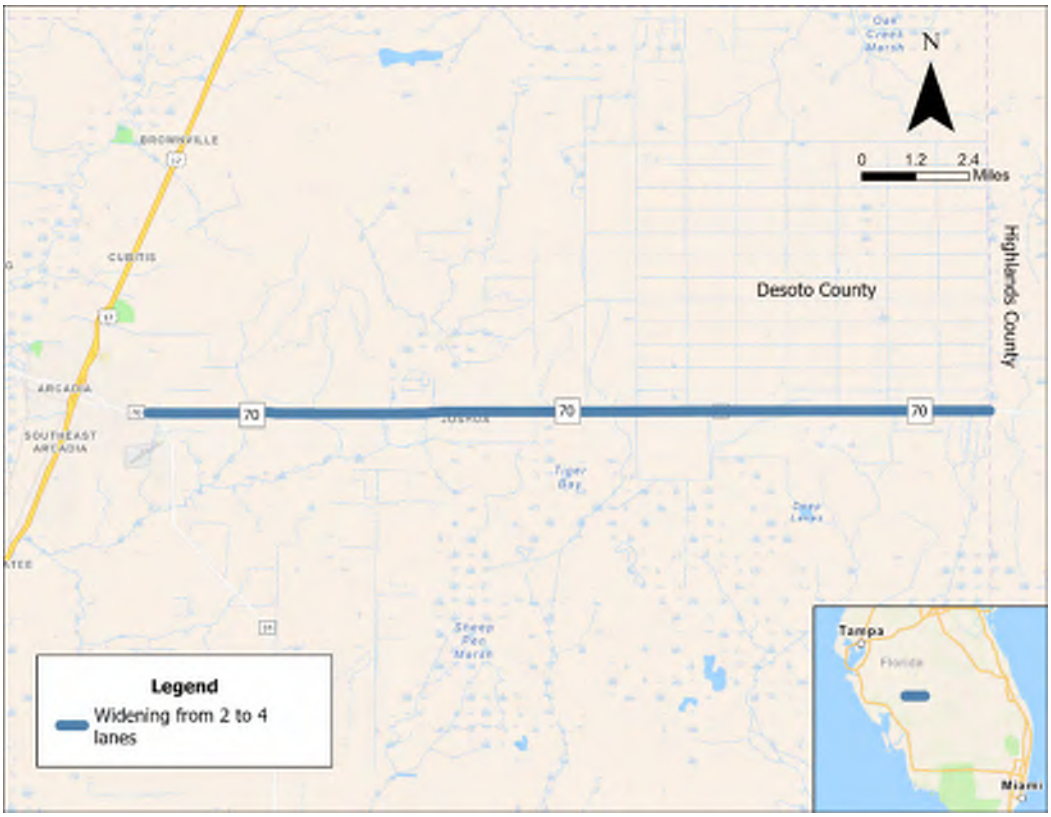


Figure 5.1: Build Alternative

6.0 Traffic Analysis Report and Technical Documentation

A Project Traffic Analysis Report (PTAR) will be prepared documenting the results of all analyses and procedures outlined in the *Methodology Statement.* This PTAR will comply with all requirements found in the *FDOT Project Traffic Analysis Handbook*.

APPENDIX I:
Design Traffic Technical Memorandum (DTTM)

July 2023

SR 70 from DeSoto/Highlands County Line to NW 128th Avenue

Final Design Traffic Technical Memorandum



SR 70
Final Design Traffic Technical Memorandum

July 2023
Highlands County and Okeechobee County, FL

Prepared by RS&H, Inc. at the direction of FDOT District One

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Appendix B: Existing Conditions Traffic Data
Appendix C: SR 70 Traffic Forecast Modeling Technical Memorandum (December 2022), D1RPM v2.0 Model Plots
Appendix D: Highlands County BEBR Population Projection Report, FTO Historical AADT Reports, Trends Analysis
Appendix E: ITE Trip Generation (11th Edition) Supporting Documents
Appendix F: Build Alternative Recommended Right Turn Lanes

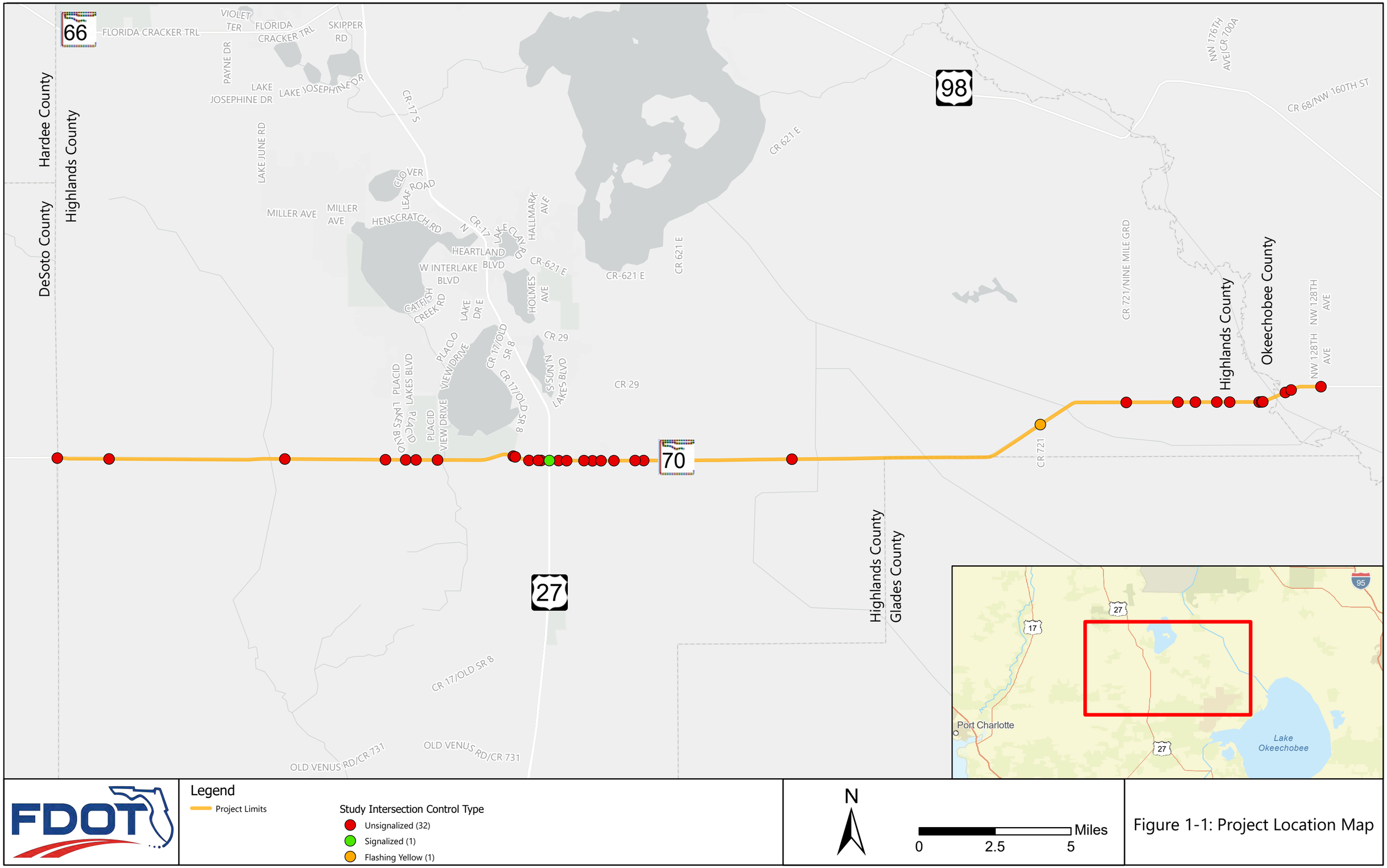
1 Introduction

1.1 Project Description

The purpose of this study is to evaluate capacity and safety improvements along SR 70 from the DeSoto County Line to NW 128th Avenue in Okeechobee County. The project limits are shown in **Figure 1-1** and the total project length is approximately 37.8 miles. This study is intended to develop updated traffic volumes for the study area using current traffic data and travel demand models to subsequently reevaluate the operational performance of a proposed condition for the corridor. The volumes developed will be used for upcoming PD&E studies.

1.2 Project Location

The SR 70 project limits spans from Highlands County Line Road to the Kissimmee River in Highlands County and from the Kissimmee River to NW 128th Avenue in Okeechobee County. SR 70 is a two-lane undivided facility with a posted speed limit of 60 miles per hour (mph) from Highlands County Line Road to Old State Route 8 (north), 55 mph from Old State Route 8 to Distribution Boulevard, 45 mph from Distribution Boulevard to Ekhoff Lane, 55 mph from Ekhoff Lane to Highlands Boulevard, and 60 mph from Highlands Boulevard to NW 128th Avenue. The existing typical section for SR 70 is a two-lane undivided rural roadway with one 12-foot lane in each direction and open ditches. There are no existing designated bicycle or pedestrian facilities. The SR 70 intersection at US 27 is the only signalized study intersection within the study limits. The SR 70 intersection at CR 721 South currently has flashing beacons. Overhead utilities are located throughout the project limits and agricultural land use is present along a majority of the corridor. The assigned SR 70 Context Classification within the project limits is C2 (Rural) from Highlands County Line Road to west of Jefferson Avenue, C1 (Natural) from west of Jefferson Avenue to Placid Lakes Boulevard, and C2 (Rural) from Placid Lakes Boulevard to NW 128th Avenue.



FDOT

Legend

Project Limits

Study Intersection Control Type

- Unsignalized (32)
- Signalized (1)
- Flashing Yellow (1)

N

0 2.5 5 Miles

Figure 1-1: Project Location Map

2 Project History

2.1 Background

Multiple segments of SR 70 in Highlands County have been studied by FDOT in recent years. The SR 70 corridor from Jefferson Avenue to CR 29 was studied as part of the Project Development and Environment (PD&E) study that was conducted 2017 (see **Appendix A** for the Design Traffic Technical Memorandum). The intent of this document is to provide updated design traffic data to be utilized in ongoing and upcoming PD&E studies to obtain NEPA approval for project advancement. The following projects will be supported by this document:

- SR 70 from DeSoto County line to Jefferson Avenue (451649-1)
- SR 70 from Jefferson Avenue to US 27 (414506-3)
- SR 70 from US 27 to CR 29 (414506-4)
- SR 70 from CR 29 to Lonesome Island Road (414506-5)
- SR 70 from Lonesome Island Road to CR 721 (449851-1)
- SR 70 from CR 721 to NW 128th Avenue (450334-1)

2.2 Data Collection

A variety of transportation data was collected as part of this study. The following sections describe the types and methods of data collection that were employed. The raw data is included in **Appendix B**. **Figure 2-1** shows the data collection sites.

- 4-Hour Turning Movement Counts (TMC) were collected at the following locations from 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM:
    1. SR 70 at SE Highlands County Line Road
    2. SR 70 at Deer Run/Blue Head Street
    3. SR 70 at Robert McGee Road
    4. SR 70 at Lightsey Ranch Road
    5. SR 70 at Placid Lakes Boulevard/South Jefferson Avenue
    6. SR 70 at Park Land Drive
    7. SR 70 at Placid View Drive
    8. SR 70 at Old SR 8 North
    9. SR 70 at Old SR 8 South
    10. SR 70 at CNI Driveway
    11. SR 70 at Glades Electric Driveway
    12. SR 70 at Wedgeworth Driveway
    13. SR 70 at US 27
    14. SR 70 at Myers Road/Placid Pine Drive

15. SR 70 at North Edge
16. SR 70 at Broward Avenue
17. SR 70 at Highlands Boulevard
18. SR 70 at Citrus Boulevard
19. SR 70 at Bear Road
20. SR 70 at Hall Road/Turner Too Road
21. SR 70 at CR 29/KW Farms Road
22. SR 70 at Lonesome Island Road/JC Durrance Road
23. SR 70 at CR 721 South
24. SR 70 at CR 721 North
25. SR 70 at Boney Lane/Fulmar Terrace
26. SR 70 at NW New Pine Ridge Road
27. SR 70 at NW 175th Terrace
28. SR 70 at Jordan Terrace/SW Rucks Dairy Road
29. SR 70 at NW Riverside Road
30. SR 70 at Shellcracker Loop
31. SR 70 at Bream Cove
32. SR 70 at SW 144th Parkway
33. SR 70 at NW 141st Avenue
34. SR 70 at NW 128th Avenue

- 48-Hour Volume Count
  - US 27 south of SR 70
  - CR 29 north of SR 70
  - SR 70 east of CR 721
- 48-Hour Class Count
  - CR 721 south of SR 70
  - CR 721 north of SR 70
  - SR 70 west of CR 721
  - SR 70 east of Desoto County Line

Data was also gathered from other available sources, including sixteen (16) count stations included in FDOT's Florida Traffic Online (FTO) database. At some FTO count stations, data is not collected annually; values for 2021 are estimated and may not accurately reflect 2021 demand.

The development of Existing Year (2022) Average Annual Daily Traffic (AADT) values is documented in **Table 2-1** and **Table 2-2**. AADT values along SR 70 were developed using FTO Historical AADT data for 2021 and growing by one year using an assumed 2% annual growth rate. If FTO data was not available, volumes were developed using the collected volume/classification counts, seasonal factors, and axle correction factors (as necessary). AADTs for cross streets were developed a little differently as volume counts were not available for every

cross street. Based on the turning movement counts, the PM peak experienced the highest traffic volumes across most intersections. For intersections where an AADT from FTO was available, a "peak hour to daily volume factor" was developed, dividing the daily volume by the PM peak hour approach volume. On average, this factor was about 10. For cross streets without a volume count, the selected Existing Year (2022) AADT was calculated as the PM peak hour approach volume multiplied by 10. A minimum AADT was also assumed for cross streets where the calculated AADT was less than 100.

Existing AM and PM peak hour volumes collected as part of this study were utilized in the existing intersection analysis. Volumes were adjusted and balanced along the corridor by adding right-turn vehicles upstream/downstream of an intersection or using a dummy node as a sink/source to represent various minor access points (e.g., driveways).

The existing conditions lane configuration is shown in **Figure 2-2**. Existing Year (2022) daily and hourly traffic volumes are shown in **Figure 2-3**. SR 70 AADTs are only shown on **Figure 2-3** where counts were collected.

Table 2-1: Existing Year (2022) SR 70 AADT Development

SR 70 Roadway Segment	Raw Daily Class Count	Raw Daily Volume Count	Average	Seasonal Factor[1]	Axle Correction Factor[2]	Adjusted AADT	FTO AADT (2021)	Assumed Annual Growth %	Estimated (2022) AADT	Selected Existing (2022) AADT
DeSoto County Line to Robert McGee Road	4,911 5,205		5,058	0.98		4,957	5,700	2%	5,800	5,800
Robert McGee Road to Lightsey Ranch Road[3]	4,911 5,205		5,058	0.98		4,957				5,000
Lightsey Ranch Road to Placid Lakes Boulevard							4,400	2%	4,500	4,500
Placid Lakes Boulevard to US 27							5,000	2%	5,100	5,100
US 27 to CR 721 South[4]	5,469 5,506		5,488	0.98		5,378	5,500	2%	5,600	5,600
CR 721 South to 144th Parkway[5]		7,677 7,826	7,752	0.98	0.75	5,697	5,300	2%	5,400	5,400
144th Parkway to NW 128th Avenue							6,000	2%	6,100	6,100

Notes:

[1]Source: Highlands Countywide Report

[2]Source: 0912, SR 70, US 27 - Okeechobee

[3]Class counts were used for this segment as FTO counts were not available.

[4]Class count not used in developing existing AADTs. FTO counts were used.

[5]Volume count not used in developing existing AADTs. FTO counts were used.

Table 2-2: Existing Year (2022) Cross Street AADT Development

Intersecting Roadway Segment	Raw Daily Class Count	Raw Daily Volume Count	Average	Seasonal Factor	Axle Correction Factor	Adjusted AADT	2021 FTO AADT	PM Peak Hour Volume (5PM - 6PM)	PM Peak Hour to Daily Volume Factor	Selected K Factor	Estimated (2022) AADT	Selected Rounded Existing (2022) AADT
Highlands County Line Rd South of SR 70							-	5	-	9.5%	52.63	100
Deer Run Rd North of SR 70							-	0	-	9.5%	0.00	100
Blue Head Street South of SR 70							-	0	-	9.5%	0.00	100
Robert McGee Rd North of SR 70							-	4	-	9.5%	42.11	100
Lightsey Ranch Rd South of SR 70							-	0	-	9.5%	0.00	100
Placid Lakes Blvd North of SR 70							900	94	9.57	-	-	900
Jefferson Ave South of SR 70							-	24	-	9.5%	252.63	250
Park Land Dr South of SR 70							-	29	-	9.5%	305.26	300
Placid View Dr North of SR 70							1,250	35	35.71	9.5%	368.42	350
Old SR 8 North of SR 70							1,100	124	8.87	-	-	1,100
Old SR 8 South of SR 70							900	106	8.49	-	-	900
CNI Driveway South of SR 70							-	6	-	9.5%	63.16	100
Glades Driveway North of SR 70							-	13	-	9.5%	136.84	150
Wedgeworth Driveway South of SR 70							-	6	-	9.5%	63.16	100
US 27 North of SR 70							9,400	770	12.21	-	-	9,400
US 27 South of SR 70[1]		12,416 12,879	12,648	0.98[3]	0.73[5]	9,048	8,765	744	11.78	-	-	8,800
Myers Rd North of SR 70							-	0	-	9.5%	0.00	100
Placid Pines Dr South of SR 70							-	37	-	9.5%	389.47	400
North Edge Dr North of SR 70							-	5	-	9.5%	52.63	100
Broward Ave North of SR 70							-	30	-	9.5%	315.79	300

Intersecting Roadway Segment	Raw Daily Class Count	Raw Daily Volume Count	Average	Seasonal Factor	Axle Correction Factor	Adjusted AADT	2021 FTO AADT	PM Peak Hour Volume (5PM - 6PM)	PM Peak Hour to Daily Volume Factor	Selected K Factor	Estimated (2022) AADT	Selected Rounded Existing (2022) AADT
Highland Ave North of SR 70							-	49	-	9.5%	515.79	500
Citrus Blvd North of SR 70							-	20	-	9.5%	210.53	200
Bear Rd North of SR 70							-	8	-	9.5%	84.21	100
Hall Rd North of SR 70							-	4	-	9.5%	42.11	100
Turner Too Rd South of SR 70							-	0	-	9.5%	0.00	100
CR 29 North of SR 70[1]		512 493	503	0.98[4]	0.75[6]	369	750	39	19.23	-	-	750
KW Farms Road South of SR 70							-	2	-	9.5%	21.05	100
Lonesome Island Rd North of SR 70							-	2	-	9.5%	21.05	100
JC Durrance Rd South of SR 70							-	13	-	9.5%	136.84	150
Lykes Ranch Driveway North of SR 70							-	0	-	9.5%	0.00	100
CR 721 South of SR 70[2]	2,136 2,171		2,154	0.98[4]		2,110	1,900	218	8.72	-	-	1,900
CR 721 North of SR 70[2]	1,067 1,157		1,112	0.98[4]		1,090	700	79	8.86	-	-	700
Boney Ln North of SR 70							-	1	-	9.5%	10.53	100
Fulmar Terrace South of SR 70							-	15	-	9.5%	157.89	150
NW New Pine Ridge Rd North of SR 70							-	7	-	9.5%	73.68	100
175th Terrace North of SR 70							-	22	-	9.5%	231.58	250
172nd Terrace (Jordan Terrace) North of SR 70							-	37	-	9.5%	389.47	400
SW Rucks Dairy Rd South of SR 70							-	28	-	9.5%	294.74	300
Riverside Rd North of SR 70							-	11	-	9.5%	115.79	100

Intersecting Roadway Segment	Raw Daily Class Count	Raw Daily Volume Count	Average	Seasonal Factor	Axle Correction Factor	Adjusted AADT	2021 FTO AADT	PM Peak Hour Volume (5PM - 6PM)	PM Peak Hour to Daily Volume Factor	Selected K Factor	Estimated (2022) AADT	Selected Rounded Existing (2022) AADT
Shellcracker Loop North of SR 70							-	13	-	9.5%	136.84	150
Driveway South of SR 70							-	0	-	9.5%	0.00	100
Bream Cove North of SR 70							-	14	-	9.5%	147.37	150
144th Pkwy South of SR 70							-	27	-	9.5%	284.21	300
141st Ave North of SR 70							-	11	-	9.5%	115.79	100
NW 128th Ave North of SR 70							400	46	8.70	-	-	400
SW 128th Ave South of SR 70							-	5	-	9.5%	52.63	100

Notes:

[1]Volume count not used in developing existing AADTs. FTO counts were used.

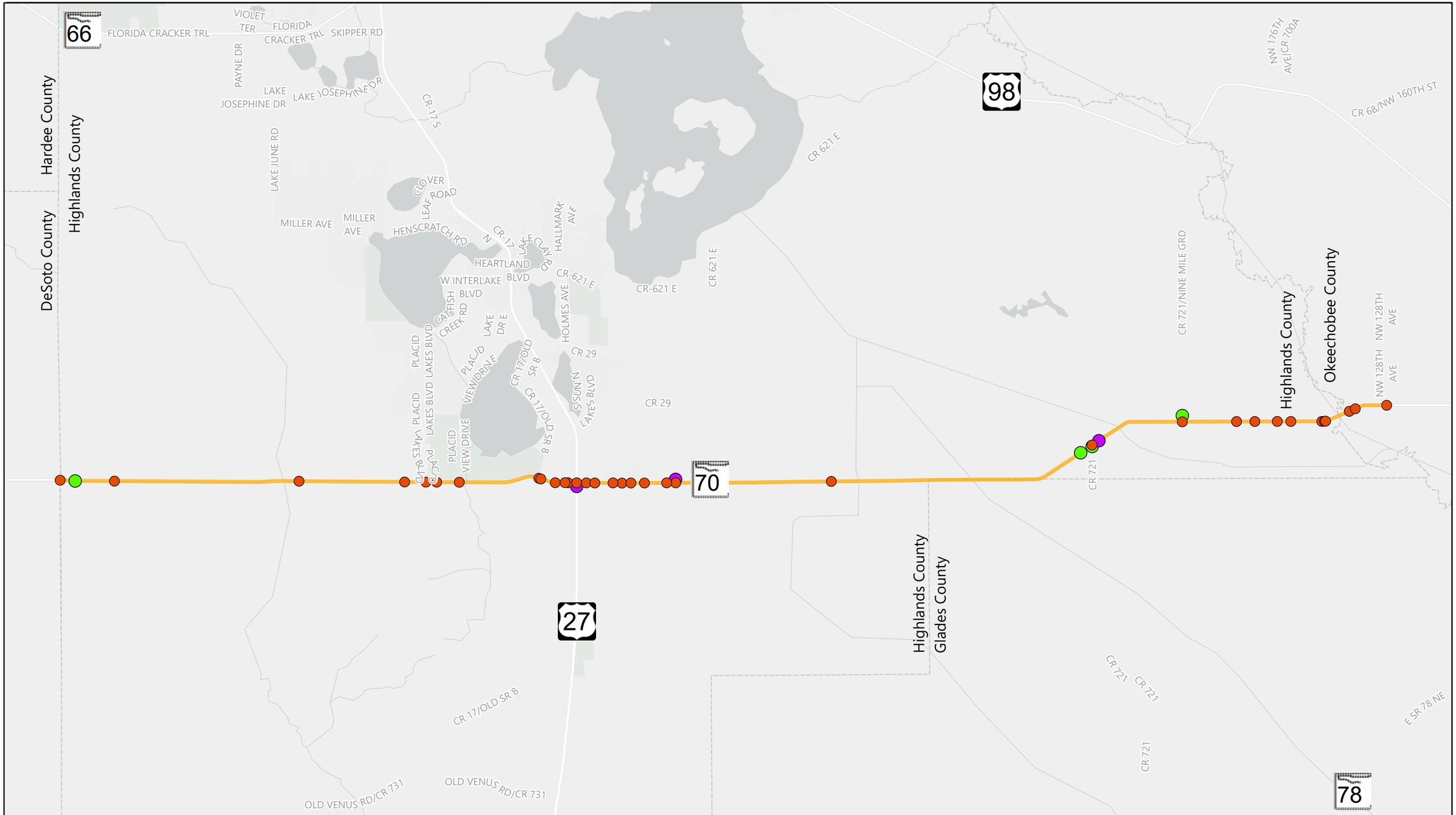
[2]Class count not used in developing existing AADTs. FTO counts were used.

[3]Source: 0901, US 27

[4]Source: Highlands Countywide Report

[5]Source: 0914, US 27, SR 70 – Glades County Line

[6]Source: 0903, SR 64, Hardee County Line to Olivia Drive



FDOT

Legend

Project Limits

Traffic Data Counts

- 48-Hour Class Count (4)
- 48-Hour Volume Count (3)
- 4-Hour Turning Movement Count (34)

N

0 2.5 5 Miles

Figure 2-1: Data Collection Locations

DeSoto County

Highlands County

SE HIGHLANDS COUNTY LINE RD

BLUE HEAD ST

DEER RUN

70

ROBERT MCGEE RD

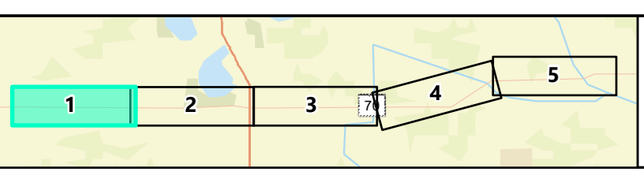
FDOT

Legend

Project Limits

Unsignalized (3)

Lane Configuration

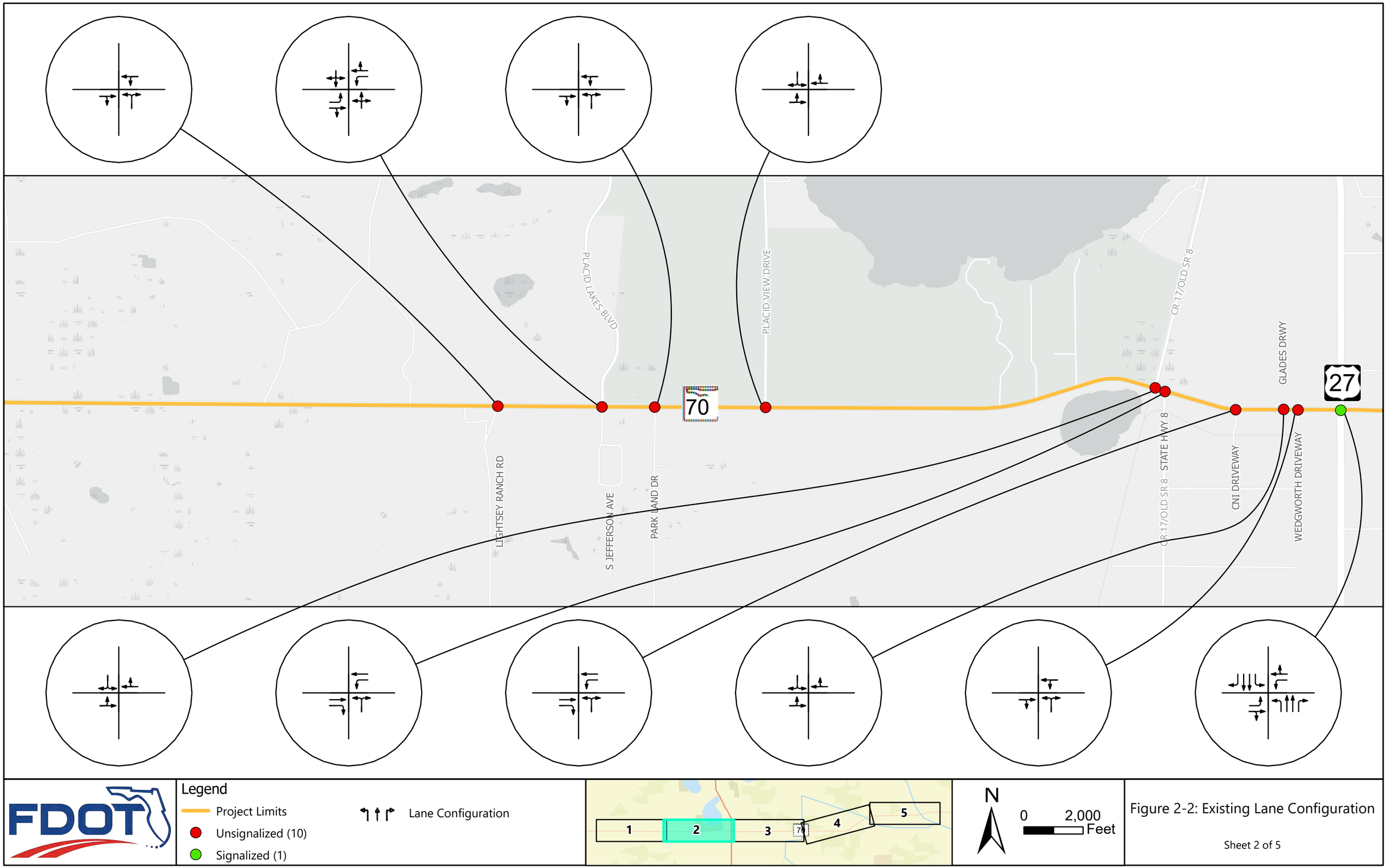


N

0 2,000 Feet

Figure 2-2: Existing Lane Configuration

Sheet 1 of 5



FDOT

Legend

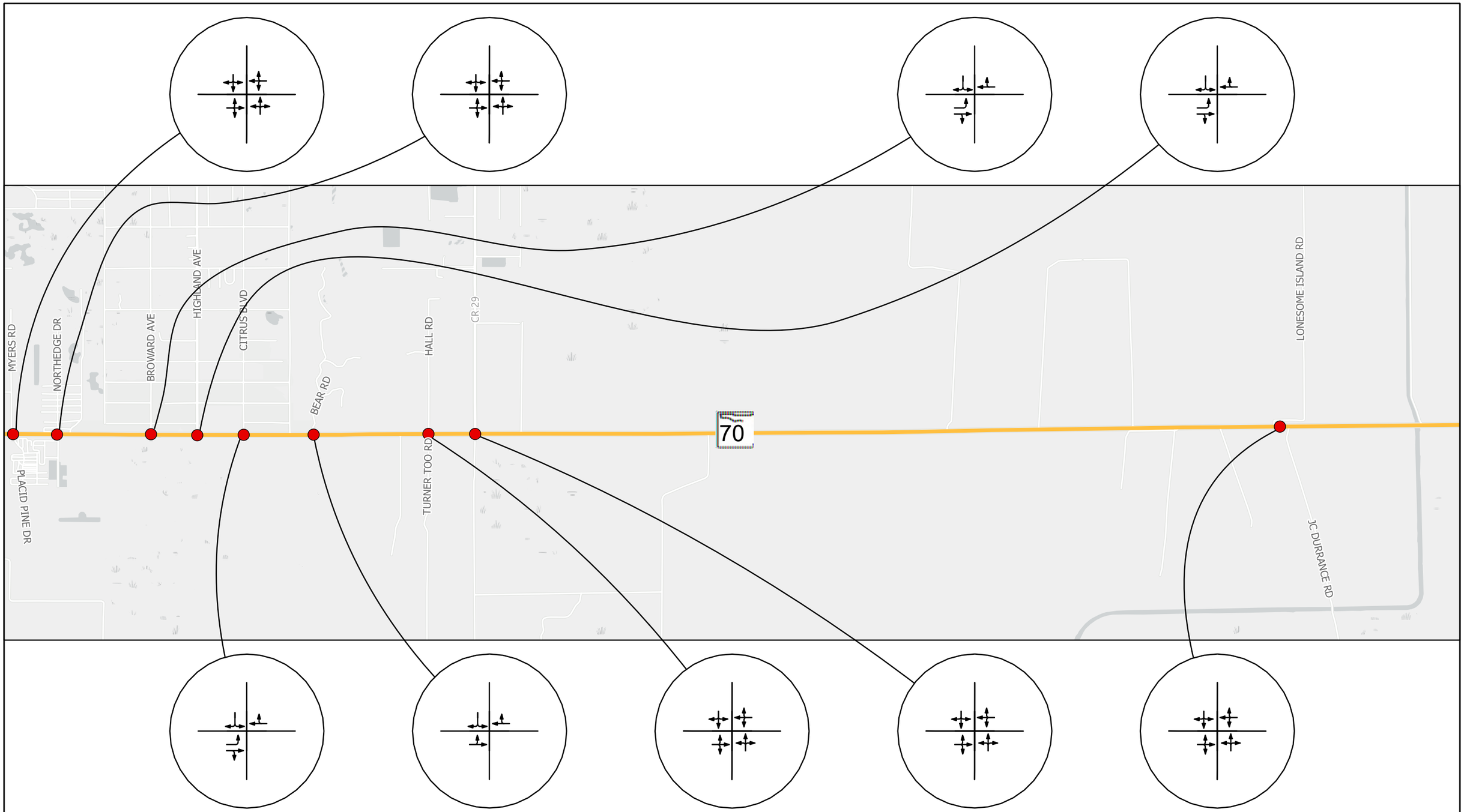
- Project Limits
- Unsignalized (10)
- Signalized (1)
- Lane Configuration

N

0 2,000 Feet

Figure 2-2: Existing Lane Configuration

Sheet 2 of 5

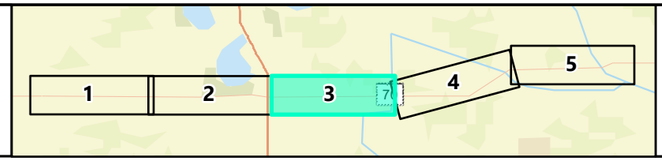


Legend

Project Limits

Unsignalized (9)

Lane Configuration

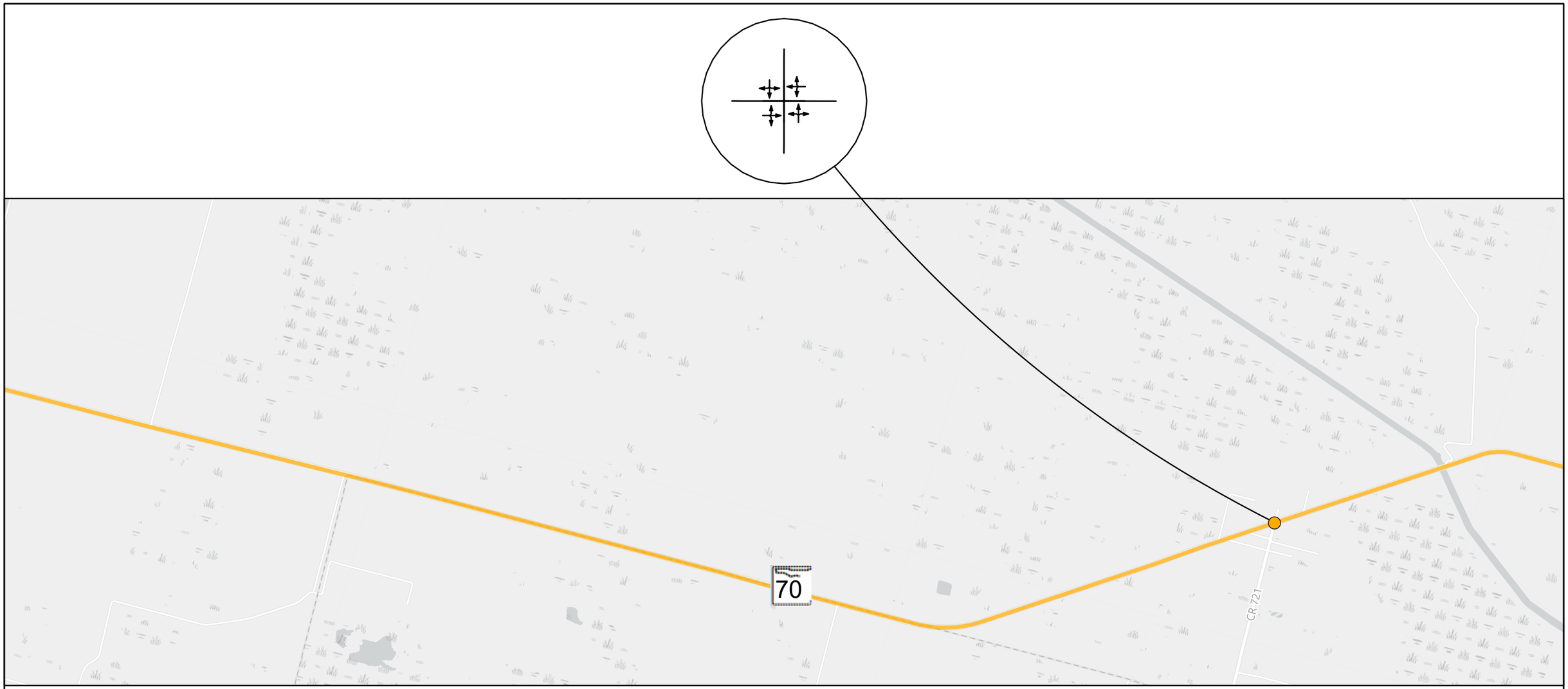


N

0 2,000 Feet

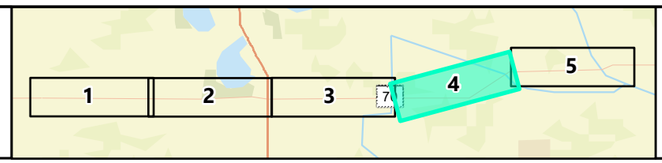
Figure 2-2: Existing Lane Configuration

Sheet 3 of 5



Legend

- Project Limits
- Flashing Yellow (1)
- Lane Configuration



N

0 2,000 Feet

Figure 2-2: Existing Lane Configuration

Sheet 4 of 5

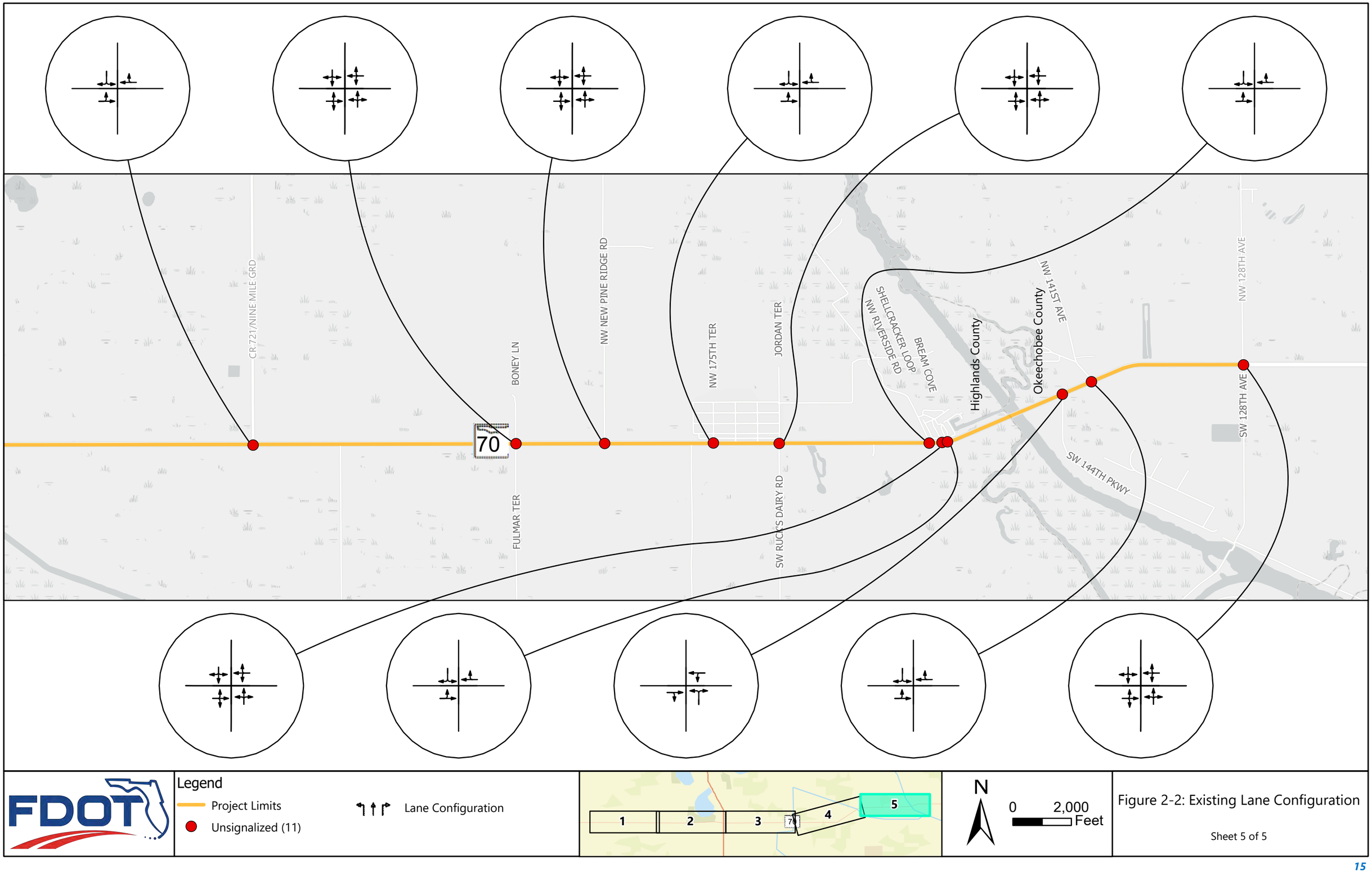
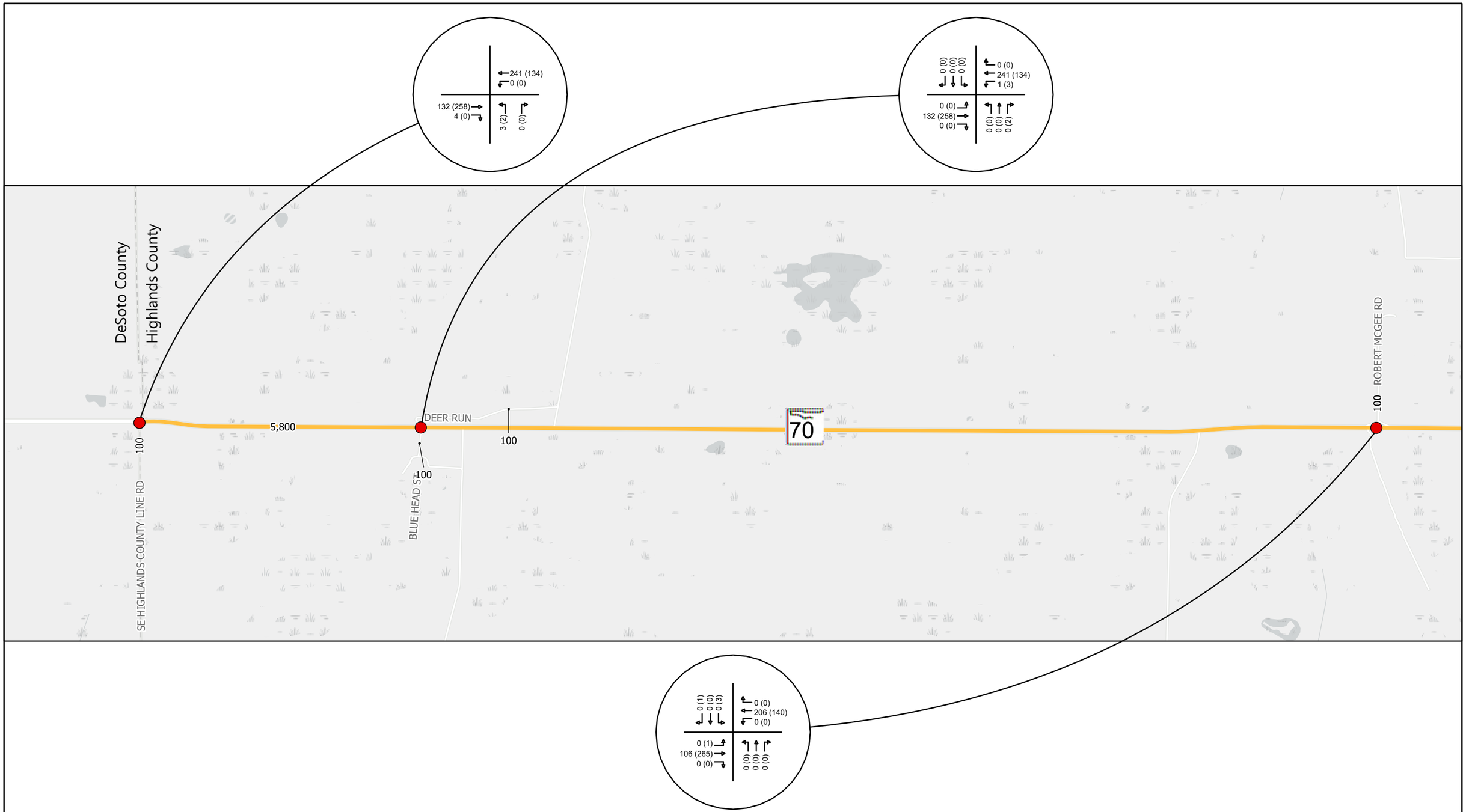


Figure 2-2: Existing Lane Configuration

Sheet 5 of 5



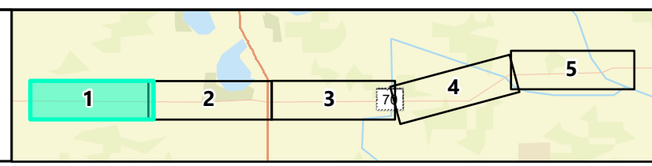
Legend

- Project Limits
- Unsignalized (3)

XX (XX) AM(PM) Peak Hour Volumes

X,XXX AADT

Turning Movements

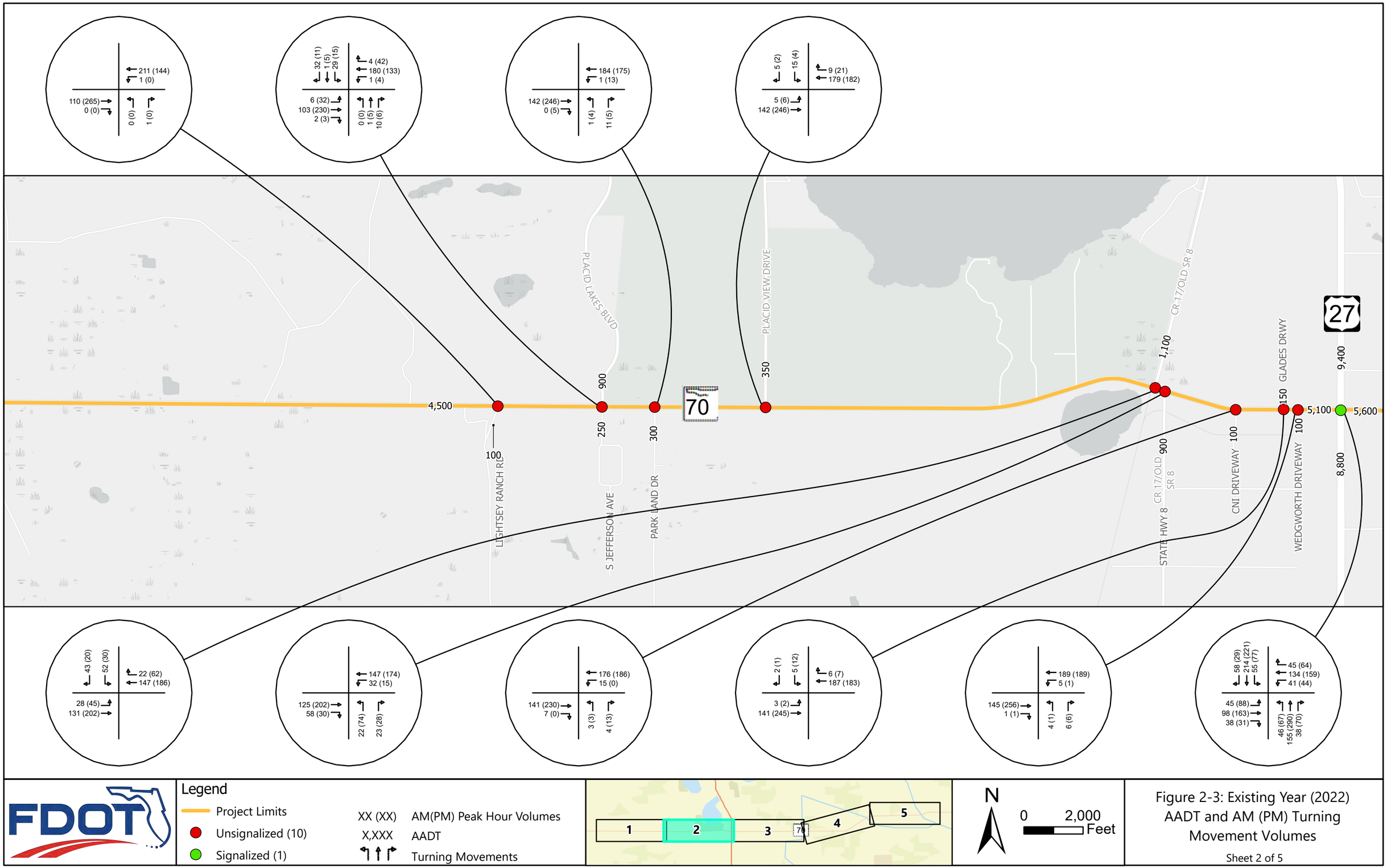


N

0 2,000 Feet

Figure 2-3: Existing Year (2022) AADT and AM (PM) Turning Movement Volumes

Sheet 1 of 5



FDOT

Legend

- Project Limits
- Unsignalized (10)
- Signalized (1)

XX (XX) AM(PM) Peak Hour Volumes

X,XXX AADT

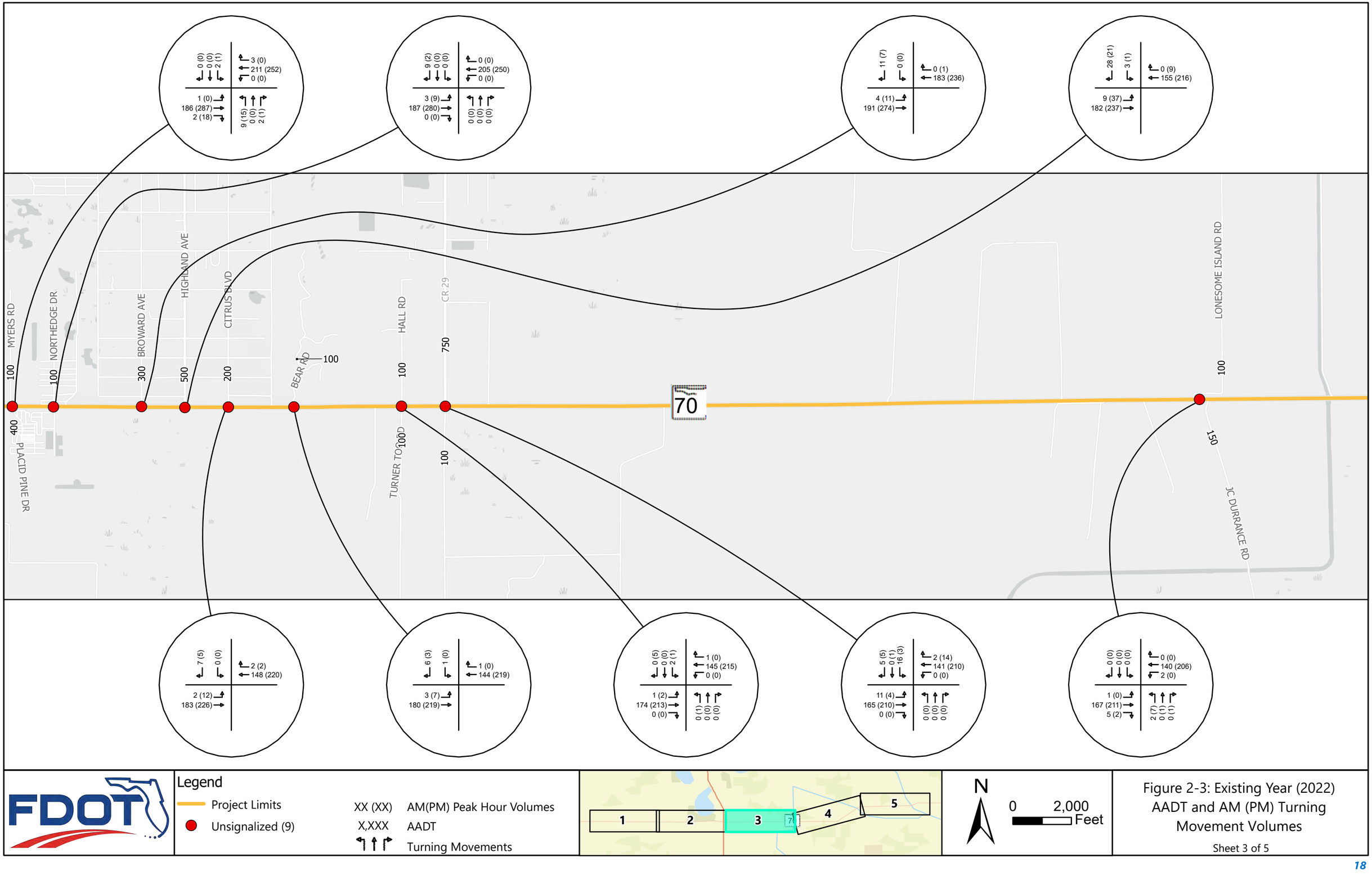
Turning Movements

N

0 2,000 Feet

Figure 2-3: Existing Year (2022) AADT and AM (PM) Turning Movement Volumes

Sheet 2 of 5



Legend

- Project Limits
- Unsignalized (9)

XX (XX) AM(PM) Peak Hour Volumes

X,XXX AADT

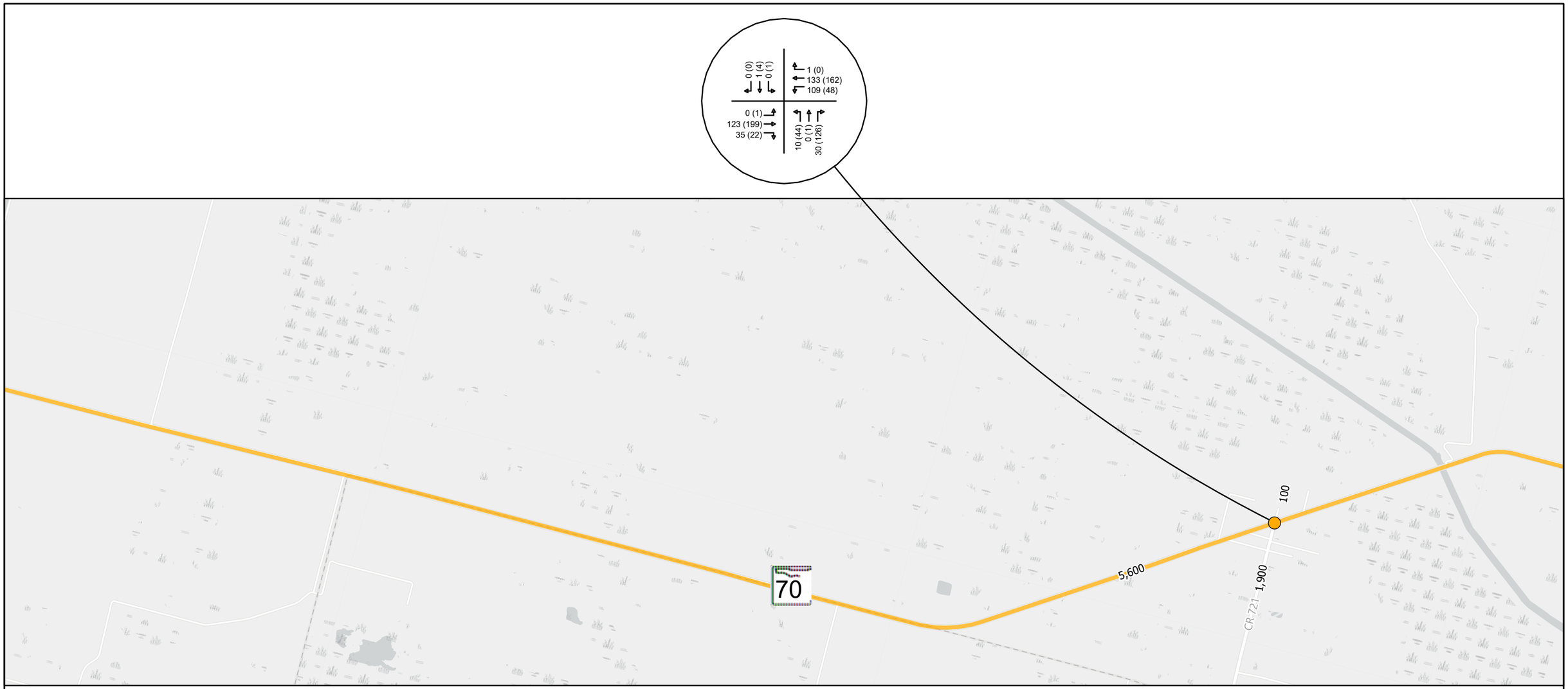
Turning Movements

N

0 2,000 Feet

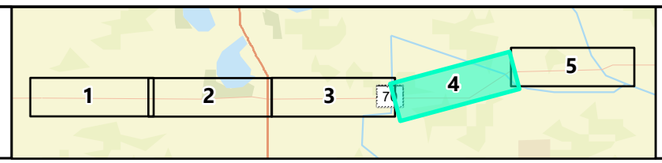
Figure 2-3: Existing Year (2022) AADT and AM (PM) Turning Movement Volumes

Sheet 3 of 5



Legend

- Project Limits
- Flashing Yellow (1)
- XX (XX) AM(PM) Peak Hour Volumes
- X,XXX AADT
- Turning Movements



N

0 2,000 Feet

Figure 2-3: Existing Year (2022) AADT and AM (PM) Turning Movement Volumes

Sheet 4 of 5

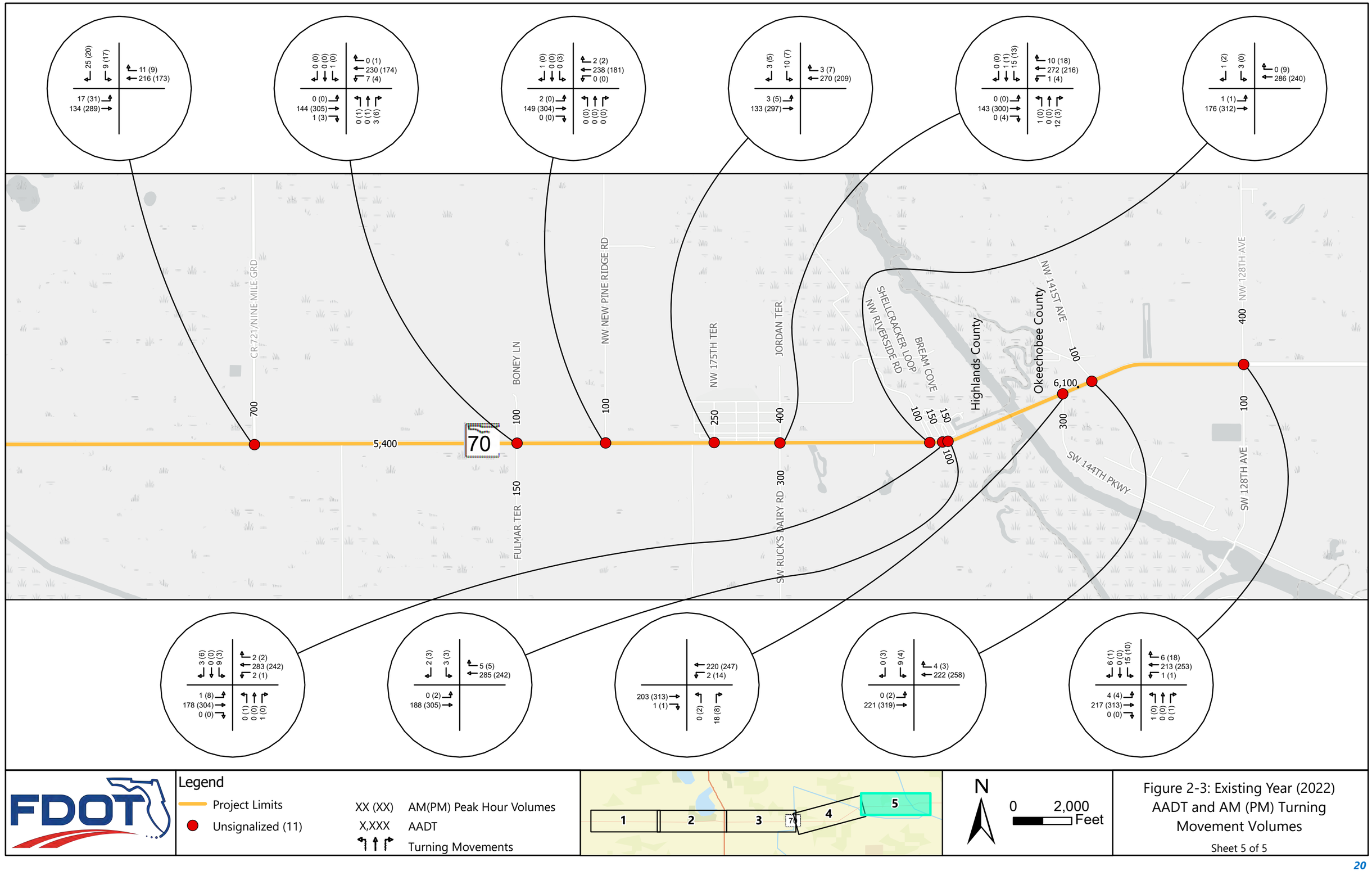


Figure 2-3: Existing Year (2022) AADT and AM (PM) Turning Movement Volumes

Sheet 5 of 5

2.3 Traffic Factors

The following subsections document the development and selection of the traffic factors used in the subsequent volume development and traffic analysis.

2.3.1 Directional Factors

Directional factors and accompanying peak directions were calculated and/or acquired for various locations within the study area based on data collected for this study and data available via FDOT's Florida Traffic Online (FTO) Database (**Table 2-3**). These directional factors were compared to *Recommended D-Factors for Project Traffic Forecasting* (included as **Table 2-4**) from FDOT's Project Traffic Forecasting Handbook to designate appropriate and realistic design-year directional factors. The selected D-factors and peak directions are listed in **Table 2-5.**

Table 2-3: Calculated Directional Factors

SR 70 Intersection	Intersection Leg	FTO D-Factor	AM Peak Hour		PM Peak Hour	
			Peak Direction	D-Factor	Peak Direction	D-Factor
Highlands County Line Road	East (SR 70)	-	WB	65%	EB	66%
	West (SR 70)	-	WB	64%	EB	65%
	South (Highlands County Line Rd)	-	SB	57%	NB	100%
Deer Run Road/Blue Head Street	East (SR 70)	-	WB	65%	EB	65%
	West (SR 70)	-	WB	65%	EB	66%
	North (Deer Run Road)	-	-	0%	-	0%
	South (Blue Head Street	-	SB	100%	SB	60%
Robert McGee Road	East (SR 70)	-	WB	66%	EB	66%
	West (SR 70)	-	WB	66%	EB	65%
	North (Robert McGee Road)	-	-	0%	SB	80%
Lightsey Ranch Road	East (SR 70)	-	WB	66%	EB	65%
	West (SR 70)	-	WB	66%	EB	65%
	South (Lightsey Ranch Rd)	-	-	50%	-	-
Placid Lakes Boulevard	East (SR 70)	-	WB	57%	EB	58%
	West (SR 70)	60.2%	WB	66%	EB	65%
	North (Placid Lakes Blvd)	60.5%	SB	85%	NB	72%
	South (Jefferson Ave)	-	NB	73%	SB	52%
Park Land Drive	East (SR 70)	-	WB	55%	EB	57%
	West (SR 70)	-	WB	57%	EB	58%
	South (Park Land Dr)	-	NB	92%	SB	67%
Placid View Drive	East (SR 70)	-	WB	54%	EB	55%
	West (SR 70)	-	WB	56%	EB	58%
	North (Placid View Dr)	60.5%	SB	59%	NB	82%
Old SR 8 North	East (SR 70)	-	EB	52%	WB	52%
	West (SR 70)	-	WB	54%	EB	54%
	North (Old SR 8)	60.5%	SB	66%	NB	68%

SR 70 Intersection	Intersection Leg	FTO D-Factor	AM Peak Hour		PM Peak Hour	
			Peak Direction	D-Factor	Peak Direction	D-Factor
Old SR 8 South	East (SR 70)	-	WB	55%	EB	55%
	West (SR 70)	-	EB	52%	WB	52%
	South (Old SR 8)	60.5%	SB	67%	NB	69%
Distribution Boulevard	East (SR 70)	-	WB	57%	EB	57%
	West (SR 70)	-	WB	55%	EB	55%
	South (Distribution Blvd)	-	SB	76%	NB	100%
Glades Driveway	East (SR 70)	-	WB	57%	EB	57%
	West (SR 70)	-	WB	57%	EB	57%
	North (Glades Driveway)	-	NB	56%	SB	59%
Wedgeworth Driveway	East (SR 70)	-	WB	56%	EB	58%
	West (SR 70)	-	WB	57%	EB	57%
	South (Wedgeworth Driveway)	-	NB	63%	NB	78%
US 27	East (SR 70)	60.2%	WB	54%	EB	53%
	West (SR 70)	60.2%	WB	57%	EB	53%
	North (US 27)	61.2%	SB	57%	NB	58%
	South (US 27)	61.1%	SB	55%	NB	59%
Myers Road/Placid Pines Drive	East (SR 70)	-	WB	53%	EB	53%
	West (SR 70)	-	WB	54%	EB	53%
	North (Myers Rd)	-	NB	67%	SB	100%
	South (Placid Pines Dr)	-	NB	85%	SB	53%
Northedge Drive	East (SR 70)	-	WB	52%	EB	53%
	West (SR 70)	-	WB	53%	EB	53%
	North (North Edge Dr)	-	SB	75%	NB	82%
Broward Avenue	East (SR 70)	-	EB	51%	EB	54%
	West (SR 70)	-	EB	50%	EB	54%
	North (Broward Ave)	-	SB	73%	NB	63%
Highlands Boulevard	East (SR 70)	-	EB	54%	EB	51%
	West (SR 70)	-	EB	51%	EB	54%
	North (Highlands Blvd)	-	SB	78%	NB	68%
Citrus Boulevard	East (SR 70)	-	EB	55%	EB	50%
	West (SR 70)	-	EB	54%	EB	51%
	North (Citrus Blvd)	-	SB	64%	NB	74%
Bear Road	East (SR 70)	-	EB	56%	-	50%
	West (SR 70)	-	EB	55%	EB	50%
	North (Bear Rd)	-	SB	64%	NB	70%
Hall Road/Turner Too Road	East (SR 70)	-	EB	55%	WB	50%
	West (SR 70)	-	EB	55%	WB	51%
	North (Hall Rd)	-	-	50%	SB	75%
	South (Turner Too Rd)	-	-	-	NB	100%

SR 70 Intersection	Intersection Leg	FTO D-Factor	AM Peak Hour		PM Peak Hour	
			Peak Direction	D-Factor	Peak Direction	D-Factor
CR 29/KW Farms Road	East (SR 70)	-	EB	56%	WB	51%
	West (SR 70)	-	EB	55%	WB	50%
	North (CR 29)	60.5%	SB	62%	NB	67%
	South (KW Farms Rd)	-	-	-	SB	100%
Lonesome Island Road/JC Durrance Road	East (SR 70)	-	EB	54%	EB	51%
	West (SR 70)	-	EB	55%	-	50%
	North (Lonesome Island Road)	-	NB	100%	NB	100%
	South (JC Durrance Road)	-	SB	78%	NB	82%
CR 721 South	East (SR 70)	-	WB	61%	EB	61%
	West (SR 70)	-	EB	52%	EB	52%
	North (Driveway)	60.5%	-	50%	SB	71%
	South (CR 721)	-	SB	78%	NB	70%
CR 721 North	East (SR 70)	60.2%	WB	61%	EB	63%
	West (SR 70)	-	WB	61%	EB	62%
	North (CR 721)	60.5%	SB	55%	NB	52%
Boney Lane/Fulmar Terrace	East (SR 70)	-	WB	62%	EB	63%
	West (SR 70)	-	WB	61%	EB	64%
	North (Boney Lane)	-	SB	100%	NB	100%
	South (Fulmar Terr)	-	SB	73%	NB	53%
NW New Pine Ridge Road	East (SR 70)	-	WB	62%	EB	63%
	West (SR 70)	-	WB	61%	EB	63%
	North (New Pine Ridge Rd)	-	NB	80%	SB	60%
175th Terrace	East (SR 70)	-	WB	66%	EB	58%
	West (SR 70)	-	WB	67%	EB	58%
	North (175th Terr)	-	SB	68%	-	50%
172nd Terrace/SW Rucks Dairy Road	East (SR 70)	-	WB	63%	EB	57%
	West (SR 70)	-	WB	66%	EB	58%
	North (172nd Terr)	-	SB	62%	NB	56%
	South (SW Rucks Dairy Rd)	-	NB	87%	SB	75%
Riverside Road	East (SR 70)	-	WB	62%	EB	56%
	West (SR 70)	-	WB	63%	EB	57%
	North (Riverside Rd)	-	SB	80%	NB	83%
Shellcracker Loop	East (SR 70)	-	WB	60%	EB	56%
	West (SR 70)	-	WB	61%	EB	56%
	North (Shellcracker Loop)	-	SB	80%	NB	53%
	South (Driveway)	-	SB	67%	-	50%
Bream Cove	East (SR 70)	-	WB	60%	EB	55%
	West (SR 70)	-	WB	60%	EB	56%
	North (Bream Cove)	-	-	50%	NB	54%

SR 70 Intersection	Intersection Leg	FTO D-Factor	AM Peak Hour		PM Peak Hour	
			Peak Direction	D-Factor	Peak Direction	D-Factor
144th Parkway	East (SR 70)	-	WB	51%	EB	55%
	West (SR 70)	58.0%	WB	53%	EB	56%
	South (144th Pkwy)	-	NB	86%	SB	60%
141st Avenue	East (SR 70)	-	EB	51%	EB	55%
	West (SR 70)	-	WB	51%	EB	55%
	North (141st Ave)	-	SB	69%	SB	58%
NW 128th Avenue	East (SR 70)	-	EB	51%	EB	54%
	West (SR 70)	-	EB	50%	EB	56%
	North (NW 128th Ave)	58.0%	SB	68%	NB	67%
	South (SW 128th Ave)	-	-	50%	-	50%

Table 2-4: Recommended D-Factors for Project Traffic Forecasting (FDOT)

Road Type	Low	D	High	Standard Deviation
Rural Freeway	52.3	54.8	57.3	1.73
Rural Arterial	51.1	58.1	79.6	6.29
Urban Freeway	50.4	55.8	61.2	4.11
Urban Arterial	50.8	57.9	67.1	4.60

Table 2-5: Selected D-Factors

SR 70 Intersection	Intersection Leg	Selected D-Factor	AM Direction	PM Direction
Highlands County Line Road	East (SR 70)	58.0%	WB	WB
	West (SR 70)	58.0%	WB	EB
	South (Highlands County Line Rd)	60.0%	SB	NB
Deer Run Road/Blue Head Street	East (SR 70)	58.0%	WB	EB
	West (SR 70)	58.0%	WB	EB
	North (Deer Run Road)	60.0%	-	-
	South (Blue Head Street	60.0%	SB	SB
Robert McGee Road	East (SR 70)	58.0%	WB	EB
	West (SR 70)	58.0%	WB	EB
	North (Robert McGee Road)	60.0%	-	SB
Lightsey Ranch Road	East (SR 70)	58.0%	WB	EB
	West (SR 70)	58.0%	WB	EB
	South (Lightsey Ranch Rd)	60.0%	-	-
Placid Lakes Boulevard	East (SR 70)	58.0%	WB	EB
	West (SR 70)	58.0%	WB	EB
	North (Placid Lakes Blvd)	75.0%	SB	NB
	South (Jefferson Ave)	60.0%	NB	SB

SR 70 Intersection	Intersection Leg	Selected D-Factor	AM Direction	PM Direction
Park Land Drive	East (SR 70)	58.0%	WB	EB
	West (SR 70)	58.0%	WB	EB
	South (Park Land Dr)	75.0%	NB	SB
Placid View Drive	East (SR 70)	58.0%	WB	EB
	West (SR 70)	58.0%	WB	EB
	North (Placid View Dr)	70.0%	SB	NB
Old SR 8 North	East (SR 70)	58.0%	EB	WB
	West (SR 70)	58.0%	WB	EB
	North (Old SR 8)	70.0%	SB	NB
Old SR 8 South	East (SR 70)	58.0%	WB	EB
	West (SR 70)	58.0%	EB	WB
	South (Old SR 8)	70.0%	SB	NB
Distribution Boulevard	East (SR 70)	58.0%	WB	EB
	West (SR 70)	58.0%	WB	EB
	South (Distribution Blvd)	75.0%	SB	NB
Glades Driveway	East (SR 70)	58.0%	WB	EB
	West (SR 70)	58.0%	WB	EB
	North (Glades Driveway)	60.0%	NB	SB
Wedgeworth Driveway	East (SR 70)	58.0%	WB	EB
	West (SR 70)	58.0%	WB	EB
	South (Wedgeworth Driveway)	70.0%	NB	NB
US 27	East (SR 70)	53.0%	WB	EB
	West (SR 70)	58.0%	WB	EB
	North (US 27)	60.0%	SB	NB
	South (US 27)	60.0%	SB	NB
Myers Road/Placid Pines Drive	East (SR 70)	53.0%	WB	EB
	West (SR 70)	53.0%	WB	EB
	North (Myers Rd)	75.0%	NB	SB
	South (Placid Pines Dr)	70.0%	NB	SB
Northedge Drive	East (SR 70)	53.0%	WB	EB
	West (SR 70)	53.0%	WB	EB
	North (North Edge Dr)	75.0%	SB	NB
Broward Avenue	East (SR 70)	53.0%	EB	EB
	West (SR 70)	53.0%	EB	EB
	North (Broward Ave)	70.0%	SB	NB
Highlands Boulevard	East (SR 70)	53.0%	EB	EB
	West (SR 70)	53.0%	EB	EB
	North (Highlands Blvd)	75.0%	SB	NB
Citrus Boulevard	East (SR 70)	53.0%	EB	EB
	West (SR 70)	53.0%	EB	EB
	North (Citrus Blvd)	70.0%	SB	NB

SR 70 Intersection	Intersection Leg	Selected D-Factor	AM Direction	PM Direction
Bear Road	East (SR 70)	53.0%	EB	-
	West (SR 70)	53.0%	EB	EB
	North (Bear Rd)	65.0%	SB	NB
Hall Road/Turner Too Road	East (SR 70)	53.0%	EB	WB
	West (SR 70)	53.0%	EB	WB
	North (Hall Rd)	65.0%	-	SB
	South (Turner Too Rd)	70.0%	-	NB
CR 29/KW Farms Road	East (SR 70)	53.0%	EB	WB
	West (SR 70)	53.0%	EB	WB
	North (CR 29)	65.0%	SB	NB
	South (KW Farms Rd)	70.0%	-	SB
Lonesome Island Road/JC Durrance Road	East (SR 70)	55.0%	EB	EB
	West (SR 70)	53.0%	EB	-
	North (Lonesome Island Road)	70.0%	NB	NB
	South (JC Durrance Road)	70.0%	SB	NB
CR 721 South	East (SR 70)	58.0%	WB	EB
	West (SR 70)	55.0%	EB	EB
	North (Driveway)	60.0%	-	SB
	South (CR 721)	70.0%	SB	NB
CR 721 North	East (SR 70)	58.0%	WB	EB
	West (SR 70)	58.0%	WB	EB
	North (CR 721)	60.0%	SB	NB
Boney Lane/Fulmar Terrace	East (SR 70)	58.0%	WB	EB
	West (SR 70)	58.0%	WB	EB
	North (Boney Lane)	70.0%	SB	NB
	South (Fulmar Terr)	60.0%	SB	NB
NW New Pine Ridge Road	East (SR 70)	58.0%	WB	EB
	West (SR 70)	58.0%	WB	EB
	North (New Pine Ridge Rd)	60.0%	NB	SB
175th Terrace	East (SR 70)	58.0%	WB	EB
	West (SR 70)	58.0%	WB	EB
	North (175th Terr)	60.0%	SB	-
172nd Terrace/SW Rucks Dairy Road	East (SR 70)	58.0%	WB	EB
	West (SR 70)	58.0%	WB	EB
	North (172nd Terr)	60.0%	SB	NB
	South (SW Rucks Dairy Rd)	70.0%	NB	SB
Riverside Road	East (SR 70)	58.0%	WB	EB
	West (SR 70)	58.0%	WB	EB
	North (Riverside Rd)	70.0%	SB	NB

SR 70 Intersection	Intersection Leg	Selected D-Factor	AM Direction	PM Direction
Shellcracker Loop	East (SR 70)	58.0%	WB	EB
	West (SR 70)	58.0%	WB	EB
	North (Shellcracker Loop)	60.0%	SB	NB
	South (Driveway)	60.0%	SB	-
Bream Cove	East (SR 70)	58.0%	WB	EB
	West (SR 70)	58.0%	WB	EB
	North (Bream Cove)	55.0%	-	NB
144th Parkway	East (SR 70)	58.0%	WB	EB
	West (SR 70)	58.0%	WB	EB
	South (144th Pkwy)	70.0%	NB	SB
141st Avenue	East (SR 70)	58.0%	EB	EB
	West (SR 70)	58.0%	WB	EB
	North (141st Ave)	60.0%	SB	SB
NW 128th Avenue	East (SR 70)	58.0%	EB	EB
	West (SR 70)	58.0%	EB	EB
	North (NW 128th Ave)	70.0%	SB	NB
	South (SW 128th Ave)	60.0%	-	-

2.3.2 Truck Factors

Hourly and daily truck factors were gathered from counts conducted for this study, including the four-hour turning movement count (TMC) data and class count data, as well as from FTO. These truck factors were used to select hourly truck factors for the study roadways for the subsequent traffic analysis. Daily truck factors were selected for each roadway segment based on a review of FTO data, project classification counts, and TMC truck percentages during the peak periods (where no other data was available). More consideration was given to FTO data and classification count data. In locations where only TMC data was available, approximate average peak period truck percentages were calculated and then rounded. Design hour truck percentages are estimated to be half of the daily truck percentage. The measured and selected truck factors are listed in **Table 2-6**. The count data and information from FTO are included in **Appendix B**.

Table 2-6: Truck Factors

SR 70 Intersection	Intersection Leg	AM Hourly T-Factor (Measured)	PM Hourly T-Factor (Measured)	Daily T-Factor (from FTO)	Hourly T-Factor (Selected)	Daily T-Factor (Selected)
Highlands County Line Road	East (SR 70)	24%	13%	-	16.0%	32%
	West (SR 70)	33%	10%	-	16.0%	32%
	South (Highlands County Line Rd)	67%	0%	-	15.0%	30%

SR 70 Intersection	Intersection Leg	AM Hourly T-Factor (Measured)	PM Hourly T-Factor (Measured)	Daily T-Factor (from FTO)	Hourly T-Factor (Selected)	Daily T-Factor (Selected)
Deer Run Road/Blue Head Street	East (SR 70)	25%	20%	-	16.0%	32%
	West (SR 70)	36%	10%	-	16.0%	32%
	North (Deer Run Road)	-	-	-	15.0%	30%
	South (Blue Head Street	-	0%	-	15.0%	30%
Robert McGee Road	East (SR 70)	23%	10%	-	16.0%	32%
	West (SR 70)	33%	13%	-	16.0%	32%
	North (Robert McGee Road)	-	0%	-	15.0%	30%
Lightsey Ranch Road	East (SR 70)	22%	10%	-	16.0%	32%
	West (SR 70)	32%	13%	-	16.0%	32%
	South (Lightsey Ranch Rd)	0%	0%	-	2.5%	5%
Placid Lakes Boulevard	East (SR 70)	26%	8%	-	16.0%	32%
	West (SR 70)	32%	12%	35%	16.0%	32%
	North (Placid Lakes Blvd)	2%	3%	15%	7.5%	15%
	South (Jefferson Ave)	9%	18%	-	7.5%	15%
Park Land Drive	East (SR 70)	25%	9%	-	16.0%	32%
	West (SR 70)	24%	14%	-	16.0%	32%
	South (Park Land Dr)	17%	11%	-	10.0%	20%
Placid View Drive	East (SR 70)	24%	9%	-	16.0%	32%
	West (SR 70)	24%	13%	-	16.0%	32%
	North (Placid View Dr)	5%	0%	15%	7.5%	15%
Old SR 8 North	East (SR 70)	27%	9%	-	16.0%	32%
	West (SR 70)	22%	14%	-	16.0%	32%
	North (Old SR 8)	1%	18%	15%	7.5%	15%
Old SR 8 South	East (SR 70)	26%	10%	-	16.0%	32%
	West (SR 70)	17%	18%	-	16.0%	32%
	South (Old SR 8)	16%	9%	15%	7.5%	15%
Distribution Boulevard	East (SR 70)	25%	10%	-	16.0%	32%
	West (SR 70)	25%	15%	-	16.0%	32%
	South (Distribution Blvd)	71%	25%	-	40.0%	80%
Glades Driveway	East (SR 70)	25%	12%	-	16.0%	32%
	West (SR 70)	26%	16%	-	16.0%	32%
	North (Glades Driveway)	29%	0%	-	15.0%	30%
Wedgeworth Driveway	East (SR 70)	24%	12%	-	16.0%	32%
	West (SR 70)	26%	15%	-	16.0%	32%
	South (Wedgeworth Driveway)	60%	0%	-	30.0%	60%
US 27	East (SR 70)	15%	10%	24%	16.0%	32%
	West (SR 70)	24%	16%	32%	16.0%	32%
	North (US 27)	24%	20%	35%	16.5%	33%
	South (US 27)	34%	18%	30%	16.5%	33%

SR 70 Intersection	Intersection Leg	AM Hourly T-Factor (Measured)	PM Hourly T-Factor (Measured)	Daily T-Factor (from FTO)	Hourly T-Factor (Selected)	Daily T-Factor (Selected)
Myers Road/Placid Pines Drive	East (SR 70)	24%	15%	-	16.0%	32%
	West (SR 70)	21%	13%	-	16.0%	32%
	North (Myers Rd)	0%	0%	-	2.5%	5%
	South (Placid Pines Dr)	0%	0%	-	2.5%	5%
Northedge Drive	East (SR 70)	25%	15%	-	16.0%	32%
	West (SR 70)	21%	15%	-	16.0%	32%
	North (North Edge Dr)	11%	0%	-	5.0%	10%
Broward Avenue	East (SR 70)	26%	15%	-	16.0%	32%
	West (SR 70)	20%	15%	-	16.0%	32%
	North (Broward Ave)	9%	0%	-	5.0%	10%
Highlands Boulevard	East (SR 70)	30%	15%	-	16.0%	32%
	West (SR 70)	21%	15%	-	16.0%	32%
	North (Highlands Blvd)	3%	5%	-	4.0%	8%
Citrus Boulevard	East (SR 70)	31%	15%	-	16.0%	32%
	West (SR 70)	21%	17%	-	16.0%	32%
	North (Citrus Blvd)	0%	0%	-	2.5%	5%
Bear Road	East (SR 70)	31%	15%	-	16.0%	32%
	West (SR 70)	21%	17%	-	16.0%	32%
	North (Bear Rd)	0%	0%	-	2.5%	5%
Hall Road/Turner Too Road	East (SR 70)	33%	16%	-	16.0%	32%
	West (SR 70)	22%	18%	-	16.0%	32%
	North (Hall Rd)	50%	0%	-	15.0%	30%
	South (Turner Too Rd)	0%	0%	-	2.5%	5%
CR 29/KW Farms Road	East (SR 70)	33%	15%	-	16.0%	32%
	West (SR 70)	24%	18%	-	16.0%	32%
	North (CR 29)	5%	0%	15%	7.5%	15%
	South (KW Farms Rd)	0%	0%	-	2.5%	5%
Lonesome Island Road/JC Durrance Road	East (SR 70)	30%	14%	-	16.0%	32%
	West (SR 70)	16%	18%	-	16.0%	32%
	North (Lonesome Island Road)	-	-	-	15.0%	30%
	South (JC Durrance Road)	50%	0%	-	15.0%	30%
CR 721 South	East (SR 70)	19%	15%	-	12.5%	25%
	West (SR 70)	17%	20%	-	16.0%	32%
	North (Driveway)	0%	0%	-	7.5%	15%
	South (CR 721)	0%	2%	15%	7.5%	15%
CR 721 North	East (SR 70)	17%	12%	25%	12.5%	25%
	West (SR 70)	17%	17%	-	12.5%	25%
	North (CR 721)	12%	16%	15%	7.5%	15%

SR 70 Intersection	Intersection Leg	AM Hourly T-Factor (Measured)	PM Hourly T-Factor (Measured)	Daily T-Factor (from FTO)	Hourly T-Factor (Selected)	Daily T-Factor (Selected)
Boney Lane/Fulmar Terrace	East (SR 70)	16%	12%	-	12.5%	25%
	West (SR 70)	17%	15%	-	12.5%	25%
	North (Boney Lane)	0%	-	-	7.5%	15%
	South (Fulmar Terr)	0%	0%	-	7.5%	15%
NW New Pine Ridge Road	East (SR 70)	16%	13%	-	12.5%	25%
	West (SR 70)	17%	15%	-	12.5%	25%
	North (New Pine Ridge Rd)	0%	0%	-	12.5%	25%
175th Terrace	East (SR 70)	12%	12%	-	12.5%	25%
	West (SR 70)	16%	15%	-	12.5%	25%
	North (175th Terr)	8%	0%	-	5.0%	10%
172nd Terrace/SW Rucks Dairy Road	East (SR 70)	12%	11%	-	12.5%	25%
	West (SR 70)	16%	15%	-	12.5%	25%
	North (172nd Terr)	6%	7%	-	5.0%	10%
	South (SW Rucks Dairy Rd)	8%	0%	-	7.5%	15%
Riverside Road	East (SR 70)	12%	11%	-	12.5%	25%
	West (SR 70)	14%	14%	-	12.5%	25%
	North (Riverside Rd)	25%	0%	-	5.0%	10%
Shellcracker Loop	East (SR 70)	12%	10%	-	12.5%	25%
	West (SR 70)	15%	15%	-	12.5%	25%
	North (Shellcracker Loop)	0%	0%	-	5.0%	10%
	South (Driveway)	0%	0%	-	5.0%	10%
Bream Cove	East (SR 70)	12%	10%	-	12.5%	25%
	West (SR 70)	14%	15%	-	12.5%	25%
	North (Bream Cove)	20%	0%	-	5.0%	10%
144th Parkway	East (SR 70)	14%	10%	-	12.5%	25%
	West (SR 70)	14%	15%	24%	12.5%	25%
	South (144th Pkwy)	0%	30%	-	5.0%	10%
141st Avenue	East (SR 70)	12%	10%	-	12.5%	25%
	West (SR 70)	13%	15%	-	12.5%	25%
	North (141st Ave)	0%	0%	-	5.0%	10%
NW 128th Avenue	East (SR 70)	12%	11%	-	12.5%	25%
	West (SR 70)	13%	16%	-	12.5%	25%
	North (NW 128th Ave)	5%	9%	27%	12.5%	25%
	South (SW 128th Ave)	0%	0%	-	10%	20%

2.3.3 K Factors

Peak hour-to-daily volume ratios (K factors) were evaluated based on the existing traffic volumes. These K factors and the standard K factor of 9.5 (from the FDOT Project Traffic Forecasting Handbook) were considered in the selection of K factors for traffic forecasting purposes, as documented in **Table 2-7**.

Table 2-7: K Factors

SR 70 Intersection	Intersection Leg	AM K-Factor (Calculated)	PM K-Factor (Calculated)	K-Factor (Selected)
Highlands County Line Road	East (SR 70)	7.5%	7.8%	9.5%
	West (SR 70)	6.6%	6.8%	9.5%
	South (Highlands County Line Rd)	-	-	9.5%
Deer Run Road/Blue Head Street	East (SR 70)	8.3%	8.8%	9.5%
	West (SR 70)	7.5%	7.8%	9.5%
	North (Deer Run Road)	-	-	9.5%
	South (Blue Head Street	-	-	9.5%
Robert McGee Road	East (SR 70)	6.9%	9.1%	9.5%
	West (SR 70)	6.9%	9.0%	9.5%
	North (Robert McGee Road)	-	-	9.5%
Lightsey Ranch Road	East (SR 70)	7.2%	9.1%	9.5%
	West (SR 70)	7.1%	9.1%	9.5%
	South (Lightsey Ranch Rd)	-	-	9.5%
Placid Lakes Boulevard	East (SR 70)	6.4%	8.4%	9.5%
	West (SR 70)	7.2%	9.1%	9.5%
	North (Placid Lakes Blvd)	8.1%	12.2%	9.5%
	South (Jefferson Ave)	-	-	9.5%
Park Land Drive	East (SR 70)	6.6%	8.6%	9.5%
	West (SR 70)	6.4%	8.4%	9.5%
	South (Park Land Dr)	-	-	9.5%
Placid View Drive	East (SR 70)	6.8%	8.9%	9.5%
	West (SR 70)	6.5%	8.5%	9.5%
	North (Placid View Dr)	9.7%	9.4%	9.5%
Old SR 8 North	East (SR 70)	6.9%	9.4%	9.5%
	West (SR 70)	6.8%	8.9%	9.5%
	North (Old SR 8)	13.2%	14.2%	9.5%
Old SR 8 South	East (SR 70)	6.4%	8.2%	9.5%
	West (SR 70)	6.9%	9.4%	9.5%
	South (Old SR 8)	15.0%	16.3%	9.5%
Distribution Boulevard	East (SR 70)	6.6%	8.4%	9.5%
	West (SR 70)	6.4%	8.2%	9.5%
	South (Distribution Blvd)	-	-	9.5%

SR 70 Intersection	Intersection Leg	AM K-Factor (Calculated)	PM K-Factor (Calculated)	K-Factor (Selected)
Glades Driveway	East (SR 70)	6.6%	8.8%	9.5%
	West (SR 70)	6.5%	8.5%	9.5%
	North (Glades Driveway)	-	-	9.5%
Wedgeworth Driveway	East (SR 70)	6.8%	8.9%	9.5%
	West (SR 70)	6.6%	8.8%	9.5%
	South (Wedgeworth Driveway)	-	-	9.5%
US 27	East (SR 70)	7.3%	10.2%	9.5%
	West (SR 70)	8.2%	10.5%	9.5%
	North (US 27)	6.1%	8.2%	9.5%
	South (US 27)	6.1%	8.3%	9.5%
Myers Road/Placid Pines Drive	East (SR 70)	7.2%	9.7%	9.5%
	West (SR 70)	7.3%	10.2%	9.5%
	North (Myers Rd)	-	-	9.5%
	South (Placid Pines Dr)	-	-	9.5%
Northedge Drive	East (SR 70)	7.0%	9.5%	9.5%
	West (SR 70)	7.2%	9.7%	9.5%
	North (North Edge Dr)	-	-	9.5%
Broward Avenue	East (SR 70)	6.7%	9.1%	9.5%
	West (SR 70)	6.9%	9.4%	9.5%
	North (Broward Ave)	-	-	9.5%
Highlands Boulevard	East (SR 70)	6.1%	8.3%	9.5%
	West (SR 70)	6.7%	9.1%	9.5%
	North (Highlands Blvd)	-	-	9.5%
Citrus Boulevard	East (SR 70)	5.9%	8.0%	9.5%
	West (SR 70)	6.1%	8.3%	9.5%
	North (Citrus Blvd)	-	-	9.5%
Bear Road	East (SR 70)	5.8%	7.8%	9.5%
	West (SR 70)	5.9%	8.0%	9.5%
	North (Bear Rd)	-	-	9.5%
Hall Road/Turner Too Road	East (SR 70)	5.8%	7.7%	9.5%
	West (SR 70)	5.7%	7.8%	9.5%
	North (Hall Rd)	-	-	9.5%
	South (Turner Too Rd)	-	-	9.5%
CR 29/KW Farms Road	East (SR 70)	5.8%	7.8%	9.5%
	West (SR 70)	5.8%	7.7%	9.5%
	North (CR 29)	4.5%	3.6%	9.5%
	South (KW Farms Rd)	-	-	9.5%

SR 70 Intersection	Intersection Leg	AM K-Factor (Calculated)	PM K-Factor (Calculated)	K-Factor (Selected)
Lonesome Island Road/JC Durrance Road	East (SR 70)	5.5%	7.5%	9.5%
	West (SR 70)	5.6%	7.6%	9.5%
	North (Lonesome Island Road)	-	-	9.5%
	South (JC Durrance Road)	-	-	9.5%
CR 721 South	East (SR 70)	7.3%	9.9%	9.5%
	West (SR 70)	5.4%	7.6%	9.5%
	North (Driveway)	-	-	9.5%
	South (CR 721)	9.7%	12.9%	9.5%
CR 721 North	East (SR 70)	6.9%	9.0%	9.5%
	West (SR 70)	7.0%	9.2%	9.5%
	North (CR 721)	8.7%	10.8%	9.5%
Boney Lane/Fulmar Terrace	East (SR 70)	7.1%	9.1%	9.5%
	West (SR 70)	6.7%	8.6%	9.5%
	North (Boney Lane)	-	-	9.5%
	South (Fulmar Terr)	-	-	9.5%
NW New Pine Ridge Road	East (SR 70)	7.2%	9.1%	9.5%
	West (SR 70)	7.0%	8.7%	9.5%
	North (New Pine Ridge Rd)	-	-	9.5%
175th Terrace	East (SR 70)	7.7%	9.6%	9.5%
	West (SR 70)	7.3%	9.2%	9.5%
	North (175th Terr)	-	-	9.5%
172nd Terrace/SW Rucks Dairy Road	East (SR 70)	8.4%	10.3%	9.5%
	West (SR 70)	7.4%	9.3%	9.5%
	North (172nd Terr)	-	-	9.5%
	South (SW Rucks Dairy Rd)	-	-	9.5%
Riverside Road	East (SR 70)	8.6%	10.4%	9.5%
	West (SR 70)	8.3%	9.9%	9.5%
	North (Riverside Rd)	-	-	9.5%
Shellcracker Loop	East (SR 70)	8.8%	10.2%	9.5%
	West (SR 70)	8.3%	10.0%	9.5%
	North (Shellcracker Loop)	-	-	9.5%
	South (Driveway)	-	-	9.5%
Bream Cove	East (SR 70)	8.9%	10.3%	9.5%
	West (SR 70)	8.5%	9.9%	9.5%
	North (Bream Cove)	-	-	9.5%
144th Parkway	East (SR 70)	7.3%	9.5%	9.5%
	West (SR 70)	7.9%	10.4%	9.5%
	South (144th Pkwy)	-	-	9.5%

SR 70 Intersection	Intersection Leg	AM K-Factor (Calculated)	PM K-Factor (Calculated)	K-Factor (Selected)
141st Avenue	East (SR 70)	7.5%	9.6%	9.5%
	West (SR 70)	7.3%	9.5%	9.5%
	North (141st Ave)	-	-	9.5%
NW 128th Avenue	East (SR 70)	7.4%	9.8%	9.5%
	West (SR 70)	7.2%	9.4%	9.5%
	North (NW 128th Ave)	7.6%	8.0%	9.5%
	South (SW 128th Ave)	-	-	9.5%

2.3.4 Selected Traffic Factors

Table 2-8 below summarizes the selected traffic factors for each roadway segment in the study area.

Table 2-8: Selected Traffic Factors

SR 70 Intersection	Intersection Leg	D-Factor	AM Direction	PM Direction	Hourly T-Factor	K-Factor
Highlands County Line Road	East (SR 70)	58.0%	WB	WB	16.0%	9.5%
	West (SR 70)	58.0%	WB	EB	16.0%	9.5%
	South (Highlands County Line Rd)	60.0%	SB	NB	15.0%	9.5%
Deer Run Road/Blue Head Street	East (SR 70)	58.0%	WB	EB	16.0%	9.5%
	West (SR 70)	58.0%	WB	EB	16.0%	9.5%
	North (Deer Run Road)	60.0%	-	-	15.0%	9.5%
	South (Blue Head Street	60.0%	SB	SB	15.0%	9.5%
Robert McGee Road	East (SR 70)	58.0%	WB	EB	16.0%	9.5%
	West (SR 70)	58.0%	WB	EB	16.0%	9.5%
	North (Robert McGee Road)	60.0%	-	SB	15.0%	9.5%
Lightsey Ranch Road	East (SR 70)	58.0%	WB	EB	16.0%	9.5%
	West (SR 70)	58.0%	WB	EB	16.0%	9.5%
	South (Lightsey Ranch Rd)	60.0%	-	-	2.5%	9.5%
Placid Lakes Boulevard	East (SR 70)	58.0%	WB	EB	16.0%	9.5%
	West (SR 70)	58.0%	WB	EB	16.0%	9.5%
	North (Placid Lakes Blvd)	75.0%	SB	NB	7.5%	9.5%
	South (Jefferson Ave)	60.0%	NB	SB	7.5%	9.5%
Park Land Drive	East (SR 70)	58.0%	WB	EB	16.0%	9.5%
	West (SR 70)	58.0%	WB	EB	16.0%	9.5%
	South (Park Land Dr)	75.0%	NB	SB	10.0%	9.5%
Placid View Drive	East (SR 70)	58.0%	WB	EB	16.0%	9.5%
	West (SR 70)	58.0%	WB	EB	16.0%	9.5%
	North (Placid View Dr)	70.0%	SB	NB	7.5%	9.5%

SR 70 Intersection	Intersection Leg	D-Factor	AM Direction	PM Direction	Hourly T-Factor	K-Factor
Old SR 8 North	East (SR 70)	58.0%	EB	WB	16.0%	9.5%
	West (SR 70)	58.0%	WB	EB	16.0%	9.5%
	North (Old SR 8)	70.0%	SB	NB	7.5%	9.5%
Old SR 8 South	East (SR 70)	58.0%	WB	EB	16.0%	9.5%
	West (SR 70)	58.0%	EB	WB	16.0%	9.5%
	South (Old SR 8)	70.0%	SB	NB	7.5%	9.5%
Distribution Boulevard	East (SR 70)	58.0%	WB	EB	16.0%	9.5%
	West (SR 70)	58.0%	WB	EB	16.0%	9.5%
	South (Distribution Blvd)	75.0%	SB	NB	40.0%	9.5%
Glades Driveway	East (SR 70)	58.0%	WB	EB	16.0%	9.5%
	West (SR 70)	58.0%	WB	EB	16.0%	9.5%
	North (Glades Driveway)	60.0%	NB	SB	15.0%	9.5%
Wedgeworth Driveway	East (SR 70)	58.0%	WB	EB	16.0%	9.5%
	West (SR 70)	58.0%	WB	EB	16.0%	9.5%
	South (Wedgeworth Driveway)	70.0%	NB	NB	30.0%	9.5%
US 27	East (SR 70)	53.0%	WB	EB	16.0%	9.5%
	West (SR 70)	58.0%	WB	EB	16.0%	9.5%
	North (US 27)	60.0%	SB	NB	16.5%	9.5%
	South (US 27)	60.0%	SB	NB	16.5%	9.5%
Myers Road/Placid Pines Drive	East (SR 70)	53.0%	WB	EB	16.0%	9.5%
	West (SR 70)	53.0%	WB	EB	16.0%	9.5%
	North (Myers Rd)	75.0%	NB	SB	2.5%	9.5%
	South (Placid Pines Dr)	70.0%	NB	SB	2.5%	9.5%
Northedge Drive	East (SR 70)	53.0%	WB	EB	16.0%	9.5%
	West (SR 70)	53.0%	WB	EB	16.0%	9.5%
	North (North Edge Dr)	75.0%	SB	NB	5.0%	9.5%
Broward Avenue	East (SR 70)	53.0%	EB	EB	16.0%	9.5%
	West (SR 70)	53.0%	EB	EB	16.0%	9.5%
	North (Broward Ave)	70.0%	SB	NB	5.0%	9.5%
Highlands Boulevard	East (SR 70)	53.0%	EB	EB	16.0%	9.5%
	West (SR 70)	53.0%	EB	EB	16.0%	9.5%
	North (Highlands Blvd)	75.0%	SB	NB	4.0%	9.5%
Citrus Boulevard	East (SR 70)	53.0%	EB	EB	16.0%	9.5%
	West (SR 70)	53.0%	EB	EB	16.0%	9.5%
	North (Citrus Blvd)	70.0%	SB	NB	2.5%	9.5%
Bear Road	East (SR 70)	53.0%	EB	-	16.0%	9.5%
	West (SR 70)	53.0%	EB	EB	16.0%	9.5%
	North (Bear Rd)	65.0%	SB	NB	2.5%	9.5%

SR 70 Intersection	Intersection Leg	D-Factor	AM Direction	PM Direction	Hourly T-Factor	K-Factor
Hall Road/Turner Too Road	East (SR 70)	53.0%	EB	WB	16.0%	9.5%
	West (SR 70)	53.0%	EB	WB	16.0%	9.5%
	North (Hall Rd)	65.0%	-	SB	15.0%	9.5%
	South (Turner Too Rd)	70.0%	-	NB	2.5%	9.5%
CR 29/KW Farms Road	East (SR 70)	53.0%	EB	WB	16.0%	9.5%
	West (SR 70)	53.0%	EB	WB	16.0%	9.5%
	North (CR 29)	65.0%	SB	NB	7.5%	9.5%
	South (KW Farms Rd)	70.0%	-	SB	2.5%	9.5%
Lonesome Island Road/JC Durrance Road	East (SR 70)	55.0%	EB	EB	16.0%	9.5%
	West (SR 70)	53.0%	EB	-	16.0%	9.5%
	North (Lonesome Island Road)	70.0%	NB	NB	15.0%	9.5%
	South (JC Durrance Road)	70.0%	SB	NB	15.0%	9.5%
CR 721 South	East (SR 70)	58.0%	WB	EB	12.5%	9.5%
	West (SR 70)	55.0%	EB	EB	16.0%	9.5%
	North (Driveway)	60.0%	-	SB	7.5%	9.5%
	South (CR 721)	70.0%	SB	NB	7.5%	9.5%
CR 721 North	East (SR 70)	58.0%	WB	EB	12.5%	9.5%
	West (SR 70)	58.0%	WB	EB	12.5%	9.5%
	North (CR 721)	60.0%	SB	NB	7.5%	9.5%
Boney Lane/Fulmar Terrace	East (SR 70)	58.0%	WB	EB	12.5%	9.5%
	West (SR 70)	58.0%	WB	EB	12.5%	9.5%
	North (Boney Lane)	70.0%	SB	NB	7.5%	9.5%
	South (Fulmar Terr)	60.0%	SB	NB	7.5%	9.5%
NW New Pine Ridge Road	East (SR 70)	58.0%	WB	EB	12.5%	9.5%
	West (SR 70)	58.0%	WB	EB	12.5%	9.5%
	North (New Pine Ridge Rd)	60.0%	NB	SB	12.5%	9.5%
175th Terrace	East (SR 70)	58.0%	WB	EB	12.5%	9.5%
	West (SR 70)	58.0%	WB	EB	12.5%	9.5%
	North (175th Terr)	60.0%	SB	-	5.0%	9.5%
172nd Terrace/SW Rucks Dairy Road	East (SR 70)	58.0%	WB	EB	12.5%	9.5%
	West (SR 70)	58.0%	WB	EB	12.5%	9.5%
	North (172nd Terr)	60.0%	SB	NB	5.0%	9.5%
	South (SW Rucks Dairy Rd)	70.0%	NB	SB	7.5%	9.5%
Riverside Road	East (SR 70)	58.0%	WB	EB	12.5%	9.5%
	West (SR 70)	58.0%	WB	EB	12.5%	9.5%
	North (Riverside Rd)	70.0%	SB	NB	5.0%	9.5%
Shellcracker Loop	East (SR 70)	58.0%	WB	EB	12.5%	9.5%
	West (SR 70)	58.0%	WB	EB	12.5%	9.5%
	North (Shellcracker Loop)	60.0%	SB	NB	5.0%	9.5%
	South (Driveway)	60.0%	SB	-	5.0%	9.5%

SR 70 Intersection	Intersection Leg	D-Factor	AM Direction	PM Direction	Hourly T-Factor	K-Factor
Bream Cove	East (SR 70)	58.0%	WB	EB	12.5%	9.5%
	West (SR 70)	58.0%	WB	EB	12.5%	9.5%
	North (Bream Cove)	55.0%	-	NB	5.0%	9.5%
144th Parkway	East (SR 70)	58.0%	WB	EB	12.5%	9.5%
	West (SR 70)	58.0%	WB	EB	12.5%	9.5%
	South (144th Pkwy)	70.0%	NB	SB	5.0%	9.5%
141st Avenue	East (SR 70)	58.0%	EB	EB	12.5%	9.5%
	West (SR 70)	58.0%	WB	EB	12.5%	9.5%
	North (141st Ave)	60.0%	SB	SB	5.0%	9.5%
NW 128th Avenue	East (SR 70)	58.0%	EB	EB	12.5%	9.5%
	West (SR 70)	58.0%	EB	EB	12.5%	9.5%
	North (NW 128th Ave)	70.0%	SB	NB	12.5%	9.5%
	South (SW 128th Ave)	60.0%	-	-	10%	9.5%

3 Future Traffic Forecasting

The following sections outline the future traffic forecasting conducted in support of the subsequent traffic analysis.

3.1 Travel Demand Model

The latest available future land use data was obtained as part of the travel demand forecasting process for this study. Anticipated socioeconomic and roadway network changes to the study subarea were incorporated into the modeling effort that is documented in the SR 70 Traffic Forecast Modeling Technical Memorandum completed in December 2022 (**Appendix C**). The modeling effort involved conducting a sub-area base year (2015) validation refinement for the study area, as well as development of refined horizon year (2045) models. The regional travel demand model applied for this study was based on the adopted District One 2045 Regional Planning Model (D1RPM v2.0), which was the current/latest model at the time in 2022. The D1RPM is a travel demand forecasting tool developed by FDOT District One, in conjunction with the six District Metropolitan Planning Organizations (MPO) and Transportation Planning Organizations (TPO) in support of their 2045 Long Range Transportation Plans (LRTP).

Following the development of the 2045 No-Build Model, which represents the traffic growth in the No-Build Alternative, a Build model was developed. The Base Year, No-Build, and Build Alternative model plots are also included in **Appendix C**. The 2045 No-Build Alternative only incorporates adjacent projects that are included in the respective LRTP Cost Feasible Plans. Two new developments are included in the No-Build scenario: a Recreational Vehicle Park and Mobile Home Park are expected to be constructed off SR 70 in the project limits. SR 70 remains a 2-lane undivided facility in the No-Build condition so full access will be permitted to these new

developments. The 2045 Build Alternative consists of SR 70 operating as a four-lane arterial from the DeSoto County line to the CR 559/NW 128th Avenue in Okeechobee County. In the Build scenario, conservative assumptions were made regarding access management. Directional median openings were assumed at all unsignalized intersections per direction from District One. Right turn lane recommendations were made based on the *FDOT Access Management Guidebook (2019)* criteria. The right turn lane lengths are based on the 95th percentile queue length and appropriate deceleration lane length based on assumed design speed. A table documenting the recommendations and preliminary right turn lane lengths is included in **Appendix F**. Further analysis during the individual PD&E studies will be used to develop the proposed access management plans. Lane configurations for No-Build and Build scenarios are shown in **Figure 3-1** and **Figure 3-2** respectively.

DeSoto County

Highlands County

SE HIGHLANDS COUNTY LINE RD

BLUE HEAD ST

DEER RUN

70

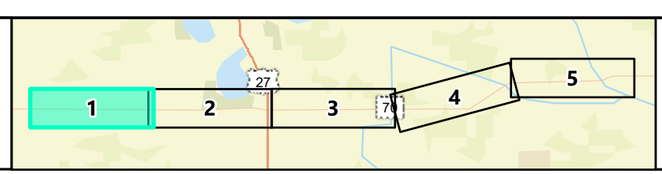
ROBERT MCGEE RD

Legend

Project Limits

Unsignalized (3)

Lane Configuration



N

0 2,000 Feet

Figure 3-1: No-Build Lane Configuration

Sheet 1 of 5

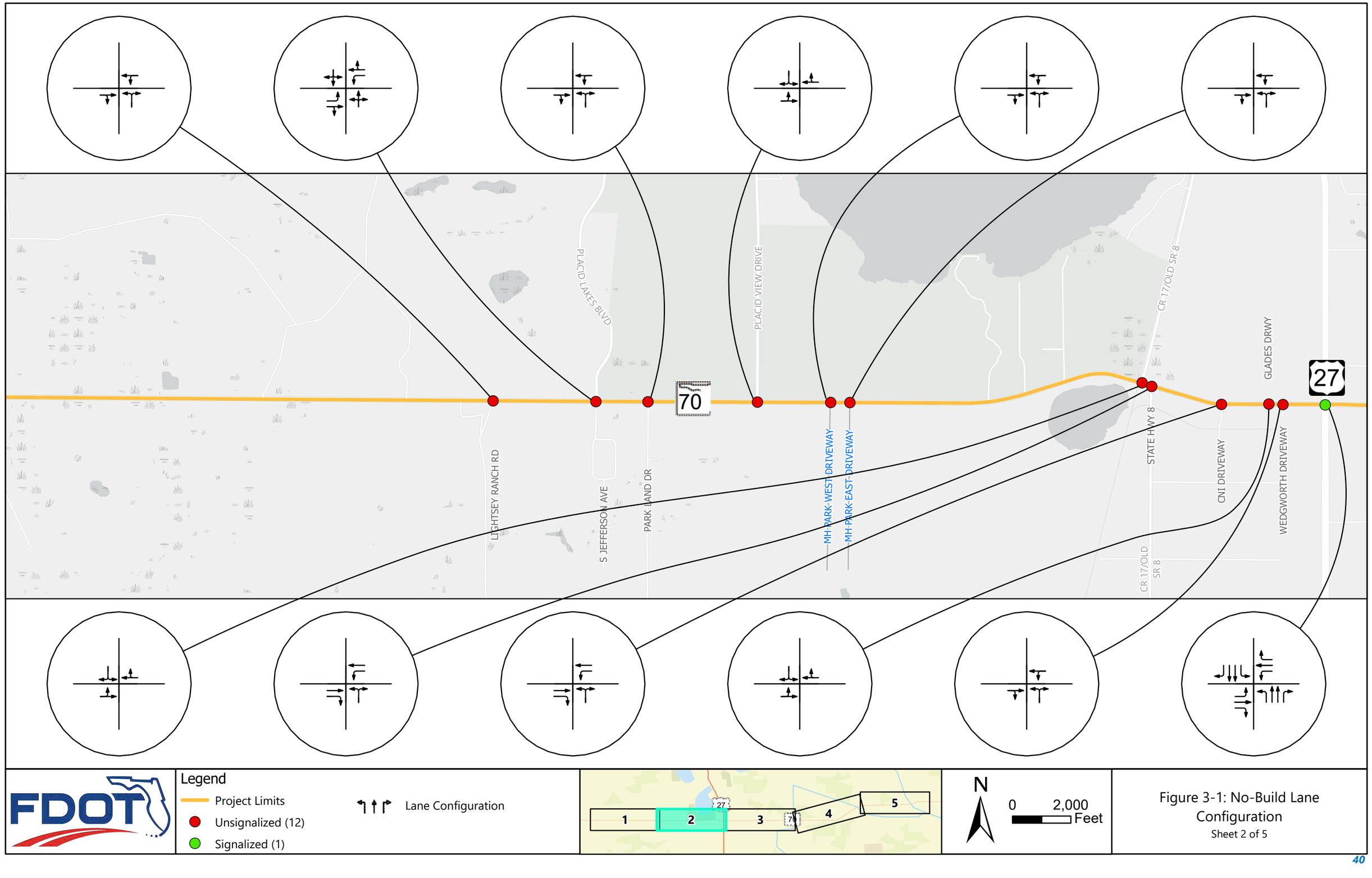


Figure 3-1: No-Build Lane Configuration

Sheet 2 of 5

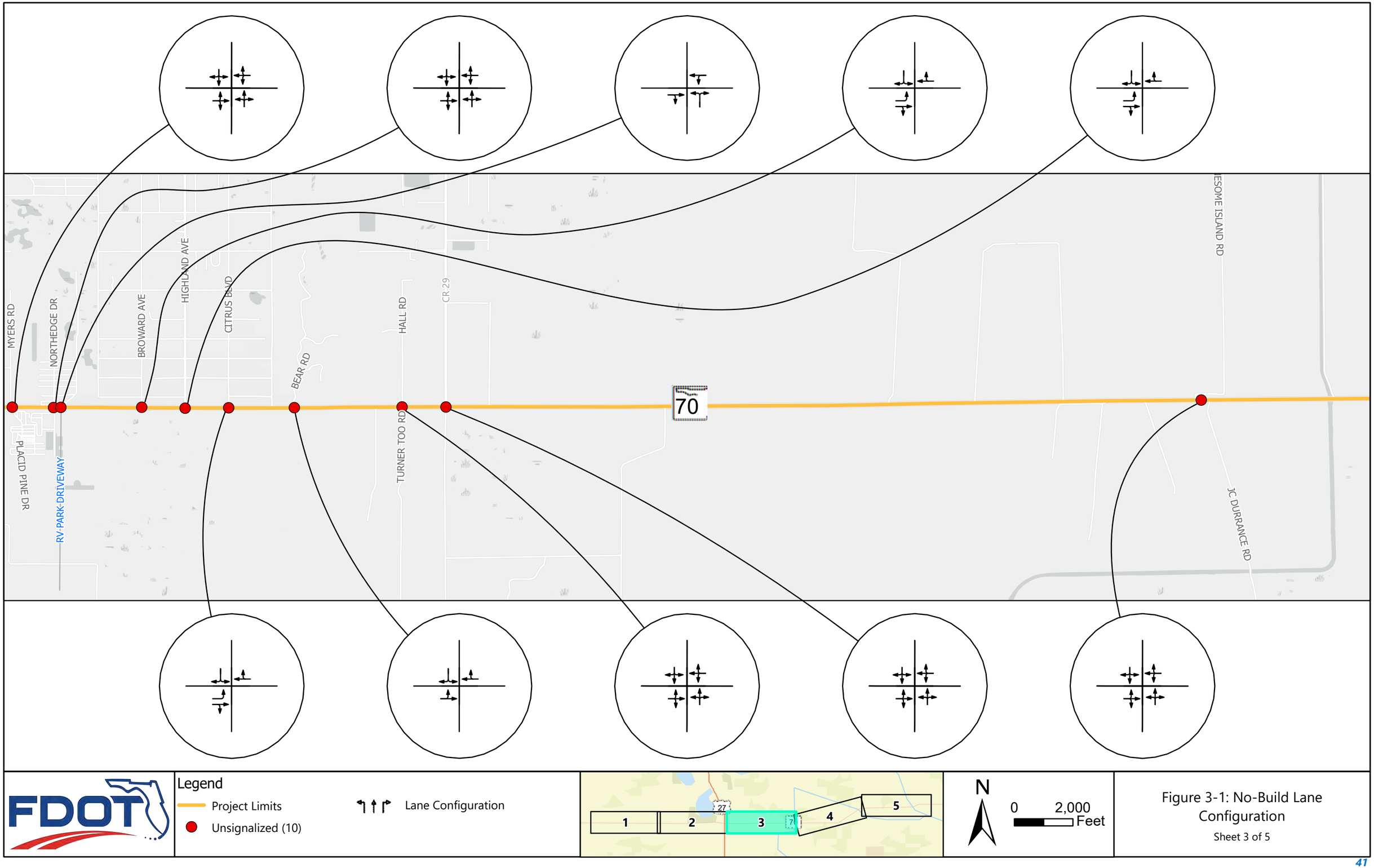
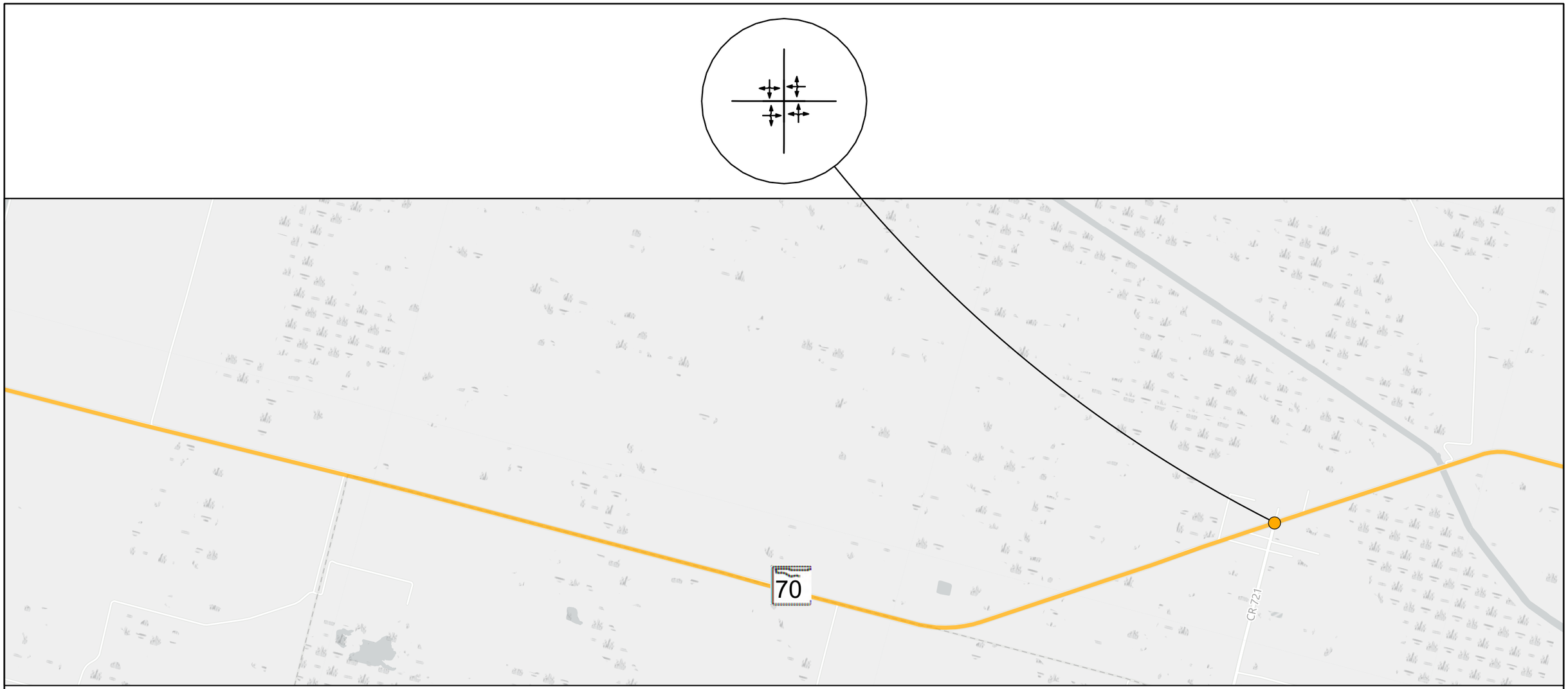


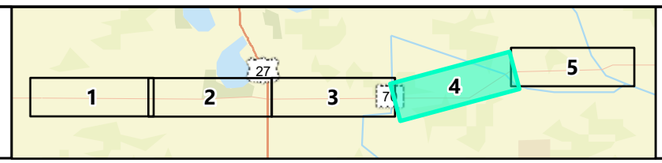
Figure 3-1: No-Build Lane Configuration

Sheet 3 of 5



Legend

- Project Limits
- Flashing Yellow (1)
- Lane Configuration

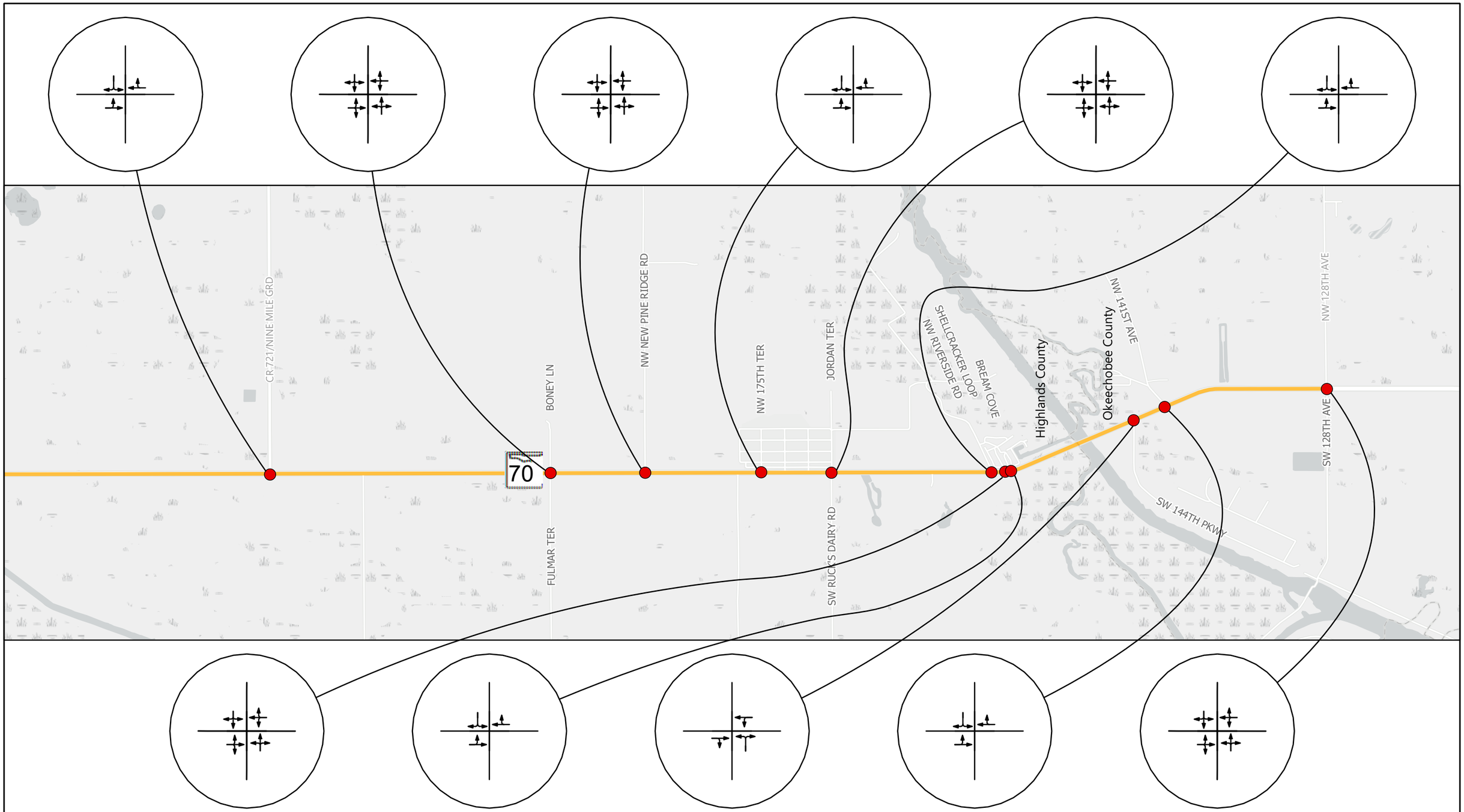


N

0 2,000 Feet

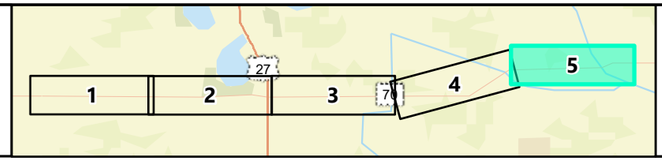
Figure 3-1: No-Build Lane Configuration

Sheet 4 of 5



Legend

- Project Limits
- Unsignalized (11)
- Lane Configuration

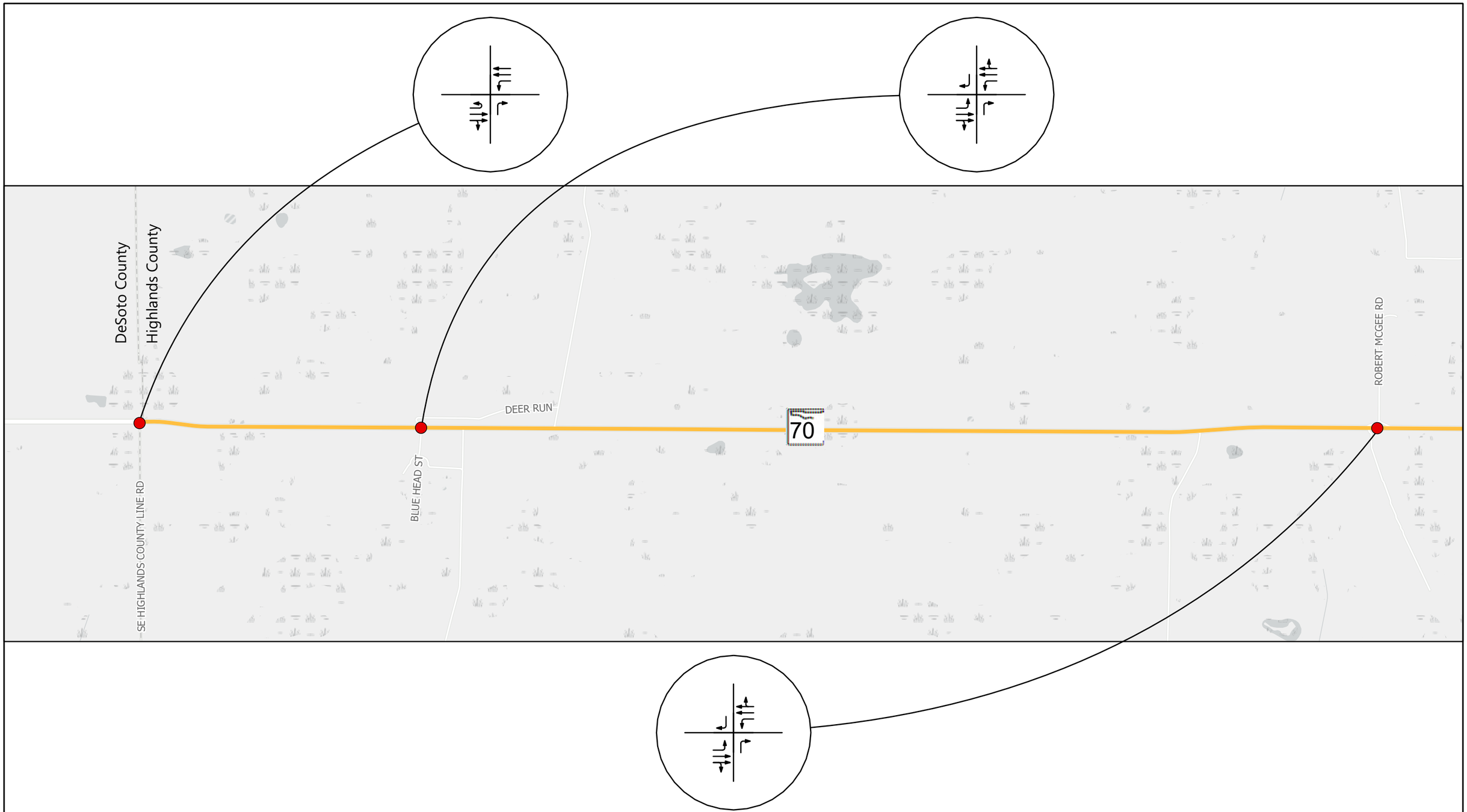


N

0 2,000 Feet

Figure 3-1: No-Build Lane Configuration

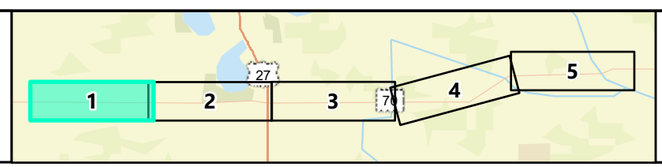
Sheet 5 of 5



FDOT

Legend

- Project Limits
- Unsignalized (3)
- Lane Configuration



N

0 2,000 Feet

Figure 3-2: Build Lane Configuration

Sheet 1 of 5

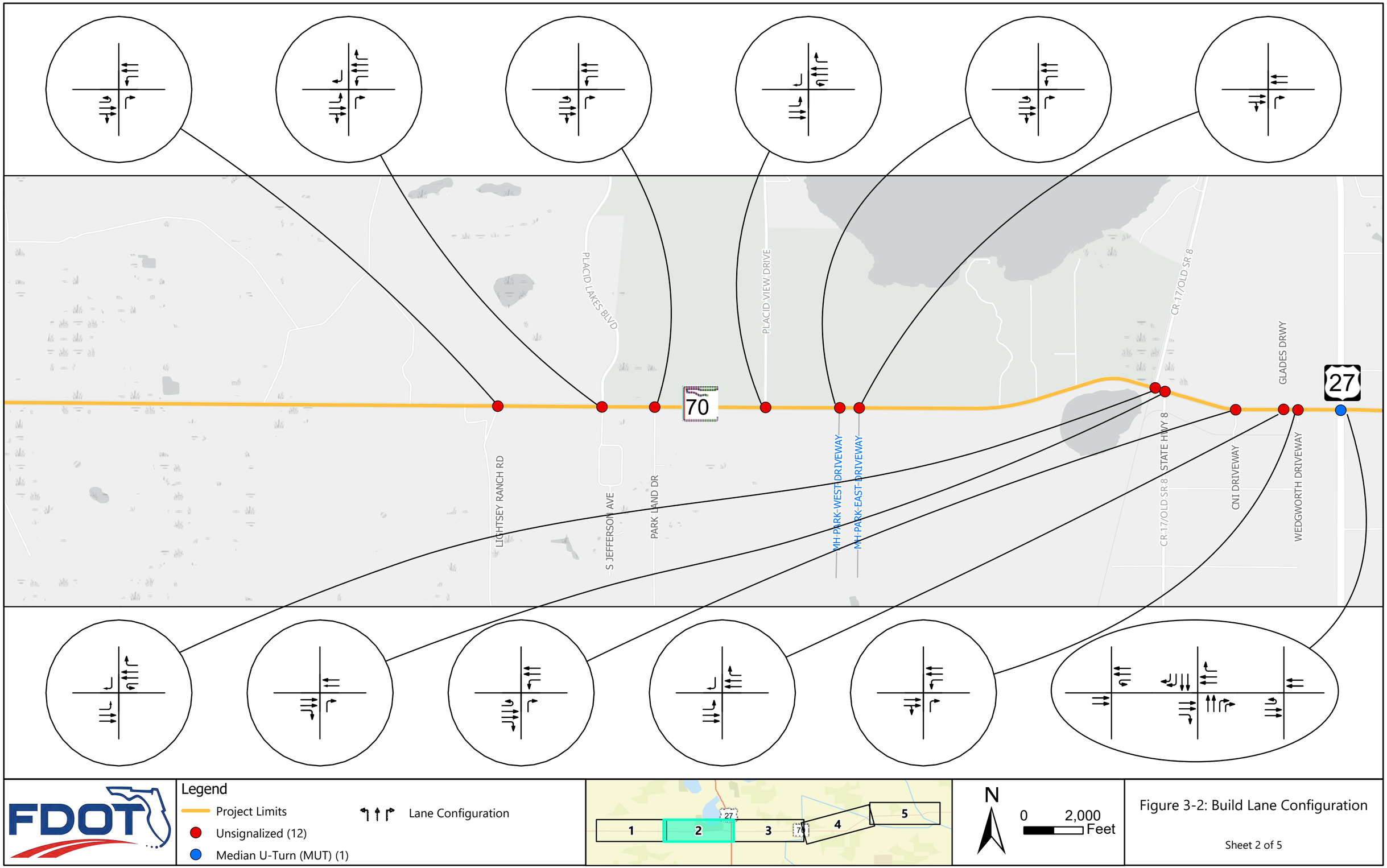


Figure 3-2: Build Lane Configuration

Sheet 2 of 5

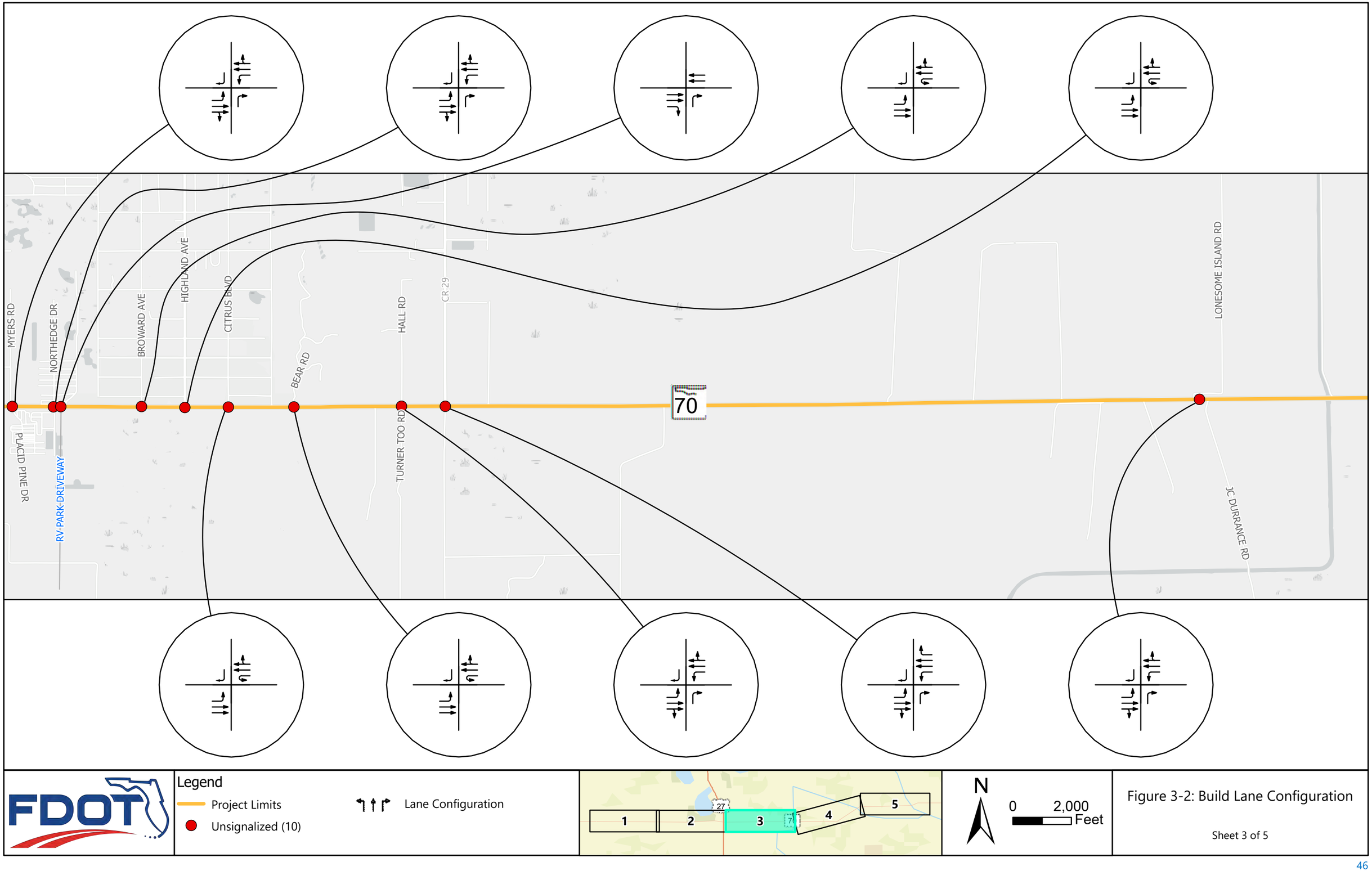
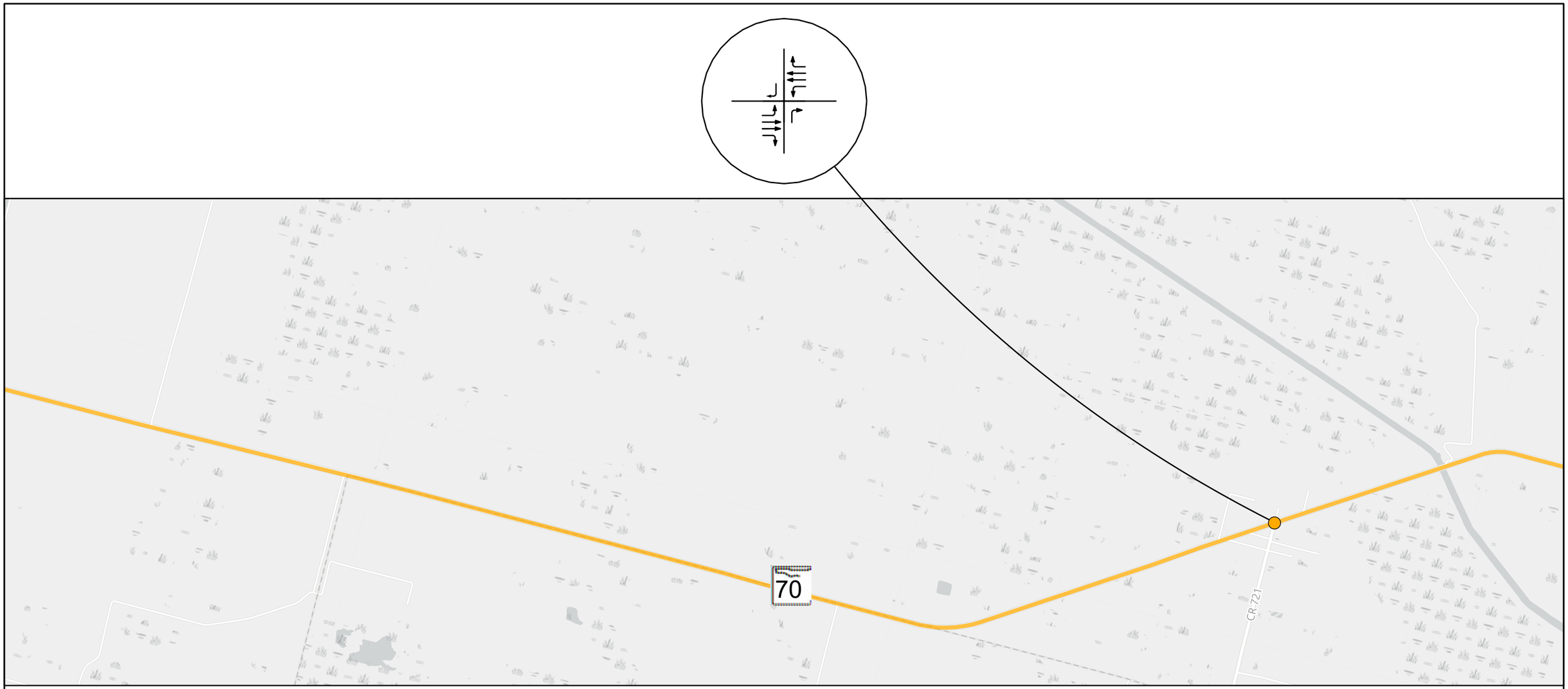


Figure 3-2: Build Lane Configuration

Sheet 3 of 5

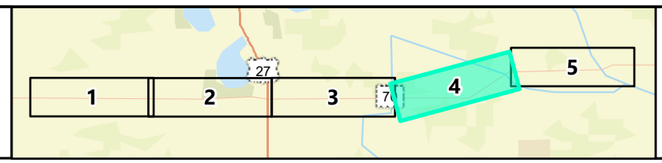


Legend

Project Limits

Flashing Yellow (1)

Lane Configuration



N

0 2,000 Feet

Figure 3-2: Build Lane Configuration

Sheet 4 of 5

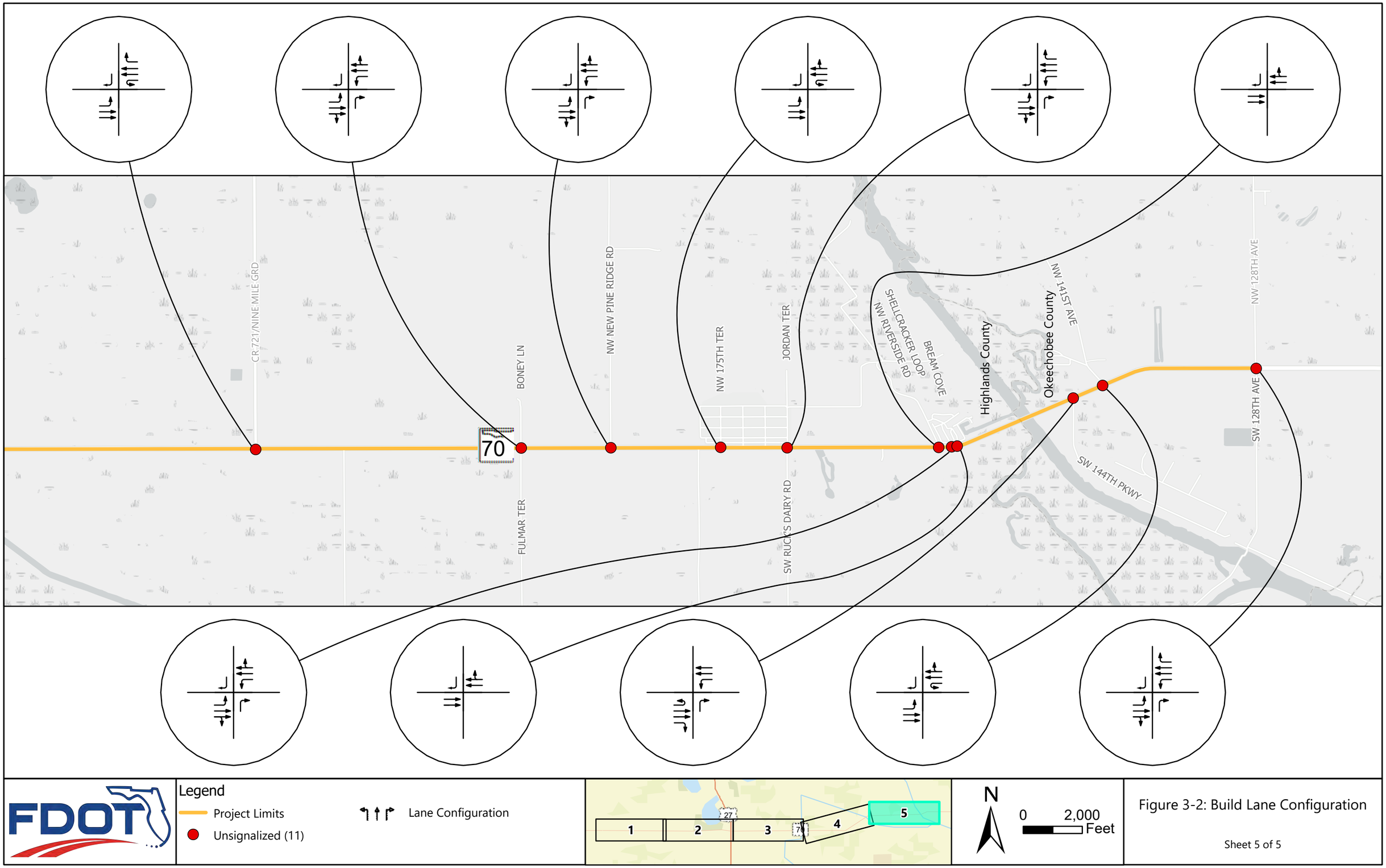


Figure 3-2: Build Lane Configuration

Sheet 5 of 5

3.2 Development of Design Year (2052) Traffic Volumes

The following subsections outline the development of the design year Annual Average Daily Traffic (AADT) and peak hour volumes.

3.2.1 Selection of Growth Rates

Both the TDM No-Build and Build volume forecasts have been reviewed for reasonableness by comparison to historical traffic trends analysis and population projections from the Bureau of Economic and Business Research (BEBR) where applicable. Based on this comparison, Build and No-Build Alternative growth rates for the study area have been developed and are presented in **Table 3-1**. After a review of model growth, historical trends, and population growth forecasts, the corridor was segmented based on anticipated growth rates. Growth rates for each segment were selected for each segment based primarily on average model growth estimates, with consideration given to other data sources where appropriate. On average, the Build scenario is expected to experience 1.0-1.5% more annual growth along SR 70 beyond the No Build scenario. Growth rates for minor side streets were based on regional historical trends, facility type, and network connection, with a minimum rate of 2% selected for side streets. The Highlands County BEBR Population Projection report, Florida Traffic Online (FTO) Historical AADT reports, and trends analysis are included in **Appendix D**.

Table 3-1: Design Year Effective Growth Rates

Location		Base Year TDM AADT (2015)	Future Year No-Build TDM AADT (2045)	No Build TDM Annual Growth Rate	Future Year Build TDM AADT (2045)	Build TDM Annual Growth Rate	Estimated Existing AADT Rounded	Historic Trends	R^2 Value	BEBR Low	BEBR Medium	BEBR High	Selected Growth Rate (No-Build)	Selected Growth Rate (Build)
SR 70	East of County Line to Robert McGee Rd	3,161	5,518	2.49%	6,656	3.69%				-0.42%	0.37%	1.16%	**3.0%**	**4.0%**
	Between Robert McGee Rd and Lightsey Ranch Rd	3,207	6,003	2.91%	7,175	4.12%								
	Between Lightsey Ranch Rd and Placid Lakes Blvd	3,755	7,128	2.99%	8,343	4.07%		4.20%	65.89%					
	Between Placid Lakes Blvd and Placid View Dr	2,688	5,579	3.59%	6,744	5.03%							**4.0%**	**5.0%**
	Between Placid View Dr and Old SR 8 (West)	2,338	5,165	4.03%	6,290	5.63%								
	Between Old SR 8 (West) and Old SR 8 (East)	2,359	5,221	4.04%	6,358	5.65%								
	Between Old SR 8 (East) and Distribution Blvd	2,335	5,156	4.03%	6,287	5.64%								
	Between Old SR 8 (East) and Distribution Blvd	2,335	5,156	4.03%	6,287	5.64%								
	Between Distribution Blvd and US 27	2,544	5,500	3.87%	6,624	5.35%		0.00%	0.16%					
	Between US 27 and Highlands Blvd	4,530	7,532	2.21%	9,743	3.84%		0.31%	3.08%					
	Between Highlands Blvd and CR 29	4,709	7,883	2.25%	10,166	3.86%								
	Between CR 29 and Denco Rd	4,939	7,968	2.04%	10,268	3.60%							**2.5%**	**4.0%**
	Between Denco Rd and Harney Pond Canal	4,946	8,000	2.06%	10,307	3.61%								
	Between Harney Pond Canal and Greenbrier Ln	4,890	7,945	2.08%	10,254	3.66%								
	Between Greenbrier Ln and CR 721 (West)	4,818	7,820	2.08%	10,131	3.68%								
	Between CR 721 (West) and CR 721 (East)	4,526	8,045	2.59%	10,286	4.24%		0.83%	13.92%					
	Between CR 721 (East) and Fulmar Terrace	4,516	7,995	2.57%	10,206	4.20%								
	Between Fulmar Terrace and SW Rucks Dairy Rd	4,507	8,195	2.73%	10,364	4.33%							**3.0%**	**4.5%**
	Between SW Rucks Dairy Rd and County Line	4,636	8,647	2.89%	10,766	4.41%								
	Between County Line and NW 128th Ave	4,451	8,345	2.92%	10,274	4.36%		1.42%	33.99%					
Side Streets	Highlands County Line Rd South of SR 70						100			-0.42%	0.37%	1.16%	**2.0%**	**3.0%**
	Deer Run Rd North of SR 70						100						**2.0%**	**3.0%**
	Blue Head Street South of SR 70						100						**3.0%**	**4.0%**
	Robert McGee Rd North of SR 70						100						**3.0%**	**4.0%**
	Lightsey Ranch Rd South of SR 70						100						**3.0%**	**4.0%**

Location		Base Year TDM AADT (2015)	Future Year No-Build TDM AADT (2045)	No Build TDM Annual Growth Rate	Future Year Build TDM AADT (2045)	Build TDM Annual Growth Rate	Estimated Existing AADT Rounded	Historic Trends	R^2 Value	BEBR Low	BEBR Medium	BEBR High	Selected Growth Rate (No-Build)	Selected Growth Rate (Build)
Side Streets	Placid Lakes Blvd North of SR 70	1,816	2,883	1.96%	3,090	2.34%	900	22.22%	90.19%	-0.42%	0.37%	1.16%	**3.0%**	**4.0%**
	Jefferson Ave South of SR 70						250						**3.0%**	**4.0%**
	Park Land Dr South of SR 70						300						**3.0%**	**4.0%**
	Placid View Dr North of SR 70	812	1,225	1.70%	1,310	2.04%	1250	5.56%	43.43%				**3.0%**	**4.0%**
	Old SR 8 (West) North of SR 70	71	140	3.24%	155	3.94%	1100	4.94%	48.76%					
	Old SR 8 (East) South of SR 70	24	86	8.61%	91	9.31%	900	11.11%	28.25%					
	CNI Driveway South of SR 70						100						**3.0%**	**4.0%**
	Glades Driveway North of SR 70						150						**3.0%**	**4.0%**
	Wedgeworth Driveway South of SR 70						100						**3.0%**	**4.0%**
	US 27 North of SR 70	8,027	15,910	3.27%	17,387	3.89%	9400	-0.81%	15.42%				**3.5%**	**4.0%**
	US 27 South of SR 70	7,072	14,464	3.48%	14,889	3.68%	8800	1.72%	8.17%				**3.0%**	**4.0%**
	Myers Rd North of SR 70						100						**3.0%**	**4.0%**
	Placid Pines Dr South of SR 70						400						**3.0%**	**4.0%**
	North Edge Dr North of SR 70						100						**3.0%**	**4.0%**
	Broward Ave North of SR 70						300						**3.0%**	**4.0%**
	Highland Ave North of SR 70						500						**3.0%**	**4.0%**
	Citrus Blvd North of SR 70						200						**3.0%**	**4.0%**
	Bear Rd North of SR 70						100						**3.0%**	**4.0%**
	Hall Rd North of SR 70						100						**3.0%**	**4.0%**
	Turner Too Rd South of SR 70						100						**3.0%**	**4.0%**
	CR 29 North of SR 70	371	581	1.89%	693	2.89%	750	13.89%	75.76%				**3.0%**	**4.0%**
	KW Farms Road South of SR 70						100						**3.0%**	**4.0%**
	Lonesome Island Rd North of SR 70						100						**3.0%**	**4.0%**
	JC Durrance Rd South of SR 70						150						**3.0%**	**4.0%**
	Lykes Ranch Driveway North of SR 70						100						**3.0%**	**4.0%**
	CR 721 (West) South of SR 70	864	815	-0.19%	935	0.27%	1900	-0.56%	10.61%				**3.0%**	**4.0%**
	CR 721 (East) North of SR 70	79	151	3.04%	178	4.18%	700	1.85%	63.64%					
	Boney Ln North of SR 70						100						**3.0%**	**4.0%**

Location		Base Year TDM AADT (2015)	Future Year No-Build TDM AADT (2045)	No Build TDM Annual Growth Rate	Future Year Build TDM AADT (2045)	Build TDM Annual Growth Rate	Estimated Existing AADT Rounded	Historic Trends	R^2 Value	BEBR Low	BEBR Medium	BEBR High	Selected Growth Rate (No-Build)	Selected Growth Rate (Build)
Side Streets	Fulmar Terrace South of SR 70						150			-0.42%	0.37%	1.16%	**3.0%**	**4.0%**
	NW New Pine Ridge Rd North of SR 70						100						**3.0%**	**4.0%**
	175th Terrace North of SR 70						250						**3.0%**	**4.0%**
	172nd Terrace (Jordan Terrace) North of SR 70						400						**3.0%**	**4.0%**
	SW Rucks Dairy Rd South of SR 70						300						**3.0%**	**4.0%**
	Riverside Rd North of SR 70						100						**3.0%**	**4.0%**
	Shellcracker Loop North of SR 70						150						**3.0%**	**4.0%**
	Driveway South of SR 70						100						**3.0%**	**4.0%**
	Bream Cove North of SR 70						150						**3.0%**	**4.0%**
	144th Pkwy South of SR 70						300						**3.0%**	**4.0%**
	141st Ave North of SR 70						100						**3.0%**	**4.0%**
	NW 128th Ave North of SR 70	103	251	4.79%	336	7.54%	400	2.50%	3.00%				**3.0%**	**4.0%**
	SW 128th Ave South of SR 70						100						**3.0%**	**4.0%**

Selected average annual growth rates along SR 70 range from 2.5% to 4.0% for the No-Build scenario and 4.0% to 5.0% in the Build scenario. The selected growth rates for the cross streets in the study area range from 2.0% to 3.5% for the No-Build scenario and 3.0% to 4.0% for all cross streets in the Build scenario.

3.2.2 Design Year (2052) Annual Average Daily Traffic (AADT) Volumes

Future design year daily (AADT) volumes were developed for the No-Build and Build Alternatives by linearly growing the Existing (2022) AADTs by the respective selected growth rates to the design year of 2052. Two new developments will also be completed by the design year: a Recreational Vehicle Park and Mobile Home Park are expected to be constructed off SR 70 in the project limits. AADTs for the driveways accessing these developments were estimated using the ITE Trip Generation Handbook (11th Edition). The supporting trip generation documents can be found in **Appendix E**. In both the No-Build and Build scenarios, some manual adjustments of AADTs were required to maintain AADT balance. **Table 3-2** displays Design Year No-Build and Build AADT development.

Table 3-2: Design Year No-Build and Build AADT

Location		Existing	No-Build			Build		
		2022 Existing AADT	Selected Growth Rate	Design Year AADT	Rounded AADT	Selected Growth Rate	Design Year AADT	Rounded AADT
SR 70	West of County Line to Robert McGee Rd	5,800	3.0%	11,020	**11,000**	4.0%	12,760	**13,000**
	Between Robert McGee Rd and Lightsey Ranch Rd	5,000		9,500	**9,500**		11,000	**11,000**
	West of Lightsey Ranch Rd to Placid Lakes Blvd	4,500		8,550	**8,600**		9,900	**9,900**
	Between Lightsey Ranch Rd and Placid Lakes Blvd							
	Between Placid Lakes Blvd and Park Land Dr	5,100	4.0%	10,500	**10,500**[1]	5.0%	12,000	**12,000**[1]
	Between Park Land Dr and Placid View Dr							
	Between Placid View Dr and Old SR 8 (West)			11,220	**11,000**		12,750	**13,000**
	Between Old SR 8 (West) and Old SR 8 (East)							
	Between Old SR 8 (East) and Distribution Blvd							
	Between Distribution Blvd and Glades Driveway							
	Between Glades Driveway and Wedgeworth Driveway							
	Between Wedgeworth Driveway and US 27							
	Between US 27 and Myers Rd/Placid Pines Dr	5,600	2.5%	9,800	**9,800**	4.0%	12,320	**12,500**
	Between Myers Rd/Placid Pines Dr and North Edge Dr							
	Between North Edge Dr and Broward Ave							
	Between Broward Ave and Highlands Ave							
	Between Highlands Ave and Citrus Blvd							
	Between Citrus Blvd and Bear Rd	5,600	2.5%	9,800	**9,800**	4.0%	12,320	**12,500**
	Between Bear Rd and Hall Rd							
	Between Hall Rd and CR 29							
	Between CR 29 and Lonesome Island Rd							
	Between Lonesome Island Rd and CR 721 South							
	Between CR 721 South and CR 721 North	5,400	3.0%	10,260	**10,500**	4.5%	12,690	**12,500**
	Between CR 721 North and Boney Ln/Fulmar Terr							
	Between Boney Ln/Fulmar Terr and NW New Pine Ridge Rd							
	Between NW New Pine Ridge Rd and 175th Terr							
	Between 175th Terr and 172nd Terr/SW Rucks Dairy Rd							

Location		Existing	No-Build			Build		
		2022 Existing AADT	Selected Growth Rate	Design Year AADT	Rounded AADT	Selected Growth Rate	Design Year AADT	Rounded AADT
SR 70	Between 172nd Terr/SW Rucks Dairy Rd and Riverside Rd	5,400	3.0%	10,260	**10,500**	4.5%	12,690	**12,500**
	Between Riverside Rd and Shellcracker Loop							
	Between Shellcracker Loop and Bream Cove							
	Between Bream Cove and 144th Pkwy							
	Between 144th Pkwy and 141st Ave	6,100		11,590	**11,500**		14,335	**14,500**
	Between 141st Ave and NW 128th Ave							
	East of NW 128th Ave							
Side Streets	Highlands County Line Rd South of SR 70	100	2.0%	160	**150**	3.0%	190	**200**
	Deer Run Rd North of SR 70	100	2.0%	160	**150**	3.0%	190	**200**
	Blue Head Street South of SR 70	100	3.0%	190	**200**	4.0%	220	**200**
	Robert McGee Rd North of SR 70	100	3.0%	190	**200**	4.0%	220	**200**
	Lightsey Ranch Rd South of SR 70	100	3.0%	190	**200**	4.0%	220	**200**
	Placid Lakes Blvd North of SR 70	900	3.0%	1,710	**1,700**	4.0%	1,980	**2,000**
	Jefferson Ave South of SR 70	250	3.0%	475	**500**	4.0%	550	**550**
	Park Land Dr South of SR 70	300	3.0%	570	**550**	4.0%	660	**650**
	Placid View Dr North of SR 70	350	3.0%	665	**650**	4.0%	770	**750**
	Old SR 8 (West) North of SR 70	1,100	3.0%	2,090	**2,100**	4.0%	2,420	**2,400**
	Old SR 8 (East) South of SR 70	900	3.0%	1,710	**1,700**	4.0%	1,980	**2,000**
	Distribution Blvd (CNI Driveway) South of SR 70	100	3.0%	190	**200**	4.0%	220	**200**
	Glades Driveway North of SR 70	150	3.0%	285	**300**	4.0%	330	**350**
	Wedgeworth Driveway South of SR 70	100	3.0%	190	**200**	4.0%	220	**200**
	US 27 North of SR 70	9,400	3.5%	19,270	**19,000**	4.0%	20,680	**20,500**
	US 27 South of SR 70	8,800	3.0%	16,720	**16,500**	4.0%	19,360	**19,500**
	Myers Rd North of SR 70	100	3.0%	190	**200**	4.0%	220	**200**
	Placid Pines Dr South of SR 70	400	3.0%	760	**750**	4.0%	880	**900**
	North Edge Dr North of SR 70	100	3.0%	190	**200**	4.0%	220	**200**
	Broward Ave North of SR 70	300	3.0%	570	**550**	4.0%	660	**650**
	Highland Ave North of SR 70	500	3.0%	950	**950**	4.0%	1,100	**1,100**

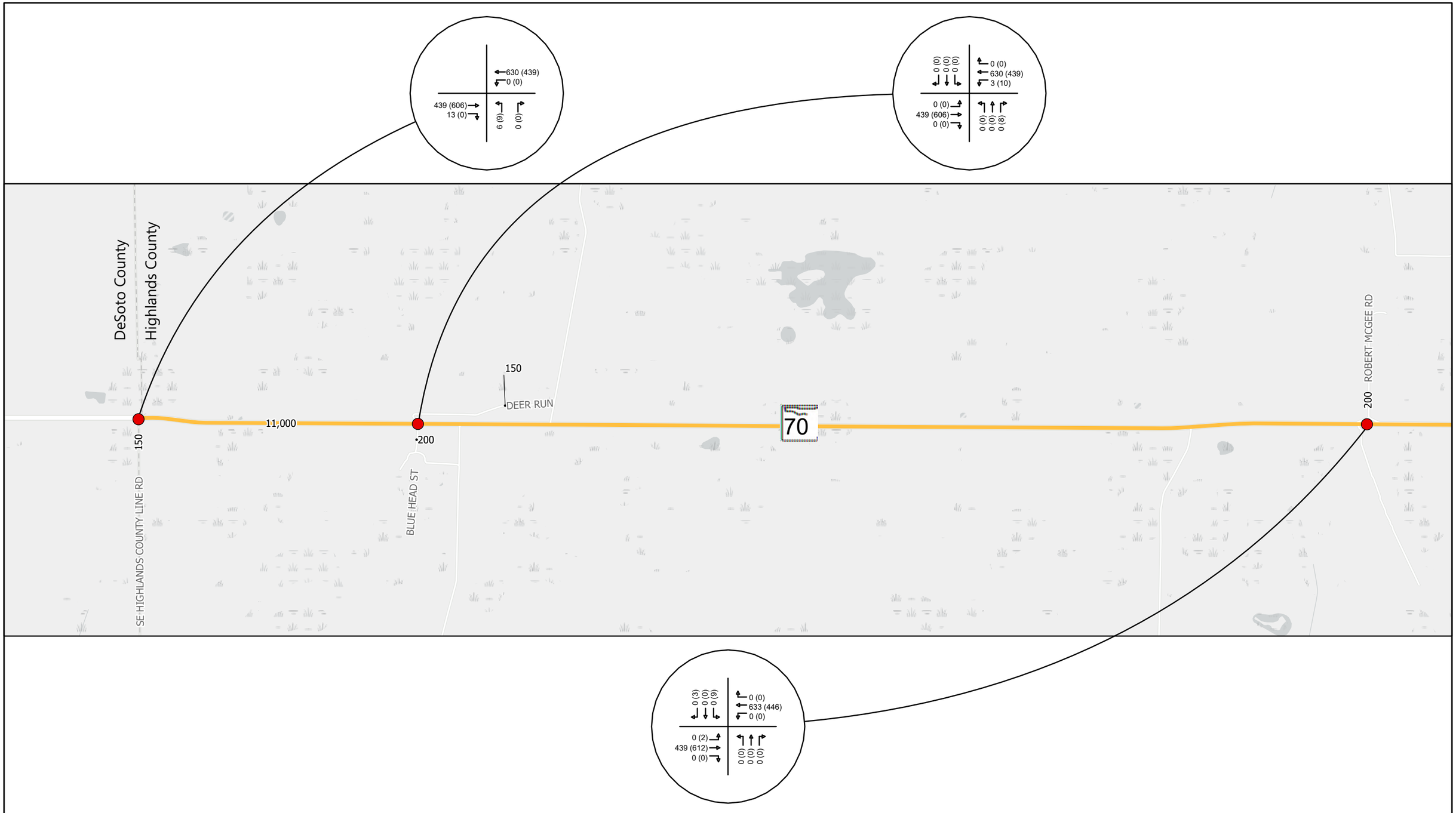
Location		Existing	No-Build			Build		
		2022 Existing AADT	Selected Growth Rate	Design Year AADT	Rounded AADT	Selected Growth Rate	Design Year AADT	Rounded AADT
Side Streets	Citrus Blvd North of SR 70	200	3.0%	380	**400**	4.0%	440	**450**
	Bear Rd North of SR 70	100	3.0%	190	**200**	4.0%	220	**200**
	Hall Rd North of SR 70	100	3.0%	190	**200**	4.0%	220	**200**
	Turner Too Rd South of SR 70	100	3.0%	190	**200**	4.0%	220	**200**
	CR 29 North of SR 70	750	3.0%	1,425	**1,400**	4.0%	1,650	**1,700**
	KW Farms Road South of SR 70	100	3.0%	190	**200**	4.0%	220	**200**
	Lonesome Island Rd North of SR 70	100	3.0%	190	**200**	4.0%	220	**200**
	JC Durrance Rd South of SR 70	150	3.0%	285	**300**	4.0%	330	**350**
	Lykes Ranch Driveway North of SR 70	100	3.0%	190	**200**	4.0%	220	**200**
	CR 721 (West) South of SR 70	1,900	3.0%	3,610	**3,600**	4.0%	4,180	**4,200**
	CR 721 (East) North of SR 70	700	3.0%	1,330	**1,300**	4.0%	1,540	**1,500**
	Boney Ln North of SR 70	100	3.0%	190	**200**	4.0%	220	**200**
	Fulmar Terrace South of SR 70	150	3.0%	285	**300**	4.0%	330	**350**
	NW New Pine Ridge Rd North of SR 70	100	3.0%	190	**200**	4.0%	220	**200**
	175th Terrace North of SR 70	250	3.0%	475	**500**	4.0%	550	**550**
	172nd Terrace (Jordan Terrace) North of SR 70	400	3.0%	760	**750**	4.0%	880	**900**
	SW Rucks Dairy Rd South of SR 70	300	3.0%	570	**550**	4.0%	660	**650**
	Riverside Rd North of SR 70	100	3.0%	190	**200**	4.0%	220	**200**
	Shellcracker Loop North of SR 70	150	3.0%	285	**300**	4.0%	330	**350**
	Driveway (across from Shellcracker) South of SR 70	100	3.0%	190	**200**	4.0%	220	**200**
	Bream Cove North of SR 70	150	3.0%	285	**300**	4.0%	330	**350**
	144th Pkwy South of SR 70	300	3.0%	570	**550**	4.0%	660	**650**
	141st Ave North of SR 70	100	3.0%	190	**200**	4.0%	220	**200**
	NW 128th Ave North of SR 70	400	3.0%	760	**750**	4.0%	880	**900**
	SW 128th Ave South of SR 70	100	3.0%	190	**200**	4.0%	220	**200**

Notes:
[1]AADT adjusted for balancing between intersections as needed.

3.2.3 Design Year (2052) Directional Design Hourly Volumes (DDHVs) and Turning Movement Volumes

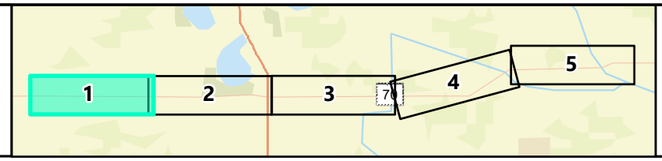
The design year (2052) directional design hourly volumes (DDHVs) were developed in accordance with FDOT's Project Traffic Forecasting Handbook (2019) by applying selected K and D factors to the 2052 AADT values. Peak hour turning movement volumes were developed at study intersections by applying the existing turning movement percentages to the DDHVs. The resulting volume distribution was smoothed to replicate logical corridor distribution, ensuring that calculated values are not lower than existing values and accounting for volume imbalances between intersections (where appropriate). **Table 2-8** in Section 2.3.4 documents the K and D factors used in developing peak hour volumes for both the No-Build and Build scenarios. Also included in **Table 2-8** are the T-factors used in the No-Build and Build analysis.

For both the No-Build and Build scenarios, some manual adjustments were necessary to achieve better balance and proper traffic growth. No-Build AADTs and Hourly Volumes are shown in **Figure 3-3**. Build AADTs and Hourly Volumes are shown in **Figure 3-4**. SR 70 AADTs are only shown on **Figure 3-3** and **Figure 3-4** where counts were collected, but AADT volumes were estimated for the remaining segments to develop DDHVs.



Legend

- Project Limits
- Unsignalized (3)
- XX (XX) AM(PM) Peak Hour Volumes
- X,XXX AADT
- Turning Movements

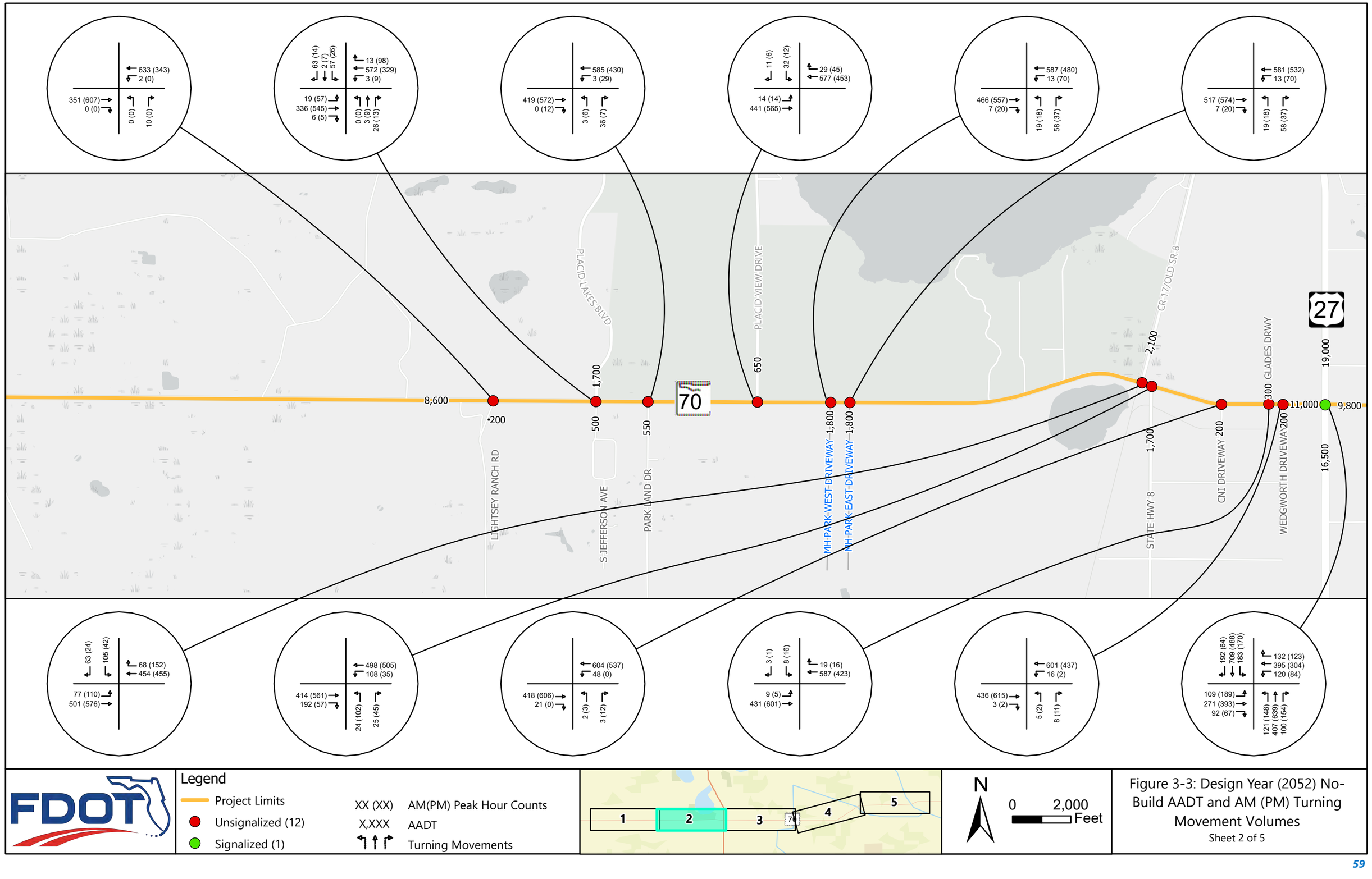


N

0 2,000 Feet

Figure 3-3: Design Year (2052) No-Build AADT and AM (PM) Turning Movement Volumes

Sheet 1 of 5



FDOT

Legend

- Project Limits
- Unsignalized (12)
- Signalized (1)

XX (XX) AM(PM) Peak Hour Counts
X,XXX AADT
Turning Movements

N

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Figure 3-3: Design Year (2052) No-Build AADT and AM (PM) Turning Movement Volumes

Sheet 2 of 5

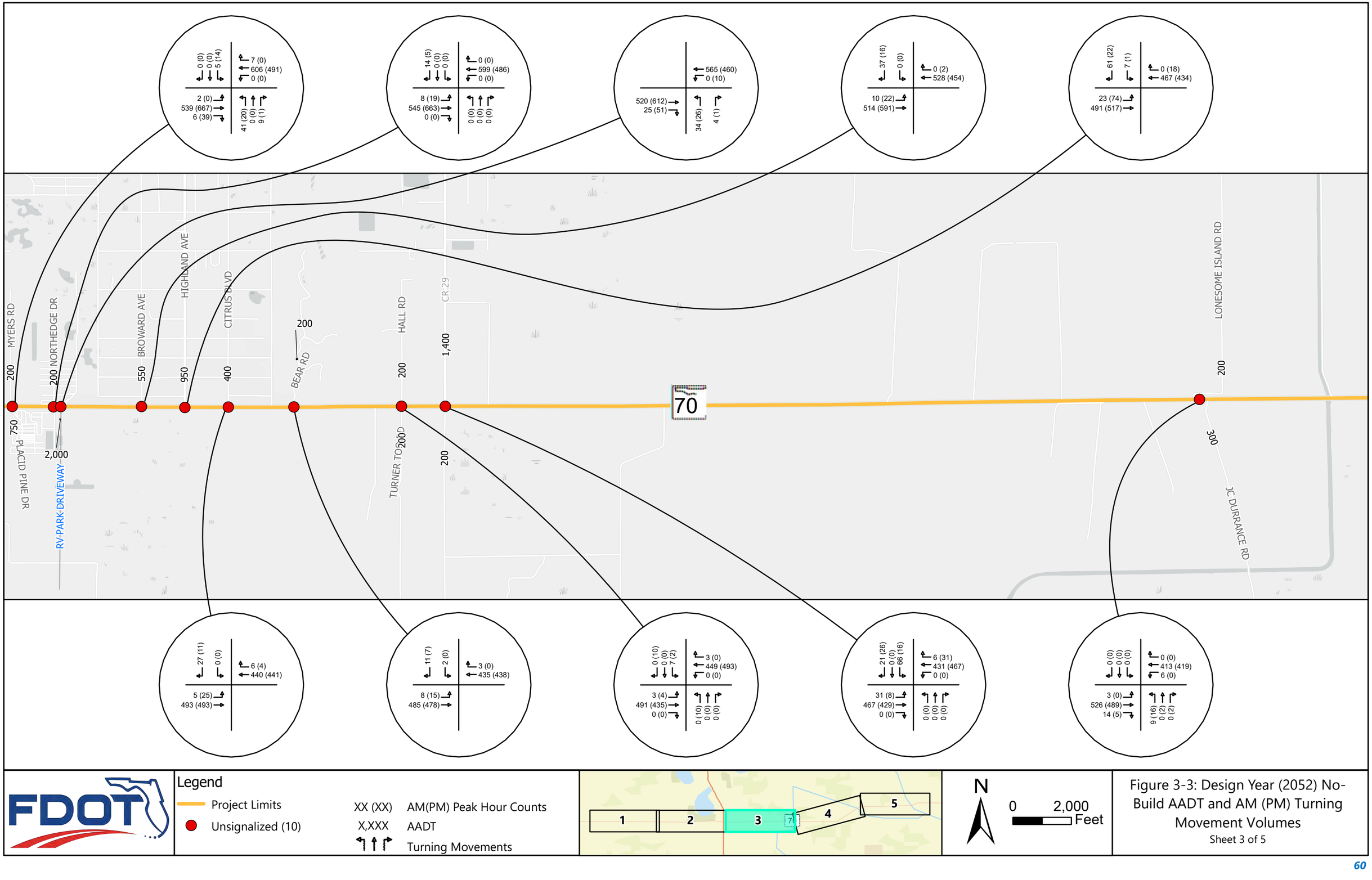
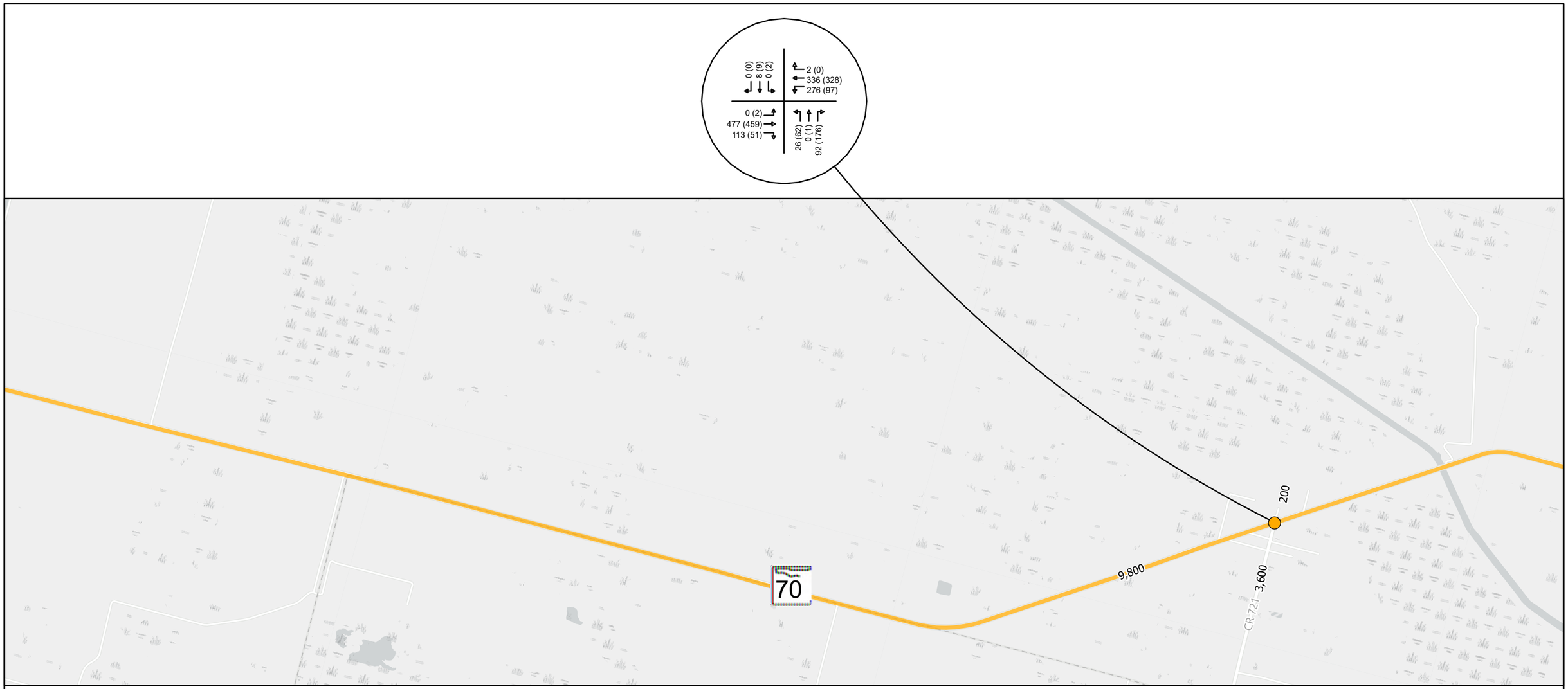
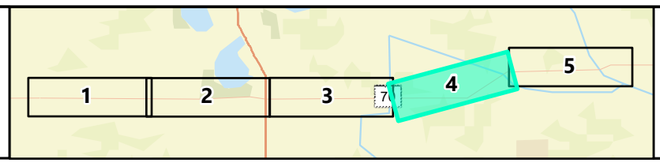


Figure 3-3: Design Year (2052) No-Build AADT and AM (PM) Turning Movement Volumes

Sheet 3 of 5





Legend

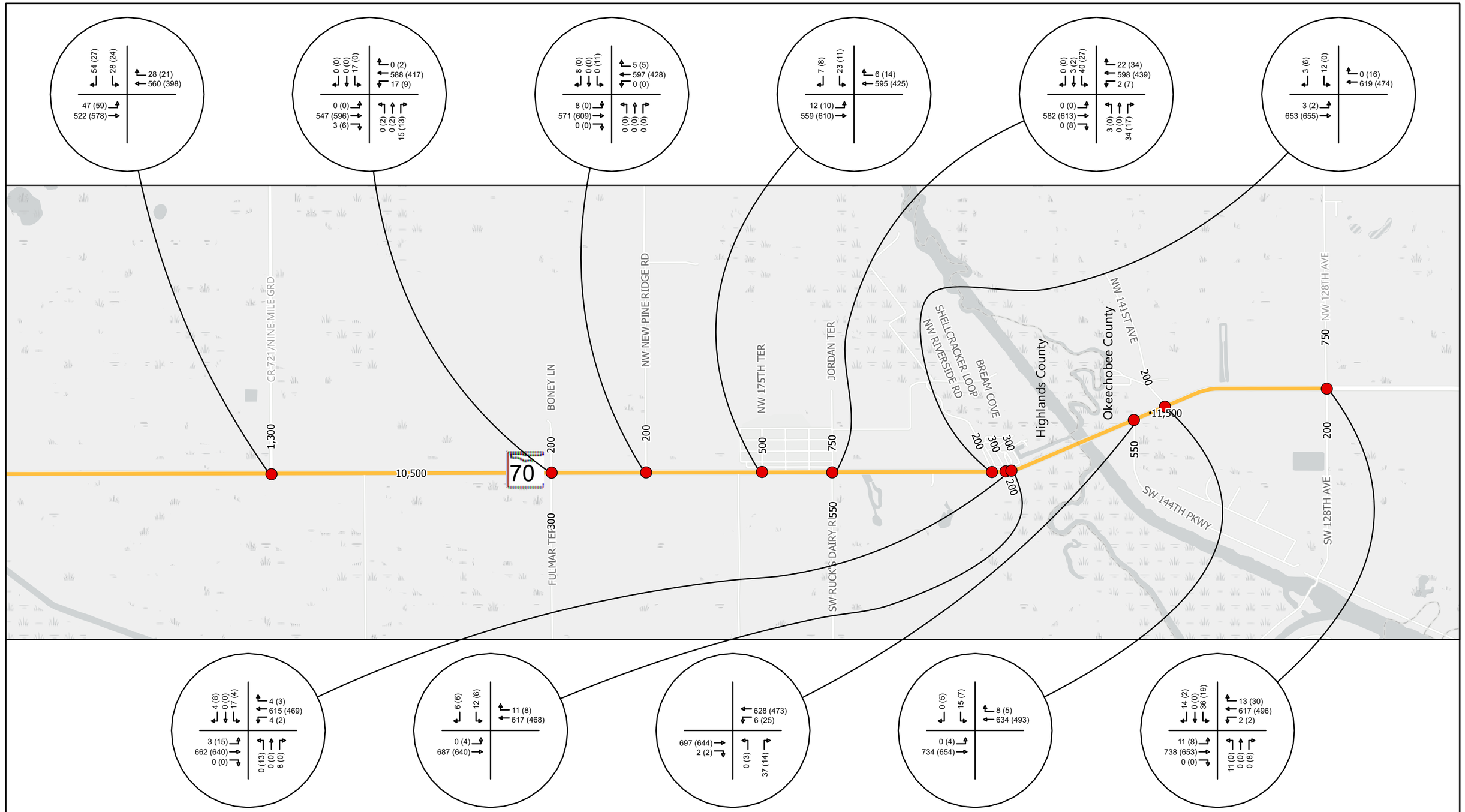
- Project Limits
- Flashing Yellow (1)
- XX (XX) AM(PM) Peak Hour Counts
- X,XXX AADT
- Turning Movements

N

0 2,000 Feet

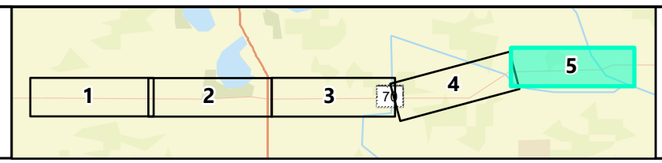
Figure 3-3: Design Year (2052) No-Build AADT and AM (PM) Turning Movement Volumes

Sheet 4 of 5



Legend

- Project Limits
- Unsignalized (11)
- XX (XX) AM(PM) Peak Hour Volumes
- X,XXX AADT
- Turning Movements



N

0 2,000 Feet

Figure 3-3: Design Year (2052) No-Build AADT and AM (PM) Turning Movement Volumes

Sheet 5 of 5

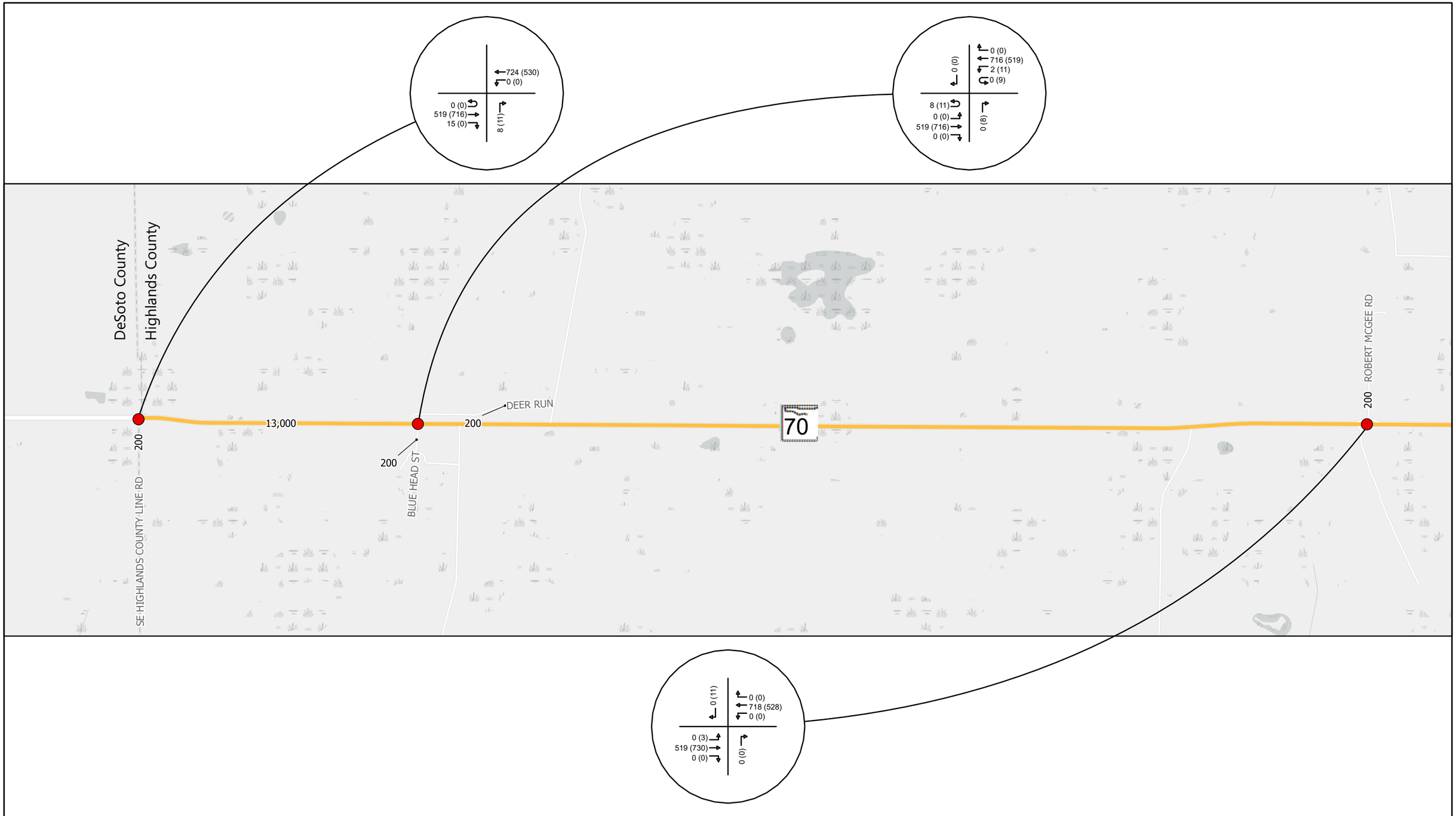


Figure 3-4: Design Year (2052) Build AADT and AM (PM) Turning Movement Volumes
Sheet 1 of 5

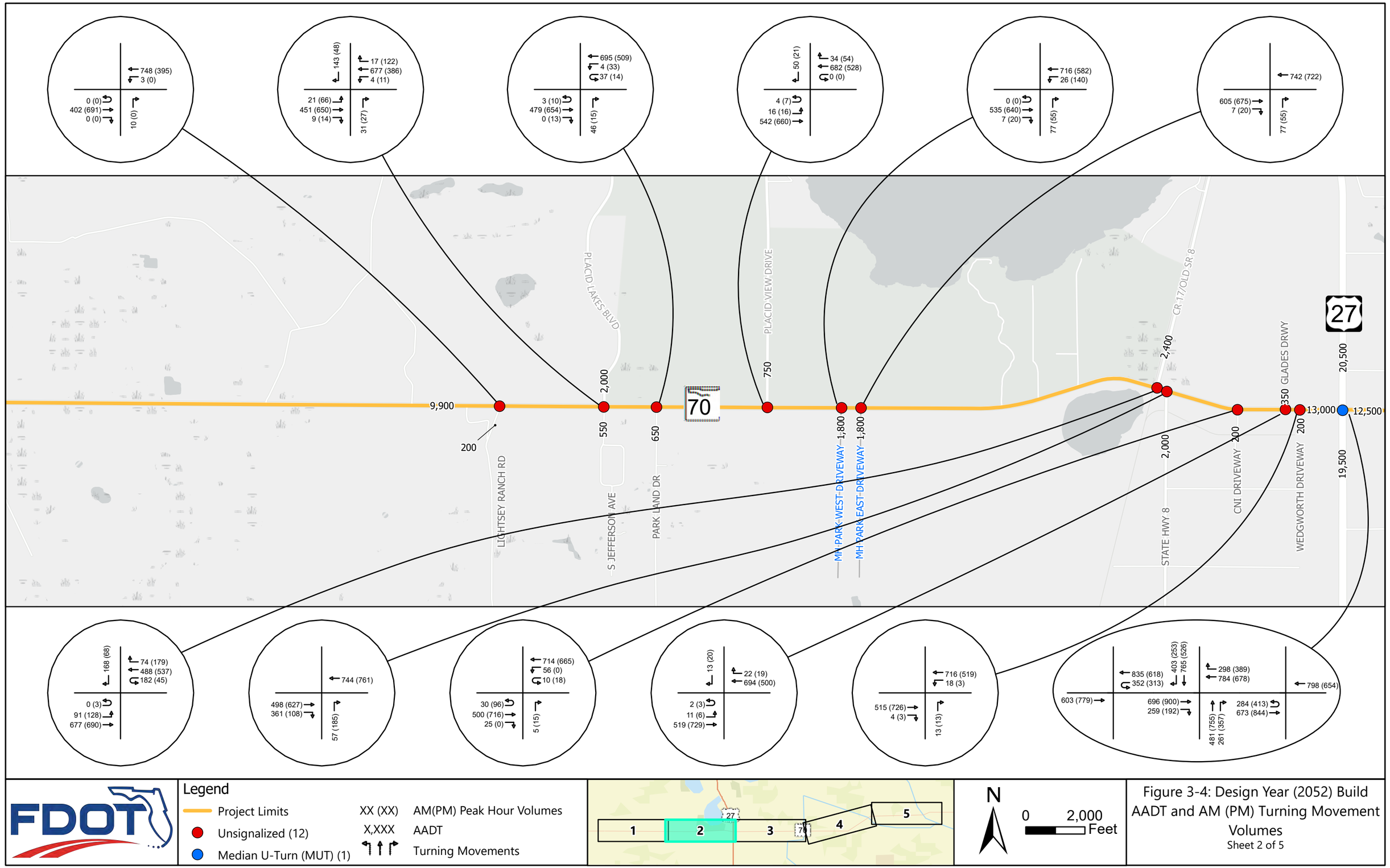
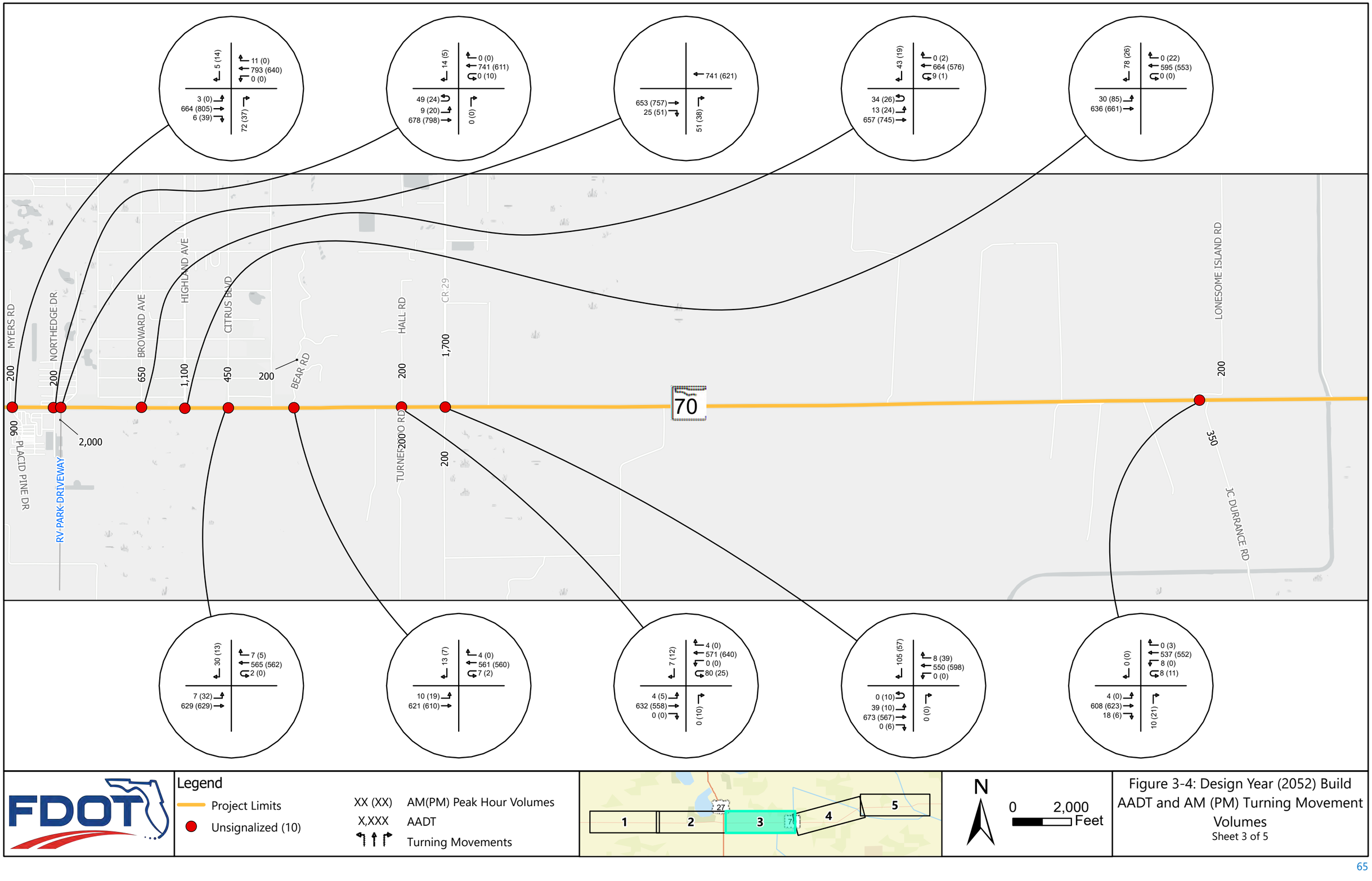


Figure 3-4: Design Year (2052) Build AADT and AM (PM) Turning Movement Volumes

Sheet 2 of 5



Legend

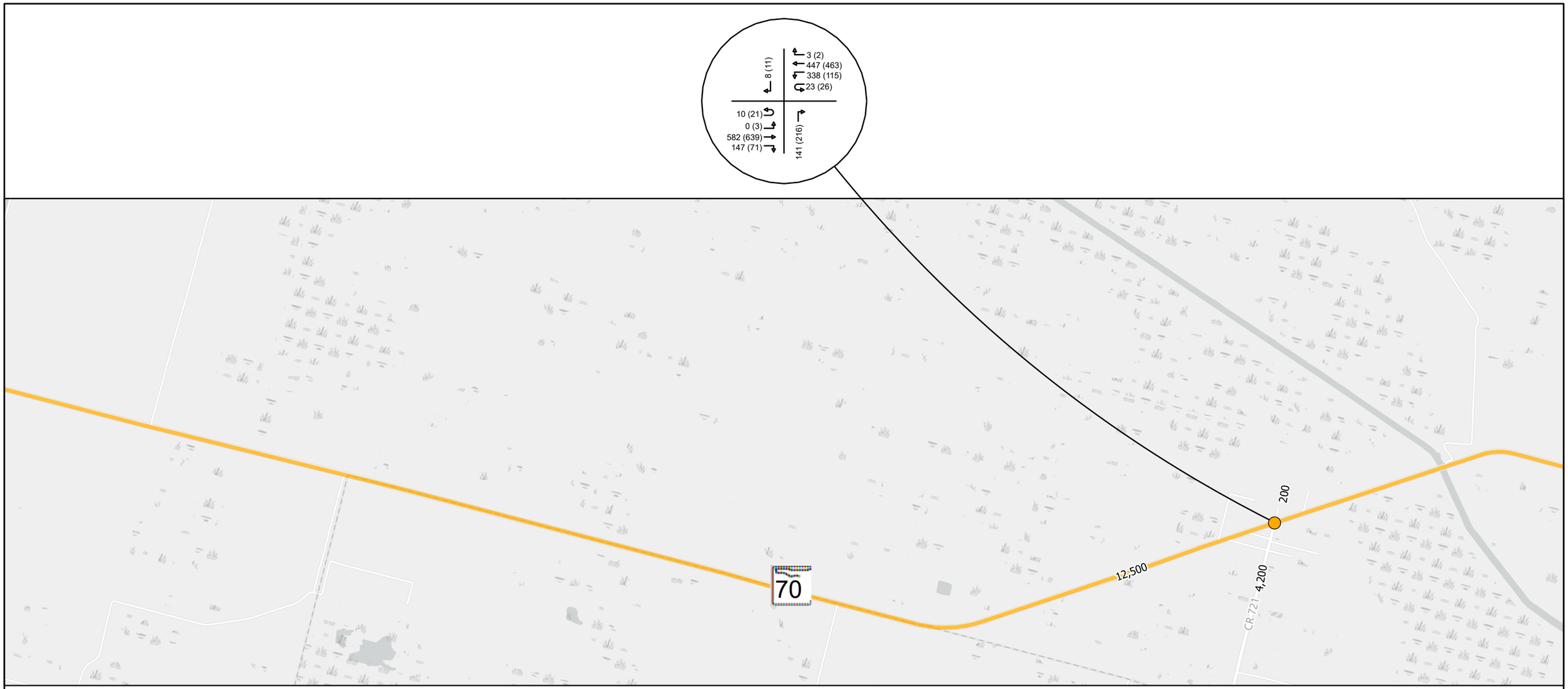
- Project Limits
- Unsignalized (10)
- XX (XX) AM(PM) Peak Hour Volumes
- X,XXX AADT
- Turning Movements

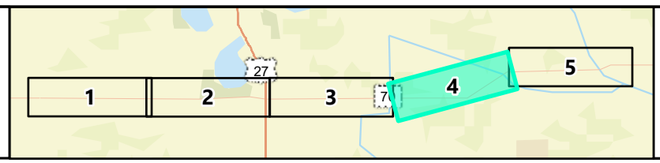
N

0 2,000 Feet

Figure 3-4: Design Year (2052) Build AADT and AM (PM) Turning Movement Volumes

Sheet 3 of 5





Legend

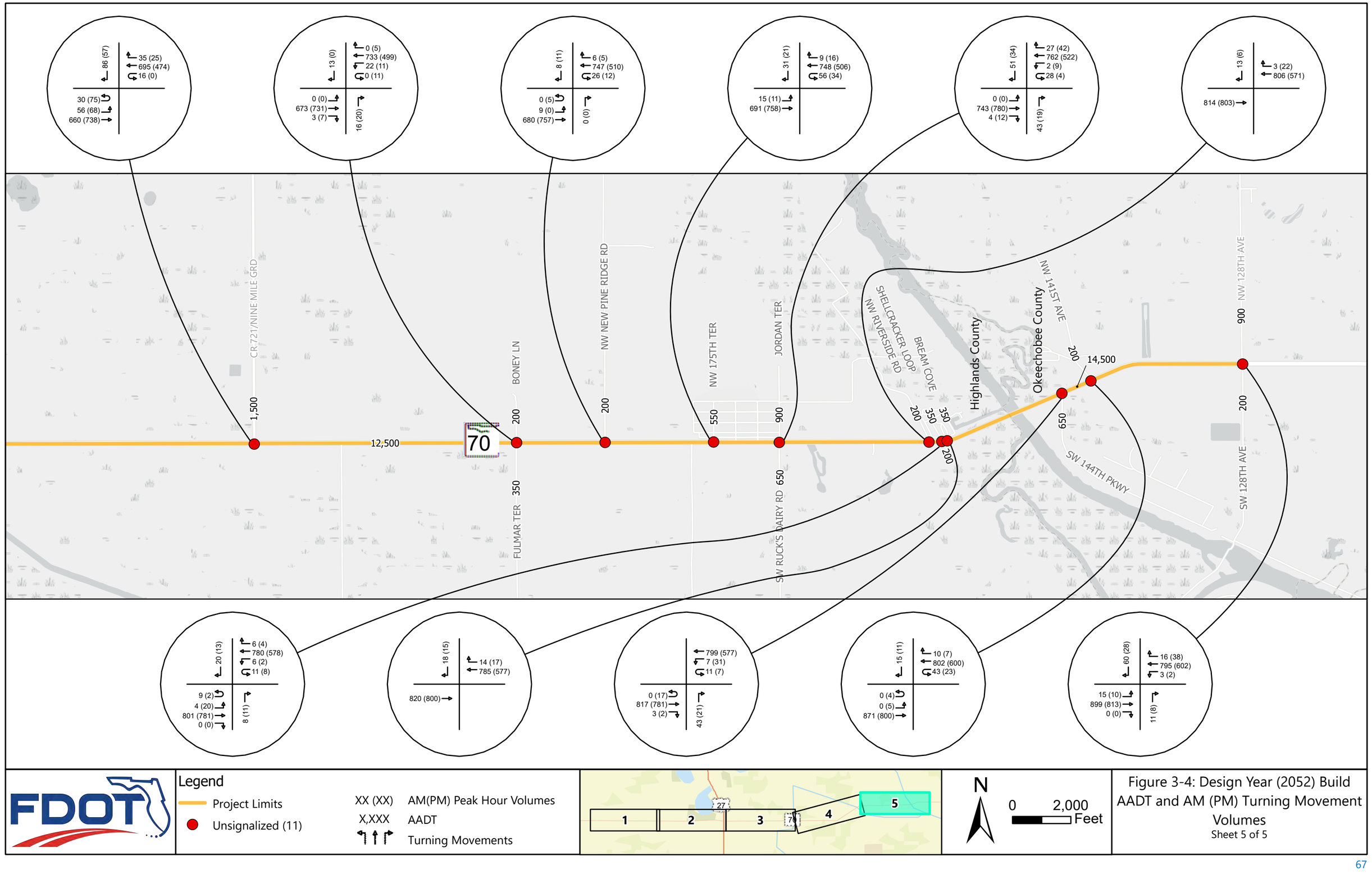
- Project Limits
- Flashing Yellow (1)
- XX (XX) AM(PM) Peak Hour Volumes
- X,XXX AADT
- Turning Movements

N

0 2,000 Feet

Figure 3-4: Design Year (2052) Build AADT and AM (PM) Turning Movement Volumes

Sheet 4 of 5



Legend

- Project Limits
- Unsignalized (11)

XX (XX) AM(PM) Peak Hour Volumes
X,XXX AADT
Turning Movements

N

0 2,000 Feet

Figure 3-4: Design Year (2052) Build AADT and AM (PM) Turning Movement Volumes
Sheet 5 of 5

3.3 Development of Opening Year (2032) Traffic Volumes

The following sections document the development of the daily and peak hour opening year traffic volumes.

3.3.1 Opening Year (2032) AADTs

Opening year daily (AADT) volumes were developed for the No-Build and Build Alternatives through linear interpolation. The Existing (2022) AADTs and the Design Year (2052) AADTs were used to calculate AADTs for an opening year of 2032. Two new developments will also be completed by the opening year: a Recreational Vehicle Park and Mobile Home Park are expected to be constructed off SR 70 in the project limits. AADTs for the driveways accessing these developments were estimated using the ITE Trip Generation Handbook (11th Edition). The supporting trip generation documents can be found in **Appendix E**. In both the No-Build and Build scenarios, some manual adjustments of AADTs were required to maintain AADT balance. **Table 3-3** shows Opening Year No-Build and Build AADT development.

Table 3-3: Opening Year No-Build and Build AADT

Location		Existing	No-Build			Build		
		2022 Existing AADT	Selected Growth Rate	Opening Year AADT	Rounded Opening Year AADT	Selected Growth Rate	Opening Year AADT	Rounded Opening Year AADT
SR 70	West of County Line to Robert McGee Rd	5,800	3.0%	7,540	7,500	4.0%	8,120	8,100
	Between Robert McGee Rd and Lightsey Ranch Rd	5,000		6,500	6,500		7,000	7,000
	West of Lightsey Ranch Rd to Placid Lakes Blvd	4,500		5,850	5,900		6,300	6,300
	Between Lightsey Ranch Rd and Placid Lakes Blvd							
	Between Placid Lakes Blvd and Park Land Dr	5,100	4.0%	7,140	7,100	5.0%	7,650	7,700
	Between Park Land Dr and Placid View Dr							
	Between Placid View Dr and Old SR 8 (West)							
	Between Old SR 8 (West) and Old SR 8 (East)							
	Between Old SR 8 (East) and Distribution Blvd							
	Between Distribution Blvd and Glades Driveway							
	Between Glades Driveway and Wedgeworth Driveway							
	Between Wedgeworth Driveway and US 27							
	Between US 27 and Myers Rd/Placid Pines Dr	5,600	2.5%	7,000	7,000	4.0%	7,840	7,800
	Between Myers Rd/Placid Pines Dr and North Edge Dr							
	Between North Edge Dr and Broward Ave							
	Between Broward Ave and Highlands Ave							
	Between Highlands Ave and Citrus Blvd							
	Between Citrus Blvd and Bear Rd	5,600	2.5%	7,000	7,000	4.0%	7,840	7,800
	Between Bear Rd and Hall Rd							
	Between Hall Rd and CR 29							
	Between CR 29 and Lonesome Island Rd							
	Between Lonesome Island Rd and CR 721 South							
	Between CR 721 South and CR 721 North	5,400	3.0%	7,020	7,000	4.5%	7,830	7,800
	Between CR 721 North and Boney Ln/Fulmar Terr							
	Between Boney Ln/Fulmar Terr and NW New Pine Ridge Rd							
	Between NW New Pine Ridge Rd and 175th Terr							
	Between 175th Terr and 172nd Terr/SW Rucks Dairy Rd							

Location		Existing	No-Build			Build		
		2022 Existing AADT	Selected Growth Rate	Opening Year AADT	Rounded Opening Year AADT	Selected Growth Rate	Opening Year AADT	Rounded Opening Year AADT
SR 70	Between 172nd Terr/SW Rucks Dairy Rd and Riverside Rd	5,400	3.0%	7,020	7,000	4.5%	7,830	7,800
	Between Riverside Rd and Shellcracker Loop							
	Between Shellcracker Loop and Bream Cove							
	Between Bream Cove and 144th Pkwy							
	Between 144th Pkwy and 141st Ave	6,100		7,930	7,900		8,845	8,800
	Between 141st Ave and NW 128th Ave							
	East of NW 128th Ave							
Side Streets	Highlands County Line Rd South of SR 70	100	2.0%	120	100	3.0%	130	150
	Deer Run Rd North of SR 70	100	2.0%	120	100	3.0%	130	150
	Blue Head Street South of SR 70	100	3.0%	130	100	4.0%	140	150
	Robert McGee Rd North of SR 70	100	3.0%	130	100	4.0%	140	150
	Lightsey Ranch Rd South of SR 70	100	3.0%	130	100	4.0%	140	150
	Placid Lakes Blvd North of SR 70	900	3.0%	1,170	1,200	4.0%	1,260	1,300
	Jefferson Ave South of SR 70	250	3.0%	325	350	4.0%	350	350
	Park Land Dr South of SR 70	300	3.0%	390	400	4.0%	420	400
	Placid View Dr North of SR 70	350	3.0%	455	450	4.0%	490	500
	Old SR 8 (West) North of SR 70	1,100	3.0%	1,430	1,400	4.0%	1,540	1,500
	Old SR 8 (East) South of SR 70	900	3.0%	1,170	1,200	4.0%	1,260	1,300
	Distribution Blvd (CNI Driveway) South of SR 70	100	3.0%	130	150	4.0%	140	150
	Glades Driveway North of SR 70	150	3.0%	195	200	4.0%	210	200
	Wedgeworth Driveway South of SR 70	100	3.0%	130	150	4.0%	140	150
	US 27 North of SR 70	9,400	3.5%	12,690	12,500	4.0%	13,160	13,000
	US 27 South of SR 70	8,800	3.0%	11,440	11,500	4.0%	12,320	12,500
	Myers Rd North of SR 70	100	3.0%	130	150	4.0%	140	150
	Placid Pines Dr South of SR 70	400	3.0%	520	500	4.0%	560	550
	North Edge Dr North of SR 70	100	3.0%	130	150	4.0%	140	150
	Broward Ave North of SR 70	300	3.0%	390	400	4.0%	420	400
	Highland Ave North of SR 70	500	3.0%	650	650	4.0%	700	700

Location		Existing	No-Build			Build		
		2022 Existing AADT	Selected Growth Rate	Opening Year AADT	Rounded Opening Year AADT	Selected Growth Rate	Opening Year AADT	Rounded Opening Year AADT
	Citrus Blvd North of SR 70	200	3.0%	260	250	4.0%	280	300
	Bear Rd North of SR 70	100	3.0%	130	150	4.0%	140	150
	Hall Rd North of SR 70	100	3.0%	130	150	4.0%	140	150
	Turner Too Rd South of SR 70	100	3.0%	130	150	4.0%	140	150
	CR 29 North of SR 70	750	3.0%	975	1,000	4.0%	1,050	1,100
	KW Farms Road South of SR 70	100	3.0%	130	150	4.0%	140	150
	Lonesome Island Rd North of SR 70	100	3.0%	130	150	4.0%	140	150
	JC Durrance Rd South of SR 70	150	3.0%	195	200	4.0%	210	200
	Lykes Ranch Driveway North of SR 70	100	3.0%	130	150	4.0%	140	150
	CR 721 (West) South of SR 70	1,900	3.0%	2,470	2,500	4.0%	2,660	2,700
	CR 721 (East) North of SR 70	700	3.0%	910	900	4.0%	980	1,000
	Boney Ln North of SR 70	100	3.0%	130	150	4.0%	140	150
Side Streets	Fulmar Terrace South of SR 70	150	3.0%	195	200	4.0%	210	200
	NW New Pine Ridge Rd North of SR 70	100	3.0%	130	150	4.0%	140	150
	175th Terrace North of SR 70	250	3.0%	325	350	4.0%	350	350
	172nd Terrace (Jordan Terrace) North of SR 70	400	3.0%	520	500	4.0%	560	550
	SW Rucks Dairy Rd South of SR 70	300	3.0%	390	400	4.0%	420	400
	Riverside Rd North of SR 70	100	3.0%	130	150	4.0%	140	150
	Shellcracker Loop North of SR 70	150	3.0%	195	200	4.0%	210	200
	Driveway (across from Shellcracker) South of SR 70	100	3.0%	130	150	4.0%	140	150
	Bream Cove North of SR 70	150	3.0%	195	200	4.0%	210	200
	144th Pkwy South of SR 70	300	3.0%	390	400	4.0%	420	400
	141st Ave North of SR 70	100	3.0%	130	150	4.0%	140	150
	NW 128th Ave North of SR 70	400	3.0%	520	500	4.0%	560	550
	SW 128th Ave South of SR 70	100	3.0%	130	150	4.0%	140	150

3.3.2 Opening Year (2032) Directional Design Hourly Volumes (DDHVs) and Turning Movement Volumes

Opening year (2032) directional design hourly volumes (DDHVs) were developed slightly differently for the No-Build and Build scenarios due to differences in access points along the corridor. The Opening Year No-Build turning movement volumes were linearly interpolated between Existing and Design Year No-Build turning movement volumes. The Opening Year Build DDHVs were linearly interpolated between Existing and Design Year Build DDHVs. Design Year Build turning movement percentages were then applied to develop Opening Year turning movement volumes. The resulting volume distribution was smoothed to replicate logical corridor distribution, ensuring that calculated values are not lower than existing values and accounting for volume imbalances between intersections (where appropriate).

For both the No-Build and Build scenarios, some manual adjustments were necessary to achieve better balance and appropriate traffic growth. Opening Year No-Build AADTs and Hourly Volumes are shown in **Figure 3-5**. Opening Year Build AADTs and Hourly Volumes are shown in **Figure 3-6**. SR 70 AADTs are only shown on **Figure 3-5** and **Figure 3-6** where counts were collected, but AADT volumes were estimated for the remaining segments to develop DDHVs.

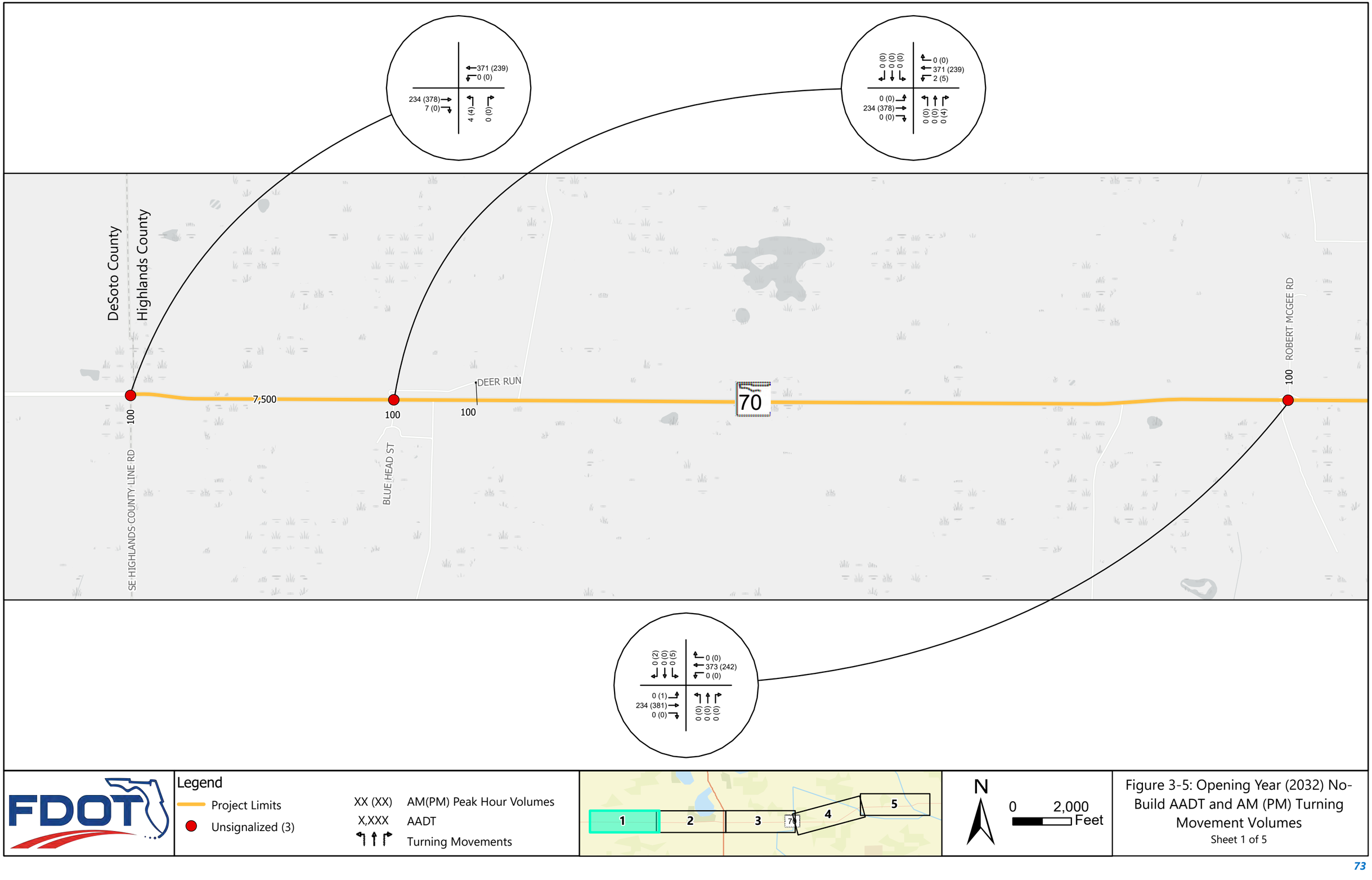


Figure 3-5: Opening Year (2032) No-Build AADT and AM (PM) Turning Movement Volumes

Sheet 1 of 5

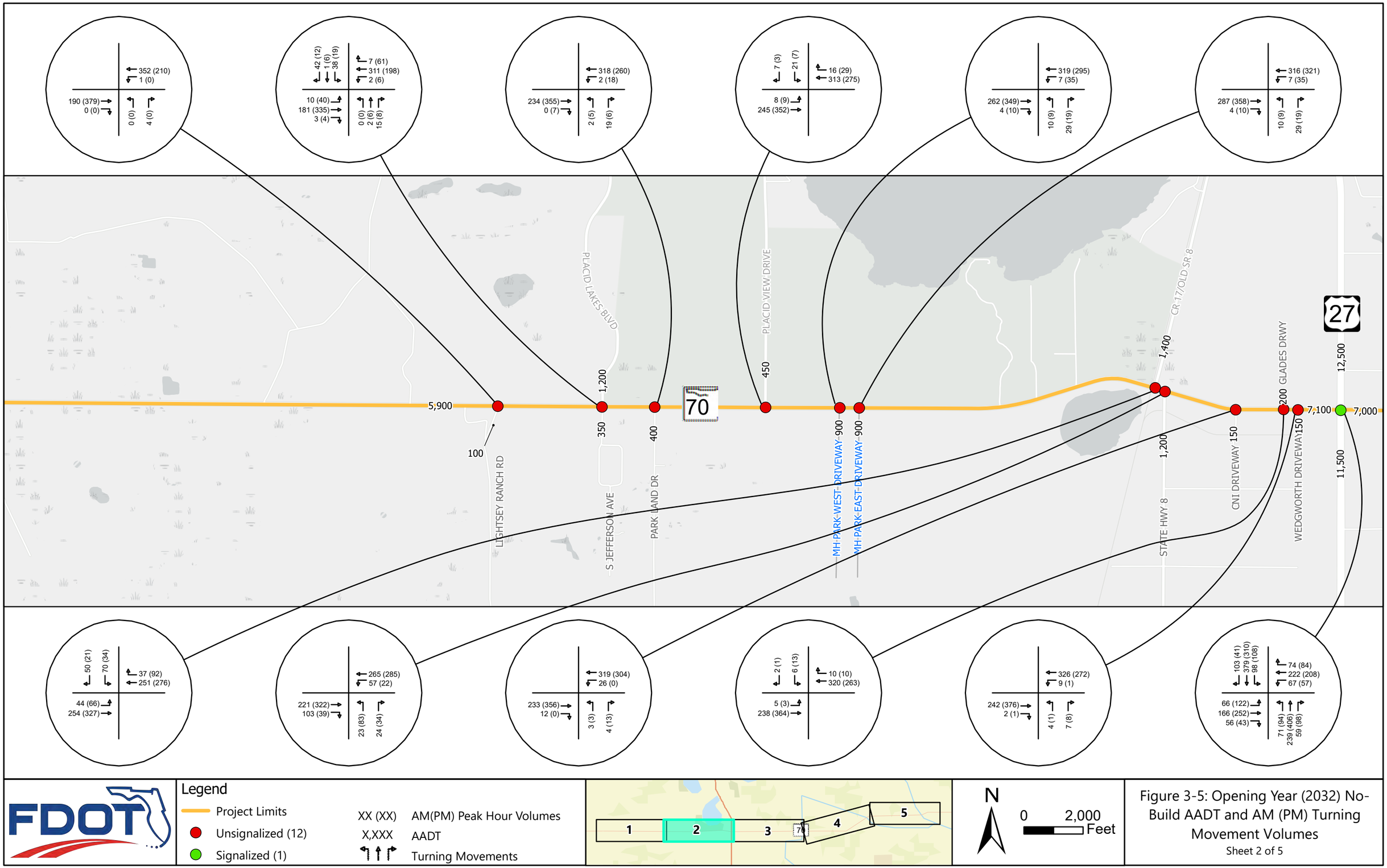


Figure 3-5: Opening Year (2032) No-Build AADT and AM (PM) Turning Movement Volumes

Sheet 2 of 5

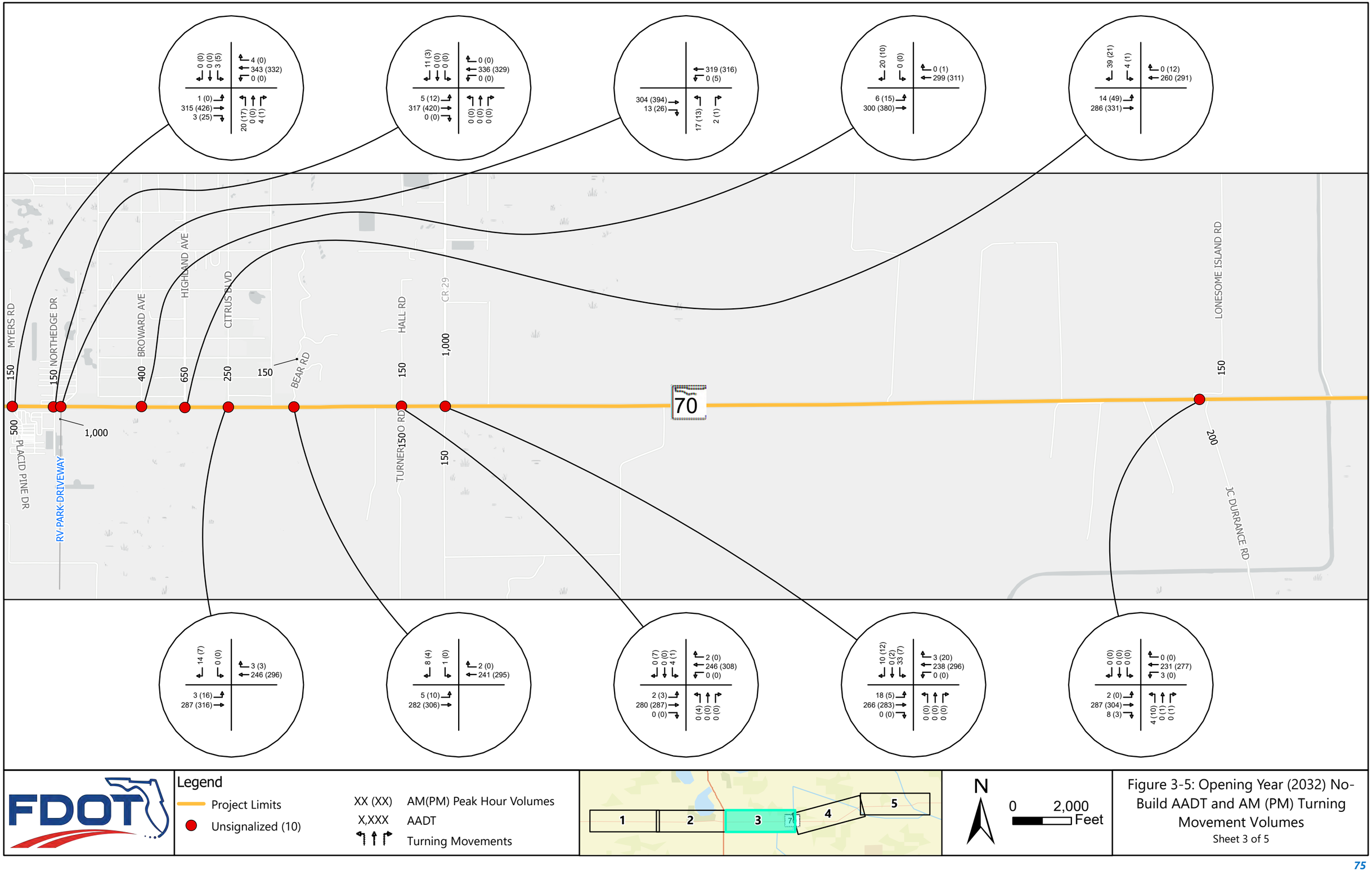
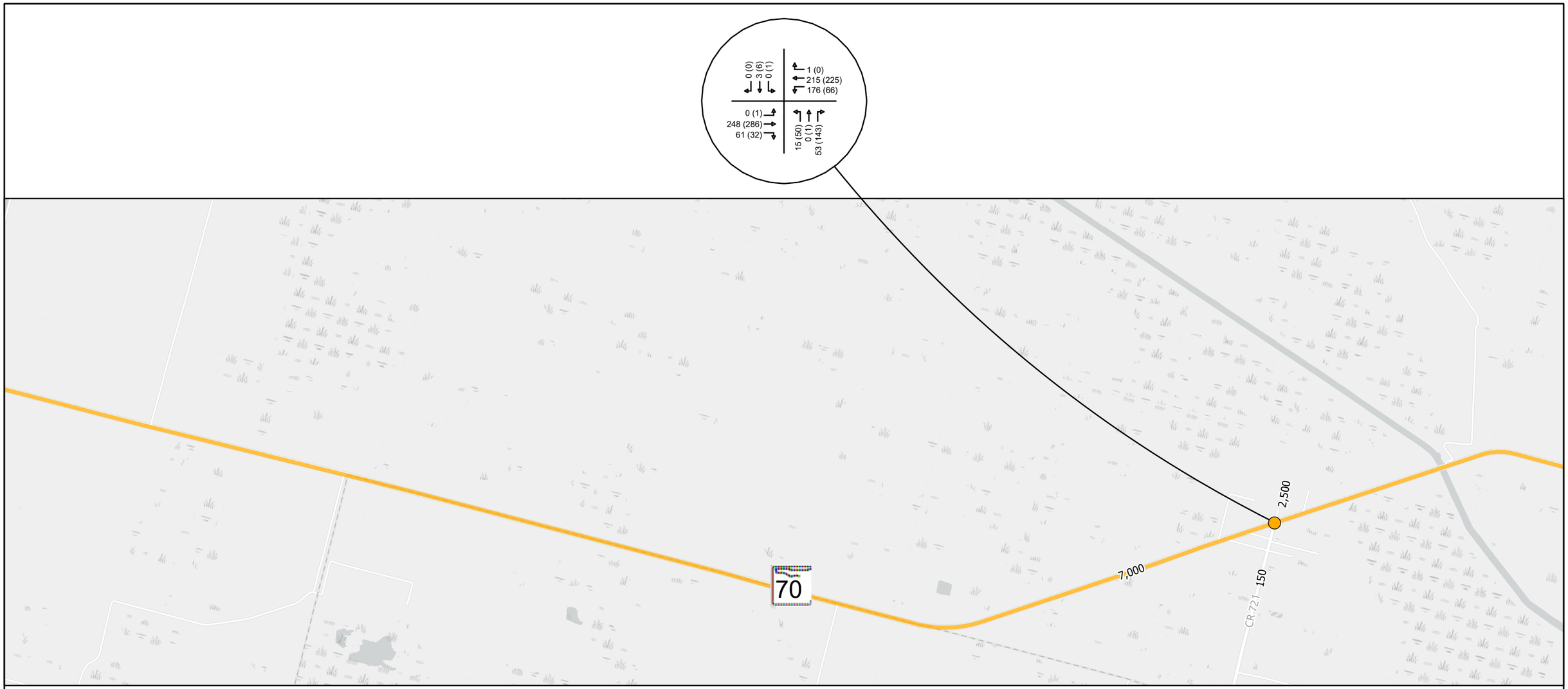
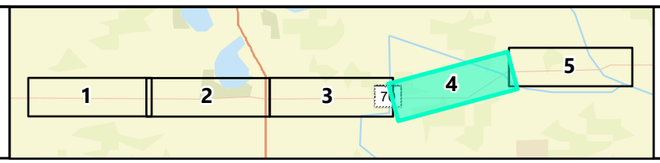


Figure 3-5: Opening Year (2032) No-Build AADT and AM (PM) Turning Movement Volumes

Sheet 3 of 5





Legend

- Project Limits
- Flashing Yellow (1)
- XX (XX) AM(PM) Peak Hour Volumes
- X,XXX AADT
- Turning Movements

N

0 2,000 Feet

Figure 3-5: Opening Year (2032) No-Build AADT and AM (PM) Turning Movement Volumes

Sheet 4 of 5

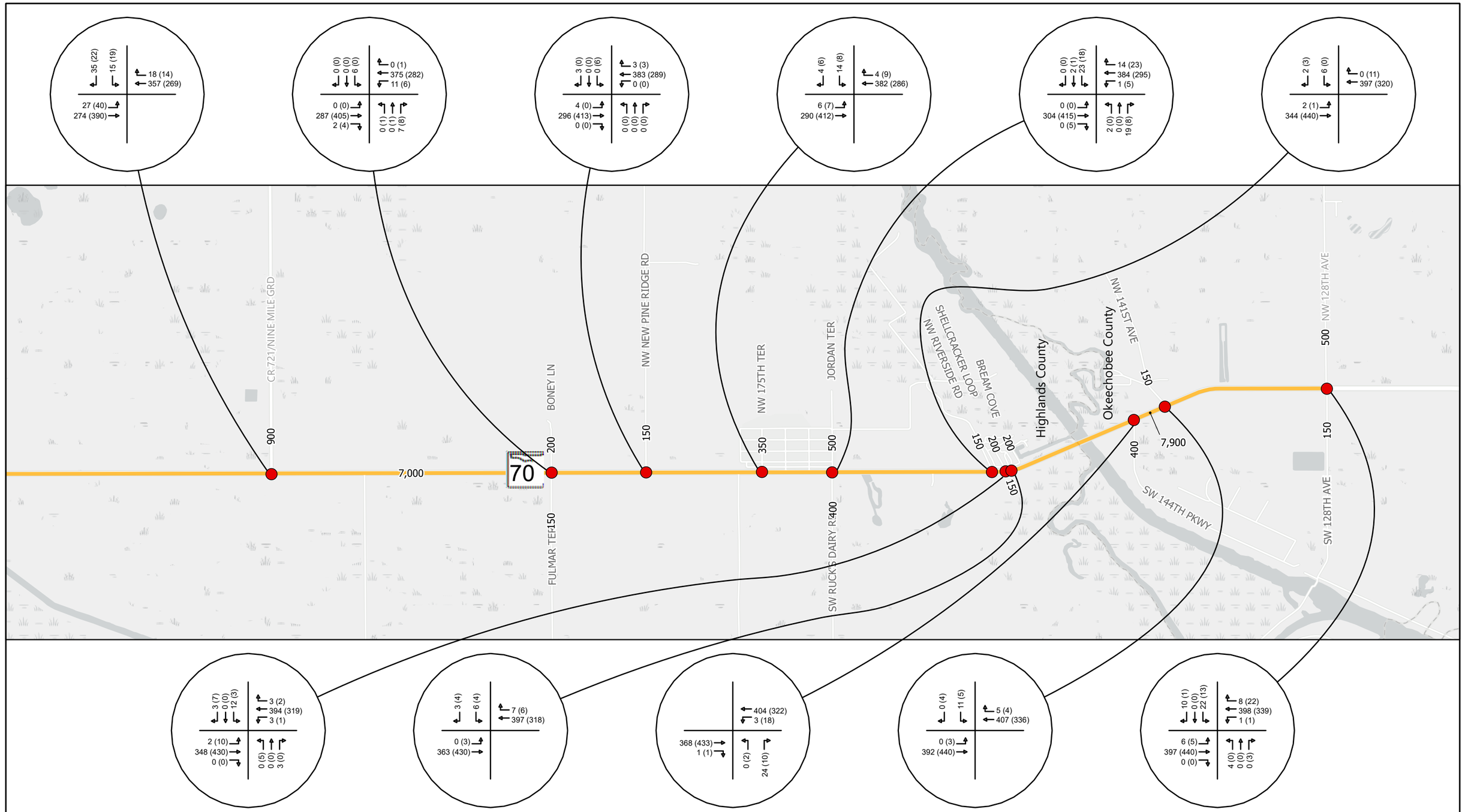
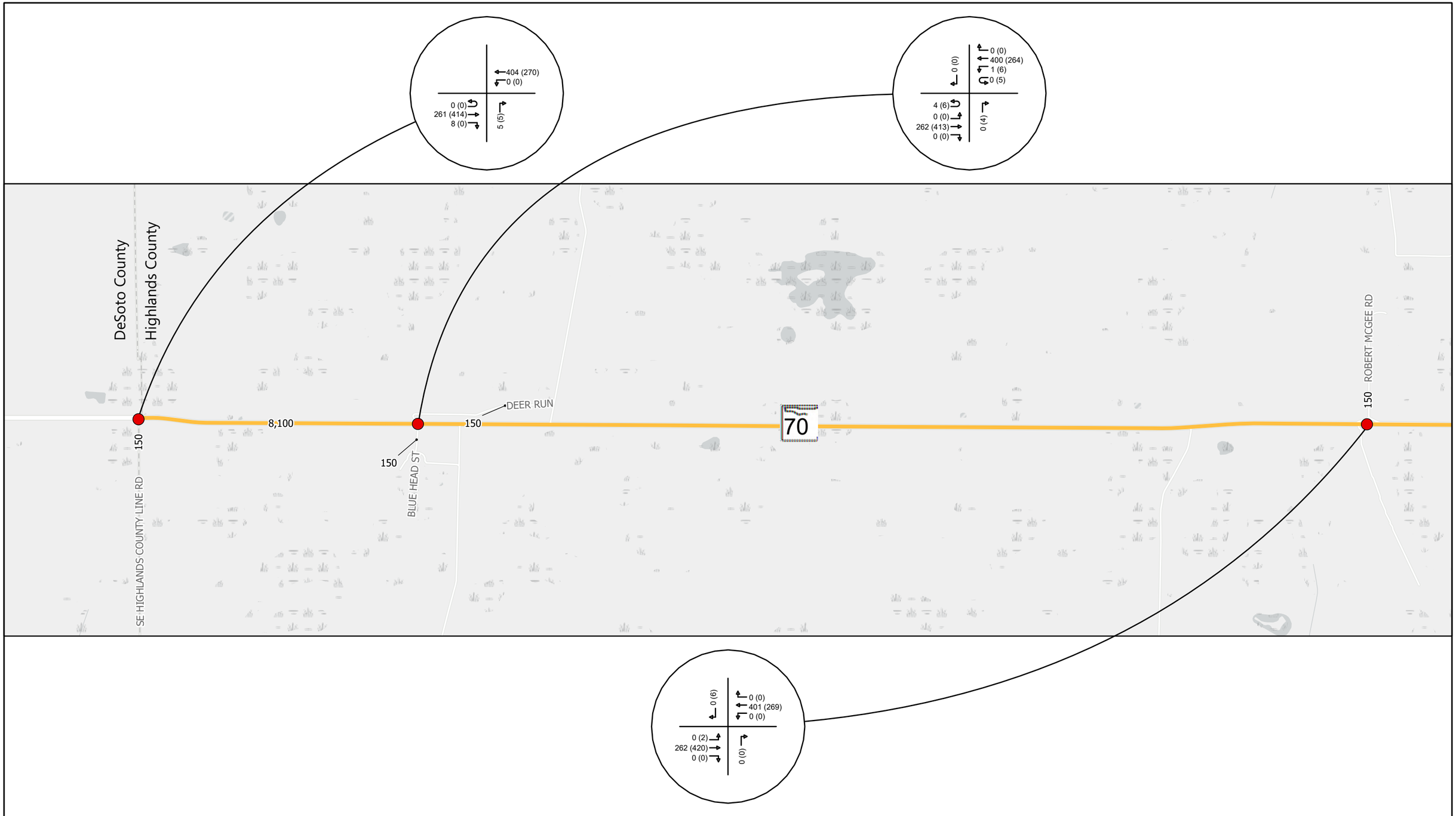


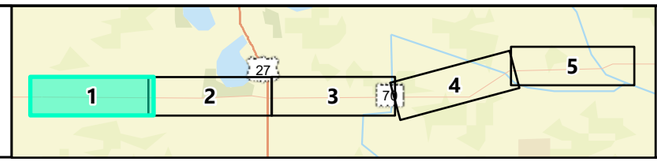
Figure 3-5: Opening Year (2032) No-Build AADT and AM (PM) Turning Movement Volumes

Sheet 5 of 5



Legend

- Project Limits
- Unsignalized (3)
- XX (XX) AM(PM) Peak Hour Volumes
- X,XXX AADT
- Turning Movements



N

0 2,000 Feet

Figure 3-6: Opening Year (2032) Build AADT and AM (PM) Turning Movement Volumes
Sheet 1 of 5

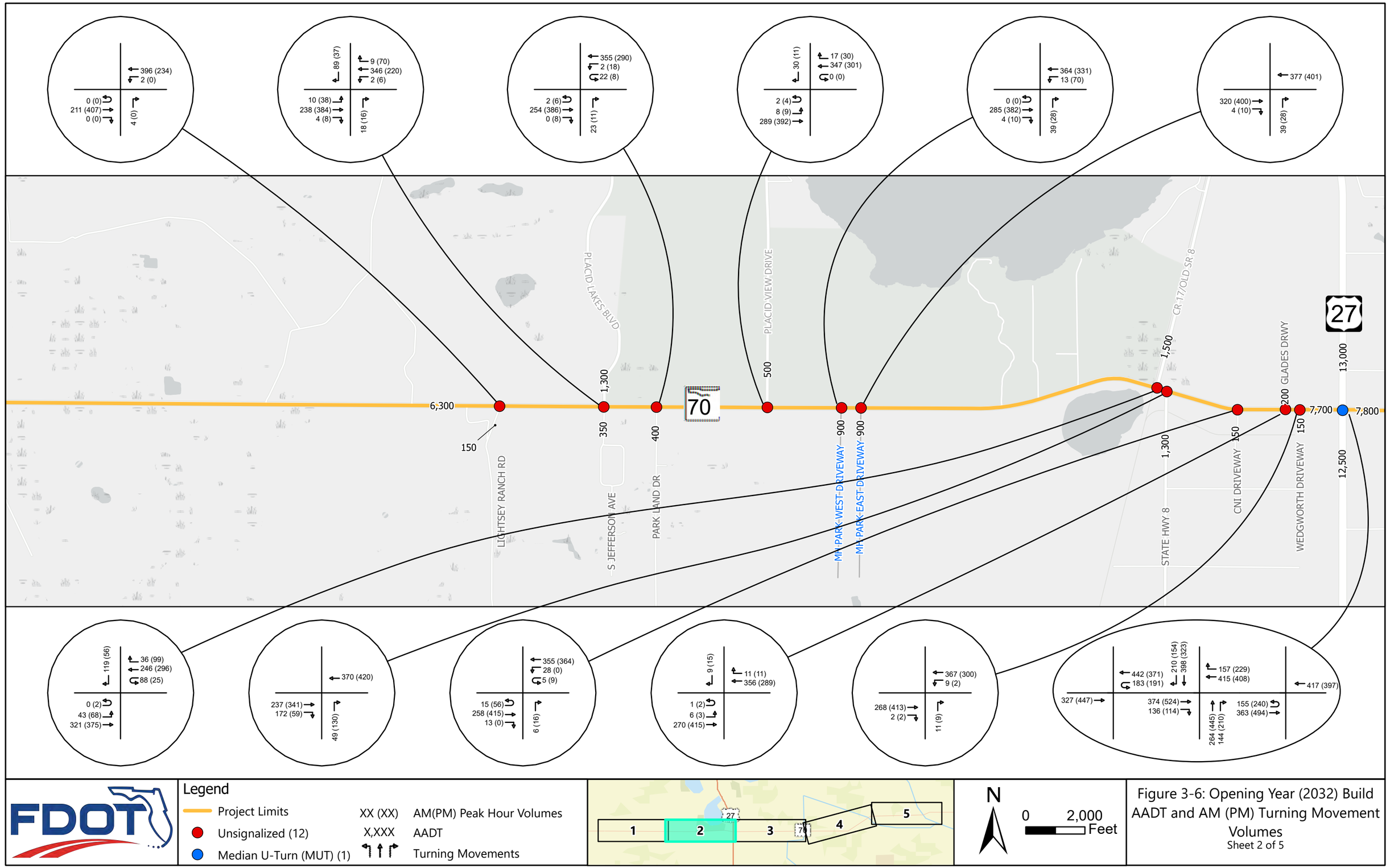
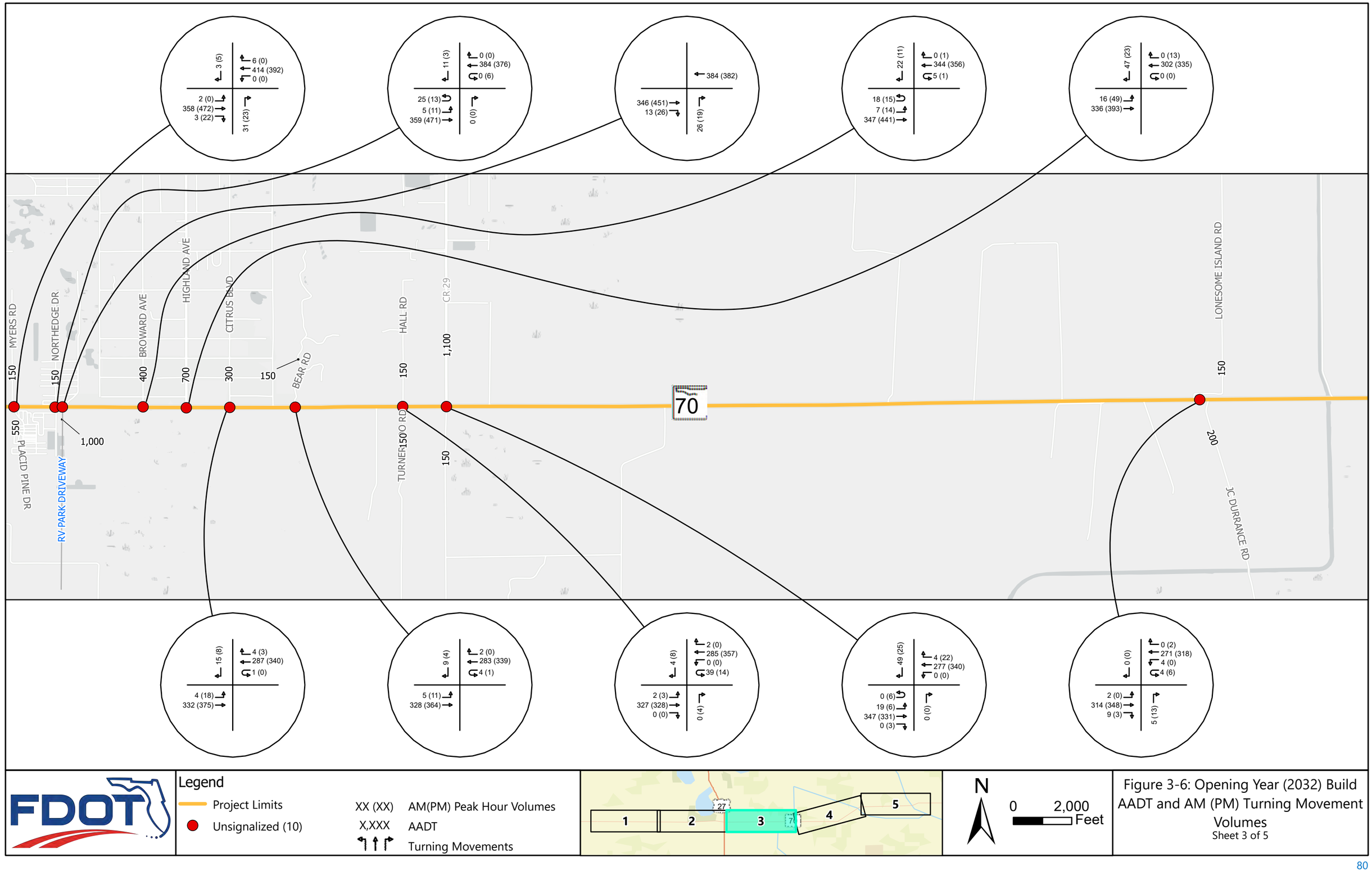


Figure 3-6: Opening Year (2032) Build AADT and AM (PM) Turning Movement Volumes

Sheet 2 of 5



FDOT

Legend

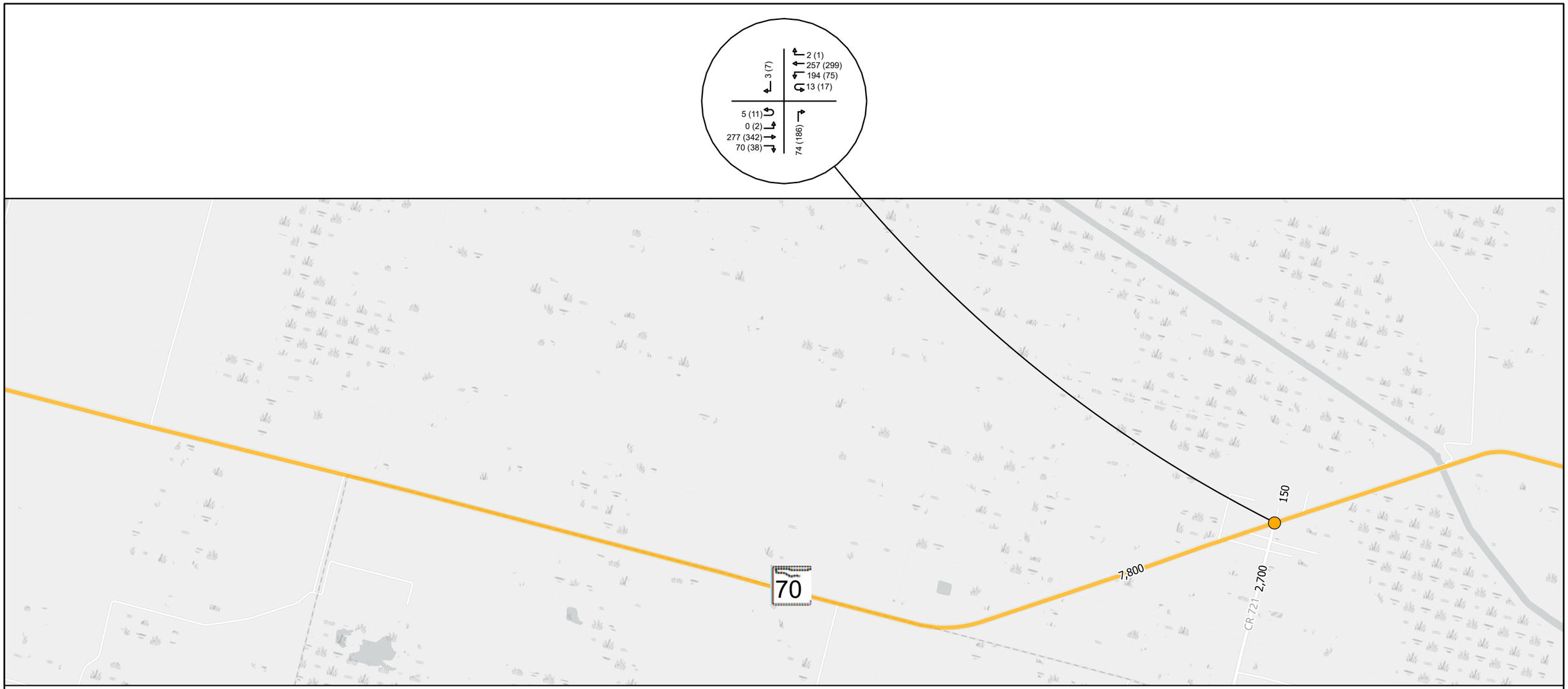
- Project Limits
- Unsignalized (10)
- XX (XX) AM(PM) Peak Hour Volumes
- X,XXX AADT
- Turning Movements

N

0 2,000 Feet

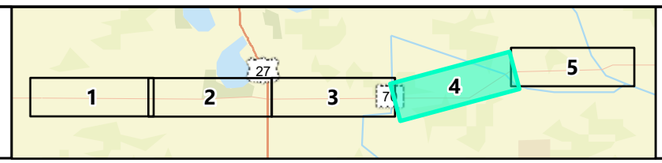
Figure 3-6: Opening Year (2032) Build AADT and AM (PM) Turning Movement Volumes

Sheet 3 of 5



Legend

- Project Limits
- Flashing Yellow (1)
- XX (XX) AM(PM) Peak Hour Counts
- X,XXX AADT
- Turning Movements



N

0 2,000 Feet

Figure 3-6: Opening Year (2032) Build AADT and AM (PM) Turning Movement Volumes
Sheet 4 of 5

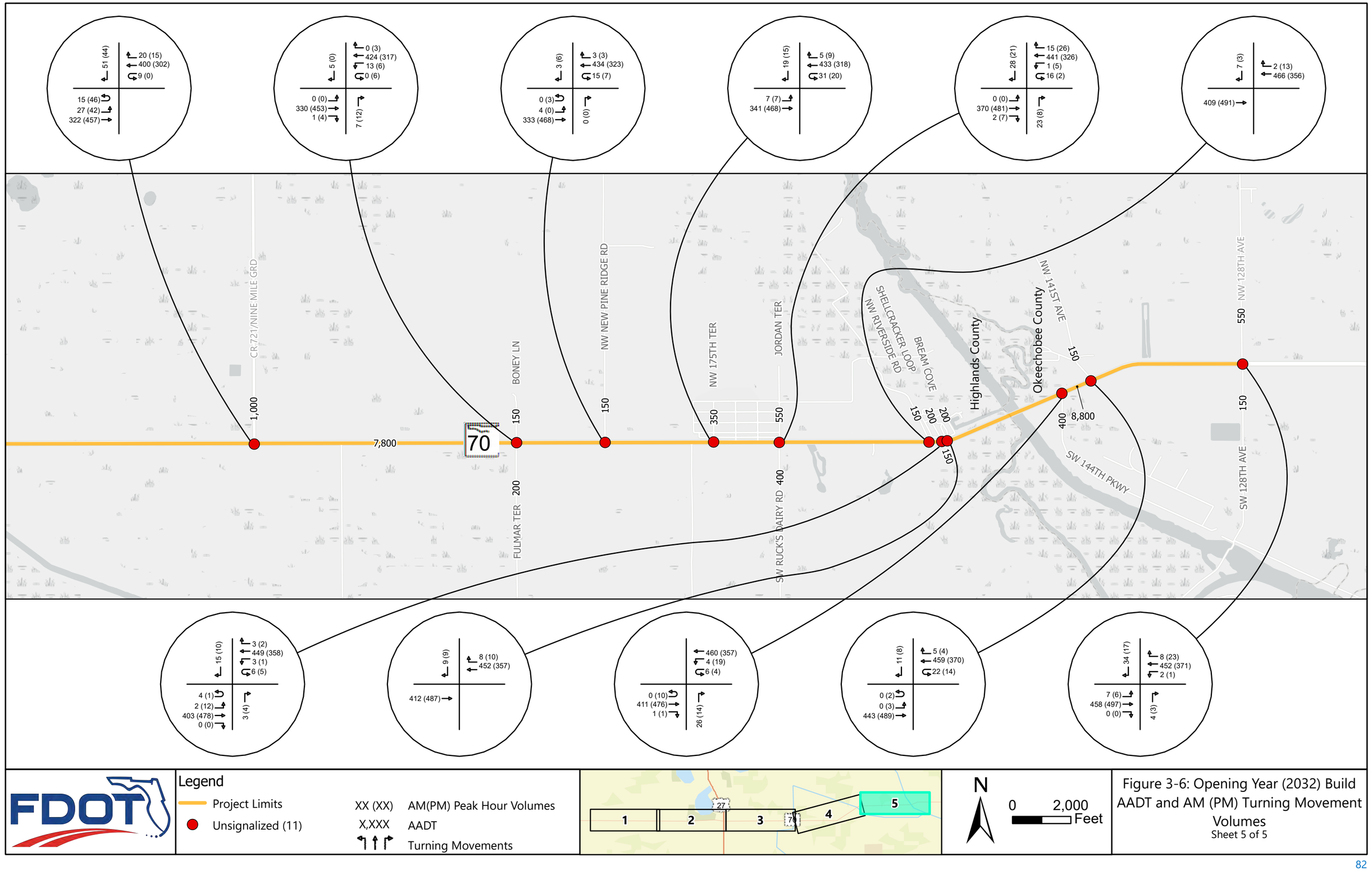
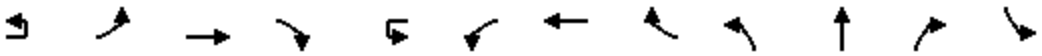


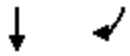
Figure 3-6: Opening Year (2032) Build AADT and AM (PM) Turning Movement Volumes
Sheet 5 of 5

APPENDIX J:
Opening Year (2030) & Design Year (2050) No-Build Synchro Intersection Reports



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	22	675	333	10	107	714	63	647	43	87	36
Future Volume (vph)	5	22	675	333	10	107	714	63	647	43	87	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.6	8.6	8.6		7.9	8.6	8.6	7.1	7.1	7.1	
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	0.95	0.95	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	0.96	1.00	
Satd. Flow (prot)		1629	3312	1205		1555	3195	1583	1243	1295	1442	
Flt Permitted		0.25	1.00	1.00		0.17	1.00	1.00	0.95	0.96	1.00	
Satd. Flow (perm)		425	3312	1205		277	3195	1583	1243	1295	1442	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	6	24	750	370	11	119	793	70	719	48	97	40
RTOR Reduction (vph)	0	0	0	259	0	0	0	45	0	0	64	0
Lane Group Flow (vph)	0	30	750	111	0	130	793	25	381	386	33	0
Heavy Vehicles (%)	2%	13%	9%	34%	17%	16%	13%	2%	38%	2%	12%	2%
Turn Type	Perm	pm+pt	NA	Perm	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split
Protected Phases		1	6			5	2		4	4		3
Permitted Phases	6	6		6	2	2		2			4	
Actuated Green, G (s)		48.1	45.1	45.1		63.8	52.6	52.6	50.5	50.5	50.5	
Effective Green, g (s)		48.1	45.1	45.1		63.8	52.6	52.6	50.5	50.5	50.5	
Actuated g/C Ratio		0.32	0.30	0.30		0.43	0.35	0.35	0.34	0.34	0.34	
Clearance Time (s)		8.6	8.6	8.6		7.9	8.6	8.6	7.1	7.1	7.1	
Vehicle Extension (s)		3.0	5.0	5.0		3.0	5.0	5.0	5.0	5.0	5.0	
Lane Grp Cap (vph)		160	995	362		213	1120	555	418	435	485	
v/s Ratio Prot		0.00	c0.23			c0.05	c0.25		c0.31	0.30		
v/s Ratio Perm		0.06		0.09		0.21		0.02			0.02	
v/c Ratio		0.19	0.75	0.31		0.61	0.71	0.04	0.91	0.89	0.07	
Uniform Delay, d1		35.9	47.4	40.4		30.5	42.1	32.1	47.6	47.1	33.8	
Progression Factor		1.00	1.00	1.00		1.16	0.72	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.6	5.3	2.2		4.8	3.6	0.1	24.8	20.4	0.1	
Delay (s)		36.5	52.7	42.6		40.0	33.8	32.3	72.5	67.4	33.9	
Level of Service		D	D	D		D	C	C	E	E	C	
Approach Delay (s/veh)			49.0				34.5			65.9		
Approach LOS			D				C			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	51.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	30.5
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	48	50
Future Volume (vph)	48	50
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.2	
Lane Util. Factor	1.00	
Frt	0.95	
Flt Protected	0.99	
Satd. Flow (prot)	1745	
Flt Permitted	0.99	
Satd. Flow (perm)	1745	
Peak-hour factor, PHF	0.90	0.90
Adj. Flow (vph)	53	56
RTOR Reduction (vph)	15	0
Lane Group Flow (vph)	134	0
Heavy Vehicles (%)	2%	2%
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	13.4	
Effective Green, g (s)	13.4	
Actuated g/C Ratio	0.09	
Clearance Time (s)	6.2	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	155	
v/s Ratio Prot	c0.08	
v/s Ratio Perm		
v/c Ratio	0.87	
Uniform Delay, d1	67.4	
Progression Factor	1.00	
Incremental Delay, d2	36.5	
Delay (s)	104.0	
Level of Service	F	
Approach Delay (s/veh)	104.0	
Approach LOS	F	

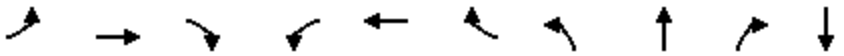
Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	15	21	451	237	24	633	7	198	11	22	6	6
Future Volume (vph)	15	21	451	237	24	633	7	198	11	22	6	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	7.6	7.6	7.6	7.6	7.6	6.7	6.7			6.2
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00			1.00
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90			0.89
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			1.00
Satd. Flow (prot)		1770	3252	1583	1770	3112	1583	1687	1679			1651
Flt Permitted		0.35	1.00	1.00	0.47	1.00	1.00	0.95	1.00			1.00
Satd. Flow (perm)		659	3252	1583	870	3112	1583	1687	1679			1651
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	22	475	249	25	666	7	208	12	23	6	6
RTOR Reduction (vph)	0	0	0	110	0	0	3	0	19	0	0	48
Lane Group Flow (vph)	0	38	475	139	25	666	4	208	16	0	0	15
Heavy Vehicles (%)	2%	2%	11%	2%	2%	16%	2%	7%	2%	2%	2%	2%
Turn Type	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA		Split	NA
Protected Phases		1	6		5	2		4	4		8	8
Permitted Phases	6	6		6	2		2					
Actuated Green, G (s)		89.6	83.9	83.9	87.2	83.1	83.1	26.0	26.0			7.9
Effective Green, g (s)		89.6	83.9	83.9	87.2	83.1	83.1	26.0	26.0			7.9
Actuated g/C Ratio		0.60	0.56	0.56	0.58	0.55	0.55	0.17	0.17			0.05
Clearance Time (s)		6.8	7.6	7.6	7.6	7.6	7.6	6.7	6.7			6.2
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0	5.0	5.0	5.0			5.0
Lane Grp Cap (vph)		435	1818	885	530	1724	876	292	291			86
v/s Ratio Prot		c0.00	0.15		0.00	c0.21		c0.12	0.01			c0.01
v/s Ratio Perm		0.05		0.09	0.03		0.00					
v/c Ratio		0.09	0.26	0.16	0.05	0.39	0.00	0.71	0.05			0.17
Uniform Delay, d1		12.7	17.1	16.0	13.4	19.0	15.0	58.5	51.7			67.9
Progression Factor		0.26	0.21	0.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2		0.1	0.2	0.3	0.0	0.7	0.0	9.8	0.2			2.0
Delay (s)		3.4	3.9	0.3	13.4	19.6	15.0	68.3	51.9			69.9
Level of Service		A	A	A	B	B	B	E	D			E
Approach Delay (s/veh)			2.7			19.4			65.9			69.9
Approach LOS			A			B			E			E

Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	28.1
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



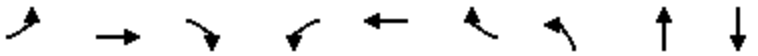
Movement	SBR
Lane Configurations	
Traffic Volume (vph)	48
Future Volume (vph)	48
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	51
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	30	750	370	130	793	70	381	386	97	149
v/c Ratio	0.16	0.75	0.60	0.61	0.66	0.10	0.91	0.89	0.17	0.88
Control Delay (s/veh)	29.5	54.2	8.3	43.9	32.6	0.4	73.9	69.3	1.3	101.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.5	54.2	8.3	43.9	32.6	0.4	73.9	69.3	1.3	101.6
Queue Length 50th (ft)	18	363	0	59	388	0	366	366	0	131
Queue Length 95th (ft)	40	445	96	144	235	2	#565	#558	6	#259
Internal Link Dist (ft)		1168			1070			424		726
Turn Bay Length (ft)	280		750	300		250	280		175	
Base Capacity (vph)	185	994	620	221	1193	676	438	456	604	175
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.75	0.60	0.59	0.66	0.10	0.87	0.85	0.16	0.85

Intersection Summary

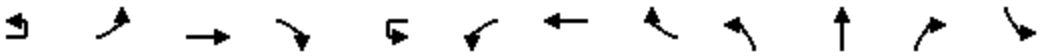
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	38	475	249	25	666	7	208	35	63
v/c Ratio	0.08	0.25	0.24	0.04	0.37	0.01	0.71	0.11	0.42
Control Delay (s/veh)	3.6	4.2	0.4	13.6	21.4	0.0	71.2	24.3	30.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.6	4.2	0.4	13.6	21.4	0.0	71.2	24.3	30.4
Queue Length 50th (ft)	3	22	0	9	192	0	195	10	11
Queue Length 95th (ft)	m5	m33	m0	27	300	0	267	41	60
Internal Link Dist (ft)		1070			2158			212	695
Turn Bay Length (ft)	300		850	315		300	100		
Base Capacity (vph)	466	1910	1032	576	1777	956	430	445	251
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.25	0.24	0.04	0.37	0.01	0.48	0.08	0.25

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

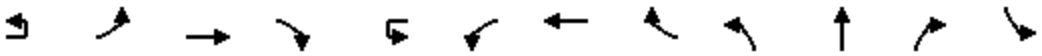


Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	22	15	633	411	15	115	700	71	500	56	86	52
Future Volume (vph)	22	15	633	411	15	115	700	71	500	56	86	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.6	8.6	8.6		7.9	8.6	8.6	7.1	7.1	7.1	
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	0.95	0.95	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	0.96	1.00	
Satd. Flow (prot)		1770	3406	1468		1642	3438	1583	1603	1637	1455	
Flt Permitted		0.32	1.00	1.00		0.28	1.00	1.00	0.95	0.96	1.00	
Satd. Flow (perm)		591	3406	1468		476	3438	1583	1603	1637	1455	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	23	16	659	428	16	120	729	74	521	58	90	54
RTOR Reduction (vph)	0	0	0	269	0	0	0	44	0	0	69	0
Lane Group Flow (vph)	0	39	659	159	0	136	729	30	287	292	21	0
Heavy Vehicles (%)	2%	2%	6%	10%	2%	11%	5%	2%	7%	2%	11%	2%
Turn Type	Perm	pm+pt	NA	Perm	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split
Protected Phases		1	6			5	2		4	4		3
Permitted Phases	6	6		6	2	2		2			4	
Actuated Green, G (s)		56.8	52.0	52.0		68.9	57.7	57.7	33.0	33.0	33.0	
Effective Green, g (s)		56.8	52.0	52.0		68.9	57.7	57.7	33.0	33.0	33.0	
Actuated g/C Ratio		0.41	0.37	0.37		0.49	0.41	0.41	0.24	0.24	0.24	
Clearance Time (s)		8.6	8.6	8.6		7.9	8.6	8.6	7.1	7.1	7.1	
Vehicle Extension (s)		3.0	5.0	5.0		3.0	5.0	5.0	5.0	5.0	5.0	
Lane Grp Cap (vph)		280	1265	545		327	1416	652	377	385	342	
v/s Ratio Prot		0.00	0.19			c0.03	c0.21		c0.18	0.18		
v/s Ratio Perm		0.05		0.11		0.17		0.02			0.01	
v/c Ratio		0.14	0.52	0.29		0.42	0.51	0.05	0.76	0.76	0.06	
Uniform Delay, d1		25.5	34.3	31.0		21.1	30.7	24.7	49.8	49.8	41.5	
Progression Factor		1.00	1.00	1.00		1.01	0.72	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.2	1.5	1.4		0.8	1.3	0.1	10.3	9.8	0.2	
Delay (s)		25.7	35.8	32.4		22.1	23.5	24.8	60.1	59.6	41.7	
Level of Service		C	D	C		C	C	C	E	E	D	
Approach Delay (s/veh)			34.2				23.4			57.4		
Approach LOS			C				C			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	30.5
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

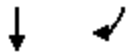
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	48	21
Future Volume (vph)	48	21
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.2	
Lane Util. Factor	1.00	
Frt	0.98	
Flt Protected	0.98	
Satd. Flow (prot)	1781	
Flt Permitted	0.98	
Satd. Flow (perm)	1781	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	50	22
RTOR Reduction (vph)	5	0
Lane Group Flow (vph)	121	0
Heavy Vehicles (%)	2%	2%
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	14.0	
Effective Green, g (s)	14.0	
Actuated g/C Ratio	0.10	
Clearance Time (s)	6.2	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	178	
v/s Ratio Prot	c0.07	
v/s Ratio Perm		
v/c Ratio	0.68	
Uniform Delay, d1	60.8	
Progression Factor	1.00	
Incremental Delay, d2	9.8	
Delay (s)	70.6	
Level of Service	E	
Approach Delay (s/veh)	70.6	
Approach LOS	E	

Intersection Summary



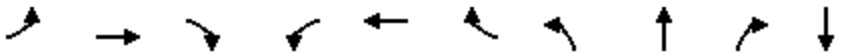
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	45	27	436	217	5	67	572	6	210	15	16	12
Future Volume (vph)	45	27	436	217	5	67	572	6	210	15	16	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	7.6	7.6		7.6	7.6	7.6	6.7	6.7		
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	1.00	1.00		
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.92		
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)		1770	3312	1583		1770	3343	1583	1752	1719		
Flt Permitted		0.36	1.00	1.00		0.44	1.00	1.00	0.95	1.00		
Satd. Flow (perm)		679	3312	1583		824	3343	1583	1752	1719		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	50	30	484	241	6	74	636	7	233	17	18	13
RTOR Reduction (vph)	0	0	0	123	0	0	0	4	0	15	0	0
Lane Group Flow (vph)	0	80	484	118	0	80	636	3	233	20	0	0
Heavy Vehicles (%)	2%	2%	9%	2%	2%	2%	8%	2%	3%	2%	2%	2%
Turn Type	Perm	pm+pt	NA	Perm	Perm	pm+pt	NA	Perm	Split	NA		Split
Protected Phases		1	6			5	2		4	4		8
Permitted Phases	6	6		6	2	2		2				
Actuated Green, G (s)		77.1	68.8	68.8		77.9	69.6	69.6	26.3	26.3		
Effective Green, g (s)		77.1	68.8	68.8		77.9	69.6	69.6	26.3	26.3		
Actuated g/C Ratio		0.55	0.49	0.49		0.56	0.50	0.50	0.19	0.19		
Clearance Time (s)		6.8	7.6	7.6		7.6	7.6	7.6	6.7	6.7		
Vehicle Extension (s)		3.0	5.0	5.0		3.0	5.0	5.0	5.0	5.0		
Lane Grp Cap (vph)		438	1627	777		514	1661	786	329	322		
v/s Ratio Prot		c0.01	0.15			0.01	c0.19		c0.13	0.01		
v/s Ratio Perm		0.09		0.07		0.08		0.00				
v/c Ratio		0.18	0.30	0.15		0.16	0.38	0.00	0.71	0.06		
Uniform Delay, d1		15.0	21.2	19.6		14.5	21.9	17.7	53.3	46.7		
Progression Factor		0.48	0.41	0.02		1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2		0.2	0.4	0.4		0.1	0.7	0.0	8.5	0.2		
Delay (s)		7.4	9.0	0.7		14.7	22.5	17.7	61.7	46.9		
Level of Service		A	A	A		B	C	B	E	D		
Approach Delay (s/veh)			6.4				21.6			59.8		
Approach LOS			A				C			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	21.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	28.1
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



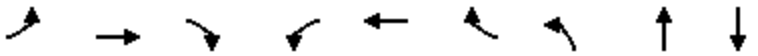
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	12	31
Future Volume (vph)	12	31
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.2	
Lane Util. Factor	1.00	
Frt	0.92	
Flt Protected	0.99	
Satd. Flow (prot)	1702	
Flt Permitted	0.99	
Satd. Flow (perm)	1702	
Peak-hour factor, PHF	0.90	0.90
Adj. Flow (vph)	13	34
RTOR Reduction (vph)	32	0
Lane Group Flow (vph)	28	0
Heavy Vehicles (%)	2%	2%
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	8.5	
Effective Green, g (s)	8.5	
Actuated g/C Ratio	0.06	
Clearance Time (s)	6.2	
Vehicle Extension (s)	5.0	
Lane Grp Cap (vph)	103	
v/s Ratio Prot	c0.02	
v/s Ratio Perm		
v/c Ratio	0.27	
Uniform Delay, d1	62.8	
Progression Factor	1.00	
Incremental Delay, d2	3.0	
Delay (s)	65.8	
Level of Service	E	
Approach Delay (s/veh)	65.8	
Approach LOS	E	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	39	659	428	136	729	74	287	292	90	126
v/c Ratio	0.13	0.52	0.53	0.41	0.50	0.10	0.76	0.76	0.19	0.69
Control Delay (s/veh)	22.5	38.3	5.9	24.2	24.5	0.4	62.6	62.2	0.9	77.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.5	38.3	5.9	24.2	24.5	0.4	62.6	62.2	0.9	77.0
Queue Length 50th (ft)	18	252	0	53	156	0	254	258	0	107
Queue Length 95th (ft)	43	346	87	0	194	3	352	357	0	176
Internal Link Dist (ft)		1168			1070			424		726
Turn Bay Length (ft)	280		750	300		250	280		175	
Base Capacity (vph)	293	1265	814	351	1460	756	445	454	519	218
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.52	0.53	0.39	0.50	0.10	0.64	0.64	0.17	0.58

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	80	484	241	80	636	7	233	35	60
v/c Ratio	0.18	0.29	0.26	0.15	0.38	0.01	0.71	0.10	0.39
Control Delay (s/veh)	7.5	9.9	0.7	14.8	24.5	0.0	64.6	26.2	38.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.5	9.9	0.7	14.8	24.5	0.0	64.6	26.2	38.4
Queue Length 50th (ft)	12	43	1	29	187	0	201	13	23
Queue Length 95th (ft)	m23	58	2	67	292	0	274	41	69
Internal Link Dist (ft)		1070			2158			212	695
Turn Bay Length (ft)	300		850	315		300	100		
Base Capacity (vph)	448	1656	912	523	1692	865	463	467	474
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.29	0.26	0.15	0.38	0.01	0.50	0.07	0.13

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Arterial Level of Service: EB SR 70

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 31	II	45	24.6	54.2	78.8	0.24	10.8	F
Siesta Blvd/Driveway	II	45	23.7	4.2	27.9	0.22	28.1	B
Total	II		48.3	58.4	106.7	0.45	15.3	E

Arterial Level of Service: WB SR 70

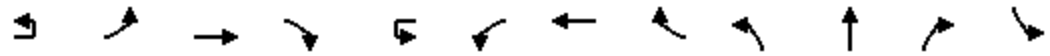
Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Siesta Blvd	I	55	20.6	21.4	42.0	0.21	18.2	E
SR 31/NE Canal Ave	I	45	22.7	32.6	55.3	0.22	14.2	F
Total	I		43.3	54.0	97.3	0.43	15.9	F

Arterial Level of Service: EB SR 70

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 31	II	45	24.6	38.3	62.9	0.24	13.5	E
Siesta Blvd/Driveway	II	45	23.7	9.9	33.6	0.22	23.3	C
Total	II		48.3	48.2	96.5	0.45	16.9	E

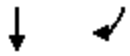
Arterial Level of Service: WB SR 70

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Siesta Blvd	I	55	20.6	24.5	45.1	0.21	16.9	E
SR 31/NE Canal Ave	I	45	22.7	24.5	47.2	0.22	16.6	E
Total	I		43.3	49.0	92.3	0.43	16.8	E



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	5	45	860	375	10	130	770	255	670	170	125	140
Future Volume (vph)	5	45	860	375	10	130	770	255	670	170	125	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.6	8.6	8.6		7.9	8.6	8.6	7.1	7.1	7.1	
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	0.95	0.95	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	0.97	1.00	
Satd. Flow (prot)		1614	3312	1205		1555	3195	1583	1243	1418	1442	
Flt Permitted		0.14	1.00	1.00		0.10	1.00	1.00	0.95	0.97	1.00	
Satd. Flow (perm)		233	3312	1205		157	3195	1583	1243	1418	1442	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	6	50	956	417	11	144	856	283	744	189	139	156
RTOR Reduction (vph)	0	0	0	321	0	0	0	164	0	0	102	0
Lane Group Flow (vph)	0	56	956	96	0	155	856	119	461	472	37	0
Heavy Vehicles (%)	2%	13%	9%	34%	17%	16%	13%	2%	38%	2%	12%	2%
Turn Type	Perm	pm+pt	NA	Perm	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split
Protected Phases		1	6			5	2		4	4		3
Permitted Phases	6	6		6	2	2		2			4	
Actuated Green, G (s)		38.4	34.4	34.4		53.9	41.8	41.8	39.9	39.9	39.9	
Effective Green, g (s)		38.4	34.4	34.4		53.9	41.8	41.8	39.9	39.9	39.9	
Actuated g/C Ratio		0.26	0.23	0.23		0.36	0.28	0.28	0.27	0.27	0.27	
Clearance Time (s)		8.6	8.6	8.6		7.9	8.6	8.6	7.1	7.1	7.1	
Vehicle Extension (s)		3.0	5.0	5.0		3.0	5.0	5.0	5.0	5.0	5.0	
Lane Grp Cap (vph)		96	759	276		169	890	441	330	377	383	
v/s Ratio Prot		0.02	c0.29			c0.07	c0.27		c0.37	0.33		
v/s Ratio Perm		0.13		0.08		0.26		0.07			0.03	
v/c Ratio		0.58	1.26	0.35		0.92	0.96	0.27	1.40	1.25	0.10	
Uniform Delay, d1		44.6	57.8	48.4		39.5	53.3	42.2	55.0	55.0	41.5	
Progression Factor		1.00	1.00	1.00		1.52	0.81	0.78	1.00	1.00	1.00	
Incremental Delay, d2		8.7	127.4	3.4		41.4	20.2	1.3	196.1	133.5	0.2	
Delay (s)		53.3	185.2	51.8		101.4	63.4	34.3	251.2	188.6	41.7	
Level of Service		D	F	D		F	E	C	F	F	D	
Approach Delay (s/veh)			141.1				61.6			196.5		
Approach LOS			F				E			F		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	149.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.36		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	30.5
Intersection Capacity Utilization	109.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	190	200
Future Volume (vph)	190	200
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.2	
Lane Util. Factor	1.00	
Frt	0.95	
Flt Protected	0.99	
Satd. Flow (prot)	1745	
Flt Permitted	0.99	
Satd. Flow (perm)	1745	
Peak-hour factor, PHF	0.90	0.90
Adj. Flow (vph)	211	222
RTOR Reduction (vph)	15	0
Lane Group Flow (vph)	574	0
Heavy Vehicles (%)	2%	2%
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	33.8	
Effective Green, g (s)	33.8	
Actuated g/C Ratio	0.23	
Clearance Time (s)	6.2	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	393	
v/s Ratio Prot	c0.33	
v/s Ratio Perm		
v/c Ratio	1.46	
Uniform Delay, d1	58.1	
Progression Factor	1.00	
Incremental Delay, d2	221.2	
Delay (s)	279.3	
Level of Service	F	
Approach Delay (s/veh)	279.3	
Approach LOS	F	

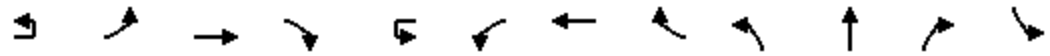
Intersection Summary

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	15	25	670	325	55	800	30	275	15	30	10	10
Future Volume (vph)	15	25	670	325	55	800	30	275	15	30	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	7.6	7.6	7.6	7.6	7.6	6.7	6.7			6.2
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00			1.00
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90			0.89
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.99
Satd. Flow (prot)		1770	3252	1583	1770	3112	1583	1687	1676			1657
Flt Permitted		0.26	1.00	1.00	0.31	1.00	1.00	0.95	1.00			0.99
Satd. Flow (perm)		489	3252	1583	581	3112	1583	1687	1676			1657
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	26	705	342	58	842	32	289	16	32	11	11
RTOR Reduction (vph)	0	0	0	176	0	0	16	0	25	0	0	74
Lane Group Flow (vph)	0	42	705	166	58	842	16	289	23	0	0	27
Heavy Vehicles (%)	2%	2%	11%	2%	2%	16%	2%	7%	2%	2%	2%	2%
Turn Type	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA		Split	NA
Protected Phases		1	6		5	2		4	4		8	8
Permitted Phases	6	6		6	2		2					
Actuated Green, G (s)		78.0	72.7	72.7	80.0	74.1	74.1	33.0	33.0			10.3
Effective Green, g (s)		78.0	72.7	72.7	80.0	74.1	74.1	33.0	33.0			10.3
Actuated g/C Ratio		0.52	0.48	0.48	0.53	0.49	0.49	0.22	0.22			0.07
Clearance Time (s)		6.8	7.6	7.6	7.6	7.6	7.6	6.7	6.7			6.2
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0	5.0	5.0	5.0			5.0
Lane Grp Cap (vph)		299	1576	767	356	1537	782	371	368			113
v/s Ratio Prot		0.00	0.22		c0.01	c0.27		c0.17	0.01			c0.02
v/s Ratio Perm		0.07		0.10	0.08		0.01					
v/c Ratio		0.14	0.45	0.22	0.16	0.55	0.02	0.78	0.06			0.24
Uniform Delay, d1		18.6	25.4	22.2	17.6	26.3	19.4	55.1	46.3			66.2
Progression Factor		0.45	0.35	0.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2		0.0	0.1	0.1	0.2	1.4	0.0	11.5	0.2			2.3
Delay (s)		8.4	9.0	0.1	17.8	27.7	19.4	66.6	46.4			68.5
Level of Service		A	A	A	B	C	B	E	D			E
Approach Delay (s/veh)			6.2			26.8			63.7			68.5
Approach LOS			A			C			E			E

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	28.1
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

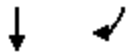


Movement	SBR
Lane Configurations	
Traffic Volume (vph)	75
Future Volume (vph)	75
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	79
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	



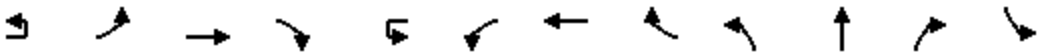
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	30	15	745	515	15	165	780	210	635	305	140	210
Future Volume (vph)	30	15	745	515	15	165	780	210	635	305	140	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.6	8.6	8.6		7.9	8.6	8.6	7.1	7.1	7.1	
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	0.95	0.95	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	0.98	1.00	
Satd. Flow (prot)		1770	3406	1468		1637	3438	1583	1603	1708	1455	
Flt Permitted		0.15	1.00	1.00		0.10	1.00	1.00	0.95	0.98	1.00	
Satd. Flow (perm)		276	3406	1468		169	3438	1583	1603	1708	1455	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	31	16	776	536	16	172	812	219	661	318	146	219
RTOR Reduction (vph)	0	0	0	410	0	0	0	134	0	0	107	0
Lane Group Flow (vph)	0	47	776	126	0	188	813	85	483	496	39	0
Heavy Vehicles (%)	2%	2%	6%	10%	2%	11%	5%	2%	7%	2%	11%	2%
Turn Type	Perm	pm+pt	NA	Perm	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split
Protected Phases		1	6			5	2		4	4		3
Permitted Phases	6	6		6	2	2		2			4	
Actuated Green, G (s)		39.5	35.4	35.4		50.8	40.7	40.7	39.9	39.9	39.9	
Effective Green, g (s)		39.5	35.4	35.4		50.8	40.7	40.7	39.9	39.9	39.9	
Actuated g/C Ratio		0.26	0.24	0.24		0.34	0.27	0.27	0.27	0.27	0.27	
Clearance Time (s)		8.6	8.6	8.6		7.9	8.6	8.6	7.1	7.1	7.1	
Vehicle Extension (s)		3.0	5.0	5.0		3.0	5.0	5.0	5.0	5.0	5.0	
Lane Grp Cap (vph)		113	803	346		156	932	429	426	454	387	
v/s Ratio Prot		0.01	0.23			c0.08	0.24		c0.30	0.29		
v/s Ratio Perm		0.10		0.09		c0.33		0.05			0.03	
v/c Ratio		0.42	0.97	0.37		1.21	0.87	0.20	1.13	1.09	0.10	
Uniform Delay, d1		43.3	56.7	47.9		41.1	52.2	42.1	55.0	55.0	41.5	
Progression Factor		1.00	1.00	1.00		1.72	0.91	1.42	1.00	1.00	1.00	
Incremental Delay, d2		2.5	24.6	3.0		131.0	9.2	0.8	85.4	69.6	0.2	
Delay (s)		45.7	81.3	50.9		201.8	56.8	60.5	140.5	124.7	41.8	
Level of Service		D	F	D		F	E	E	F	F	D	
Approach Delay (s/veh)			68.1				79.8			120.7		
Approach LOS			E				E			F		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	96.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	30.5
Intersection Capacity Utilization	107.2%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



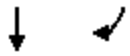
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	190	75
Future Volume (vph)	190	75
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.2	
Lane Util. Factor	1.00	
Frt	0.98	
Flt Protected	0.98	
Satd. Flow (prot)	1784	
Flt Permitted	0.98	
Satd. Flow (perm)	1784	
Peak-hour factor, PHF	0.96	0.96
Adj. Flow (vph)	198	78
RTOR Reduction (vph)	5	0
Lane Group Flow (vph)	490	0
Heavy Vehicles (%)	2%	2%
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	34.8	
Effective Green, g (s)	34.8	
Actuated g/C Ratio	0.23	
Clearance Time (s)	6.2	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	413	
v/s Ratio Prot	c0.27	
v/s Ratio Perm		
v/c Ratio	1.19	
Uniform Delay, d1	57.6	
Progression Factor	1.00	
Incremental Delay, d2	106.2	
Delay (s)	163.8	
Level of Service	F	
Approach Delay (s/veh)	163.8	
Approach LOS	F	

Intersection Summary



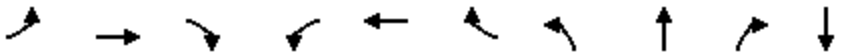
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	45	35	655	275	5	105	795	10	280	15	20	20
Future Volume (vph)	45	35	655	275	5	105	795	10	280	15	20	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	7.6	7.6		7.6	7.6	7.6	6.7	6.7		
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	1.00	1.00		
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.92		
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)		1770	3312	1583		1770	3343	1583	1752	1705		
Flt Permitted		0.23	1.00	1.00		0.28	1.00	1.00	0.95	1.00		
Satd. Flow (perm)		425	3312	1583		520	3343	1583	1752	1705		
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	50	39	728	306	6	117	883	11	311	17	22	22
RTOR Reduction (vph)	0	0	0	172	0	0	0	6	0	17	0	0
Lane Group Flow (vph)	0	89	728	134	0	123	883	5	311	22	0	0
Heavy Vehicles (%)	2%	2%	9%	2%	2%	2%	8%	2%	3%	2%	2%	2%
Turn Type	Perm	pm+pt	NA	Perm	Perm	pm+pt	NA	Perm	Split	NA		Split
Protected Phases		1	6			5	2		4	4		8
Permitted Phases	6	6		6	2	2		2				
Actuated Green, G (s)		75.3	65.5	65.5		78.5	67.5	67.5	32.7	32.7		
Effective Green, g (s)		75.3	65.5	65.5		78.5	67.5	67.5	32.7	32.7		
Actuated g/C Ratio		0.50	0.44	0.44		0.52	0.45	0.45	0.22	0.22		
Clearance Time (s)		6.8	7.6	7.6		7.6	7.6	7.6	6.7	6.7		
Vehicle Extension (s)		3.0	5.0	5.0		3.0	5.0	5.0	5.0	5.0		
Lane Grp Cap (vph)		301	1446	691		363	1504	712	381	371		
v/s Ratio Prot		0.02	0.22			c0.02	c0.26		c0.18	0.01		
v/s Ratio Perm		0.13		0.08		0.15		0.00				
v/c Ratio		0.30	0.50	0.19		0.34	0.59	0.01	0.82	0.06		
Uniform Delay, d1		21.0	30.5	26.0		19.5	30.8	22.8	55.8	46.5		
Progression Factor		0.62	0.49	0.08		1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2		0.2	0.5	0.2		0.6	1.7	0.0	14.2	0.1		
Delay (s)		13.3	15.4	2.4		20.1	32.5	22.8	70.0	46.6		
Level of Service		B	B	A		C	C	C	E	D		
Approach Delay (s/veh)			11.7				30.9			67.4		
Approach LOS			B				C			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	29.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	28.1
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	20	50
Future Volume (vph)	20	50
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.2	
Lane Util. Factor	1.00	
Frt	0.92	
Flt Protected	0.99	
Satd. Flow (prot)	1703	
Flt Permitted	0.99	
Satd. Flow (perm)	1703	
Peak-hour factor, PHF	0.90	0.90
Adj. Flow (vph)	22	56
RTOR Reduction (vph)	38	0
Lane Group Flow (vph)	62	0
Heavy Vehicles (%)	2%	2%
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	12.7	
Effective Green, g (s)	12.7	
Actuated g/C Ratio	0.08	
Clearance Time (s)	6.2	
Vehicle Extension (s)	5.0	
Lane Grp Cap (vph)	144	
v/s Ratio Prot	c0.04	
v/s Ratio Perm		
v/c Ratio	0.43	
Uniform Delay, d1	65.2	
Progression Factor	1.00	
Incremental Delay, d2	4.3	
Delay (s)	69.6	
Level of Service	E	
Approach Delay (s/veh)	69.6	
Approach LOS	E	

Intersection Summary

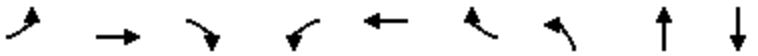


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	56	956	417	155	856	283	461	472	139	589
v/c Ratio	0.52	1.26	0.70	0.92	0.92	0.46	1.40	1.25	0.28	1.45
Control Delay (s/veh)	52.1	173.6	11.1	100.8	57.0	9.9	236.5	178.1	6.7	253.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.1	173.6	11.1	100.8	57.0	9.9	236.5	178.1	6.7	253.9
Queue Length 50th (ft)	36	~615	0	118	450	24	~631	~605	0	~771
Queue Length 95th (ft)	69	#753	113	#257	#573	90	#866	#840	48	#1013
Internal Link Dist (ft)		1168			1070			424		726
Turn Bay Length (ft)	280		750	300		250	280		175	
Base Capacity (vph)	107	759	597	168	927	621	330	377	492	407
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	1.26	0.70	0.92	0.92	0.46	1.40	1.25	0.28	1.45

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

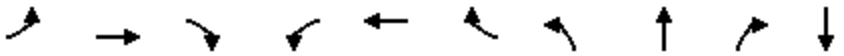
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	42	705	342	58	842	32	289	48	101
v/c Ratio	0.13	0.44	0.36	0.16	0.54	0.04	0.78	0.12	0.54
Control Delay (s/veh)	7.7	9.7	0.1	17.8	29.5	0.1	69.1	20.0	30.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.7	9.7	0.1	17.8	29.5	0.1	69.1	20.0	30.6
Queue Length 50th (ft)	7	71	0	24	300	0	268	12	21
Queue Length 95th (ft)	m8	m65	m0	56	425	0	355	46	81
Internal Link Dist (ft)		1070			2158			212	695
Turn Bay Length (ft)	300		850	315		300	100		
Base Capacity (vph)	315	1607	955	371	1563	855	454	474	245
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.44	0.36	0.16	0.54	0.04	0.64	0.10	0.41

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



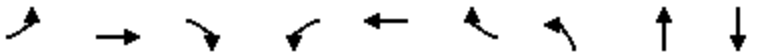
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	47	776	536	188	813	219	483	496	146	495
v/c Ratio	0.38	0.97	0.71	1.21	0.84	0.38	1.13	1.09	0.29	1.18
Control Delay (s/veh)	41.5	80.8	9.4	180.5	54.1	14.8	134.2	119.9	7.5	152.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	41.5	80.8	9.4	180.5	54.1	14.8	134.2	119.9	7.5	152.9
Queue Length 50th (ft)	30	398	0	~180	242	16	~575	~573	0	~577
Queue Length 95th (ft)	61	#531	116	m#347	#502	113	#812	#813	54	#807
Internal Link Dist (ft)		1168			1070			424		726
Turn Bay Length (ft)	280		750	300		250	280		175	
Base Capacity (vph)	125	803	755	156	972	580	426	454	495	418
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.97	0.71	1.21	0.84	0.38	1.13	1.09	0.29	1.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	89	728	306	123	883	11	311	39	100
v/c Ratio	0.29	0.50	0.35	0.34	0.59	0.01	0.81	0.10	0.55
Control Delay (s/veh)	11.8	16.5	0.7	20.2	34.8	0.0	72.6	24.6	49.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.8	16.5	0.7	20.2	34.8	0.0	72.6	24.6	49.8
Queue Length 50th (ft)	22	105	0	57	344	0	287	13	56
Queue Length 95th (ft)	m26	m118	m0	104	472	0	395	45	116
Internal Link Dist (ft)		1070			2158			212	695
Turn Bay Length (ft)	300		850	315		300	100		
Base Capacity (vph)	303	1445	863	364	1502	778	432	436	450
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.50	0.35	0.34	0.59	0.01	0.72	0.09	0.22

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Arterial Level of Service: EB SR 70

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 31	II	45	24.6	173.6	198.2	0.24	4.3	F
Siesta Blvd/Driveway	II	45	23.7	9.7	33.4	0.22	23.5	C
Total	II		48.3	183.3	231.6	0.45	7.1	F

Arterial Level of Service: WB SR 70

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Siesta Blvd	I	55	20.6	29.5	50.1	0.21	15.2	F
SR 31/NE Canal Ave	I	45	22.7	57.0	79.7	0.22	9.8	F
Total	I		43.3	86.5	129.8	0.43	11.9	F

Arterial Level of Service: EB SR 70

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 31	II	45	24.6	80.8	105.4	0.24	8.1	F
Siesta Blvd/Driveway	II	45	23.7	16.5	40.2	0.22	19.5	D
Total	II		48.3	97.3	145.6	0.45	11.2	F

Arterial Level of Service: WB SR 70

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Siesta Blvd	I	55	20.6	34.8	55.4	0.21	13.8	F
SR 31/NE Canal Ave	I	45	22.7	54.1	76.8	0.22	10.2	F
Total	I		43.3	88.9	132.2	0.43	11.7	F

APPENDIX K:
Opening Year (2030) & Design Year (2050) No-Build HCS Intersection Reports

HCS Two-Way Stop-Control Report

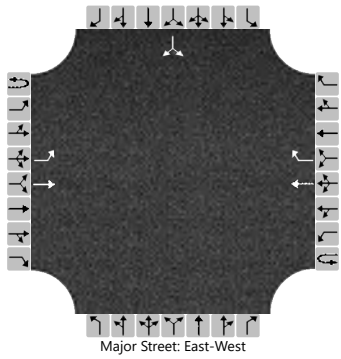
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	No-Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Toby's RV
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Toby's RV
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)		20	459				605	5						1		58
Percent Heavy Vehicles (%)		11												2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.21												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.30												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23													67	
Capacity, c (veh/h)		862													454	
v/c Ratio		0.03													0.15	
95% Queue Length, Q_{95} (veh)		0.1													0.5	
95% Queue Length, Q_{95} (ft)		2.7													12.7	
Control Delay (s/veh)		9.3													14.3	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)		0.4												14.3		
Approach LOS		A												B		

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HCS Two-Way Stop-Control Report

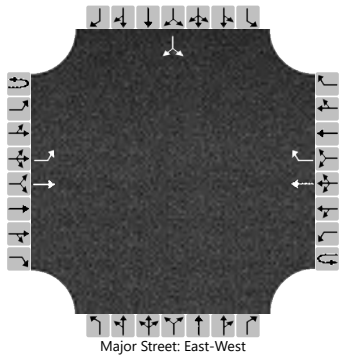
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	No-Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Toby's RV
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Toby's RV
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)		52	418				600	5						0		50
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		59													57	
Capacity, c (veh/h)		907													450	
v/c Ratio		0.07													0.13	
95% Queue Length, Q_{95} (veh)		0.2													0.4	
95% Queue Length, Q_{95} (ft)		5.1													10.2	
Control Delay (s/veh)		9.2													14.2	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)		1.0												14.2		
Approach LOS		A												B		

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HCS Two-Way Stop-Control Report

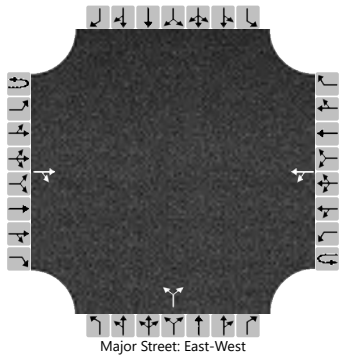
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	No-Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Townsend Rd
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Townsend Rd
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			455	5		7	591			20		5				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						8					28					
Capacity, c (veh/h)						1044					229					
v/c Ratio						0.01					0.12					
95% Queue Length, Q_{95} (veh)						0.0					0.4					
95% Queue Length, Q_{95} (ft)						0.0					10.2					
Control Delay (s/veh)						8.5	0.1				22.9					
Level of Service (LOS)						A	A				C					
Approach Delay (s/veh)					0.2				22.9							
Approach LOS					A				C							

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HCS Two-Way Stop-Control Report

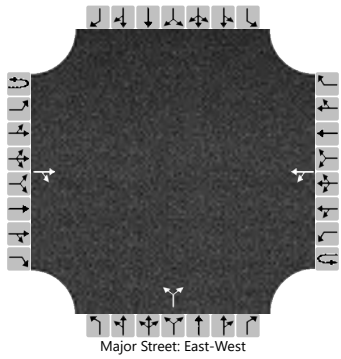
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	No-Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Townsend Rd
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Townsend Rd
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			404	13		0	604			1		8				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					10					
Capacity, c (veh/h)						1088					500					
v/c Ratio						0.00					0.02					
95% Queue Length, Q_{95} (veh)						0.0					0.1					
95% Queue Length, Q_{95} (ft)											2.5					
Control Delay (s/veh)						8.3	0.0				12.3					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.0				12.3							
Approach LOS					A				B							

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HCS Two-Way Stop-Control Report

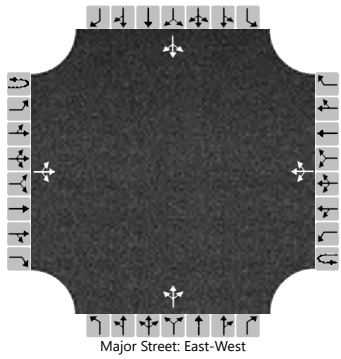
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	No-Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Hansel Ave
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Hansel Ave
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		12	415	33		6	528	5		61	0	7		5	0	8
Percent Heavy Vehicles (%)		2				2				7	2	17		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.17	6.52	6.37		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.56	4.02	3.45		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				7					77				15	
Capacity, c (veh/h)		972				1056					179				287	
v/c Ratio		0.01				0.01					0.43				0.05	
95% Queue Length, Q_{95} (veh)		0.0				0.0					2.0				0.2	
95% Queue Length, Q_{95} (ft)											53.2				5.1	
Control Delay (s/veh)		8.8	0.2	0.2		8.4	0.1	0.1			39.6				18.2	
Level of Service (LOS)		A	A	A		A	A	A			E				C	
Approach Delay (s/veh)	0.4				0.2				39.6				18.2			
Approach LOS	A				A				E				C			

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HCS Two-Way Stop-Control Report

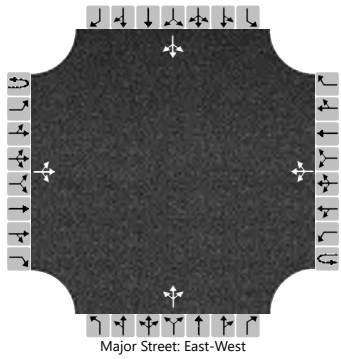
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	No-Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Hansel Ave
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Hansel Ave
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		13	361	38		11	548	0		48	0	7		0	0	8
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		15				13					63				9	
Capacity, c (veh/h)		958				1107					193				486	
v/c Ratio		0.02				0.01					0.32				0.02	
95% Queue Length, Q_{95} (veh)		0.0				0.0					1.3				0.1	
95% Queue Length, Q_{95} (ft)											33.0				2.5	
Control Delay (s/veh)		8.8	0.2	0.2		8.3	0.1	0.1			32.4				12.5	
Level of Service (LOS)		A	A	A		A	A	A			D				B	
Approach Delay (s/veh)	0.5				0.3				32.4				12.5			
Approach LOS	A				A				D				B			

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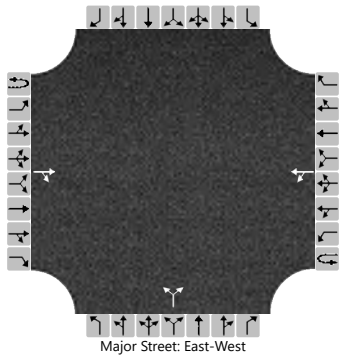
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	No-Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Walston Rd
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Walston Rd
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			420	7		6	513			27		5				
Percent Heavy Vehicles (%)						2				11		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.51		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.60		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						7					36					
Capacity, c (veh/h)						1078					254					
v/c Ratio						0.01					0.14					
95% Queue Length, Q_{95} (veh)						0.0					0.5					
95% Queue Length, Q_{95} (ft)						0.0					13.5					
Control Delay (s/veh)						8.4	0.1				21.5					
Level of Service (LOS)						A	A				C					
Approach Delay (s/veh)					0.2				21.5							
Approach LOS					A				C							

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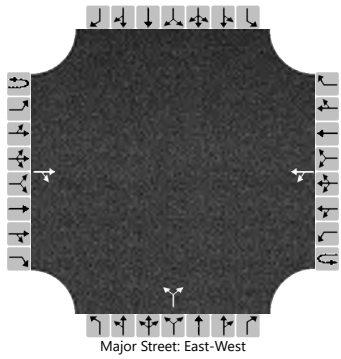
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	No-Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Walston Rd
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Walston Rd
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			356	12		5	542			17		7				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						6					27					
Capacity, c (veh/h)						1141					308					
v/c Ratio						0.00					0.09					
95% Queue Length, Q_{95} (veh)						0.0					0.3					
95% Queue Length, Q_{95} (ft)						0.0					7.6					
Control Delay (s/veh)						8.2	0.1				17.8					
Level of Service (LOS)						A	A				C					
Approach Delay (s/veh)					0.1				17.8							
Approach LOS					A				C							

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HCS Two-Way Stop-Control Report

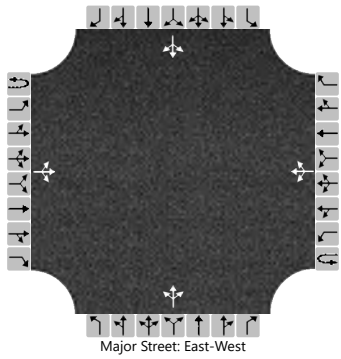
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	No-Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Cross Ave
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Cross Ave
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		30	382	12		0	466	35		20	0	0		20	0	33
Percent Heavy Vehicles (%)		17				2				2	2	2		2	2	19
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.27				4.12				7.12	6.52	6.22		7.12	6.52	6.39
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.35				2.22				3.52	4.02	3.32		3.52	4.02	3.47

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		34				0					23				60	
Capacity, c (veh/h)		933				1113					173				313	
v/c Ratio		0.04				0.00					0.13				0.19	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.4				0.7	
95% Queue Length, Q_{95} (ft)											10.2				19.3	
Control Delay (s/veh)		9.0	0.5	0.5		8.2	0.0	0.0			29.0				19.2	
Level of Service (LOS)		A	A	A		A	A	A			D				C	
Approach Delay (s/veh)	1.1				0.0				29.0				19.2			
Approach LOS	A				A				D				C			

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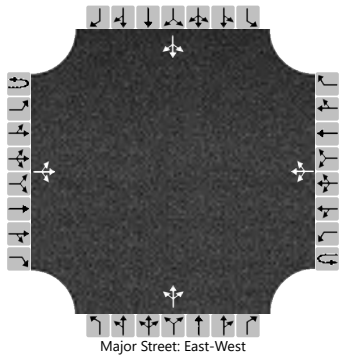
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	No-Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Cross Ave
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Cross Ave
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		40	324	0		0	502	25		8	6	2		23	5	36
Percent Heavy Vehicles (%)		2				2				2	2	2		3	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.13	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.53	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		45				0					18				73	
Capacity, c (veh/h)		978				1190					203				295	
v/c Ratio		0.05				0.00					0.09				0.25	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.3				1.0	
95% Queue Length, Q_{95} (ft)											7.6				25.5	
Control Delay (s/veh)		8.9	0.5	0.5		8.0	0.0	0.0			24.5				21.2	
Level of Service (LOS)		A	A	A		A	A	A			C				C	
Approach Delay (s/veh)	1.4				0.0				24.5				21.2			
Approach LOS	A				A				C				C			

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HCS Two-Way Stop-Control Report

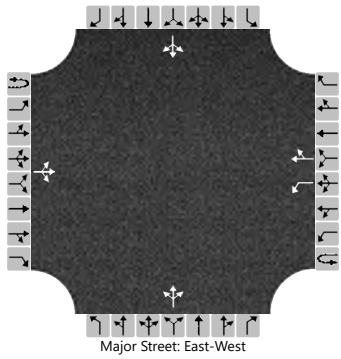
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	No-Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at CR 760
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	CR 760
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	1	0
Configuration			LTR			L		TR			LTR				LTR	
Volume (veh/h)		0	377	25		6	493	1		7	5	30		1	0	1
Percent Heavy Vehicles (%)		2				2				33	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.43	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.80	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				7					48				2	
Capacity, c (veh/h)		1010				1104					453				400	
v/c Ratio		0.00				0.01					0.11				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.4				0.0	
95% Queue Length, Q_{95} (ft)						0.0					10.6				0.0	
Control Delay (s/veh)		8.6	0.0	0.0		8.3					13.9				14.1	
Level of Service (LOS)		A	A	A		A					B				B	
Approach Delay (s/veh)	0.0				0.1				13.9				14.1			
Approach LOS	A				A				B				B			

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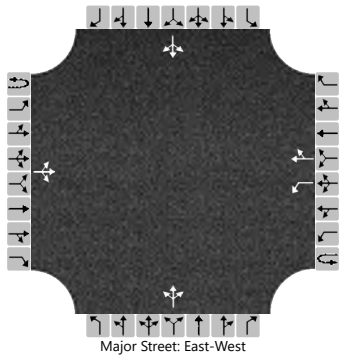
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	No-Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at CR 760
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	CR 760
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	1	0
Configuration			LTR			L		TR			LTR				LTR	
Volume (veh/h)		0	343	6		27	510	0		12	1	16		0	5	5
Percent Heavy Vehicles (%)		2				2				40	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.50	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.86	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				31					33				11	
Capacity, c (veh/h)		994				1162					402				313	
v/c Ratio		0.00				0.03					0.08				0.04	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.3				0.1	
95% Queue Length, Q_{95} (ft)						2.5					8.6				2.5	
Control Delay (s/veh)		8.6	0.0	0.0		8.2					14.7				16.9	
Level of Service (LOS)		A	A	A		A					B				C	
Approach Delay (s/veh)	0.0				0.4				14.7				16.9			
Approach LOS	A				A				B				C			

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HCS Two-Way Stop-Control Report

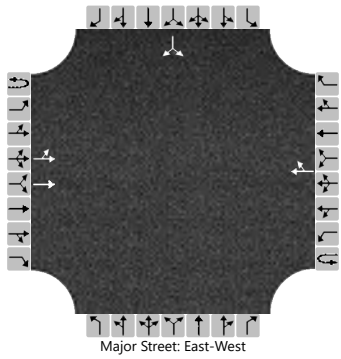
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	No-Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at NE 4 Mile Grade
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	NE 4 Mile Grade
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT	T					TR							LR	
Volume (veh/h)		0	408				500	6						6		0
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.2
Critical Headway (sec)		4.14												6.84		6.24
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0													7	
Capacity, c (veh/h)		994													321	
v/c Ratio		0.00													0.02	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
95% Queue Length, Q_{95} (ft)															2.5	
Control Delay (s/veh)		8.6	0.0												16.5	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)		0.0												16.5		
Approach LOS		A												C		

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HCS Two-Way Stop-Control Report

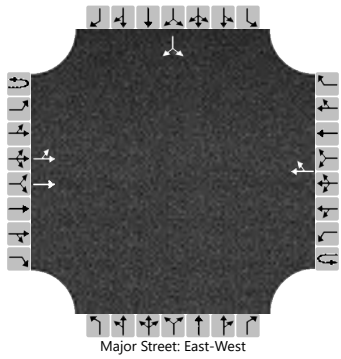
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	No-Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at NE 4 Mile Grade
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	NE 4 Mile Grade
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT	T					TR							LR	
Volume (veh/h)		0	359				527	5						5		10
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.2
Critical Headway (sec)		4.14												6.84		6.24
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0													17	
Capacity, c (veh/h)		969													589	
v/c Ratio		0.00													0.03	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
95% Queue Length, Q_{95} (ft)															2.5	
Control Delay (s/veh)		8.7	0.0												11.3	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		0.0												11.3		
Approach LOS		A												B		

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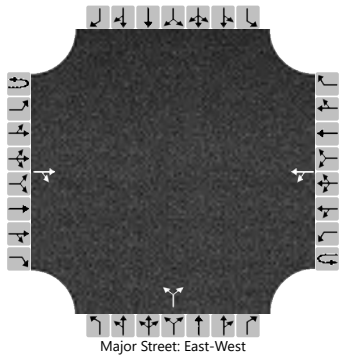
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	No-Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Florida Corrections
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Florida Corrections
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			363	51		15	460			46		0				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						17					52					
Capacity, c (veh/h)						1091					264					
v/c Ratio						0.02					0.20					
95% Queue Length, Q_{95} (veh)						0.0					0.7					
95% Queue Length, Q_{95} (ft)						0.0					17.8					
Control Delay (s/veh)						8.4	0.2				22.0					
Level of Service (LOS)						A	A				C					
Approach Delay (s/veh)					0.5				22.0							
Approach LOS					A				C							

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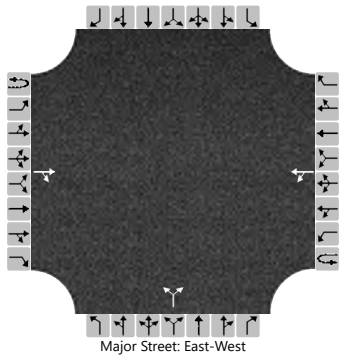
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	No-Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Florida Corrections
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Florida Corrections
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			328	36		8	483			48		40				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						9					100					
Capacity, c (veh/h)						1145					486					
v/c Ratio						0.01					0.21					
95% Queue Length, Q_{95} (veh)						0.0					0.8					
95% Queue Length, Q_{95} (ft)						0.0					20.3					
Control Delay (s/veh)						8.2	0.1				14.3					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.2				14.3							
Approach LOS					A				B							

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HCS Two-Way Stop-Control Report

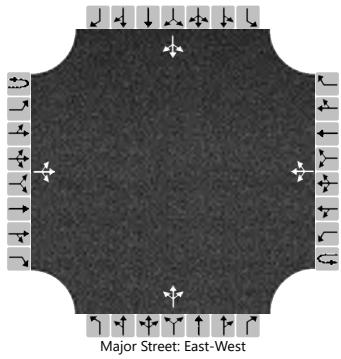
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	No-Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Blue Head St
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Blue Head St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	363	0		5	470	0		5	0	0		0	0	0
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				6					6				0	
Capacity, c (veh/h)		1034				1146					235					
v/c Ratio		0.00				0.00					0.02					
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1					
95% Queue Length, Q_{95} (ft)											2.5					
Control Delay (s/veh)		8.5	0.0	0.0		8.2	0.1	0.1			20.7					
Level of Service (LOS)		A	A	A		A	A	A			C					
Approach Delay (s/veh)		0.0				0.1				20.7						
Approach LOS		A				A				C						

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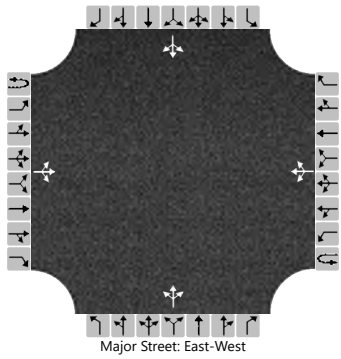
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	No-Build PM
Intersection Orientation	East-West
Project Description	SR PD&E

Site Information

Intersection	SR 70 at Blue Head St
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Blue Head St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	368	0		6	492	0		0	0	0		0	0	0
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				7					0				0	
Capacity, c (veh/h)		1012				1141					0					
v/c Ratio		0.00				0.01										
95% Queue Length, Q_{95} (veh)		0.0				0.0										
95% Queue Length, Q_{95} (ft)																
Control Delay (s/veh)		8.6	0.0	0.0		8.2	0.1	0.1								
Level of Service (LOS)		A	A	A		A	A	A								
Approach Delay (s/veh)	0.0				0.2											
Approach LOS	A				A											

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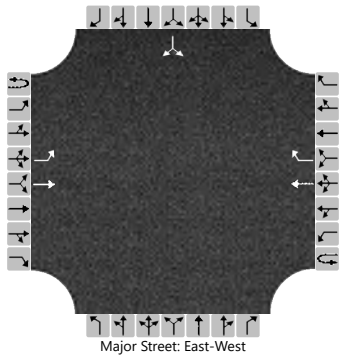
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	No-Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Toby's RV
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Toby's RV
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)		55	655				815	5						5		70
Percent Heavy Vehicles (%)		11												2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage			Left Only								1					

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.21												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.30												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		63													85	
Capacity, c (veh/h)		699													349	
v/c Ratio		0.09													0.24	
95% Queue Length, Q_{95} (veh)		0.3													0.9	
95% Queue Length, Q_{95} (ft)		8.2													22.9	
Control Delay (s/veh)		10.7													18.6	
Level of Service (LOS)		B													C	
Approach Delay (s/veh)		0.8												18.6		
Approach LOS		A												C		

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HCS Two-Way Stop-Control Report

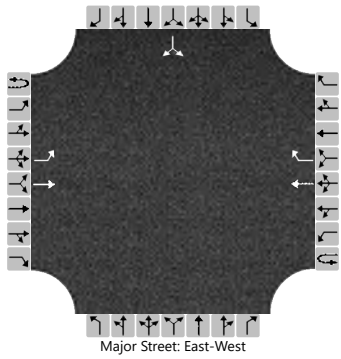
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	No-Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Toby's RV
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Toby's RV
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		0	1	0
Configuration		L	T				T	R							LR	
Volume (veh/h)		90	610				850	5						0		65
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No									
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.12												6.42		6.22
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		102													74	
Capacity, c (veh/h)		710													309	
v/c Ratio		0.14													0.24	
95% Queue Length, Q_{95} (veh)		0.5													0.9	
95% Queue Length, Q_{95} (ft)		12.7													22.9	
Control Delay (s/veh)		10.9													20.3	
Level of Service (LOS)		B													C	
Approach Delay (s/veh)		1.4												20.3		
Approach LOS		A												C		

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HCS Two-Way Stop-Control Report

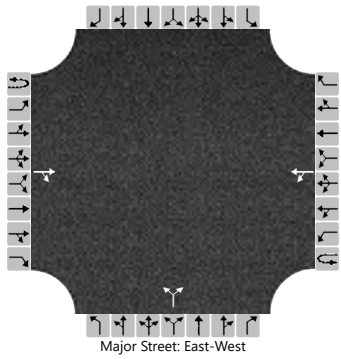
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	No-Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Townsend Rd
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Townsend Rd
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			655	5		15	785			35		5				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						17					45					
Capacity, c (veh/h)						859					111					
v/c Ratio						0.02					0.41					
95% Queue Length, Q_{95} (veh)						0.1					1.7					
95% Queue Length, Q_{95} (ft)						2.5					43.2					
Control Delay (s/veh)						9.3	0.4				58.2					
Level of Service (LOS)						A	A				F					
Approach Delay (s/veh)						0.6				58.2						
Approach LOS						A				F						

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HCS Two-Way Stop-Control Report

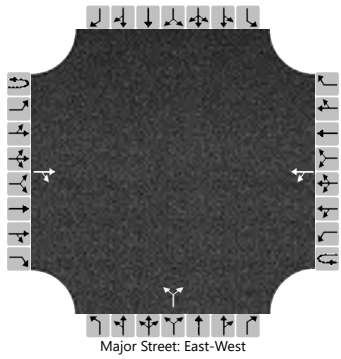
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	No-Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Townsend Rd
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Townsend Rd
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			585	25		0	850			5		20				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					28					
Capacity, c (veh/h)						902					278					
v/c Ratio						0.00					0.10					
95% Queue Length, Q_{95} (veh)						0.0					0.3					
95% Queue Length, Q_{95} (ft)											7.6					
Control Delay (s/veh)						9.0	0.0				19.4					
Level of Service (LOS)						A	A				C					
Approach Delay (s/veh)					0.0				19.4							
Approach LOS					A				C							

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HCS Two-Way Stop-Control Report

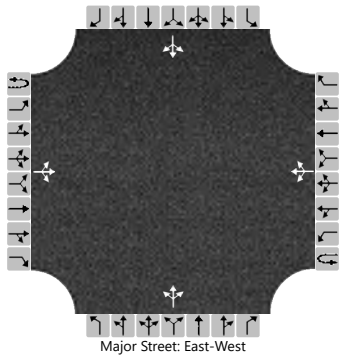
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	No-Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Hansel Ave
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Hansel Ave
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		20	580	60		10	690	5		90	0	15		5	0	20
Percent Heavy Vehicles (%)		2				2				7	2	17		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.17	6.52	6.37		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.56	4.02	3.45		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23				11					119				28	
Capacity, c (veh/h)		830				876					88				223	
v/c Ratio		0.03				0.01					1.36				0.13	
95% Queue Length, Q_{95} (veh)		0.1				0.0					8.9				0.4	
95% Queue Length, Q_{95} (ft)											237.5				10.2	
Control Delay (s/veh)		9.5	0.5	0.5		9.2	0.2	0.2			304.2				23.5	
Level of Service (LOS)		A	A	A		A	A	A			F				C	
Approach Delay (s/veh)	0.7				0.4				304.2				23.5			
Approach LOS	A				A				F				C			

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HCS Two-Way Stop-Control Report

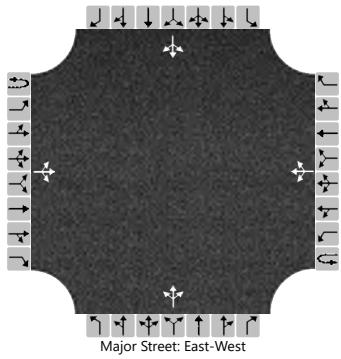
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	No-Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Hansel Ave
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Hansel Ave
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		25	515	65		15	740	0		90	0	15		0	0	20
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		28				17					119				23	
Capacity, c (veh/h)		794				929					88				365	
v/c Ratio		0.04				0.02					1.36				0.06	
95% Queue Length, Q_{95} (veh)		0.1				0.1					9.0				0.2	
95% Queue Length, Q_{95} (ft)											228.6				5.1	
Control Delay (s/veh)		9.7	0.6	0.6		8.9	0.3	0.3			306.1				15.5	
Level of Service (LOS)		A	A	A		A	A	A			F				C	
Approach Delay (s/veh)	0.9				0.5				306.1				15.5			
Approach LOS	A				A				F				C			

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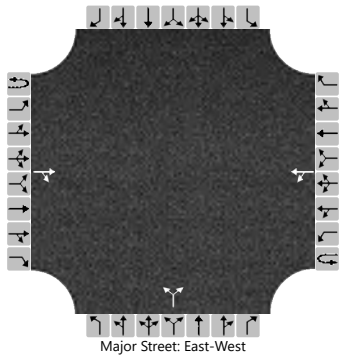
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	No-Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Walston Rd
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Walston Rd
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			585	15		10	655			50		5				
Percent Heavy Vehicles (%)						2				11		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.51		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.60		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						11					63					
Capacity, c (veh/h)						911					146					
v/c Ratio						0.01					0.43					
95% Queue Length, Q_{95} (veh)						0.0					1.9					
95% Queue Length, Q_{95} (ft)						0.0					51.4					
Control Delay (s/veh)						9.0	0.2				47.2					
Level of Service (LOS)						A	A				E					
Approach Delay (s/veh)					0.3				47.2							
Approach LOS					A				E							

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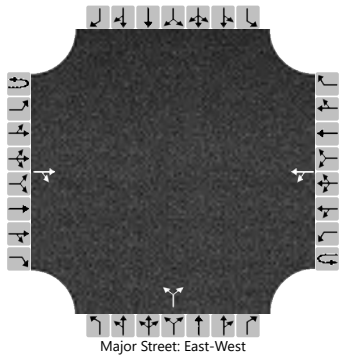
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	No-Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Walston Rd
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Walston Rd
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			510	20		5	715			40		15				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						6					63					
Capacity, c (veh/h)						975					186					
v/c Ratio						0.01					0.34					
95% Queue Length, Q_{95} (veh)						0.0					1.4					
95% Queue Length, Q_{95} (ft)						0.0					35.6					
Control Delay (s/veh)						8.7	0.1				34.0					
Level of Service (LOS)						A	A				D					
Approach Delay (s/veh)					0.2				34.0							
Approach LOS					A				D							

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HCS Two-Way Stop-Control Report

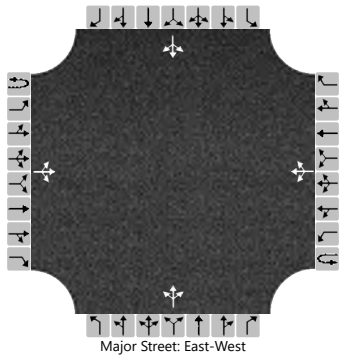
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	No-Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Cross Ave
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Cross Ave
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		30	540	20		0	585	70		35	0	0		35	0	45
Percent Heavy Vehicles (%)		17				2				2	2	2		2	2	19
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.27				4.12				7.12	6.52	6.22		7.12	6.52	6.39
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.35				2.22				3.52	4.02	3.32		3.52	4.02	3.47

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		34				0					40				91	
Capacity, c (veh/h)		799				947					92				187	
v/c Ratio		0.04				0.00					0.43				0.49	
95% Queue Length, Q_{95} (veh)		0.1				0.0					1.8				2.4	
95% Queue Length, Q_{95} (ft)											45.7				65.6	
Control Delay (s/veh)		9.7	0.7	0.7		8.8	0.0	0.0			70.6				41.3	
Level of Service (LOS)		A	A	A		A	A	A			F				E	
Approach Delay (s/veh)	1.1				0.0				70.6				41.3			
Approach LOS	A				A				F				E			

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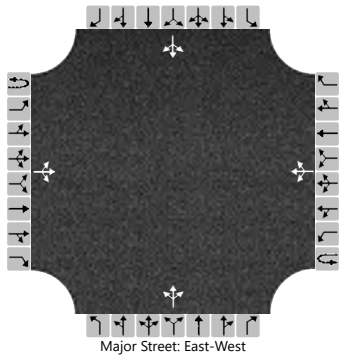
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	No-Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Cross Ave
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Cross Ave
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		55	470	0		0	660	40		20	10	10		35	5	40
Percent Heavy Vehicles (%)		2				2				2	2	2		3	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.13	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.53	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		63				0					45				91	
Capacity, c (veh/h)		826				1034					114				147	
v/c Ratio		0.08				0.00					0.40				0.62	
95% Queue Length, Q_{95} (veh)		0.2				0.0					1.7				3.3	
95% Queue Length, Q_{95} (ft)											43.2				84.1	
Control Delay (s/veh)		9.7	1.1	1.1		8.5	0.0	0.0			56.3				63.0	
Level of Service (LOS)		A	A	A		A	A	A			F				F	
Approach Delay (s/veh)	2.0				0.0				56.3				63.0			
Approach LOS	A				A				F				F			

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HCS Two-Way Stop-Control Report

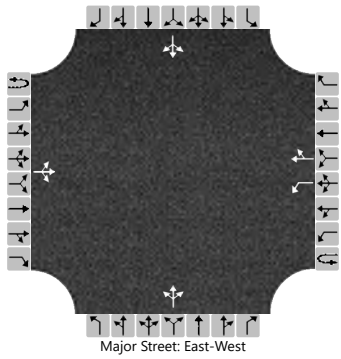
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	No-Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at CR 760
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	CR 760
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	1	0
Configuration			LTR			L		TR			LTR				LTR	
Volume (veh/h)		0	535	40		10	635	5		15	5	45		5	0	5
Percent Heavy Vehicles (%)		2				2				33	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.43	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.80	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				11					74				11	
Capacity, c (veh/h)		876				933					330				292	
v/c Ratio		0.00				0.01					0.22				0.04	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.8				0.1	
95% Queue Length, Q_{95} (ft)						0.0					21.5				2.5	
Control Delay (s/veh)		9.1	0.0	0.0		8.9					19.0				17.8	
Level of Service (LOS)		A	A	A		A					C				C	
Approach Delay (s/veh)	0.0				0.1				19.0				17.8			
Approach LOS	A				A				C				C			

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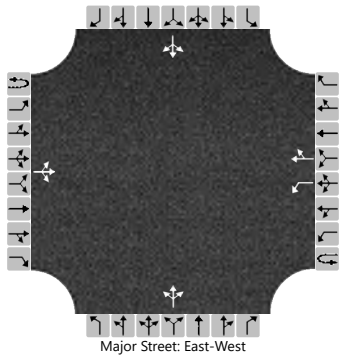
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	No-Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at CR 760
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	CR 760
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	1	1	0		0	1	0		0	1	0
Configuration			LTR			L		TR			LTR				LTR	
Volume (veh/h)		0	505	10		50	675	0		20	5	35		0	5	5
Percent Heavy Vehicles (%)		2				2				40	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left Only								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.50	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.86	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				57					68				11	
Capacity, c (veh/h)		847				989					273				186	
v/c Ratio		0.00				0.06					0.25				0.06	
95% Queue Length, Q_{95} (veh)		0.0				0.2					1.0				0.2	
95% Queue Length, Q_{95} (ft)						5.1					27.9				5.1	
Control Delay (s/veh)		9.3	0.0	0.0		8.9					22.5				25.7	
Level of Service (LOS)		A	A	A		A					C				D	
Approach Delay (s/veh)	0.0				0.6				22.5				25.7			
Approach LOS	A				A				C				D			

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HCS Two-Way Stop-Control Report

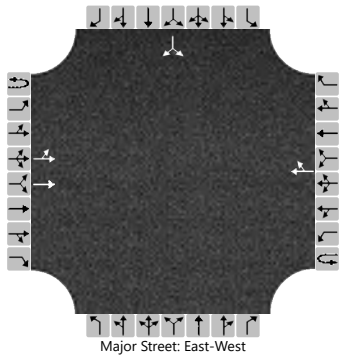
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	No-Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at NE 4 Mile Grade
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	NE 4 Mile Grade
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT	T					TR							LR	
Volume (veh/h)		0	585				650	10						10		0
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.2
Critical Headway (sec)		4.14												6.84		6.24
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0													11	
Capacity, c (veh/h)		855													214	
v/c Ratio		0.00													0.05	
95% Queue Length, Q_{95} (veh)		0.0													0.2	
95% Queue Length, Q_{95} (ft)															5.1	
Control Delay (s/veh)		9.2	0.0												22.8	
Level of Service (LOS)		A	A												C	
Approach Delay (s/veh)		0.0												22.8		
Approach LOS		A												C		

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HCS Two-Way Stop-Control Report

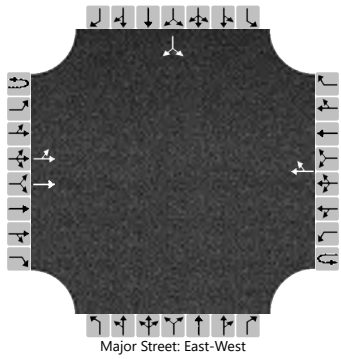
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	No-Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at NE 4 Mile Grade
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	NE 4 Mile Grade
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	1	0		0	0	0		0	1	0
Configuration		LT	T					TR							LR	
Volume (veh/h)		0	540				715	5						5		10
Percent Heavy Vehicles (%)		2												2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.5		6.2
Critical Headway (sec)		4.14												6.84		6.24
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.22												3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0													17	
Capacity, c (veh/h)		806													410	
v/c Ratio		0.00													0.04	
95% Queue Length, Q_{95} (veh)		0.0													0.1	
95% Queue Length, Q_{95} (ft)															2.5	
Control Delay (s/veh)		9.5	0.0												14.2	
Level of Service (LOS)		A	A												B	
Approach Delay (s/veh)		0.0												14.2		
Approach LOS		A												B		

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HCS Two-Way Stop-Control Report

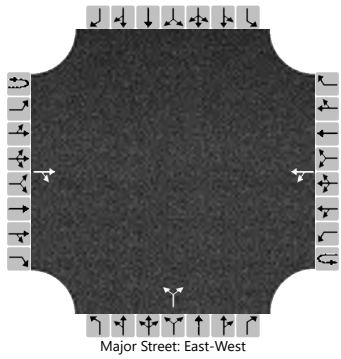
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	No-Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Florida Corrections
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Florida Corrections
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			525	70		30	595			65		0				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						34					74					
Capacity, c (veh/h)						915					148					
v/c Ratio						0.04					0.50					
95% Queue Length, Q_{95} (veh)						0.1					2.4					
95% Queue Length, Q_{95} (ft)						2.5					61.0					
Control Delay (s/veh)						9.1	0.6				51.2					
Level of Service (LOS)						A	A				F					
Approach Delay (s/veh)					1.0				51.2							
Approach LOS					A				F							

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HCS Two-Way Stop-Control Report

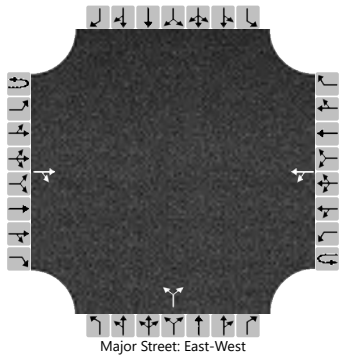
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	No-Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Florida Corrections
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Florida Corrections
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			490	55		20	660			60		40				
Percent Heavy Vehicles (%)						2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.42		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						23					114					
Capacity, c (veh/h)						961					248					
v/c Ratio						0.02					0.46					
95% Queue Length, Q_{95} (veh)						0.1					2.2					
95% Queue Length, Q_{95} (ft)						2.5					55.9					
Control Delay (s/veh)						8.8	0.4				31.2					
Level of Service (LOS)						A	A				D					
Approach Delay (s/veh)						0.6				31.2						
Approach LOS						A				D						

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HCS Two-Way Stop-Control Report

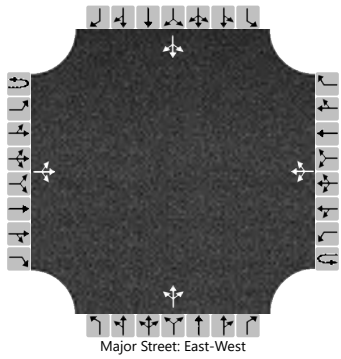
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	No-Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Blue Head St
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Blue Head St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	525	0		5	620	0		5	0	0		0	0	0
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				6					6				0	
Capacity, c (veh/h)		893				980					134					
v/c Ratio		0.00				0.01					0.04					
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1					
95% Queue Length, Q_{95} (ft)											2.5					
Control Delay (s/veh)		9.0	0.0	0.0		8.7	0.1	0.1			33.0					
Level of Service (LOS)		A	A	A		A	A	A			D					
Approach Delay (s/veh)		0.0				0.2				33.0						
Approach LOS		A				A				D						

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HCS Two-Way Stop-Control Report

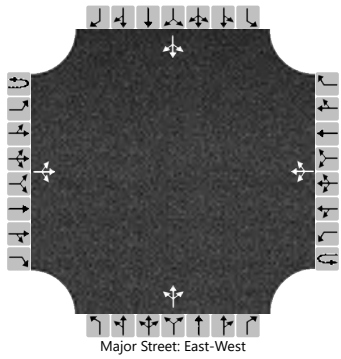
General Information

Analyst	TG
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	No-Build PM
Intersection Orientation	East-West
Project Description	SR PD&E

Site Information

Intersection	SR 70 at Blue Head St
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Blue Head St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	530	0		10	680	0		0	0	0		0	0	0
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				11					0				0	
Capacity, c (veh/h)		842				975					0					
v/c Ratio		0.00				0.01										
95% Queue Length, Q_{95} (veh)		0.0				0.0										
95% Queue Length, Q_{95} (ft)																
Control Delay (s/veh)		9.3	0.0	0.0		8.7	0.2	0.2								
Level of Service (LOS)		A	A	A		A	A	A								
Approach Delay (s/veh)	0.0				0.3											
Approach LOS	A				A											

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APPENDIX L:
Opening Year (2030) & Design Year (2050) No-Build HCS Arterial Reports

HCS Two-Lane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	No-Build AM
Project Description	SR 70, from W of Tobys RV to Blue Head St	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	1827
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	544	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.32

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	62.3
Speed Slope Coefficient (m)	3.89629	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34679	PF Power Coefficient (p)	0.75146
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	5.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1827	-	-	59.6

Vehicle Results			
Average Speed, mi/h	59.6	Percent Followers, %	57.4
Segment Travel Time, minutes	0.35	Adj. Follower Density, followers/mi/ln	5.2
Vehicle LOS	C		

Segment 2

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	2185
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.5

Demand and Capacity			
Directional Demand Flow Rate, veh/h	523	Opposing Demand Flow Rate, veh/h	693
Peak Hour Factor	0.88	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	4.04846	Speed Power Coefficient (p)	0.46030

PF Slope Coefficient (m)		-1.27529		PF Power Coefficient (p)	0.79217
In Passing Lane Effective Length?		No		Follower Density, followers/mi/ln	4.3
%Improvement to Percent Followers		0.0		%Improvement to Speed	0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2185	-	-	64.7
Vehicle Results					
Average Speed, mi/h		64.7		Percent Followers, %	53.4
Segment Travel Time, minutes		0.38		Adj. Follower Density, followers/mi/ln	4.3
Vehicle LOS		C			
Segment 3					
Vehicle Inputs					
Segment Type		Passing Zone		Length, ft	2688
Lane Width, ft		12		Shoulder Width, ft	6
Speed Limit, mi/h		60		Access Point Density, pts/mi	0.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		523		Opposing Demand Flow Rate, veh/h	680
Peak Hour Factor		0.88		Total Trucks, %	11.00
Segment Capacity, veh/h		1700		Demand/Capacity (D/C)	0.31
Intermediate Results					
Segment Vertical Class		1		Free-Flow Speed, mi/h	68.0
Speed Slope Coefficient (m)		4.08687		Speed Power Coefficient (p)	0.46162
PF Slope Coefficient (m)		-1.25422		PF Power Coefficient (p)	0.79946
In Passing Lane Effective Length?		No		Follower Density, followers/mi/ln	4.2
%Improvement to Percent Followers		0.0		%Improvement to Speed	0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	496	-	-	65.3
2	Horizontal Curve	1463	18093	2.0	65.3
3	Tangent	729	-	-	65.3
Vehicle Results					
Average Speed, mi/h		65.3		Percent Followers, %	52.6
Segment Travel Time, minutes		0.47		Adj. Follower Density, followers/mi/ln	4.2
Vehicle LOS		C			
Segment 4					
Vehicle Inputs					
Segment Type		Passing Zone		Length, ft	5280
Lane Width, ft		12		Shoulder Width, ft	6
Speed Limit, mi/h		60		Access Point Density, pts/mi	5.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		485		Opposing Demand Flow Rate, veh/h	614
Peak Hour Factor		0.88		Total Trucks, %	14.00

Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.29
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	66.7
Speed Slope Coefficient (m)	4.02974	Speed Power Coefficient (p)	0.46839
PF Slope Coefficient (m)	-1.22254	PF Power Coefficient (p)	0.80742
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	3.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1167	7542	2.0	64.1
2	Tangent	581	-	-	64.1
3	Horizontal Curve	1478	17290	2.0	64.1
4	Tangent	2054	-	-	64.1

Vehicle Results			
Average Speed, mi/h	64.1	Percent Followers, %	49.4
Segment Travel Time, minutes	0.94	Adj. Follower Density, followers/mi/ln	3.7
Vehicle LOS	B		

Segment 5

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5290
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	483	Opposing Demand Flow Rate, veh/h	590
Peak Hour Factor	0.88	Total Trucks, %	16.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	4.06184	Speed Power Coefficient (p)	0.47104
PF Slope Coefficient (m)	-1.21555	PF Power Coefficient (p)	0.81048
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	3.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5290	-	-	64.8

Vehicle Results			
Average Speed, mi/h	64.8	Percent Followers, %	49.0
Segment Travel Time, minutes	0.93	Adj. Follower Density, followers/mi/ln	3.7
Vehicle LOS	B		

Segment 6

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5312

Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	457	Opposing Demand Flow Rate, veh/h	569
Peak Hour Factor	0.88	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.27
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	4.05945	Speed Power Coefficient (p)	0.47340
PF Slope Coefficient (m)	-1.21390	PF Power Coefficient (p)	0.81128
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	3.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5312	-	-	64.9

Vehicle Results			
Average Speed, mi/h	64.9	Percent Followers, %	47.4
Segment Travel Time, minutes	0.93	Adj. Follower Density, followers/mi/ln	3.3
Vehicle LOS	B		

Segment 7

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	18506
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	464	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	13.00
Segment Capacity, veh/h	1400	Demand/Capacity (D/C)	0.33
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	7.66198	Speed Power Coefficient (p)	1.56263
PF Slope Coefficient (m)	-0.98070	PF Power Coefficient (p)	0.91730
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	333	-	-	66.1
2	Horizontal Curve	1800	17189	2.0	66.1
3	Horizontal Curve	2413	20814	2.0	66.1
4	Tangent	13960	-	-	66.1

Passing Lane Results

	Faster Lane	Slower Lane

Flow Rate, veh/h	276	188	
Percentage of Heavy Vehicles (HV%), %	5.20	24.48	
Initial Average Speed (Sint), mi/h	67.6	67.1	
Average Speed at Midpoint (SPLmid), mi/h	69.3	65.3	
Percent Followers at Midpoint (PFPLmid), %	26.6	17.5	

Vehicle Results			
Average Speed, mi/h	66.1	Percent Followers, %	38.4
Segment Travel Time, minutes	3.18	Adj. Follower Density, followers/mi/ln	2.7
Follower Density Mid-Point, followers/mi/ln	0.8	Vehicle LOS	A

Segment 8

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	7767
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	470	Opposing Demand Flow Rate, veh/h	575
Peak Hour Factor	0.88	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	4.09583	Speed Power Coefficient (p)	0.47274
PF Slope Coefficient (m)	-1.20738	PF Power Coefficient (p)	0.80315
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	3.5
%Improvement to Percent Followers	14.4	%Improvement to Speed	1.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7767	-	-	65.1

Vehicle Results			
Average Speed, mi/h	65.8	Percent Followers, %	48.3
Segment Travel Time, minutes	1.34	Adj. Follower Density, followers/mi/ln	3.0
Vehicle LOS	B		

Segment 9

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	42789
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	413	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	27.00
Segment Capacity, veh/h	1100	Demand/Capacity (D/C)	0.38

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.0
Speed Slope Coefficient (m)	9.34738	Speed Power Coefficient (p)	1.47617
PF Slope Coefficient (m)	-1.00746	PF Power Coefficient (p)	0.92168
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	42789	-	-	65.3

Passing Lane Results

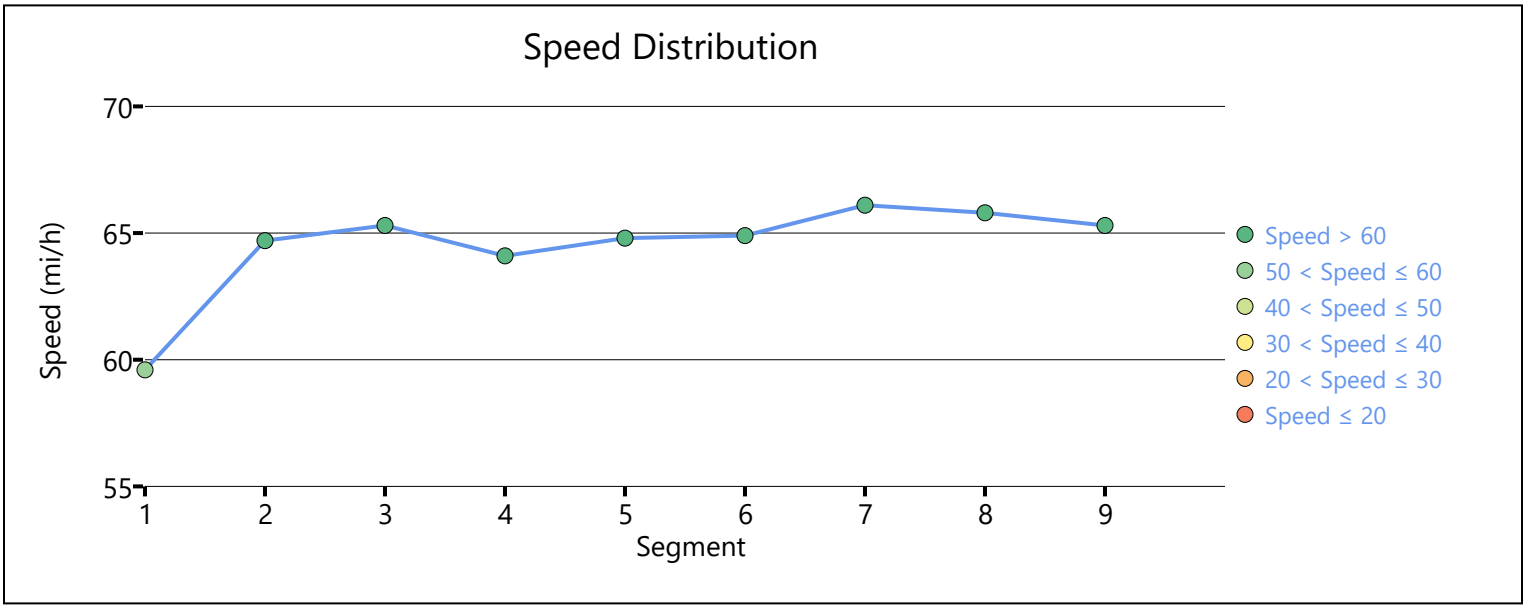
	Faster Lane	Slower Lane
Flow Rate, veh/h	242	171
Percentage of Heavy Vehicles (HV%), %	10.80	49.93
Initial Average Speed (Sint), mi/h	67.2	65.9
Average Speed at Midpoint (SPLmid), mi/h	69.2	63.9
Percent Followers at Midpoint (PFPLmid), %	24.1	11.5

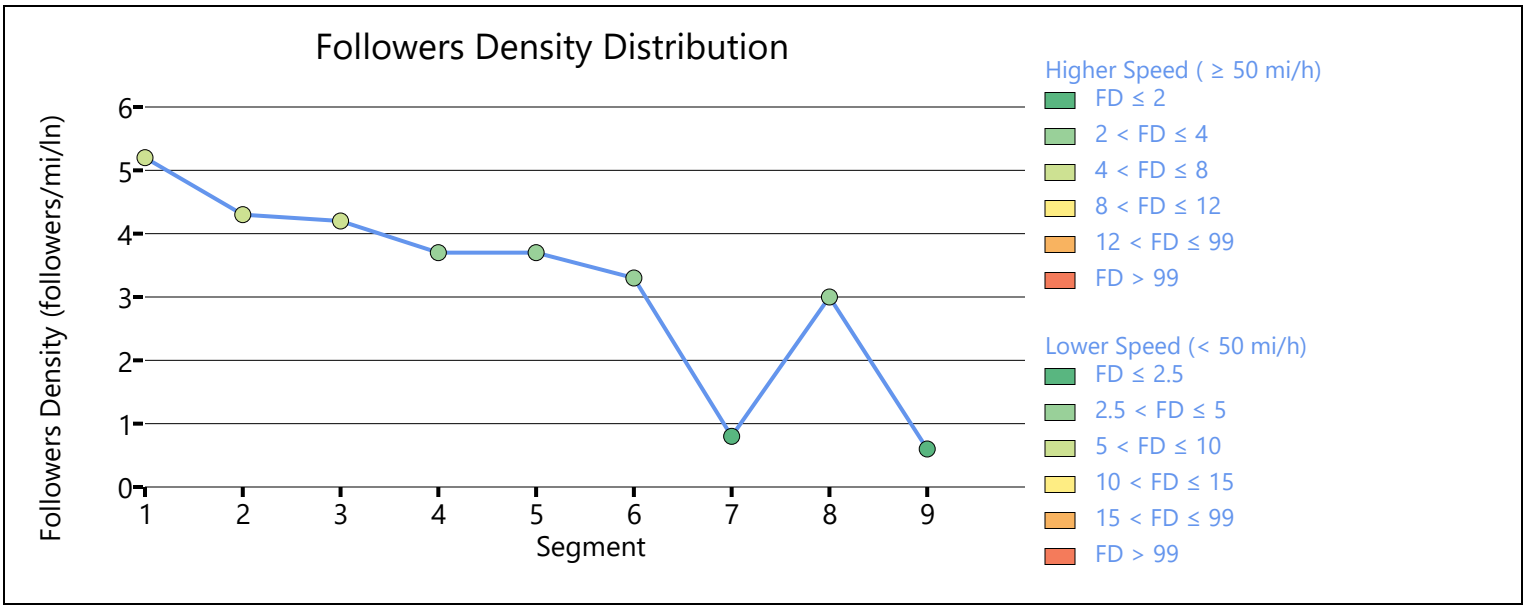
Vehicle Results

Average Speed, mi/h	65.3	Percent Followers, %	35.9
Segment Travel Time, minutes	7.44	Adj. Follower Density, followers/mi/ln	2.3
Follower Density Mid-Point, followers/mi/ln	0.6	Vehicle LOS	A

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/mi/ln	LOS
1	1707	0.75	1.6	A





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HCS Two-Lane Highway Report

Project Information			
Analyst	HNTB	Date	1/3/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	No-Build AM
Project Description	SR 70, from Blue Head St to W of Tobys RV	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	42789
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	540	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	24.00
Segment Capacity, veh/h	1300	Demand/Capacity (D/C)	0.42

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.1
Speed Slope Coefficient (m)	8.98119	Speed Power Coefficient (p)	1.49500
PF Slope Coefficient (m)	-0.89426	PF Power Coefficient (p)	0.91290
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	3.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	42789	-	-	64.5

Passing Lane Results

	Faster Lane	Slower Lane
Flow Rate, veh/h	306	234
Percentage of Heavy Vehicles (HV%), %	9.60	42.86
Initial Average Speed (Sint), mi/h	67.0	65.8
Average Speed at Midpoint (SPLmid), mi/h	69.0	63.8
Percent Followers at Midpoint (PFPLmid), %	27.7	17.6

Vehicle Results			
Average Speed, mi/h	64.5	Percent Followers, %	39.9
Segment Travel Time, minutes	7.54	Adj. Follower Density, followers/mi/ln	3.3
Follower Density Mid-Point, followers/mi/ln	0.9	Vehicle LOS	A

Segment 2

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	7767
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	575	Opposing Demand Flow Rate, veh/h	470
Peak Hour Factor	0.88	Total Trucks, %	16.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.34

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.6
Speed Slope Coefficient (m)	4.07029	Speed Power Coefficient (p)	0.48613
PF Slope Coefficient (m)	-1.19940	PF Power Coefficient (p)	0.80806
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	4.8
%Improvement to Percent Followers	9.8	%Improvement to Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7767	-	-	64.8

Vehicle Results			
Average Speed, mi/h	64.8	Percent Followers, %	53.6
Segment Travel Time, minutes	1.36	Adj. Follower Density, followers/mi/ln	4.3
Vehicle LOS	C		

Segment 3

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	18506
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	568	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	23.00
Segment Capacity, veh/h	1300	Demand/Capacity (D/C)	0.44

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	8.88264	Speed Power Coefficient (p)	1.49988
PF Slope Coefficient (m)	-0.90804	PF Power Coefficient (p)	0.91469
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	3.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	13960	-	-	64.5
2	Horizontal Curve	2413	20814	2.0	64.5
3	Horizontal Curve	1800	17189	2.0	64.5
4	Tangent	333	-	-	64.5

Passing Lane Results		
	Faster Lane	Slower Lane
Flow Rate, veh/h	321	248
Percentage of Heavy Vehicles (HV%), %	9.20	40.86

Initial Average Speed (Sint), mi/h	67.2	66.0
Average Speed at Midpoint (SPLmid), mi/h	69.2	64.0
Percent Followers at Midpoint (PFPLmid), %	28.7	19.2

Vehicle Results			
Average Speed, mi/h	64.5	Percent Followers, %	41.8
Segment Travel Time, minutes	3.26	Adj. Follower Density, followers/mi/ln	3.7
Follower Density Mid-Point, followers/mi/ln	1.0	Vehicle LOS	A

Segment 4

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5312
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	569	Opposing Demand Flow Rate, veh/h	457
Peak Hour Factor	0.88	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.33

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.3
Speed Slope Coefficient (m)	4.02645	Speed Power Coefficient (p)	0.48808
PF Slope Coefficient (m)	-1.20532	PF Power Coefficient (p)	0.81678
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	4.7
%Improvement to Percent Followers	14.9	%Improvement to Speed	1.5

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5312	-	-	64.5

Vehicle Results			
Average Speed, mi/h	65.5	Percent Followers, %	53.3
Segment Travel Time, minutes	0.92	Adj. Follower Density, followers/mi/ln	3.9
Vehicle LOS	B		

Segment 5

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5290
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	590	Opposing Demand Flow Rate, veh/h	483
Peak Hour Factor	0.88	Total Trucks, %	20.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.35

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.2
Speed Slope Coefficient (m)	4.03068	Speed Power Coefficient (p)	0.48439

PF Slope Coefficient (m)	-1.20799	PF Power Coefficient (p)	0.81559
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	5.0
%Improvement to Percent Followers	12.9	%Improvement to Speed	0.6

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5290	-	-	64.4

Vehicle Results

Average Speed, mi/h	64.8	Percent Followers, %	54.4
Segment Travel Time, minutes	0.93	Adj. Follower Density, followers/mi/ln	4.3
Vehicle LOS	C		

Segment 6

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	614	Opposing Demand Flow Rate, veh/h	485
Peak Hour Factor	0.88	Total Trucks, %	18.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.36

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	66.6
Speed Slope Coefficient (m)	3.99408	Speed Power Coefficient (p)	0.48407
PF Slope Coefficient (m)	-1.21340	PF Power Coefficient (p)	0.81340
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	5.4
%Improvement to Percent Followers	11.2	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2054	-	-	63.7
2	Horizontal Curve	1478	17290	2.0	63.7
3	Tangent	581	-	-	63.7
4	Horizontal Curve	1167	7542	2.0	63.7

Vehicle Results

Average Speed, mi/h	63.7	Percent Followers, %	55.8
Segment Travel Time, minutes	0.94	Adj. Follower Density, followers/mi/ln	4.8
Vehicle LOS	C		

Segment 7

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2688
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	680	Opposing Demand Flow Rate, veh/h	523

Peak Hour Factor	0.88	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.9
Speed Slope Coefficient (m)	4.04643	Speed Power Coefficient (p)	0.47911
PF Slope Coefficient (m)	-1.24484	PF Power Coefficient (p)	0.80620
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	6.3
%Improvement to Percent Followers	9.9	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	729	-	-	64.8
2	Horizontal Curve	1463	18093	2.0	64.8
3	Tangent	496	-	-	64.8

Vehicle Results			
Average Speed, mi/h	64.8	Percent Followers, %	59.8
Segment Travel Time, minutes	0.47	Adj. Follower Density, followers/mi/ln	5.7
Vehicle LOS	C		

Segment 8

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	2185
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.5
Demand and Capacity			
Directional Demand Flow Rate, veh/h	693	Opposing Demand Flow Rate, veh/h	523
Peak Hour Factor	0.88	Total Trucks, %	16.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.41
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.2
Speed Slope Coefficient (m)	4.00352	Speed Power Coefficient (p)	0.47911
PF Slope Coefficient (m)	-1.26493	PF Power Coefficient (p)	0.79940
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	6.6
%Improvement to Percent Followers	9.3	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2185	-	-	64.1

Vehicle Results			
Average Speed, mi/h	64.1	Percent Followers, %	61.1
Segment Travel Time, minutes	0.39	Adj. Follower Density, followers/mi/ln	6.0
Vehicle LOS	C		

Segment 9

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	1827

Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	755	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	16.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.44
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	62.2
Speed Slope Coefficient (m)	3.88726	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34777	PF Power Coefficient (p)	0.75181
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	8.5
%Improvement to Percent Followers	8.2	%Improvement to Speed	0.0

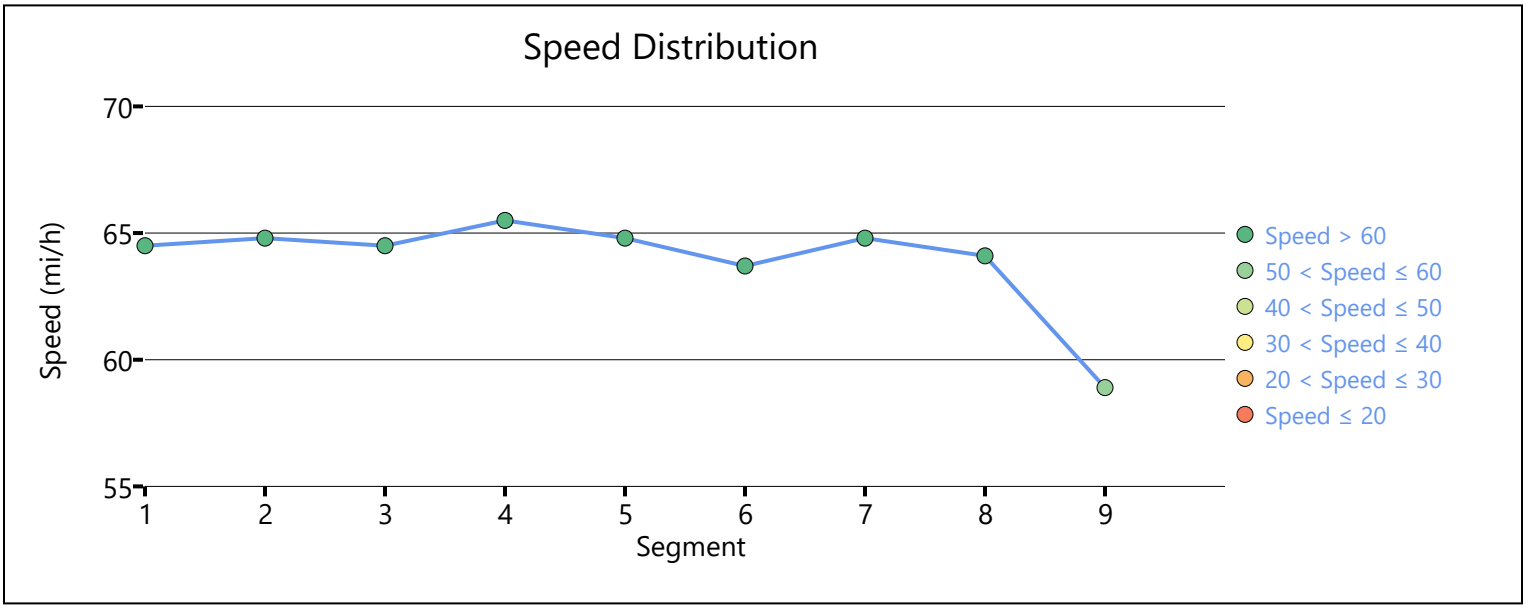
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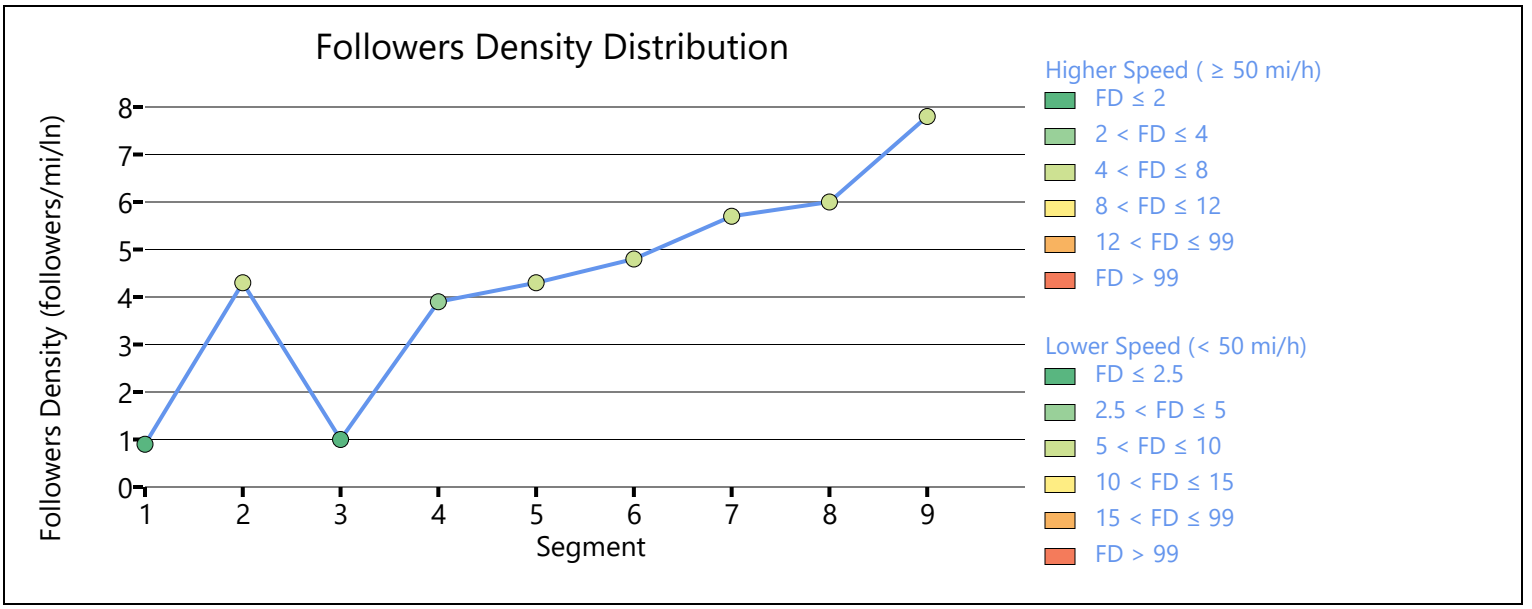
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1827	-	-	58.9

Vehicle Results			
Average Speed, mi/h	58.9	Percent Followers, %	66.4
Segment Travel Time, minutes	0.35	Adj. Follower Density, followers/mi/ln	7.8
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2174	1.36	2.2	B





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HCS Two-Lane Highway Report

Project Information			
Analyst	HNTB	Date	1/3/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	No-Build PM
Project Description	SR 70, from W of Tobys RV to Blue Head St	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	1827
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	533	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	62.4
Speed Slope Coefficient (m)	3.89809	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34659	PF Power Coefficient (p)	0.75140
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	5.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1827	-	-	59.6

Vehicle Results			
Average Speed, mi/h	59.6	Percent Followers, %	56.8
Segment Travel Time, minutes	0.35	Adj. Follower Density, followers/mi/ln	5.1
Vehicle LOS	C		

Segment 2

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	2185
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.5

Demand and Capacity			
Directional Demand Flow Rate, veh/h	475	Opposing Demand Flow Rate, veh/h	688
Peak Hour Factor	0.88	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	4.04915	Speed Power Coefficient (p)	0.46085

PF Slope Coefficient (m)	-1.27485	PF Power Coefficient (p)	0.79231
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	3.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2185	-	-	64.9

Vehicle Results

Average Speed, mi/h	64.9	Percent Followers, %	50.7
Segment Travel Time, minutes	0.38	Adj. Follower Density, followers/mi/ln	3.7
Vehicle LOS	B		

Segment 3

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2688
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	469	Opposing Demand Flow Rate, veh/h	686
Peak Hour Factor	0.88	Total Trucks, %	6.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	68.2
Speed Slope Coefficient (m)	4.09724	Speed Power Coefficient (p)	0.46096
PF Slope Coefficient (m)	-1.25374	PF Power Coefficient (p)	0.79885
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	3.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	496	-	-	65.6
2	Horizontal Curve	1463	18093	2.0	65.6
3	Tangent	729	-	-	65.6

Vehicle Results

Average Speed, mi/h	65.6	Percent Followers, %	49.6
Segment Travel Time, minutes	0.47	Adj. Follower Density, followers/mi/ln	3.5
Vehicle LOS	B		

Segment 4

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	418	Opposing Demand Flow Rate, veh/h	635
Peak Hour Factor	0.88	Total Trucks, %	12.00

Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.25
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	66.8
Speed Slope Coefficient (m)	4.03783	Speed Power Coefficient (p)	0.46609
PF Slope Coefficient (m)	-1.22356	PF Power Coefficient (p)	0.80640
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	3.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1167	7542	2.0	64.4
2	Tangent	581	-	-	64.4
3	Horizontal Curve	1478	17290	2.0	64.4
4	Tangent	2054	-	-	64.4

Vehicle Results			
Average Speed, mi/h	64.4	Percent Followers, %	45.4
Segment Travel Time, minutes	0.93	Adj. Follower Density, followers/mi/ln	3.0
Vehicle LOS	B		

Segment 5

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5290
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	413	Opposing Demand Flow Rate, veh/h	622
Peak Hour Factor	0.88	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.24
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	4.07035	Speed Power Coefficient (p)	0.46753
PF Slope Coefficient (m)	-1.21738	PF Power Coefficient (p)	0.80908
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5290	-	-	65.0

Vehicle Results			
Average Speed, mi/h	65.0	Percent Followers, %	44.8
Segment Travel Time, minutes	0.92	Adj. Follower Density, followers/mi/ln	2.8
Vehicle LOS	B		

Segment 6

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5312

Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	398	Opposing Demand Flow Rate, veh/h	599
Peak Hour Factor	0.88	Total Trucks, %	12.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.23
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.5
Speed Slope Coefficient (m)	4.07121	Speed Power Coefficient (p)	0.47002
PF Slope Coefficient (m)	-1.21541	PF Power Coefficient (p)	0.80981
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5312	-	-	65.2

Vehicle Results			
Average Speed, mi/h	65.2	Percent Followers, %	43.8
Segment Travel Time, minutes	0.93	Adj. Follower Density, followers/mi/ln	2.7
Vehicle LOS	B		

Segment 7

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	18506
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	408	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	13.00
Segment Capacity, veh/h	1400	Demand/Capacity (D/C)	0.29
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	7.66198	Speed Power Coefficient (p)	1.56263
PF Slope Coefficient (m)	-0.98070	PF Power Coefficient (p)	0.91730
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	333	-	-	66.5
2	Horizontal Curve	1800	17189	2.0	66.5
3	Horizontal Curve	2413	20814	2.0	66.5
4	Tangent	13960	-	-	66.5

Passing Lane Results

	Faster Lane	Slower Lane

Flow Rate, veh/h	246	162	
Percentage of Heavy Vehicles (HV%), %	5.20	24.90	
Initial Average Speed (Sint), mi/h	67.7	67.2	
Average Speed at Midpoint (SPLmid), mi/h	69.4	65.4	
Percent Followers at Midpoint (PFPLmid), %	24.3	15.4	

Vehicle Results			
Average Speed, mi/h	66.5	Percent Followers, %	35.0
Segment Travel Time, minutes	3.16	Adj. Follower Density, followers/mi/ln	2.1
Follower Density Mid-Point, followers/mi/ln	0.6	Vehicle LOS	A

Segment 8

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	7767
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	414	Opposing Demand Flow Rate, veh/h	605
Peak Hour Factor	0.88	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.24

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.8
Speed Slope Coefficient (m)	4.10935	Speed Power Coefficient (p)	0.46939
PF Slope Coefficient (m)	-1.20868	PF Power Coefficient (p)	0.80162
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	2.8
%Improvement to Percent Followers	14.6	%Improvement to Speed	1.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7767	-	-	65.4

Vehicle Results			
Average Speed, mi/h	66.0	Percent Followers, %	44.9
Segment Travel Time, minutes	1.34	Adj. Follower Density, followers/mi/ln	2.4
Vehicle LOS	B		

Segment 9

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	42789
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	418	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	9.00
Segment Capacity, veh/h	1500	Demand/Capacity (D/C)	0.28

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.6
Speed Slope Coefficient (m)	7.15019	Speed Power Coefficient (p)	1.58912
PF Slope Coefficient (m)	-0.96868	PF Power Coefficient (p)	0.91938
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	42789	-	-	66.4

Passing Lane Results

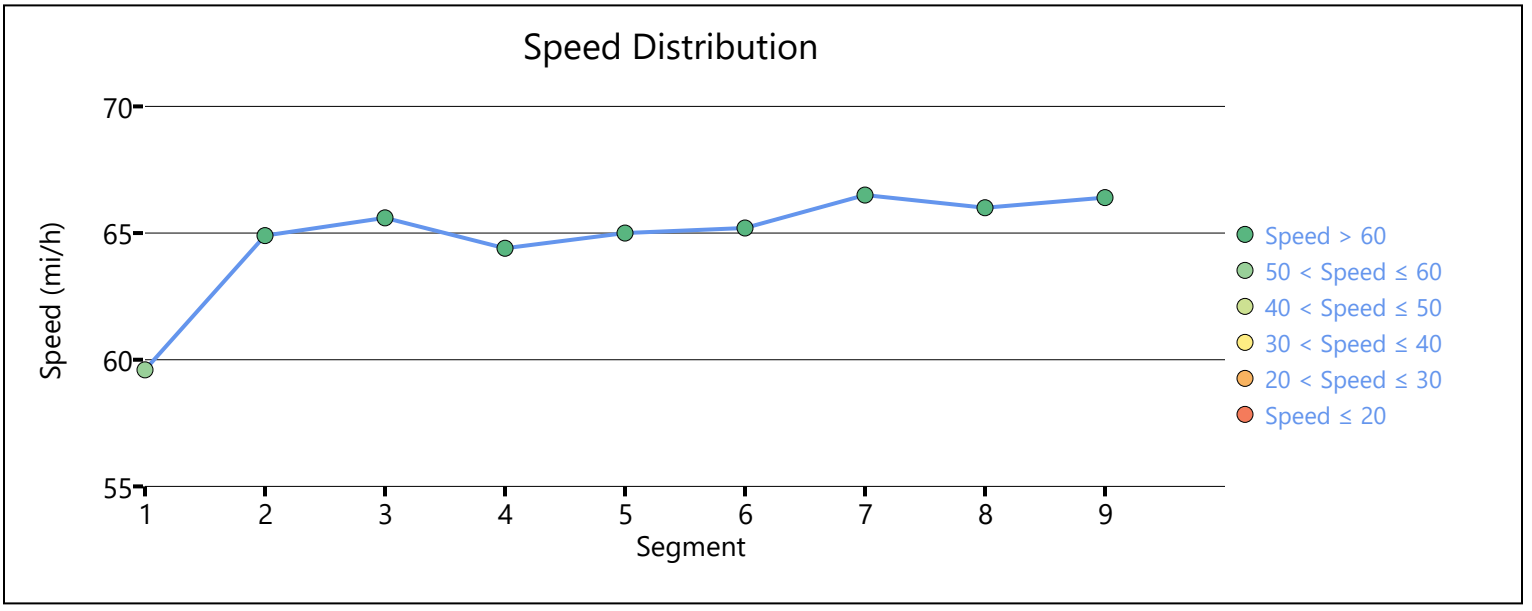
	Faster Lane	Slower Lane
Flow Rate, veh/h	254	164
Percentage of Heavy Vehicles (HV%), %	3.60	17.35
Initial Average Speed (Sint), mi/h	67.5	67.2
Average Speed at Midpoint (SPLmid), mi/h	69.1	65.5
Percent Followers at Midpoint (PFPLmid), %	25.3	17.3

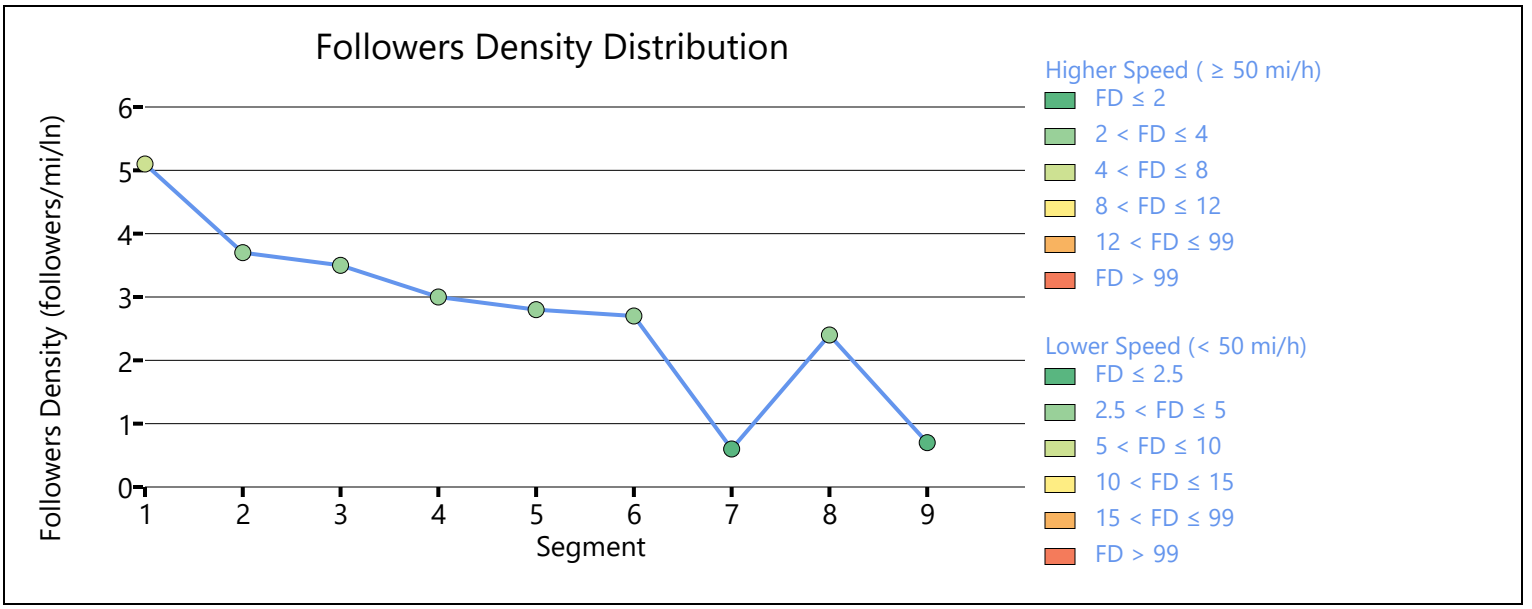
Vehicle Results

Average Speed, mi/h	66.4	Percent Followers, %	35.2
Segment Travel Time, minutes	7.32	Adj. Follower Density, followers/mi/ln	2.2
Follower Density Mid-Point, followers/mi/ln	0.7	Vehicle LOS	A

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/mi/ln	LOS
1	1601	0.56	1.4	A





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HCS Two-Lane Highway Report

Project Information			
Analyst	HNTB	Date	1/3/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	No-Build PM
Project Description	SR 70, from Blue Head St to W of Tobys RV	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	42789
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	559	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	6.00
Segment Capacity, veh/h	1500	Demand/Capacity (D/C)	0.37

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	6.78399	Speed Power Coefficient (p)	1.60794
PF Slope Coefficient (m)	-1.00649	PF Power Coefficient (p)	0.92188
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	3.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	42789	-	-	65.8

Passing Lane Results

	Faster Lane	Slower Lane
Flow Rate, veh/h	332	227
Percentage of Heavy Vehicles (HV%), %	2.40	11.27
Initial Average Speed (Sint), mi/h	67.2	67.2
Average Speed at Midpoint (SPLmid), mi/h	68.9	65.6
Percent Followers at Midpoint (PFPLmid), %	31.5	22.7

Vehicle Results			
Average Speed, mi/h	65.8	Percent Followers, %	44.5
Segment Travel Time, minutes	7.39	Adj. Follower Density, followers/mi/ln	3.8
Follower Density Mid-Point, followers/mi/ln	1.2	Vehicle LOS	A

Segment 2

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	7767
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	605	Opposing Demand Flow Rate, veh/h	414
Peak Hour Factor	0.88	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.36

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.8
Speed Slope Coefficient (m)	4.06711	Speed Power Coefficient (p)	0.49463
PF Slope Coefficient (m)	-1.19310	PF Power Coefficient (p)	0.81059
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	5.1
%Improvement to Percent Followers	10.0	%Improvement to Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7767	-	-	64.9

Vehicle Results			
Average Speed, mi/h	64.9	Percent Followers, %	54.8
Segment Travel Time, minutes	1.36	Adj. Follower Density, followers/mi/ln	4.6
Vehicle LOS	C		

Segment 3

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	18506
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	610	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	8.00
Segment Capacity, veh/h	1500	Demand/Capacity (D/C)	0.41

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.9
Speed Slope Coefficient (m)	7.05165	Speed Power Coefficient (p)	1.59400
PF Slope Coefficient (m)	-0.98067	PF Power Coefficient (p)	0.92106
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	4.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	13960	-	-	65.5
2	Horizontal Curve	2413	20814	2.0	65.5
3	Horizontal Curve	1800	17189	2.0	65.5
4	Tangent	333	-	-	65.5

Passing Lane Results		
	Faster Lane	Slower Lane
Flow Rate, veh/h	357	253
Percentage of Heavy Vehicles (HV%), %	3.20	14.77

Initial Average Speed (Sint), mi/h	67.3	67.2	
Average Speed at Midpoint (SPLmid), mi/h	69.0	65.5	
Percent Followers at Midpoint (PFPLmid), %	33.0	23.8	

Vehicle Results			
Average Speed, mi/h	65.5	Percent Followers, %	46.3
Segment Travel Time, minutes	3.21	Adj. Follower Density, followers/mi/ln	4.3
Follower Density Mid-Point, followers/mi/ln	1.3	Vehicle LOS	A

Segment 4

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5312
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	599	Opposing Demand Flow Rate, veh/h	398
Peak Hour Factor	0.88	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.35

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.5
Speed Slope Coefficient (m)	4.02607	Speed Power Coefficient (p)	0.49720
PF Slope Coefficient (m)	-1.19821	PF Power Coefficient (p)	0.81935
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	5.0
%Improvement to Percent Followers	14.7	%Improvement to Speed	1.5

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5312	-	-	64.7

Vehicle Results			
Average Speed, mi/h	65.7	Percent Followers, %	54.5
Segment Travel Time, minutes	0.92	Adj. Follower Density, followers/mi/ln	4.2
Vehicle LOS	C		

Segment 5

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5290
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	622	Opposing Demand Flow Rate, veh/h	413
Peak Hour Factor	0.88	Total Trucks, %	6.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.37

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	4.03868	Speed Power Coefficient (p)	0.49481

PF Slope Coefficient (m)	-1.19932	PF Power Coefficient (p)	0.81825
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	5.3
%Improvement to Percent Followers	12.7	%Improvement to Speed	0.6

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5290	-	-	64.8

Vehicle Results

Average Speed, mi/h	65.2	Percent Followers, %	55.6
Segment Travel Time, minutes	0.92	Adj. Follower Density, followers/mi/ln	4.6
Vehicle LOS	C		

Segment 6

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	635	Opposing Demand Flow Rate, veh/h	418
Peak Hour Factor	0.88	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.37

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	66.9
Speed Slope Coefficient (m)	3.99577	Speed Power Coefficient (p)	0.49392
PF Slope Coefficient (m)	-1.20556	PF Power Coefficient (p)	0.81612
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	5.6
%Improvement to Percent Followers	11.1	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2054	-	-	63.9
2	Horizontal Curve	1478	17290	2.0	63.9
3	Tangent	581	-	-	63.9
4	Horizontal Curve	1167	7542	2.0	63.9

Vehicle Results

Average Speed, mi/h	63.9	Percent Followers, %	56.5
Segment Travel Time, minutes	0.94	Adj. Follower Density, followers/mi/ln	5.0
Vehicle LOS	C		

Segment 7

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2688
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	686	Opposing Demand Flow Rate, veh/h	469

Peak Hour Factor	0.88	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	68.1
Speed Slope Coefficient (m)	4.04663	Speed Power Coefficient (p)	0.48629
PF Slope Coefficient (m)	-1.23924	PF Power Coefficient (p)	0.80818
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	6.3
%Improvement to Percent Followers	9.9	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	729	-	-	65.0
2	Horizontal Curve	1463	18093	2.0	65.0
3	Tangent	496	-	-	65.0

Vehicle Results			
Average Speed, mi/h	65.0	Percent Followers, %	59.9
Segment Travel Time, minutes	0.47	Adj. Follower Density, followers/mi/ln	5.7
Vehicle LOS	C		

Segment 8

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	2185
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.5
Demand and Capacity			
Directional Demand Flow Rate, veh/h	688	Opposing Demand Flow Rate, veh/h	475
Peak Hour Factor	0.88	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.5
Speed Slope Coefficient (m)	4.00688	Speed Power Coefficient (p)	0.48549
PF Slope Coefficient (m)	-1.25957	PF Power Coefficient (p)	0.80099
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	6.5
%Improvement to Percent Followers	9.4	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2185	-	-	64.4

Vehicle Results			
Average Speed, mi/h	64.4	Percent Followers, %	60.7
Segment Travel Time, minutes	0.39	Adj. Follower Density, followers/mi/ln	5.9
Vehicle LOS	C		

Segment 9

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	1827

Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	739	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.43
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	62.4
Speed Slope Coefficient (m)	3.90170	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34620	PF Power Coefficient (p)	0.75126
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	8.2
%Improvement to Percent Followers	8.5	%Improvement to Speed	0.0

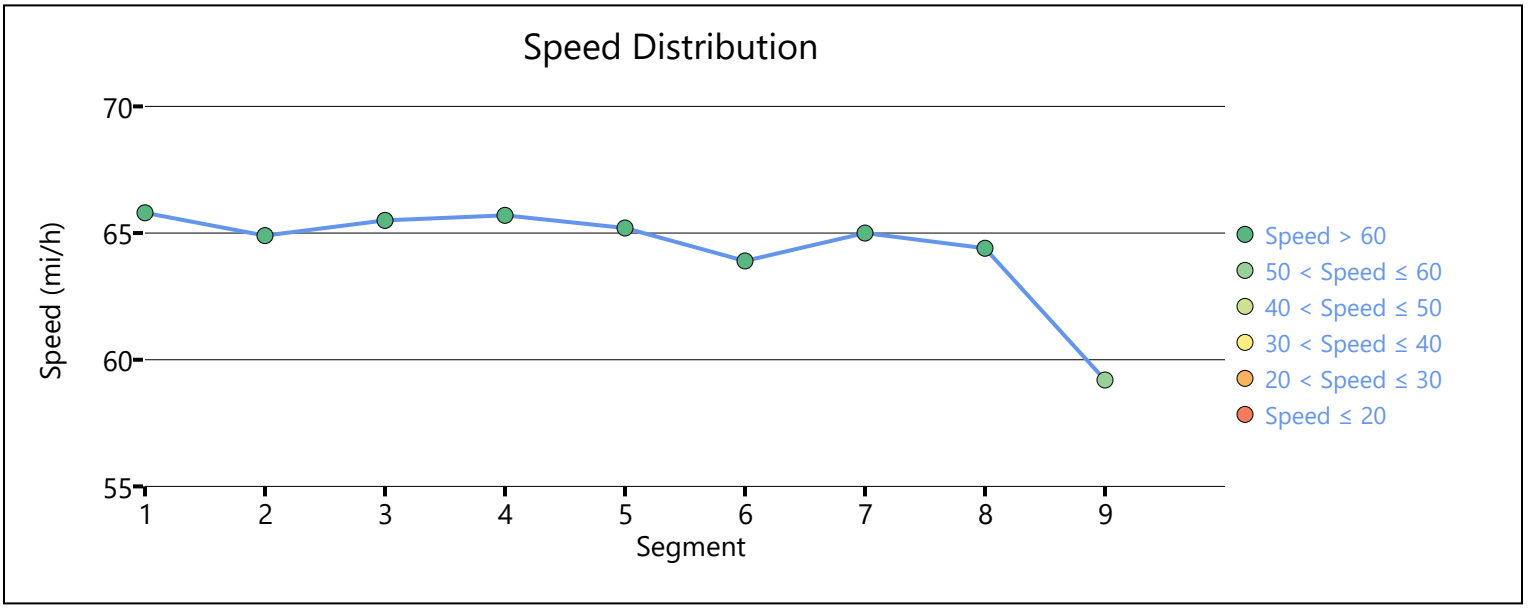
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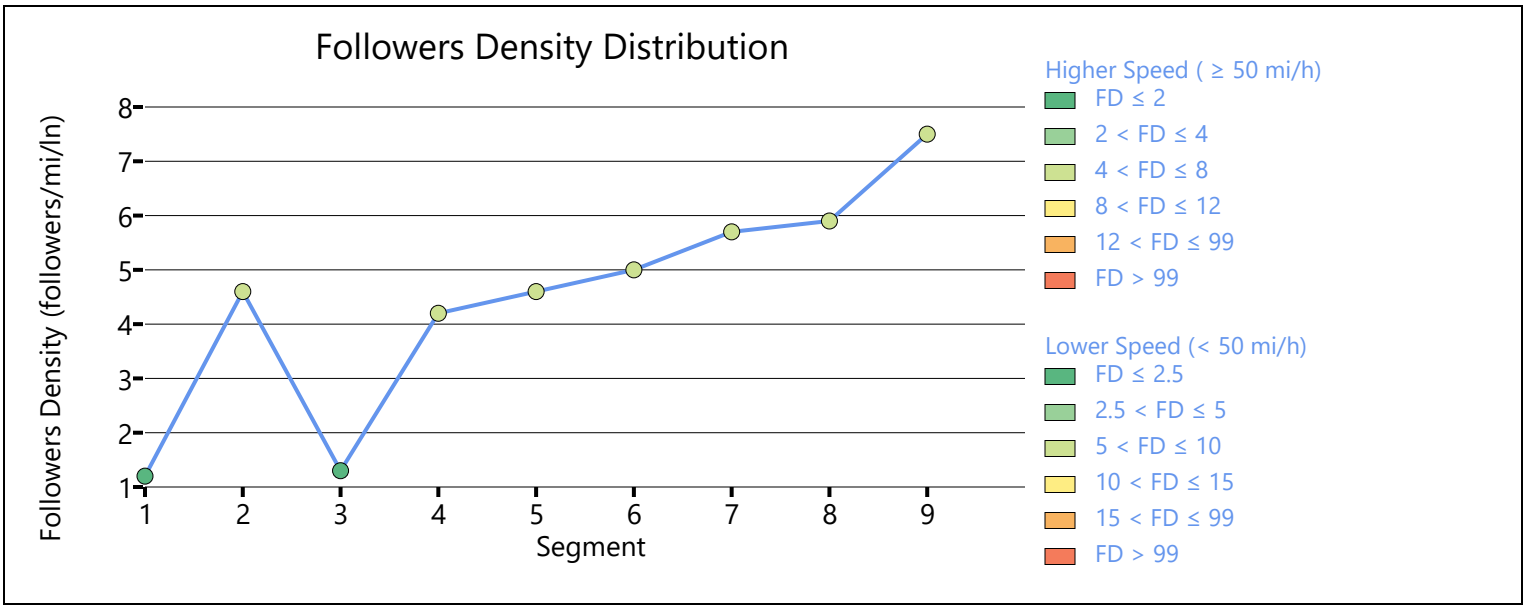
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1827	-	-	59.2

Vehicle Results			
Average Speed, mi/h	59.2	Percent Followers, %	65.8
Segment Travel Time, minutes	0.35	Adj. Follower Density, followers/mi/ln	7.5
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2268	1.20	2.4	B





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HCS Two-Lane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	No-Build AM
Project Description	SR 70, from W of Tobys RV to Blue Head St	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	1827
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	807	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.47

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	62.3
Speed Slope Coefficient (m)	3.89629	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34679	PF Power Coefficient (p)	0.75146
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	9.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1827	-	-	59.0

Vehicle Results			
Average Speed, mi/h	59.0	Percent Followers, %	68.2
Segment Travel Time, minutes	0.35	Adj. Follower Density, followers/mi/ln	9.3
Vehicle LOS	D		

Segment 2

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	2185
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.5

Demand and Capacity			
Directional Demand Flow Rate, veh/h	750	Opposing Demand Flow Rate, veh/h	932
Peak Hour Factor	0.88	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.44

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	4.09197	Speed Power Coefficient (p)	0.44141

PF Slope Coefficient (m)		-1.28336		PF Power Coefficient (p)	0.78390
In Passing Lane Effective Length?		No		Follower Density, followers/mi/ln	7.5
%Improvement to Percent Followers		0.0		%Improvement to Speed	0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2185	-	-	64.0
Vehicle Results					
Average Speed, mi/h		64.0		Percent Followers, %	64.1
Segment Travel Time, minutes		0.39		Adj. Follower Density, followers/mi/ln	7.5
Vehicle LOS		C			

Segment 3

Vehicle Inputs					
Segment Type		Passing Zone		Length, ft	2688
Lane Width, ft		12		Shoulder Width, ft	6
Speed Limit, mi/h		60		Access Point Density, pts/mi	0.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		750		Opposing Demand Flow Rate, veh/h	909
Peak Hour Factor		0.88		Total Trucks, %	11.00
Segment Capacity, veh/h		1700		Demand/Capacity (D/C)	0.44
Intermediate Results					
Segment Vertical Class		1		Free-Flow Speed, mi/h	68.0
Speed Slope Coefficient (m)		4.12919		Speed Power Coefficient (p)	0.44292
PF Slope Coefficient (m)		-1.26201		PF Power Coefficient (p)	0.79134
In Passing Lane Effective Length?		No		Follower Density, followers/mi/ln	7.4
%Improvement to Percent Followers		0.0		%Improvement to Speed	0.0
Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	496	-	-	64.6
2	Horizontal Curve	1463	18093	2.0	64.6
3	Tangent	729	-	-	64.6
Vehicle Results					
Average Speed, mi/h		64.6		Percent Followers, %	63.4
Segment Travel Time, minutes		0.47		Adj. Follower Density, followers/mi/ln	7.4
Vehicle LOS		C			

Segment 4

Vehicle Inputs					
Segment Type		Passing Zone		Length, ft	5280
Lane Width, ft		12		Shoulder Width, ft	6
Speed Limit, mi/h		60		Access Point Density, pts/mi	5.0
Demand and Capacity					
Directional Demand Flow Rate, veh/h		682		Opposing Demand Flow Rate, veh/h	801
Peak Hour Factor		0.88		Total Trucks, %	14.00

Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	66.7
Speed Slope Coefficient (m)	4.06636	Speed Power Coefficient (p)	0.45088
PF Slope Coefficient (m)	-1.23153	PF Power Coefficient (p)	0.80022
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	6.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1167	7542	2.0	63.5
2	Tangent	581	-	-	63.5
3	Horizontal Curve	1478	17290	2.0	63.5
4	Tangent	2054	-	-	63.5

Vehicle Results			
Average Speed, mi/h	63.5	Percent Followers, %	59.6
Segment Travel Time, minutes	0.94	Adj. Follower Density, followers/mi/ln	6.4
Vehicle LOS	C		

Segment 5

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5290
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	670	Opposing Demand Flow Rate, veh/h	756
Peak Hour Factor	0.88	Total Trucks, %	16.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.39
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	4.09506	Speed Power Coefficient (p)	0.45465
PF Slope Coefficient (m)	-1.22405	PF Power Coefficient (p)	0.80391
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	6.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5290	-	-	64.2

Vehicle Results			
Average Speed, mi/h	64.2	Percent Followers, %	58.8
Segment Travel Time, minutes	0.94	Adj. Follower Density, followers/mi/ln	6.1
Vehicle LOS	C		

Segment 6

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5312

Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	653	Opposing Demand Flow Rate, veh/h	744
Peak Hour Factor	0.88	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.38
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	4.09492	Speed Power Coefficient (p)	0.45564
PF Slope Coefficient (m)	-1.22329	PF Power Coefficient (p)	0.80424
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	5.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5312	-	-	64.3

Vehicle Results			
Average Speed, mi/h	64.3	Percent Followers, %	58.1
Segment Travel Time, minutes	0.94	Adj. Follower Density, followers/mi/ln	5.9
Vehicle LOS	C		

Segment 7

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	18506
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	665	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	13.00
Segment Capacity, veh/h	1400	Demand/Capacity (D/C)	0.47
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	7.66198	Speed Power Coefficient (p)	1.56263
PF Slope Coefficient (m)	-0.98070	PF Power Coefficient (p)	0.91730
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	5.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	333	-	-	64.6
2	Horizontal Curve	1800	17189	2.0	64.6
3	Horizontal Curve	2413	20814	2.0	64.6
4	Tangent	13960	-	-	64.6

Passing Lane Results

	Faster Lane	Slower Lane

Flow Rate, veh/h	379	286	
Percentage of Heavy Vehicles (HV%), %	5.20	23.32	
Initial Average Speed (Sint), mi/h	67.1	66.7	
Average Speed at Midpoint (SPLmid), mi/h	68.9	64.8	
Percent Followers at Midpoint (PFPLmid), %	33.9	25.0	

Vehicle Results			
Average Speed, mi/h	64.6	Percent Followers, %	49.1
Segment Travel Time, minutes	3.26	Adj. Follower Density, followers/mi/ln	5.0
Follower Density Mid-Point, followers/mi/ln	1.5	Vehicle LOS	A

Segment 8

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	7767
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	676	Opposing Demand Flow Rate, veh/h	750
Peak Hour Factor	0.88	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	4.13114	Speed Power Coefficient (p)	0.45514
PF Slope Coefficient (m)	-1.21645	PF Power Coefficient (p)	0.79612
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	6.2
%Improvement to Percent Followers	13.4	%Improvement to Speed	1.1

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7767	-	-	64.4

Vehicle Results			
Average Speed, mi/h	65.1	Percent Followers, %	59.0
Segment Travel Time, minutes	1.36	Adj. Follower Density, followers/mi/ln	5.3
Vehicle LOS	C		

Segment 9

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	42789
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	597	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	27.00
Segment Capacity, veh/h	1100	Demand/Capacity (D/C)	0.54

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.0
Speed Slope Coefficient (m)	9.34738	Speed Power Coefficient (p)	1.47617
PF Slope Coefficient (m)	-1.00746	PF Power Coefficient (p)	0.92168
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	4.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	42789	-	-	63.7

Passing Lane Results

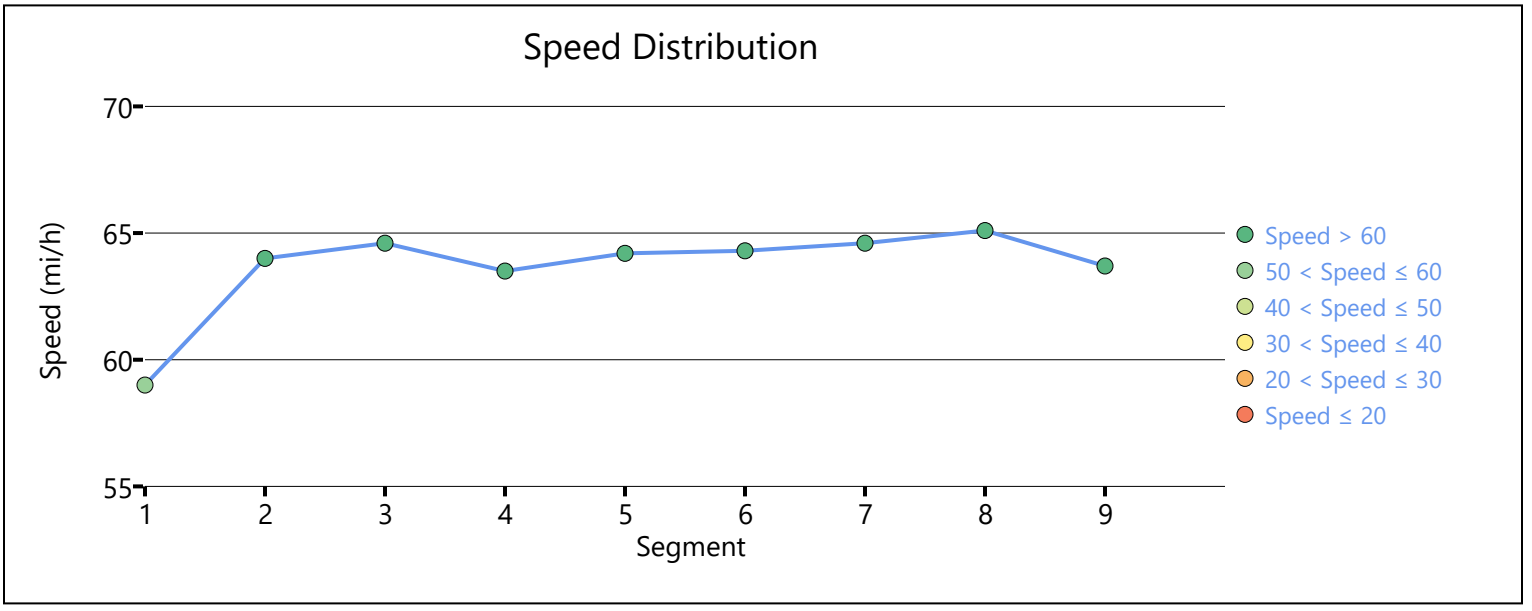
	Faster Lane	Slower Lane
Flow Rate, veh/h	330	267
Percentage of Heavy Vehicles (HV%), %	10.80	47.00
Initial Average Speed (Sint), mi/h	66.8	65.3
Average Speed at Midpoint (SPLmid), mi/h	68.9	63.2
Percent Followers at Midpoint (PFPLmid), %	30.6	18.2

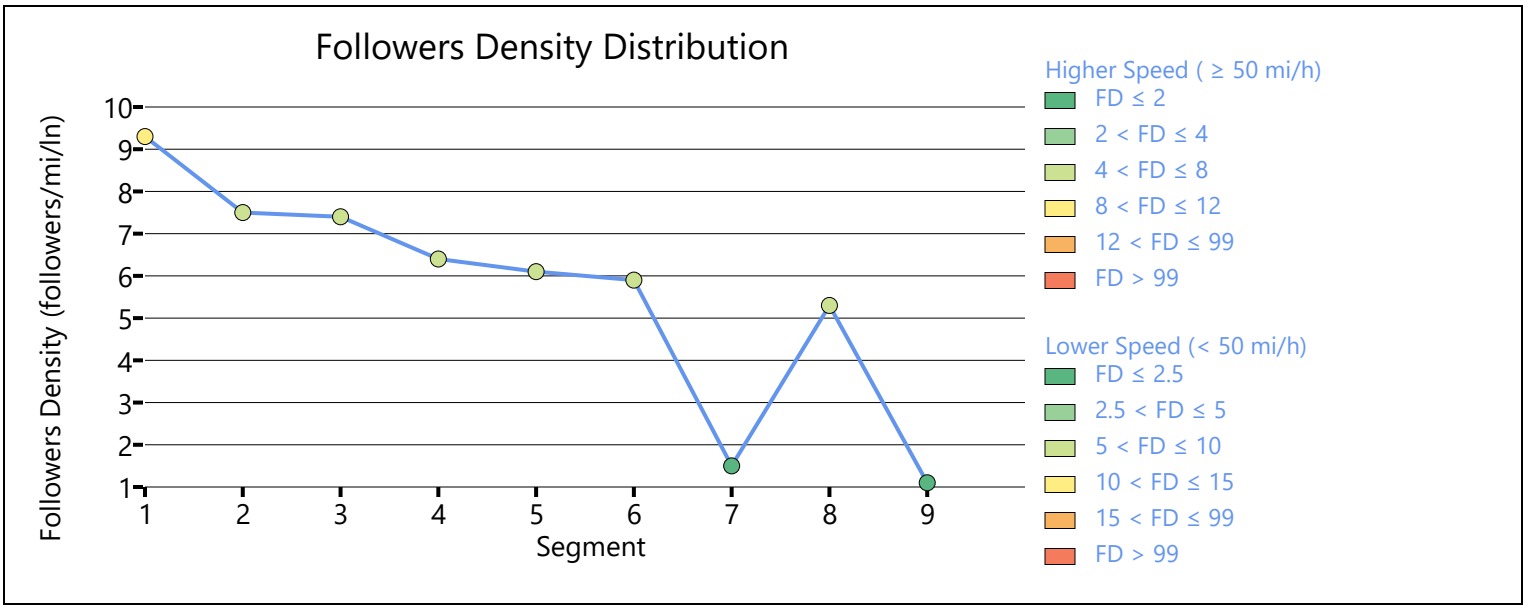
Vehicle Results

Average Speed, mi/h	63.7	Percent Followers, %	46.5
Segment Travel Time, minutes	7.64	Adj. Follower Density, followers/mi/ln	4.4
Follower Density Mid-Point, followers/mi/ln	1.1	Vehicle LOS	A

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/mi/ln	LOS
1	2451	1.82	2.9	B





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HCS Two-Lane Highway Report

Project Information			
Analyst	HNTB	Date	1/3/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	No-Build AM
Project Description	SR 70, from Blue Head St to W of Tobys RV	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	42789
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	710	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	24.00
Segment Capacity, veh/h	1300	Demand/Capacity (D/C)	0.55

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.1
Speed Slope Coefficient (m)	8.98119	Speed Power Coefficient (p)	1.49500
PF Slope Coefficient (m)	-0.89426	PF Power Coefficient (p)	0.91290
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	5.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	42789	-	-	62.8

Passing Lane Results

	Faster Lane	Slower Lane
Flow Rate, veh/h	384	326
Percentage of Heavy Vehicles (HV%), %	9.60	40.97
Initial Average Speed (Sint), mi/h	66.6	65.1
Average Speed at Midpoint (SPLmid), mi/h	68.6	63.1
Percent Followers at Midpoint (PFPLmid), %	32.9	24.1

Vehicle Results			
Average Speed, mi/h	62.8	Percent Followers, %	48.0
Segment Travel Time, minutes	7.74	Adj. Follower Density, followers/mi/ln	5.4
Follower Density Mid-Point, followers/mi/ln	1.5	Vehicle LOS	A

Segment 2

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	7767
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	750	Opposing Demand Flow Rate, veh/h	676
Peak Hour Factor	0.88	Total Trucks, %	16.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.44

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.6
Speed Slope Coefficient (m)	4.11500	Speed Power Coefficient (p)	0.46195
PF Slope Coefficient (m)	-1.21335	PF Power Coefficient (p)	0.79902
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	7.2
%Improvement to Percent Followers	8.9	%Improvement to Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7767	-	-	64.2

Vehicle Results			
Average Speed, mi/h	64.2	Percent Followers, %	61.9
Segment Travel Time, minutes	1.37	Adj. Follower Density, followers/mi/ln	6.6
Vehicle LOS	C		

Segment 3

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	18506
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	739	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	23.00
Segment Capacity, veh/h	1300	Demand/Capacity (D/C)	0.57

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	8.88264	Speed Power Coefficient (p)	1.49988
PF Slope Coefficient (m)	-0.90804	PF Power Coefficient (p)	0.91469
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	5.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	13960	-	-	62.9
2	Horizontal Curve	2413	20814	2.0	62.9
3	Horizontal Curve	1800	17189	2.0	62.9
4	Tangent	333	-	-	62.9

Passing Lane Results		
	Faster Lane	Slower Lane
Flow Rate, veh/h	398	340
Percentage of Heavy Vehicles (HV%), %	9.20	39.15

Initial Average Speed (Sint), mi/h	66.8	65.4	
Average Speed at Midpoint (SPLmid), mi/h	68.8	63.3	
Percent Followers at Midpoint (PFPLmid), %	33.9	25.7	

Vehicle Results			
Average Speed, mi/h	62.9	Percent Followers, %	49.8
Segment Travel Time, minutes	3.35	Adj. Follower Density, followers/mi/ln	5.8
Follower Density Mid-Point, followers/mi/ln	1.7	Vehicle LOS	A

Segment 4

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5312
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	744	Opposing Demand Flow Rate, veh/h	653
Peak Hour Factor	0.88	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.44

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.3
Speed Slope Coefficient (m)	4.06987	Speed Power Coefficient (p)	0.46421
PF Slope Coefficient (m)	-1.21962	PF Power Coefficient (p)	0.80801
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	7.2
%Improvement to Percent Followers	14.0	%Improvement to Speed	1.5

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5312	-	-	63.9

Vehicle Results			
Average Speed, mi/h	64.9	Percent Followers, %	61.7
Segment Travel Time, minutes	0.93	Adj. Follower Density, followers/mi/ln	6.1
Vehicle LOS	C		

Segment 5

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5290
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	756	Opposing Demand Flow Rate, veh/h	670
Peak Hour Factor	0.88	Total Trucks, %	20.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.44

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.2
Speed Slope Coefficient (m)	4.07129	Speed Power Coefficient (p)	0.46251

PF Slope Coefficient (m)	-1.22082	PF Power Coefficient (p)	0.80742
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	7.4
%Improvement to Percent Followers	12.1	%Improvement to Speed	0.6

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5290	-	-	63.9

Vehicle Results

Average Speed, mi/h	64.3	Percent Followers, %	62.2
Segment Travel Time, minutes	0.94	Adj. Follower Density, followers/mi/ln	6.4
Vehicle LOS	C		

Segment 6

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	801	Opposing Demand Flow Rate, veh/h	682
Peak Hour Factor	0.88	Total Trucks, %	18.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.47

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	66.6
Speed Slope Coefficient (m)	4.03641	Speed Power Coefficient (p)	0.46140
PF Slope Coefficient (m)	-1.22699	PF Power Coefficient (p)	0.80493
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	8.1
%Improvement to Percent Followers	10.2	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2054	-	-	63.1
2	Horizontal Curve	1478	17290	2.0	63.1
3	Tangent	581	-	-	63.1
4	Horizontal Curve	1167	7542	2.0	63.1

Vehicle Results

Average Speed, mi/h	63.1	Percent Followers, %	64.2
Segment Travel Time, minutes	0.95	Adj. Follower Density, followers/mi/ln	7.3
Vehicle LOS	C		

Segment 7

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2688
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	909	Opposing Demand Flow Rate, veh/h	750

Peak Hour Factor	0.88	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.53
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.9
Speed Slope Coefficient (m)	4.09331	Speed Power Coefficient (p)	0.45514
PF Slope Coefficient (m)	-1.25802	PF Power Coefficient (p)	0.79710
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	9.8
%Improvement to Percent Followers	8.4	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	729	-	-	64.2
2	Horizontal Curve	1463	18093	2.0	64.2
3	Tangent	496	-	-	64.2

Vehicle Results			
Average Speed, mi/h	64.2	Percent Followers, %	68.8
Segment Travel Time, minutes	0.48	Adj. Follower Density, followers/mi/ln	8.9
Vehicle LOS	D		

Segment 8

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	2185
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.5
Demand and Capacity			
Directional Demand Flow Rate, veh/h	932	Opposing Demand Flow Rate, veh/h	750
Peak Hour Factor	0.88	Total Trucks, %	16.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.55
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.2
Speed Slope Coefficient (m)	4.05041	Speed Power Coefficient (p)	0.45514
PF Slope Coefficient (m)	-1.27872	PF Power Coefficient (p)	0.79043
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	10.3
%Improvement to Percent Followers	7.7	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2185	-	-	63.5

Vehicle Results			
Average Speed, mi/h	63.5	Percent Followers, %	70.2
Segment Travel Time, minutes	0.39	Adj. Follower Density, followers/mi/ln	9.5
Vehicle LOS	D		

Segment 9

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	1827

Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	1006	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	16.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.59
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	62.2
Speed Slope Coefficient (m)	3.88726	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34777	PF Power Coefficient (p)	0.75181
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	12.8
%Improvement to Percent Followers	6.6	%Improvement to Speed	0.0

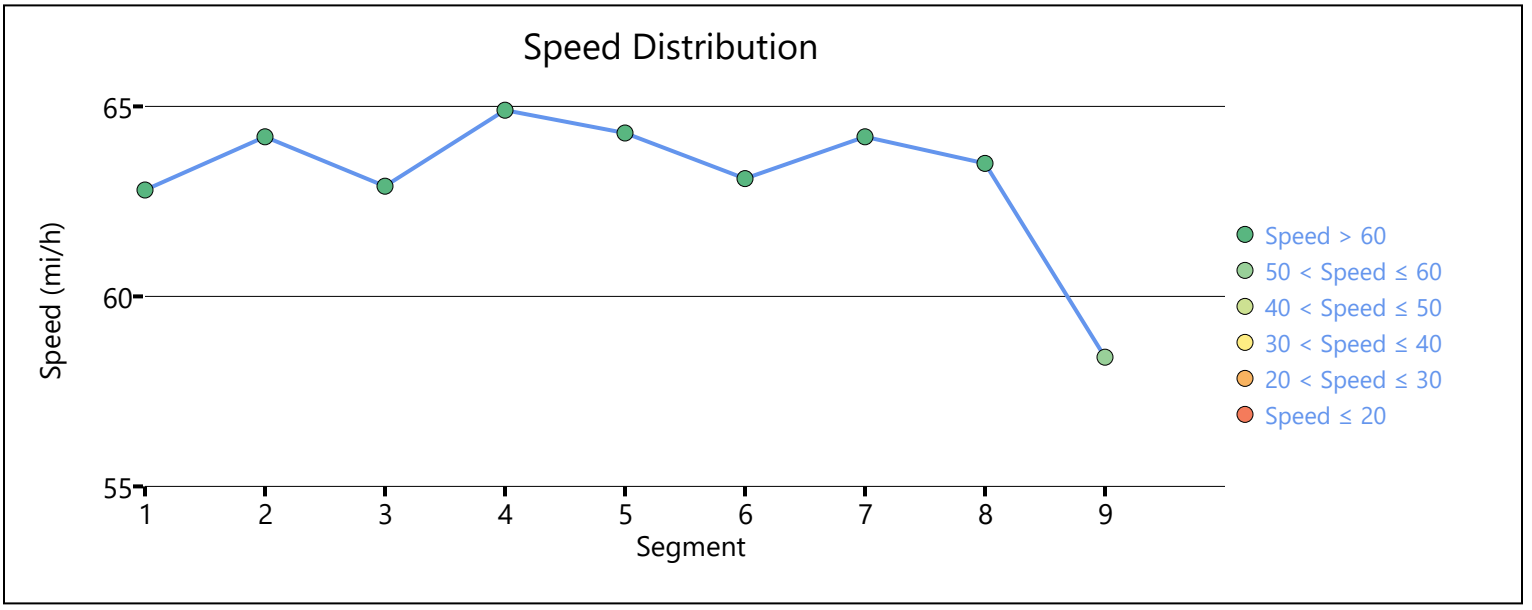
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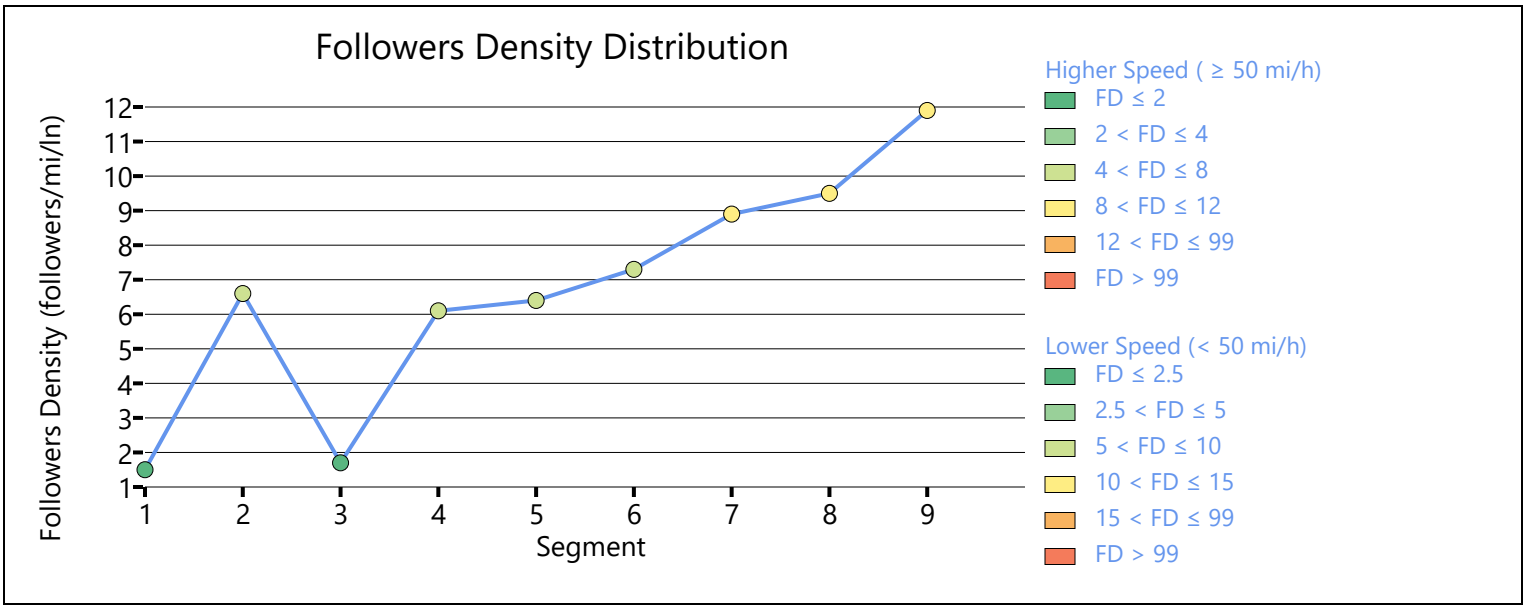
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1827	-	-	58.4

Vehicle Results			
Average Speed, mi/h	58.4	Percent Followers, %	74.2
Segment Travel Time, minutes	0.36	Adj. Follower Density, followers/mi/ln	11.9
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2849	2.67	3.5	B





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HCS Two-Lane Highway Report

Project Information			
Analyst	HNTB	Date	1/3/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	No-Build PM
Project Description	SR 70, from W of Tobys RV to Blue Head St	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	1827
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	795	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.47

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	62.4
Speed Slope Coefficient (m)	3.89809	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34659	PF Power Coefficient (p)	0.75140
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	9.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	1827	-	-	59.0

Vehicle Results			
Average Speed, mi/h	59.0	Percent Followers, %	67.8
Segment Travel Time, minutes	0.35	Adj. Follower Density, followers/mi/ln	9.1
Vehicle LOS	D		

Segment 2

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	2185
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.5

Demand and Capacity			
Directional Demand Flow Rate, veh/h	693	Opposing Demand Flow Rate, veh/h	972
Peak Hour Factor	0.88	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.41

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	4.10046	Speed Power Coefficient (p)	0.43888

PF Slope Coefficient (m)	-1.28389	PF Power Coefficient (p)	0.78256
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	6.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2185	-	-	64.2

Vehicle Results

Average Speed, mi/h	64.2	Percent Followers, %	61.9
Segment Travel Time, minutes	0.39	Adj. Follower Density, followers/mi/ln	6.7
Vehicle LOS	C		

Segment 3

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2688
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	688	Opposing Demand Flow Rate, veh/h	966
Peak Hour Factor	0.88	Total Trucks, %	6.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	68.2
Speed Slope Coefficient (m)	4.14783	Speed Power Coefficient (p)	0.43923
PF Slope Coefficient (m)	-1.26207	PF Power Coefficient (p)	0.78916
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	6.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	496	-	-	64.9
2	Horizontal Curve	1463	18093	2.0	64.9
3	Tangent	729	-	-	64.9

Vehicle Results

Average Speed, mi/h	64.9	Percent Followers, %	60.9
Segment Travel Time, minutes	0.47	Adj. Follower Density, followers/mi/ln	6.4
Vehicle LOS	C		

Segment 4

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	602	Opposing Demand Flow Rate, veh/h	858
Peak Hour Factor	0.88	Total Trucks, %	12.00

Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.35
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	66.8
Speed Slope Coefficient (m)	4.08020	Speed Power Coefficient (p)	0.44653
PF Slope Coefficient (m)	-1.23301	PF Power Coefficient (p)	0.79811
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	5.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Horizontal Curve	1167	7542	2.0	63.8
2	Tangent	581	-	-	63.8
3	Horizontal Curve	1478	17290	2.0	63.8
4	Tangent	2054	-	-	63.8

Vehicle Results			
Average Speed, mi/h	63.8	Percent Followers, %	56.1
Segment Travel Time, minutes	0.94	Adj. Follower Density, followers/mi/ln	5.3
Vehicle LOS	C		

Segment 5

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5290
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	597	Opposing Demand Flow Rate, veh/h	818
Peak Hour Factor	0.88	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.35
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.4
Speed Slope Coefficient (m)	4.10841	Speed Power Coefficient (p)	0.44953
PF Slope Coefficient (m)	-1.22608	PF Power Coefficient (p)	0.80159
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	5.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5290	-	-	64.4

Vehicle Results			
Average Speed, mi/h	64.4	Percent Followers, %	55.5
Segment Travel Time, minutes	0.93	Adj. Follower Density, followers/mi/ln	5.1
Vehicle LOS	C		

Segment 6

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5312

Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	585	Opposing Demand Flow Rate, veh/h	795
Peak Hour Factor	0.88	Total Trucks, %	12.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.34
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.5
Speed Slope Coefficient (m)	4.10989	Speed Power Coefficient (p)	0.45134
PF Slope Coefficient (m)	-1.22471	PF Power Coefficient (p)	0.80218
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	5.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5312	-	-	64.5

Vehicle Results			
Average Speed, mi/h	64.5	Percent Followers, %	54.9
Segment Travel Time, minutes	0.94	Adj. Follower Density, followers/mi/ln	5.0
Vehicle LOS	C		

Segment 7

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	18506
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	614	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	13.00
Segment Capacity, veh/h	1400	Demand/Capacity (D/C)	0.44
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	7.66198	Speed Power Coefficient (p)	1.56263
PF Slope Coefficient (m)	-0.98070	PF Power Coefficient (p)	0.91730
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	4.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	333	-	-	65.0
2	Horizontal Curve	1800	17189	2.0	65.0
3	Horizontal Curve	2413	20814	2.0	65.0
4	Tangent	13960	-	-	65.0

Passing Lane Results

	Faster Lane	Slower Lane

Flow Rate, veh/h	353	260	
Percentage of Heavy Vehicles (HV%), %	5.20	23.58	
Initial Average Speed (Sint), mi/h	67.2	66.8	
Average Speed at Midpoint (SPLmid), mi/h	69.0	65.0	
Percent Followers at Midpoint (PFPLmid), %	32.2	23.1	

Vehicle Results			
Average Speed, mi/h	65.0	Percent Followers, %	46.6
Segment Travel Time, minutes	3.23	Adj. Follower Density, followers/mi/ln	4.4
Follower Density Mid-Point, followers/mi/ln	1.3	Vehicle LOS	A

Segment 8

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	7767
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	619	Opposing Demand Flow Rate, veh/h	818
Peak Hour Factor	0.88	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.36

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.8
Speed Slope Coefficient (m)	4.15099	Speed Power Coefficient (p)	0.44953
PF Slope Coefficient (m)	-1.21817	PF Power Coefficient (p)	0.79340
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	5.4
%Improvement to Percent Followers	13.6	%Improvement to Speed	1.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7767	-	-	64.7

Vehicle Results			
Average Speed, mi/h	65.4	Percent Followers, %	56.5
Segment Travel Time, minutes	1.35	Adj. Follower Density, followers/mi/ln	4.6
Vehicle LOS	C		

Segment 9

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	42789
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	602	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	9.00
Segment Capacity, veh/h	1500	Demand/Capacity (D/C)	0.40

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	67.6
Speed Slope Coefficient (m)	7.15019	Speed Power Coefficient (p)	1.58912
PF Slope Coefficient (m)	-0.96868	PF Power Coefficient (p)	0.91938
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	4.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	42789	-	-	65.2

Passing Lane Results

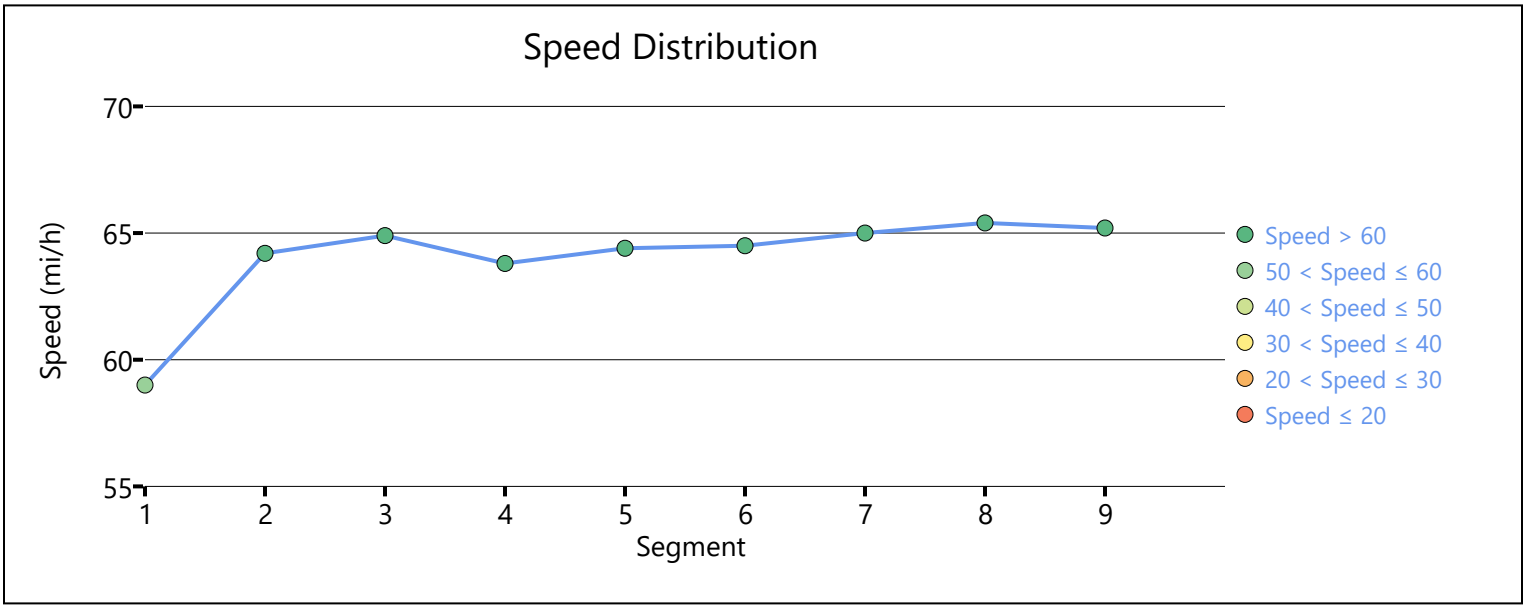
	Faster Lane	Slower Lane
Flow Rate, veh/h	352	250
Percentage of Heavy Vehicles (HV%), %	3.60	16.58
Initial Average Speed (Sint), mi/h	67.1	66.9
Average Speed at Midpoint (SPLmid), mi/h	68.8	65.2
Percent Followers at Midpoint (PFPLmid), %	32.6	24.6

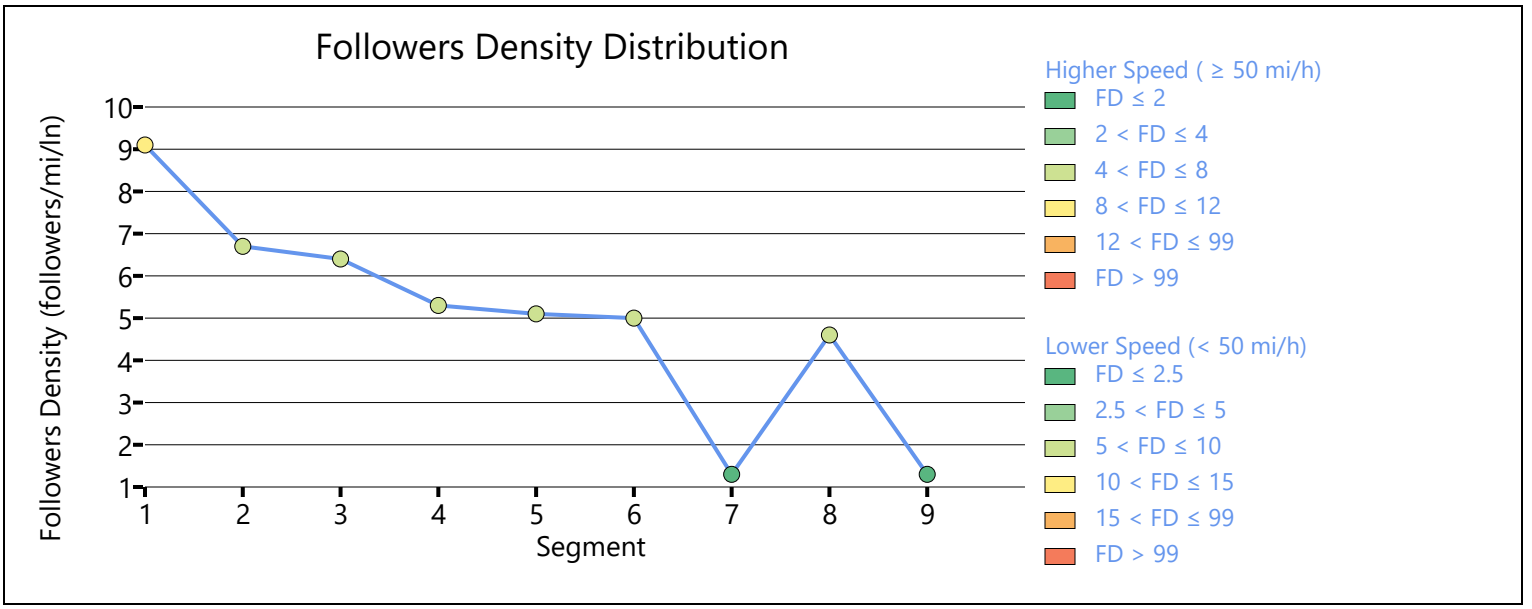
Vehicle Results

Average Speed, mi/h	65.2	Percent Followers, %	45.5
Segment Travel Time, minutes	7.46	Adj. Follower Density, followers/mi/ln	4.2
Follower Density Mid-Point, followers/mi/ln	1.3	Vehicle LOS	A

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/mi/ln	LOS
1	2342	1.42	2.7	B





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HCS Two-Lane Highway Report

Project Information			
Analyst	HNTB	Date	1/3/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	No-Build PM
Project Description	SR 70, from Blue Head St to W of Tobys RV	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	42789
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	773	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	6.00
Segment Capacity, veh/h	1500	Demand/Capacity (D/C)	0.52

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	6.78399	Speed Power Coefficient (p)	1.60794
PF Slope Coefficient (m)	-1.00649	PF Power Coefficient (p)	0.92188
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	6.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	42789	-	-	64.1

Passing Lane Results

	Faster Lane	Slower Lane
Flow Rate, veh/h	444	329
Percentage of Heavy Vehicles (HV%), %	2.40	10.85
Initial Average Speed (Sint), mi/h	66.7	66.8
Average Speed at Midpoint (SPLmid), mi/h	68.4	65.1
Percent Followers at Midpoint (PFPLmid), %	38.9	30.6

Vehicle Results			
Average Speed, mi/h	64.1	Percent Followers, %	54.8
Segment Travel Time, minutes	7.58	Adj. Follower Density, followers/mi/ln	6.6
Follower Density Mid-Point, followers/mi/ln	2.0	Vehicle LOS	B

Segment 2

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	7767
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	818	Opposing Demand Flow Rate, veh/h	619
Peak Hour Factor	0.88	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.48

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.8
Speed Slope Coefficient (m)	4.11425	Speed Power Coefficient (p)	0.46778
PF Slope Coefficient (m)	-1.20941	PF Power Coefficient (p)	0.80094
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	8.2
%Improvement to Percent Followers	8.9	%Improvement to Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7767	-	-	64.3

Vehicle Results			
Average Speed, mi/h	64.3	Percent Followers, %	64.3
Segment Travel Time, minutes	1.37	Adj. Follower Density, followers/mi/ln	7.5
Vehicle LOS	C		

Segment 3

Vehicle Inputs			
Segment Type	Passing Lanes	Length, ft	18506
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	1.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	824	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	8.00
Segment Capacity, veh/h	1500	Demand/Capacity (D/C)	0.55

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.9
Speed Slope Coefficient (m)	7.05165	Speed Power Coefficient (p)	1.59400
PF Slope Coefficient (m)	-0.98067	PF Power Coefficient (p)	0.92106
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	7.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	13960	-	-	63.7
2	Horizontal Curve	2413	20814	2.0	63.7
3	Horizontal Curve	1800	17189	2.0	63.7
4	Tangent	333	-	-	63.7

Passing Lane Results		
	Faster Lane	Slower Lane
Flow Rate, veh/h	465	358
Percentage of Heavy Vehicles (HV%), %	3.20	14.23

Initial Average Speed (Sint), mi/h	66.8	66.7	
Average Speed at Midpoint (SPLmid), mi/h	68.5	65.0	
Percent Followers at Midpoint (PFPLmid), %	40.0	31.4	

Vehicle Results			
Average Speed, mi/h	63.7	Percent Followers, %	56.0
Segment Travel Time, minutes	3.30	Adj. Follower Density, followers/mi/ln	7.2
Follower Density Mid-Point, followers/mi/ln	2.2	Vehicle LOS	B

Segment 4

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5312
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	795	Opposing Demand Flow Rate, veh/h	585
Peak Hour Factor	0.88	Total Trucks, %	11.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.47

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.5
Speed Slope Coefficient (m)	4.07011	Speed Power Coefficient (p)	0.47156
PF Slope Coefficient (m)	-1.21440	PF Power Coefficient (p)	0.81033
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	7.9
%Improvement to Percent Followers	13.7	%Improvement to Speed	1.5

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5312	-	-	64.1

Vehicle Results			
Average Speed, mi/h	65.0	Percent Followers, %	63.5
Segment Travel Time, minutes	0.93	Adj. Follower Density, followers/mi/ln	6.7
Vehicle LOS	C		

Segment 5

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5290
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	818	Opposing Demand Flow Rate, veh/h	597
Peak Hour Factor	0.88	Total Trucks, %	6.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.48

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.7
Speed Slope Coefficient (m)	4.08134	Speed Power Coefficient (p)	0.47027

PF Slope Coefficient (m)	-1.21454	PF Power Coefficient (p)	0.80954
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	8.2
%Improvement to Percent Followers	11.7	%Improvement to Speed	0.6

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5290	-	-	64.2

Vehicle Results

Average Speed, mi/h	64.6	Percent Followers, %	64.4
Segment Travel Time, minutes	0.93	Adj. Follower Density, followers/mi/ln	7.2
Vehicle LOS	C		

Segment 6

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	5280
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	5.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	858	Opposing Demand Flow Rate, veh/h	602
Peak Hour Factor	0.88	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.50

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	66.9
Speed Slope Coefficient (m)	4.03818	Speed Power Coefficient (p)	0.46964
PF Slope Coefficient (m)	-1.22097	PF Power Coefficient (p)	0.80751
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	8.9
%Improvement to Percent Followers	9.8	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2054	-	-	63.3
2	Horizontal Curve	1478	17290	2.0	63.3
3	Tangent	581	-	-	63.3
4	Horizontal Curve	1167	7542	2.0	63.3

Vehicle Results

Average Speed, mi/h	63.3	Percent Followers, %	66.0
Segment Travel Time, minutes	0.95	Adj. Follower Density, followers/mi/ln	8.1
Vehicle LOS	D		

Segment 7

Vehicle Inputs

Segment Type	Passing Zone	Length, ft	2688
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	966	Opposing Demand Flow Rate, veh/h	688

Peak Hour Factor	0.88	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.57
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	68.1
Speed Slope Coefficient (m)	4.09386	Speed Power Coefficient (p)	0.46085
PF Slope Coefficient (m)	-1.25412	PF Power Coefficient (p)	0.79894
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	10.6
%Improvement to Percent Followers	8.1	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	729	-	-	64.3
2	Horizontal Curve	1463	18093	2.0	64.3
3	Tangent	496	-	-	64.3

Vehicle Results			
Average Speed, mi/h	64.3	Percent Followers, %	70.5
Segment Travel Time, minutes	0.48	Adj. Follower Density, followers/mi/ln	9.7
Vehicle LOS	D		

Segment 8

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	2185
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	2.5
Demand and Capacity			
Directional Demand Flow Rate, veh/h	972	Opposing Demand Flow Rate, veh/h	693
Peak Hour Factor	0.88	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.57
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.5
Speed Slope Coefficient (m)	4.05388	Speed Power Coefficient (p)	0.46030
PF Slope Coefficient (m)	-1.27480	PF Power Coefficient (p)	0.79196
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	10.9
%Improvement to Percent Followers	7.5	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2185	-	-	63.7

Vehicle Results			
Average Speed, mi/h	63.7	Percent Followers, %	71.2
Segment Travel Time, minutes	0.39	Adj. Follower Density, followers/mi/ln	10.0
Vehicle LOS	D		

Segment 9

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	1827

Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	55	Access Point Density, pts/mi	0.0
Demand and Capacity			
Directional Demand Flow Rate, veh/h	1040	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.88	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.61
Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	62.4
Speed Slope Coefficient (m)	3.90170	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.34620	PF Power Coefficient (p)	0.75126
In Passing Lane Effective Length?	Yes	Follower Density, followers/mi/ln	13.3
%Improvement to Percent Followers	6.5	%Improvement to Speed	0.0

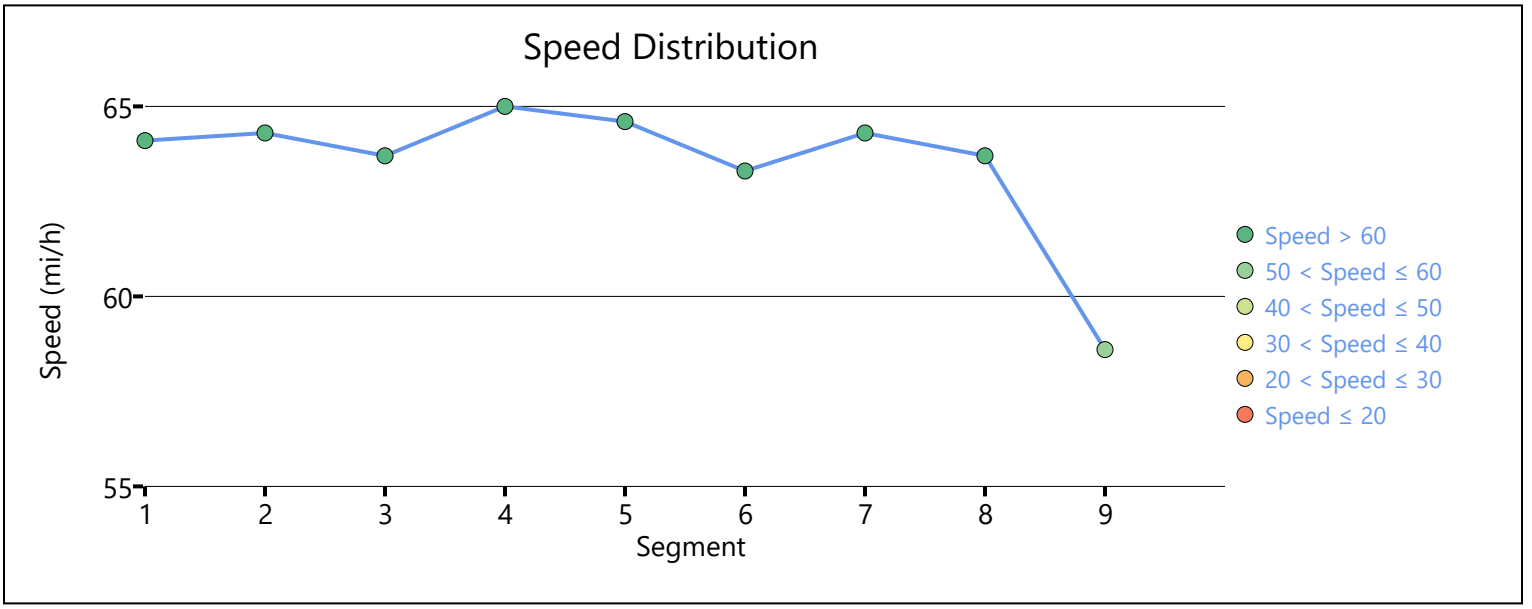
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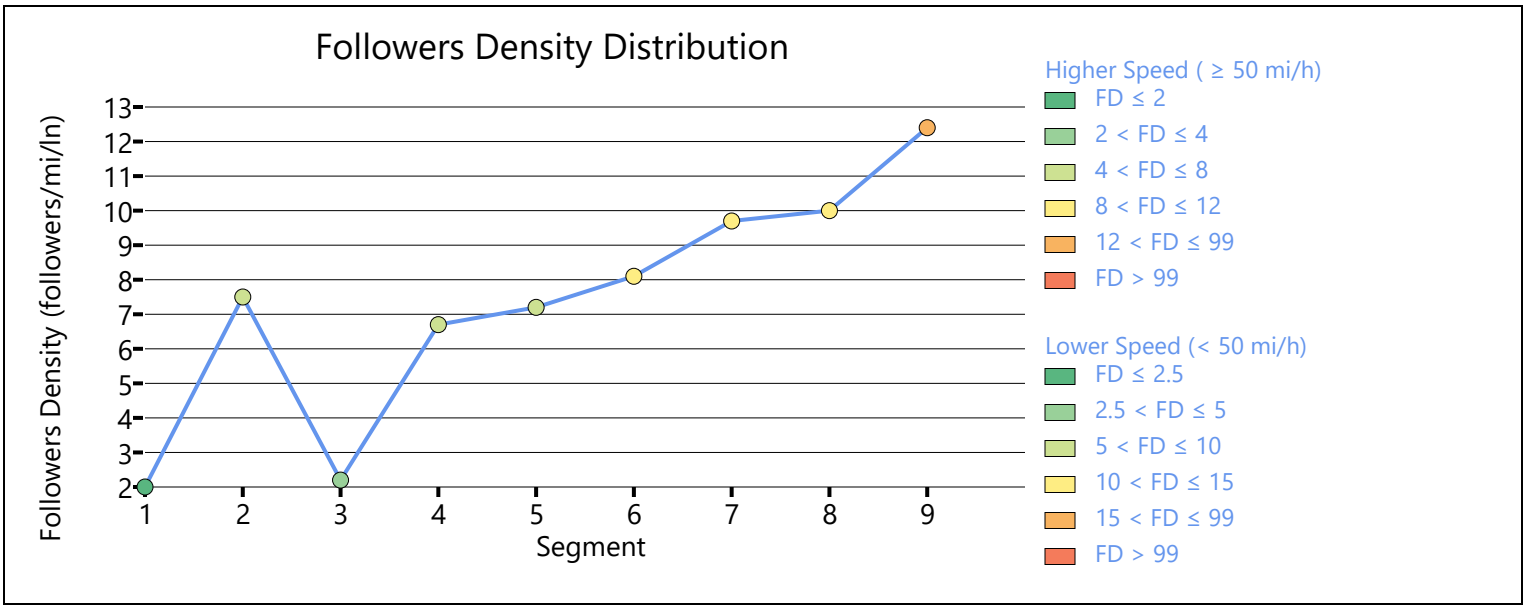
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1	Tangent	1827	-	-	58.6

Vehicle Results			
Average Speed, mi/h	58.6	Percent Followers, %	75.0
Segment Travel Time, minutes	0.35	Adj. Follower Density, followers/mi/ln	12.4
Vehicle LOS	E		

Facility Results

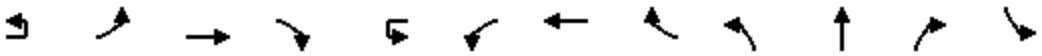
T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	3099	2.61	4.1	C





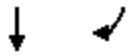
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APPENDIX M:
Opening Year (2030) & Design Year (2050) Build Synchro Reports



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	6	16	683	377	10	107	741	105	687	44	99	43
Future Volume (vph)	6	16	683	377	10	107	741	105	687	44	99	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.6	8.6	8.6		7.9	8.6	8.6	7.1	7.1	7.1	
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	0.95	0.95	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	0.96	1.00	
Satd. Flow (prot)		1639	3312	1205		1555	3195	1583	1243	1293	1442	
Flt Permitted		0.24	1.00	1.00		0.17	1.00	1.00	0.95	0.96	1.00	
Satd. Flow (perm)		420	3312	1205		273	3195	1583	1243	1293	1442	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	6	17	719	397	11	113	780	111	723	46	104	45
RTOR Reduction (vph)	0	0	0	288	0	0	0	75	0	0	69	0
Lane Group Flow (vph)	0	23	719	109	0	124	780	36	383	386	35	0
Heavy Vehicles (%)	2%	13%	9%	34%	17%	16%	13%	2%	38%	2%	12%	2%
Turn Type	Perm	pm+pt	NA	Perm	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split
Protected Phases		1	6			5	2		4	4		3
Permitted Phases	6	6		6	2	2		2			4	
Actuated Green, G (s)		41.7	38.5	38.5		56.6	45.6	45.6	47.6	47.6	47.6	
Effective Green, g (s)		41.7	38.5	38.5		56.6	45.6	45.6	47.6	47.6	47.6	
Actuated g/C Ratio		0.30	0.28	0.28		0.40	0.33	0.33	0.34	0.34	0.34	
Clearance Time (s)		8.6	8.6	8.6		7.9	8.6	8.6	7.1	7.1	7.1	
Vehicle Extension (s)		3.0	5.0	5.0		3.0	5.0	5.0	5.0	5.0	5.0	
Lane Grp Cap (vph)		152	910	331		211	1040	515	422	439	490	
v/s Ratio Prot		0.00	0.22			c0.05	c0.24		c0.31	0.30		
v/s Ratio Perm		0.04		0.09		0.19		0.02			0.02	
v/c Ratio		0.15	0.79	0.33		0.59	0.75	0.07	0.91	0.88	0.07	
Uniform Delay, d1		35.6	47.0	40.5		29.9	42.1	32.6	44.1	43.5	31.3	
Progression Factor		1.00	1.00	1.00		1.25	0.77	1.86	1.00	1.00	1.00	
Incremental Delay, d2		0.5	6.9	2.7		3.8	4.5	0.2	23.9	19.1	0.1	
Delay (s)		36.0	53.9	43.1		41.3	37.1	60.7	68.0	62.6	31.4	
Level of Service		D	D	D		D	D	E	E	E	C	
Approach Delay (s/veh)			49.8				40.2			61.3		
Approach LOS			D				D			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	51.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	30.5
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	53	37
Future Volume (vph)	53	37
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.2	
Lane Util. Factor	1.00	
Frt	0.96	
Flt Protected	0.98	
Satd. Flow (prot)	1764	
Flt Permitted	0.98	
Satd. Flow (perm)	1764	
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	56	39
RTOR Reduction (vph)	10	0
Lane Group Flow (vph)	130	0
Heavy Vehicles (%)	2%	2%
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	13.1	
Effective Green, g (s)	13.1	
Actuated g/C Ratio	0.09	
Clearance Time (s)	6.2	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	165	
v/s Ratio Prot	c0.07	
v/s Ratio Perm		
v/c Ratio	0.79	
Uniform Delay, d1	62.1	
Progression Factor	1.00	
Incremental Delay, d2	21.6	
Delay (s)	83.7	
Level of Service	F	
Approach Delay (s/veh)	83.7	
Approach LOS	F	

Intersection Summary

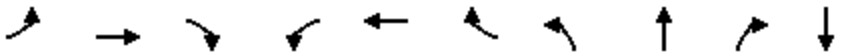
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	15	21	469	246	44	685	7	221	15	37	18	8
Future Volume (vph)	15	21	469	246	44	685	7	221	15	37	18	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	7.6	7.6	7.6	7.6	7.6	6.7	6.7			6.2
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00			1.00
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89			0.92
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.99
Satd. Flow (prot)		1770	3252	1583	1770	3112	1583	1687	1665			1684
Flt Permitted		0.33	1.00	1.00	0.44	1.00	1.00	0.95	1.00			0.99
Satd. Flow (perm)		605	3252	1583	814	3112	1583	1687	1665			1684
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	22	494	259	46	721	7	233	16	39	19	8
RTOR Reduction (vph)	0	0	0	129	0	0	3	0	31	0	0	41
Lane Group Flow (vph)	0	38	494	130	46	721	4	233	24	0	0	30
Heavy Vehicles (%)	2%	2%	11%	2%	2%	16%	2%	7%	2%	2%	2%	2%
Turn Type	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA		Split	NA
Protected Phases		1	6		5	2		4	4		8	8
Permitted Phases	6	6		6	2		2					
Actuated Green, G (s)		75.8	70.2	70.2	77.0	71.2	71.2	27.2	27.2			8.7
Effective Green, g (s)		75.8	70.2	70.2	77.0	71.2	71.2	27.2	27.2			8.7
Actuated g/C Ratio		0.54	0.50	0.50	0.55	0.51	0.51	0.19	0.19			0.06
Clearance Time (s)		6.8	7.6	7.6	7.6	7.6	7.6	6.7	6.7			6.2
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0	5.0	5.0	5.0			5.0
Lane Grp Cap (vph)		374	1630	793	487	1582	805	327	323			104
v/s Ratio Prot		c0.00	0.15		0.00	c0.23		c0.14	0.01			c0.02
v/s Ratio Perm		0.05		0.08	0.05		0.00					
v/c Ratio		0.10	0.30	0.16	0.09	0.46	0.00	0.71	0.07			0.29
Uniform Delay, d1		15.4	20.5	19.0	14.7	22.0	16.9	52.7	46.1			62.7
Progression Factor		0.28	0.24	0.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2		0.1	0.3	0.3	0.1	0.9	0.0	8.8	0.2			3.2
Delay (s)		4.3	5.3	0.3	14.7	23.0	17.0	61.6	46.3			65.8
Level of Service		A	A	A	B	C	B	E	D			E
Approach Delay (s/veh)			3.6			22.4			58.6			65.8
Approach LOS			A			C			E			E

Intersection Summary			
HCM 2000 Control Delay (s/veh)	21.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	28.1
Intersection Capacity Utilization	59.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	42
Future Volume (vph)	42
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	44
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	

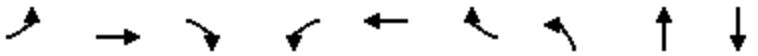
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	23	719	397	124	780	111	383	386	104	140
v/c Ratio	0.13	0.79	0.64	0.59	0.70	0.17	0.91	0.88	0.17	0.80
Control Delay (s/veh)	29.0	55.4	9.3	45.1	35.7	4.4	69.6	64.9	1.3	88.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	29.0	55.4	9.3	45.1	35.7	4.4	69.6	64.9	1.3	88.4
Queue Length 50th (ft)	13	334	0	54	327	4	340	337	0	117
Queue Length 95th (ft)	33	#439	103	148	301	23	#535	#526	7	#224
Internal Link Dist (ft)		1168			1070			422		726
Turn Bay Length (ft)	280		750	300		250	280		175	
Base Capacity (vph)	180	910	618	221	1117	649	443	460	616	183
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.79	0.64	0.56	0.70	0.17	0.86	0.84	0.17	0.77

Intersection Summary

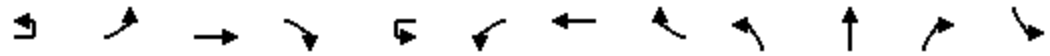
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	38	494	259	46	721	7	233	55	71
v/c Ratio	0.10	0.29	0.27	0.09	0.44	0.01	0.71	0.15	0.44
Control Delay (s/veh)	4.5	5.8	0.5	15.7	25.0	0.0	64.1	18.5	36.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.5	5.8	0.5	15.7	25.0	0.0	64.1	18.5	36.0
Queue Length 50th (ft)	3	27	0	17	222	0	201	12	24
Queue Length 95th (ft)	m5	42	m0	44	341	0	272	47	73
Internal Link Dist (ft)		1070			1969			212	695
Turn Bay Length (ft)	300		850	315		300	100		
Base Capacity (vph)	400	1695	949	511	1641	896	428	451	240
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.29	0.27	0.09	0.44	0.01	0.54	0.12	0.30

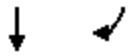
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



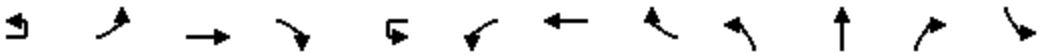
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	22	16	642	446	16	103	716	90	520	44	86	45
Future Volume (vph)	22	16	642	446	16	103	716	90	520	44	86	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.6	8.6	8.6		7.9	8.6	8.6	7.1	7.1	7.1	
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	0.95	0.95	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	0.96	1.00	
Satd. Flow (prot)		1770	3406	1468		1644	3438	1583	1603	1630	1455	
Flt Permitted		0.29	1.00	1.00		0.27	1.00	1.00	0.95	0.96	1.00	
Satd. Flow (perm)		547	3406	1468		465	3438	1583	1603	1630	1455	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	23	17	676	469	17	108	754	95	547	46	91	47
RTOR Reduction (vph)	0	0	0	296	0	0	0	57	0	0	69	0
Lane Group Flow (vph)	0	40	676	173	0	125	754	38	295	298	22	0
Heavy Vehicles (%)	2%	2%	6%	10%	2%	11%	5%	2%	7%	2%	11%	2%
Turn Type	Perm	pm+pt	NA	Perm	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split
Protected Phases		1	6			5	2		4	4		3
Permitted Phases	6	6		6	2	2		2			4	
Actuated Green, G (s)		56.5	51.6	51.6		67.0	56.5	56.5	33.8	33.8	33.8	
Effective Green, g (s)		56.5	51.6	51.6		67.0	56.5	56.5	33.8	33.8	33.8	
Actuated g/C Ratio		0.40	0.37	0.37		0.48	0.40	0.40	0.24	0.24	0.24	
Clearance Time (s)		8.6	8.6	8.6		7.9	8.6	8.6	7.1	7.1	7.1	
Vehicle Extension (s)		3.0	5.0	5.0		3.0	5.0	5.0	5.0	5.0	5.0	
Lane Grp Cap (vph)		263	1255	541		310	1387	638	387	393	351	
v/s Ratio Prot		0.01	0.20			c0.03	c0.22		c0.18	0.18		
v/s Ratio Perm		0.06		0.12		0.16		0.02			0.02	
v/c Ratio		0.15	0.54	0.32		0.40	0.54	0.06	0.76	0.76	0.06	
Uniform Delay, d1		25.9	34.8	31.6		22.0	31.9	25.5	49.4	49.3	40.9	
Progression Factor		1.00	1.00	1.00		0.98	0.74	1.14	1.00	1.00	1.00	
Incremental Delay, d2		0.3	1.7	1.6		0.8	1.4	0.2	10.1	9.6	0.2	
Delay (s)		26.1	36.5	33.2		22.4	25.0	29.1	59.5	58.9	41.1	
Level of Service		C	D	C		C	C	C	E	E	D	
Approach Delay (s/veh)			34.8				25.0			56.8		
Approach LOS			C				C			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	38.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	30.5
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



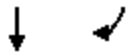
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	53	32
Future Volume (vph)	53	32
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.2	
Lane Util. Factor	1.00	
Frt	0.97	
Flt Protected	0.98	
Satd. Flow (prot)	1770	
Flt Permitted	0.98	
Satd. Flow (perm)	1770	
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	56	34
RTOR Reduction (vph)	9	0
Lane Group Flow (vph)	128	0
Heavy Vehicles (%)	2%	2%
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	14.3	
Effective Green, g (s)	14.3	
Actuated g/C Ratio	0.10	
Clearance Time (s)	6.2	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	180	
v/s Ratio Prot	c0.07	
v/s Ratio Perm		
v/c Ratio	0.71	
Uniform Delay, d1	60.9	
Progression Factor	1.00	
Incremental Delay, d2	12.5	
Delay (s)	73.3	
Level of Service	E	
Approach Delay (s/veh)	73.3	
Approach LOS	E	

Intersection Summary



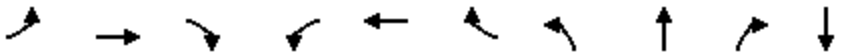
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	47	27	461	224	6	93	615	6	229	16	33	13
Future Volume (vph)	47	27	461	224	6	93	615	6	229	16	33	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	7.6	7.6		7.6	7.6	7.6	6.7	6.7		
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	1.00	1.00		
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	0.90		
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)		1770	3312	1583		1770	3343	1583	1752	1675		
Flt Permitted		0.36	1.00	1.00		0.43	1.00	1.00	0.95	1.00		
Satd. Flow (perm)		676	3312	1583		803	3343	1583	1752	1675		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	49	28	485	236	6	98	647	6	241	17	35	14
RTOR Reduction (vph)	0	0	0	123	0	0	0	3	0	28	0	0
Lane Group Flow (vph)	0	77	485	113	0	104	647	3	241	24	0	0
Heavy Vehicles (%)	2%	2%	9%	2%	2%	2%	8%	2%	3%	2%	2%	2%
Turn Type	Perm	pm+pt	NA	Perm	Perm	pm+pt	NA	Perm	Split	NA		Split
Protected Phases		1	6			5	2		4	4		8
Permitted Phases	6	6		6	2	2		2				
Actuated Green, G (s)		75.0	66.8	66.8		78.0	68.7	68.7	27.2	27.2		
Effective Green, g (s)		75.0	66.8	66.8		78.0	68.7	68.7	27.2	27.2		
Actuated g/C Ratio		0.54	0.48	0.48		0.56	0.49	0.49	0.19	0.19		
Clearance Time (s)		6.8	7.6	7.6		7.6	7.6	7.6	6.7	6.7		
Vehicle Extension (s)		3.0	5.0	5.0		3.0	5.0	5.0	5.0	5.0		
Lane Grp Cap (vph)		426	1580	755		511	1640	776	340	325		
v/s Ratio Prot		0.01	0.15			c0.01	c0.19		c0.14	0.01		
v/s Ratio Perm		0.09		0.07		0.10		0.00				
v/c Ratio		0.18	0.31	0.15		0.20	0.39	0.00	0.71	0.07		
Uniform Delay, d1		16.0	22.4	20.6		14.8	22.5	18.2	52.7	46.1		
Progression Factor		0.49	0.42	0.06		1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2		0.2	0.4	0.4		0.2	0.7	0.0	8.2	0.2		
Delay (s)		8.0	9.8	1.5		14.9	23.2	18.2	60.9	46.3		
Level of Service		A	A	A		B	C	B	E	D		
Approach Delay (s/veh)			7.2				22.1			58.3		
Approach LOS			A				C			E		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	28.1
Intersection Capacity Utilization	58.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



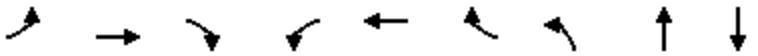
Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	13	35
Future Volume (vph)	13	35
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.2	
Lane Util. Factor	1.00	
Frt	0.92	
Flt Protected	0.99	
Satd. Flow (prot)	1701	
Flt Permitted	0.99	
Satd. Flow (perm)	1701	
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	14	37
RTOR Reduction (vph)	35	0
Lane Group Flow (vph)	30	0
Heavy Vehicles (%)	2%	2%
Turn Type	NA	
Protected Phases	8	
Permitted Phases		
Actuated Green, G (s)	8.6	
Effective Green, g (s)	8.6	
Actuated g/C Ratio	0.06	
Clearance Time (s)	6.2	
Vehicle Extension (s)	5.0	
Lane Grp Cap (vph)	104	
v/s Ratio Prot	c0.02	
v/s Ratio Perm		
v/c Ratio	0.29	
Uniform Delay, d1	62.8	
Progression Factor	1.00	
Incremental Delay, d2	3.2	
Delay (s)	66.0	
Level of Service	E	
Approach Delay (s/veh)	66.0	
Approach LOS	E	

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	40	676	469	125	754	95	295	298	91	137
v/c Ratio	0.14	0.54	0.56	0.40	0.53	0.13	0.76	0.76	0.19	0.72
Control Delay (s/veh)	23.1	38.9	6.0	24.0	26.0	1.1	62.2	61.6	0.9	77.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.1	38.9	6.0	24.0	26.0	1.1	62.2	61.6	0.9	77.6
Queue Length 50th (ft)	19	263	0	49	162	2	262	264	0	113
Queue Length 95th (ft)	45	356	92	98	209	8	360	362	0	186
Internal Link Dist (ft)		1168			1070			422		726
Turn Bay Length (ft)	280		750	300		250	280		175	
Base Capacity (vph)	278	1256	837	330	1430	744	456	464	528	221
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.54	0.56	0.38	0.53	0.13	0.65	0.64	0.17	0.62

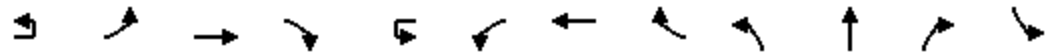
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	77	485	236	104	647	6	241	52	65
v/c Ratio	0.18	0.30	0.27	0.20	0.39	0.01	0.71	0.15	0.41
Control Delay (s/veh)	8.0	10.8	0.8	15.6	25.5	0.0	63.4	19.7	38.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.0	10.8	0.8	15.6	25.5	0.0	63.4	19.7	38.3
Queue Length 50th (ft)	11	42	0	39	194	0	207	13	25
Queue Length 95th (ft)	m24	67	12	85	304	0	279	47	72
Internal Link Dist (ft)		1070			1969			212	695
Turn Bay Length (ft)	300		850	315		300	100		
Base Capacity (vph)	436	1608	890	518	1667	854	466	471	486
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.30	0.27	0.20	0.39	0.01	0.52	0.11	0.13

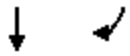
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	10	20	895	565	10	130	895	440	845	175	180	170
Future Volume (vph)	10	20	895	565	10	130	895	440	845	175	180	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		8.6	8.6	8.6		7.9	8.6	8.6	7.1	7.1	7.1	
Lane Util. Factor		1.00	0.95	1.00		1.00	0.95	1.00	0.95	0.95	1.00	
Frt		1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected		0.95	1.00	1.00		0.95	1.00	1.00	0.95	0.97	1.00	
Satd. Flow (prot)		1653	3312	1205		1555	3195	1583	1243	1390	1442	
Flt Permitted		0.10	1.00	1.00		0.08	1.00	1.00	0.95	0.97	1.00	
Satd. Flow (perm)		168	3312	1205		135	3195	1583	1243	1390	1442	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	21	942	595	11	137	942	463	889	184	189	179
RTOR Reduction (vph)	0	0	0	458	0	0	0	204	0	0	85	0
Lane Group Flow (vph)	0	32	942	137	0	148	942	259	533	540	104	0
Heavy Vehicles (%)	2%	13%	9%	34%	17%	16%	13%	2%	38%	2%	12%	2%
Turn Type	Perm	pm+pt	NA	Perm	Perm	pm+pt	NA	Perm	Split	NA	Perm	Split
Protected Phases		1	6			5	2		4	4		3
Permitted Phases	6	6		6	2	2		2			4	
Actuated Green, G (s)		45.7	41.4	41.4		60.6	48.5	48.5	56.9	56.9	56.9	
Effective Green, g (s)		45.7	41.4	41.4		60.6	48.5	48.5	56.9	56.9	56.9	
Actuated g/C Ratio		0.25	0.23	0.23		0.34	0.27	0.27	0.32	0.32	0.32	
Clearance Time (s)		8.6	8.6	8.6		7.9	8.6	8.6	7.1	7.1	7.1	
Vehicle Extension (s)		3.0	5.0	5.0		3.0	5.0	5.0	5.0	5.0	5.0	
Lane Grp Cap (vph)		78	761	277		140	860	426	392	439	455	
v/s Ratio Prot		0.01	c0.28			c0.07	c0.29		c0.43	0.39		
v/s Ratio Perm		0.09		0.11		0.28		0.16			0.07	
v/c Ratio		0.41	1.24	0.49		1.06	1.10	0.61	1.36	1.23	0.23	
Uniform Delay, d1		54.5	69.3	60.2		50.8	65.8	57.5	61.6	61.6	45.4	
Progression Factor		1.00	1.00	1.00		1.49	0.82	0.72	1.00	1.00	1.00	
Incremental Delay, d2		3.5	118.2	6.2		76.3	54.8	4.0	177.7	122.1	0.5	
Delay (s)		58.0	187.5	66.4		151.7	109.0	45.6	239.2	183.7	45.9	
Level of Service		E	F	E		F	F	D	F	F	D	
Approach Delay (s/veh)			138.9				94.2			186.5		
Approach LOS			F				F			F		

Intersection Summary			
HCM 2000 Control Delay (s/veh)	151.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.34		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	30.5
Intersection Capacity Utilization	114.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	215	145
Future Volume (vph)	215	145
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	6.2	
Lane Util. Factor	1.00	
Frt	0.96	
Flt Protected	0.98	
Satd. Flow (prot)	1765	
Flt Permitted	0.98	
Satd. Flow (perm)	1765	
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	226	153
RTOR Reduction (vph)	8	0
Lane Group Flow (vph)	550	0
Heavy Vehicles (%)	2%	2%
Turn Type	NA	
Protected Phases	3	
Permitted Phases		
Actuated Green, G (s)	39.8	
Effective Green, g (s)	39.8	
Actuated g/C Ratio	0.22	
Clearance Time (s)	6.2	
Vehicle Extension (s)	3.0	
Lane Grp Cap (vph)	390	
v/s Ratio Prot	c0.31	
v/s Ratio Perm		
v/c Ratio	1.41	
Uniform Delay, d1	70.1	
Progression Factor	1.00	
Incremental Delay, d2	199.5	
Delay (s)	269.6	
Level of Service	F	
Approach Delay (s/veh)	269.6	
Approach LOS	F	

Intersection Summary

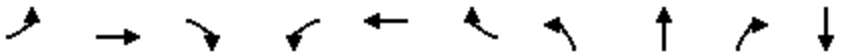
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	15	25	750	365	140	1035	30	375	30	95	60	20
Future Volume (vph)	15	25	750	365	140	1035	30	375	30	95	60	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.8	7.6	7.6	7.6	7.6	7.6	6.7	6.7			6.2
Lane Util. Factor		1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00			1.00
Frt		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89			0.95
Flt Protected		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.98
Satd. Flow (prot)		1770	3252	1583	1770	3112	1583	1687	1651			1726
Flt Permitted		0.16	1.00	1.00	0.21	1.00	1.00	0.95	1.00			0.98
Satd. Flow (perm)		292	3252	1583	398	3112	1583	1687	1651			1726
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	26	789	384	147	1089	32	395	32	100	63	21
RTOR Reduction (vph)	0	0	0	227	0	0	17	0	65	0	0	13
Lane Group Flow (vph)	0	42	789	157	147	1089	15	395	67	0	0	124
Heavy Vehicles (%)	2%	2%	11%	2%	2%	16%	2%	7%	2%	2%	2%	2%
Turn Type	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	Split	NA		Split	NA
Protected Phases		1	6		5	2		4	4		8	8
Permitted Phases	6	6		6	2		2					
Actuated Green, G (s)		78.2	73.4	73.4	93.6	82.0	82.0	48.9	48.9			17.0
Effective Green, g (s)		78.2	73.4	73.4	93.6	82.0	82.0	48.9	48.9			17.0
Actuated g/C Ratio		0.43	0.41	0.41	0.52	0.46	0.46	0.27	0.27			0.09
Clearance Time (s)		6.8	7.6	7.6	7.6	7.6	7.6	6.7	6.7			6.2
Vehicle Extension (s)		3.0	5.0	5.0	3.0	5.0	5.0	5.0	5.0			5.0
Lane Grp Cap (vph)		166	1326	645	303	1417	721	458	448			163
v/s Ratio Prot		0.01	0.24		c0.03	c0.35		c0.23	0.04			c0.07
v/s Ratio Perm		0.10		0.10	0.22		0.01					
v/c Ratio		0.25	0.60	0.24	0.49	0.77	0.02	0.86	0.15			0.76
Uniform Delay, d1		32.1	41.7	35.0	26.3	41.0	26.9	62.4	49.8			79.5
Progression Factor		0.51	0.40	0.00	1.00	1.00	1.00	1.00	1.00			1.00
Incremental Delay, d2		0.1	0.2	0.1	1.2	4.1	0.1	16.6	0.3			21.8
Delay (s)		16.5	16.9	0.2	27.5	45.1	27.0	78.9	50.1			101.3
Level of Service		B	B	A	C	D	C	E	D			F
Approach Delay (s/veh)			11.6			42.6			71.7			101.3
Approach LOS			B			D			E			F

Intersection Summary			
HCM 2000 Control Delay (s/veh)	38.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	28.1
Intersection Capacity Utilization	83.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	50
Future Volume (vph)	50
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	53
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary



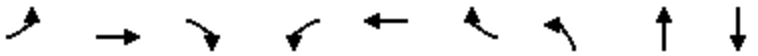
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	32	942	595	148	942	463	533	540	189	558
v/c Ratio	0.36	1.24	0.81	1.06	1.06	0.72	1.36	1.23	0.35	1.40
Control Delay (s/veh)	52.3	172.7	13.8	137.5	91.2	21.2	222.6	171.6	18.2	242.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.3	172.7	13.8	137.5	91.2	21.2	222.6	171.6	18.2	242.5
Queue Length 50th (ft)	26	~722	0	~151	~658	98	~866	~824	55	~872
Queue Length 95th (ft)	55	#862	165	m#268	#804	192	#1123	#1082	130	#1122
Internal Link Dist (ft)		1168			1070			422		726
Turn Bay Length (ft)	280		750	300		250	280		175	
Base Capacity (vph)	88	761	735	140	891	642	392	439	540	398
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	1.24	0.81	1.06	1.06	0.72	1.36	1.23	0.35	1.40

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

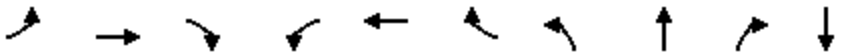


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	42	789	384	147	1089	32	395	132	137
v/c Ratio	0.24	0.59	0.44	0.49	0.76	0.04	0.86	0.26	0.78
Control Delay (s/veh)	12.4	17.6	0.2	29.6	45.9	0.1	81.1	18.3	99.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.4	17.6	0.2	29.6	45.9	0.1	81.1	18.3	99.4
Queue Length 50th (ft)	11	130	0	94	597	0	437	37	144
Queue Length 95th (ft)	m12	m114	m0	143	696	0	574	97	#252
Internal Link Dist (ft)		1070			1969			212	695
Turn Bay Length (ft)	300		850	315		300	100		
Base Capacity (vph)	178	1327	873	317	1442	788	499	551	183
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.59	0.44	0.46	0.76	0.04	0.79	0.24	0.75

Intersection Summary

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

m Volume for 95th percentile queue is metered by upstream signal.



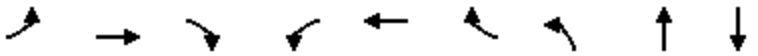
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	53	821	700	142	968	395	508	523	147	541
v/c Ratio	0.56	0.98	0.79	1.16	1.01	0.65	1.12	1.12	0.29	1.18
Control Delay (s/veh)	65.3	92.2	10.7	176.2	79.8	18.6	136.2	133.6	12.6	157.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.3	92.2	10.7	176.2	79.8	18.6	136.2	133.6	12.6	157.5
Queue Length 50th (ft)	43	512	0	~157	~668	64	~724	~741	20	~759
Queue Length 95th (ft)	#81	#654	148	m#296	#792	m189	#978	#995	82	#1006
Internal Link Dist (ft)		1168			1070			422		726
Turn Bay Length (ft)	280		750	300		250	280		175	
Base Capacity (vph)	94	840	889	122	958	608	453	469	500	457
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.98	0.79	1.16	1.01	0.65	1.12	1.12	0.29	1.18

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	95	805	321	243	1032	11	342	121	126
v/c Ratio	0.38	0.59	0.38	0.63	0.64	0.01	0.89	0.28	0.66
Control Delay (s/veh)	15.4	19.7	0.6	28.1	39.3	0.0	92.9	15.6	71.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.4	19.7	0.6	28.1	39.3	0.0	92.9	15.6	71.0
Queue Length 50th (ft)	27	136	0	143	488	0	392	20	104
Queue Length 95th (ft)	m31	m156	m0	218	632	0	#560	80	177
Internal Link Dist (ft)		1070			1969			212	695
Turn Bay Length (ft)	300		850	315		300	100		
Base Capacity (vph)	256	1363	840	412	1601	810	401	451	377
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.59	0.38	0.59	0.64	0.01	0.85	0.27	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Arterial Level of Service: EB SR 70

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 31	II	45	24.6	55.4	80.0	0.24	10.6	F
Siesta Blvd	II	45	23.7	5.8	29.5	0.22	26.6	C
Total	II		48.3	61.2	109.5	0.45	14.9	E

Arterial Level of Service: WB SR 70

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Siesta Blvd	II	45	21.1	25.0	46.1	0.19	15.1	E
SR 31	II	45	23.7	35.7	59.4	0.22	13.2	E
Total	II		44.8	60.7	105.5	0.41	14.0	E

Arterial Level of Service: EB SR 70

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 31	II	45	24.6	38.9	63.5	0.24	13.4	E
Siesta Blvd	II	45	23.7	10.8	34.5	0.22	22.7	C
Total	II		48.3	49.7	98.0	0.45	16.7	E

Arterial Level of Service: WB SR 70

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Siesta Blvd	II	45	21.1	25.5	46.6	0.19	15.0	E
SR 31	II	45	23.7	26.0	49.7	0.22	15.8	E
Total	II		44.8	51.5	96.3	0.41	15.4	E

Arterial Level of Service: EB SR 70

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 31	II	45	24.6	172.7	197.3	0.24	4.3	F
Siesta Blvd	II	45	23.7	17.6	41.3	0.22	19.0	D
Total	II		48.3	190.3	238.6	0.45	6.9	F

Arterial Level of Service: WB SR 70

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Siesta Blvd	II	45	21.1	45.9	67.0	0.19	10.4	F
SR 31	II	45	23.7	91.2	114.9	0.22	6.8	F
Total	II		44.8	137.1	181.9	0.41	8.1	F

Arterial Level of Service: EB SR 70

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 31	II	45	24.6	92.2	116.8	0.24	7.3	F
Siesta Blvd	II	45	23.7	19.7	43.4	0.22	18.1	D
Total	II		48.3	111.9	160.2	0.45	10.2	F

Arterial Level of Service: WB SR 70

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Siesta Blvd	II	45	21.1	39.3	60.4	0.19	11.6	F
SR 31	II	45	23.7	79.8	103.5	0.22	7.6	F
Total	II		44.8	119.1	163.9	0.41	9.0	F

APPENDIX N:
Opening Year (2030) & Design Year (2050) Build HCS Intersection Reports

HCS Two-Way Stop-Control Report

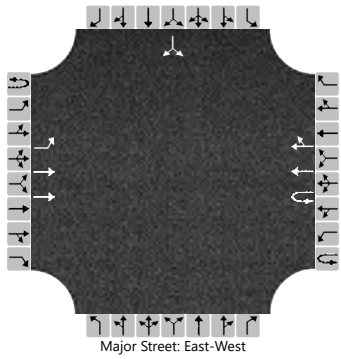
General Information

Analyst	MS
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Toby's RV
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Toby's RV
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	1	0	2	0		0	0	0		0	1	0
Configuration		L	T		U		T	TR							LR	
Volume (veh/h)	0	23	502		4		672	7						0		64
Percent Heavy Vehicles (%)	3	11			3									2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1			6.4									7.5		6.9
Critical Headway (sec)		4.32			6.46									6.84		6.94
Base Follow-Up Headway (sec)		2.2			2.5									3.5		3.3
Follow-Up Headway (sec)		2.31			2.53									3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		26			5										73	
Capacity, c (veh/h)		783			621										613	
v/c Ratio		0.03			0.01										0.12	
95% Queue Length, Q_{95} (veh)		0.1			0.0										0.4	
95% Queue Length, Q_{95} (ft)		2.7			0.0										10.2	
Control Delay (s/veh)		9.8			10.8										11.7	
Level of Service (LOS)		A			B										B	
Approach Delay (s/veh)	0.4				0.1								11.7			
Approach LOS	A				A								B			

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HCS Two-Way Stop-Control Report

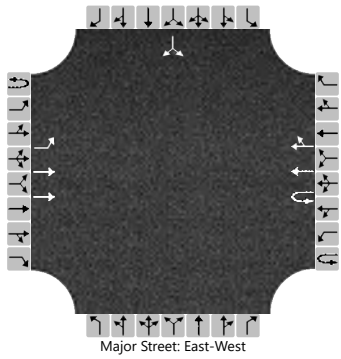
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Toby's RV
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Toby's RV
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	1	0	2	0		0	0	0		0	1	0
Configuration		L	T		U		T	TR							LR	
Volume (veh/h)	0	61	453		0		665	6						0		55
Percent Heavy Vehicles (%)	3	11			3									2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1			6.4									7.5		6.9
Critical Headway (sec)		4.32			6.46									6.84		6.94
Base Follow-Up Headway (sec)		2.2			2.5									3.5		3.3
Follow-Up Headway (sec)		2.31			2.53									3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		69			0										63	
Capacity, c (veh/h)		789			673										617	
v/c Ratio		0.09			0.00										0.10	
95% Queue Length, Q_{95} (veh)		0.3			0.0										0.3	
95% Queue Length, Q_{95} (ft)		8.2			0.0										7.6	
Control Delay (s/veh)		10.0			10.3										11.5	
Level of Service (LOS)		A			B										B	
Approach Delay (s/veh)	1.2				0.0								11.5			
Approach LOS	A				A								B			

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HCS Two-Way Stop-Control Report

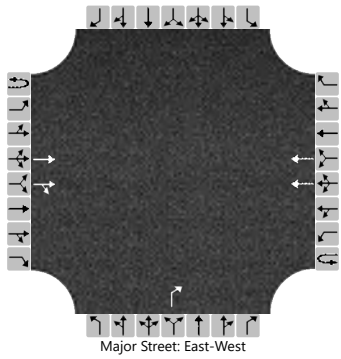
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Townsend Rd
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Townsend Rd
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			490	15			683					26				
Percent Heavy Vehicles (%)												2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Left + Thru							1						

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.94				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												30				
Capacity, c (veh/h)												710				
v/c Ratio												0.04				
95% Queue Length, Q_{95} (veh)												0.1				
95% Queue Length, Q_{95} (ft)												2.5				
Control Delay (s/veh)												10.3				
Level of Service (LOS)												B				
Approach Delay (s/veh)										10.3						
Approach LOS										B						

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HCS Two-Way Stop-Control Report

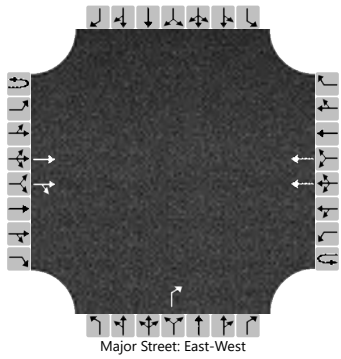
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Townsend Rd
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Townsend Rd
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			439	15			671					12				
Percent Heavy Vehicles (%)												2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Left + Thru							1						

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.94				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												14				
Capacity, c (veh/h)												741				
v/c Ratio												0.02				
95% Queue Length, Q_{95} (veh)												0.1				
95% Queue Length, Q_{95} (ft)												2.5				
Control Delay (s/veh)												9.9				
Level of Service (LOS)												A				
Approach Delay (s/veh)										9.9						
Approach LOS										A						

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HCS Two-Way Stop-Control Report

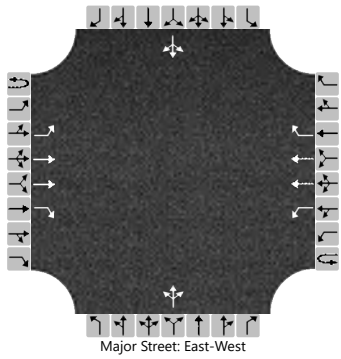
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Hansel Ave
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Hansel Ave
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	1	0		0	1	0
Configuration		L	T	R		L	T	R			LTR				LTR	
Volume (veh/h)	13	15	449	40	0	6	596	5		64	0	8		5	0	11
Percent Heavy Vehicles (%)	3	2			3	2				7	2	17		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No										
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.46	4.14				4.14				7.64	6.54	7.24		7.54	6.54	6.94
Base Follow-Up Headway (sec)	2.5	2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.53	2.22				2.22				3.57	4.02	3.47		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		32				7					82				18	
Capacity, c (veh/h)		674				1011					335				474	
v/c Ratio		0.05				0.01					0.24				0.04	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.9				0.1	
95% Queue Length, Q_{95} (ft)		2.5				0.0					24.0				2.5	
Control Delay (s/veh)		10.6				8.6					19.2				12.9	
Level of Service (LOS)		B				A					C				B	
Approach Delay (s/veh)		0.6				0.1				19.2				12.9		
Approach LOS		A				A				C				B		

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HCS Two-Way Stop-Control Report

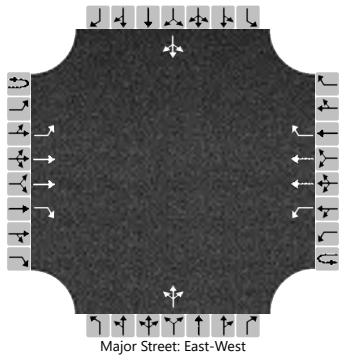
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Hansel Ave
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Hansel Ave
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	1	0		0	1	0
Configuration		L	T	R		L	T	R			LTR				LTR	
Volume (veh/h)	0	16	393	42	0	12	610	0		50	0	17		0	0	11
Percent Heavy Vehicles (%)	3	2			3	2				7	2	17		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No										
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.14				7.64	6.54	7.24		7.54	6.54	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.57	4.02	3.47		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		18				14					76				13	
Capacity, c (veh/h)		898				1066					404				649	
v/c Ratio		0.02				0.01					0.19				0.02	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.7				0.1	
95% Queue Length, Q_{95} (ft)		2.5				0.0					18.8				2.5	
Control Delay (s/veh)		9.1				8.4					16.0				10.7	
Level of Service (LOS)		A				A					C				B	
Approach Delay (s/veh)		0.3				0.2				16.0				10.7		
Approach LOS		A				A				C				B		

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HCS Two-Way Stop-Control Report

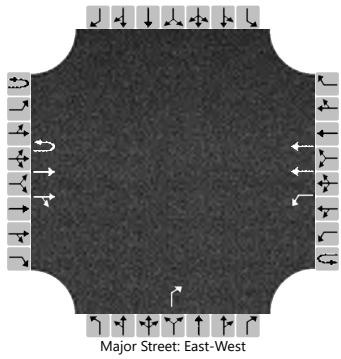
General Information

Analyst	MS
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Walston Rd
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Walston Rd
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	1	0	2	0	0	1	2	0		0	0	1		0	0	0
Configuration	U		T	TR		L	T					R				
Volume (veh/h)	0		453	10	0	7	608					32				
Percent Heavy Vehicles (%)	3				3	2						2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4					4.1						6.9				
Critical Headway (sec)	6.46					4.14						6.94				
Base Follow-Up Headway (sec)	2.5					2.2						3.3				
Follow-Up Headway (sec)	2.53					2.22						3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)	0					8						36				
Capacity, c (veh/h)	520					1037						735				
v/c Ratio	0.00					0.01						0.05				
95% Queue Length, Q_{95} (veh)	0.0					0.0						0.2				
95% Queue Length, Q_{95} (ft)	0.0					0.0						5.1				
Control Delay (s/veh)	11.9					8.5						10.1				
Level of Service (LOS)	B					A						B				
Approach Delay (s/veh)	0.0				0.1				10.1							
Approach LOS	A				A				B							

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HCS Two-Way Stop-Control Report

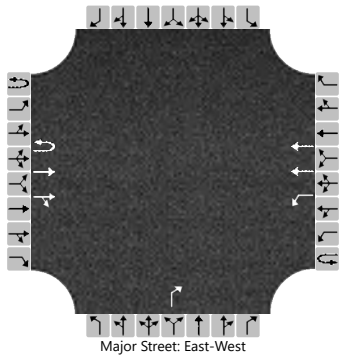
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Walston Rd
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Walston Rd
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	1	0	2	0	0	1	2	0		0	0	1		0	0	0
Configuration	U		T	TR		L	T					R				
Volume (veh/h)	0		398	12	0	5	623					23				
Percent Heavy Vehicles (%)	3				3	2						2				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized									No							
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4					4.1						6.9				
Critical Headway (sec)	6.46					4.14						6.94				
Base Follow-Up Headway (sec)	2.5					2.2						3.3				
Follow-Up Headway (sec)	2.53					2.22						3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)	0					6						26				
Capacity, c (veh/h)	507					1092						769				
v/c Ratio	0.00					0.01						0.03				
95% Queue Length, Q_{95} (veh)	0.0					0.0						0.1				
95% Queue Length, Q_{95} (ft)	0.0					0.0						2.5				
Control Delay (s/veh)	12.1					8.3						9.8				
Level of Service (LOS)	B					A						A				
Approach Delay (s/veh)	0.0				0.1				9.8							
Approach LOS	A				A				A							

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HCS Two-Way Stop-Control Report

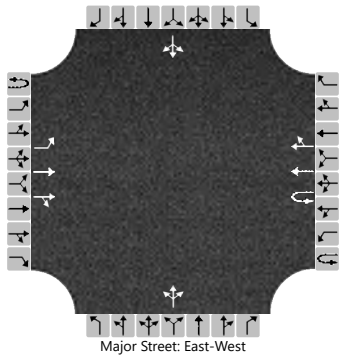
General Information

Analyst	MS
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Cross Ave
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Cross Ave
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	1	0	2	0		0	1	0		0	1	0
Configuration		L	T	TR	U		T	TR			LTR				LTR	
Volume (veh/h)	15	45	409	15	0		541	41		20	0	0		23	0	39
Percent Heavy Vehicles (%)	3	17			3					2	2	2		2	2	19
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4					7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.46	4.44			6.46					7.54	6.54	6.94		7.54	6.54	7.28
Base Follow-Up Headway (sec)	2.5	2.2			2.5					3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.53	2.37			2.53					3.52	4.02	3.32		3.52	4.02	3.49

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		68			0						23				70	
Capacity, c (veh/h)		714			707						292				443	
v/c Ratio		0.10			0.00						0.08				0.16	
95% Queue Length, Q_{95} (veh)		0.3			0.0						0.3				0.6	
95% Queue Length, Q_{95} (ft)		8.3			0.0						7.6				16.5	
Control Delay (s/veh)		10.6			10.1						18.3				14.7	
Level of Service (LOS)		B			B						C				B	
Approach Delay (s/veh)	1.3				0.0				18.3				14.7			
Approach LOS	A				A				C				B			

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HCS Two-Way Stop-Control Report

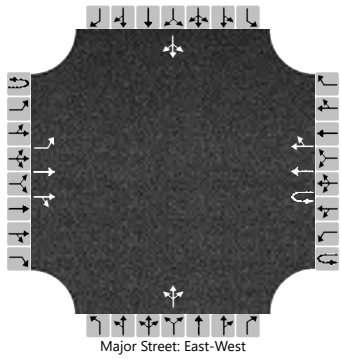
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Cross Ave
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Cross Ave
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	1	0	2	0		0	1	0		0	1	0
Configuration		L	T	TR	U		T	TR			LTR				LTR	
Volume (veh/h)	8	45	368	0	0		566	28		11	5	1		23	5	43
Percent Heavy Vehicles (%)	3	17			3					2	2	2		2	2	19
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4					7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.46	4.44			6.46					7.54	6.54	6.94		7.54	6.54	7.28
Base Follow-Up Headway (sec)	2.5	2.2			2.5					3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.53	2.37			2.53					3.52	4.02	3.32		3.52	4.02	3.49

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		60			0						19				81	
Capacity, c (veh/h)		743			774						310				434	
v/c Ratio		0.08			0.00						0.06				0.19	
95% Queue Length, Q_{95} (veh)		0.3			0.0						0.2				0.7	
95% Queue Length, Q_{95} (ft)		8.4			0.0						5.1				19.2	
Control Delay (s/veh)		10.3			9.6						17.4				15.2	
Level of Service (LOS)		B			A						C				C	
Approach Delay (s/veh)	1.3				0.0				17.4				15.2			
Approach LOS	A				A				C				C			

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HCS Two-Way Stop-Control Report

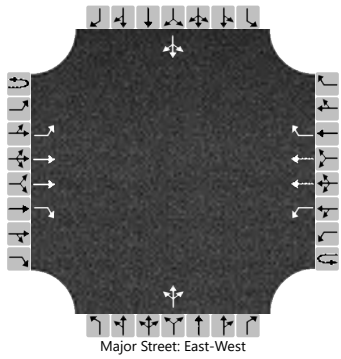
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at CR 760
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	CR 760
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	1	0		0	1	0
Configuration		L	T	R		L	T	R			LTR				LTR	
Volume (veh/h)	0	0	405	27	0	8	573	1		8	6	33		1	0	1
Percent Heavy Vehicles (%)	3	2			3	2				33	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No										
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.14				8.16	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.83	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				9					53				2	
Capacity, c (veh/h)		930				1069					550				432	
v/c Ratio		0.00				0.01					0.10				0.01	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.3				0.0	
95% Queue Length, Q_{95} (ft)						0.0					7.9				0.0	
Control Delay (s/veh)		8.9				8.4					12.2				13.4	
Level of Service (LOS)		A				A					B				B	
Approach Delay (s/veh)		0.0				0.1				12.2				13.4		
Approach LOS		A				A				B				B		

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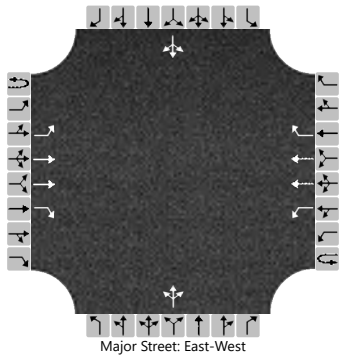
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at CR 760
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	CR 760
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	1	0		0	1	0
Configuration		L	T	R		L	T	R			LTR				LTR	
Volume (veh/h)	0	0	385	7	0	27	575	0		13	1	19		0	5	5
Percent Heavy Vehicles (%)	3	2			3	2				33	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No										
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.14				8.16	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.83	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				31					38				11	
Capacity, c (veh/h)		929				1111					485				414	
v/c Ratio		0.00				0.03					0.08				0.03	
95% Queue Length, Q_{95} (veh)		0.0				0.1					0.3				0.1	
95% Queue Length, Q_{95} (ft)						2.5					8.4				2.5	
Control Delay (s/veh)		8.9				8.3					13.0				13.9	
Level of Service (LOS)		A				A					B				B	
Approach Delay (s/veh)		0.0				0.4				13.0				13.9		
Approach LOS		A				A				B				B		

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HCS Two-Way Stop-Control Report

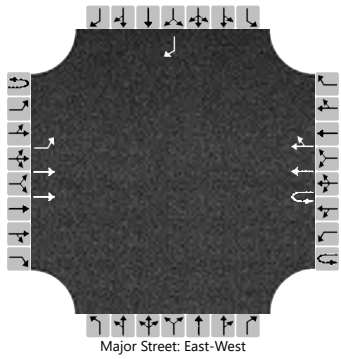
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at NE 4 Mile Grade
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	NE 4 Mile Grade
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	1	0	2	0		0	0	0		0	0	1
Configuration		L	T		U		T	TR								R
Volume (veh/h)	0	1	439		0		579	6								7
Percent Heavy Vehicles (%)	3	2			3											2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1			6.4											6.9
Critical Headway (sec)		4.14			6.46											6.94
Base Follow-Up Headway (sec)		2.2			2.5											3.3
Follow-Up Headway (sec)		2.22			2.53											3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		1			0											8
Capacity, c (veh/h)		920			689											663
v/c Ratio		0.00			0.00											0.01
95% Queue Length, Q_{95} (veh)		0.0			0.0											0.0
95% Queue Length, Q_{95} (ft)		0.0			0.0											0.0
Control Delay (s/veh)		8.9			10.2											10.5
Level of Service (LOS)		A			B											B
Approach Delay (s/veh)	0.0				0.0								10.5			
Approach LOS	A				A								B			

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HCS Two-Way Stop-Control Report

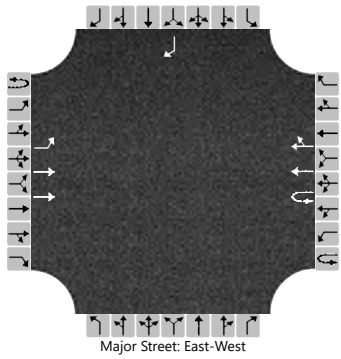
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at NE 4 Mile Grade
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	NE 4 Mile Grade
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	1	0	2	0		0	0	0		0	0	1
Configuration		L	T		U		T	TR								R
Volume (veh/h)	0	0	404		0		589	6								17
Percent Heavy Vehicles (%)	3	2			3											2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1			6.4											6.9
Critical Headway (sec)		4.14			6.46											6.94
Base Follow-Up Headway (sec)		2.2			2.5											3.3
Follow-Up Headway (sec)		2.22			2.53											3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0			0											19
Capacity, c (veh/h)		911			730											658
v/c Ratio		0.00			0.00											0.03
95% Queue Length, Q_{95} (veh)		0.0			0.0											0.1
95% Queue Length, Q_{95} (ft)					0.0											2.5
Control Delay (s/veh)		9.0			9.9											10.6
Level of Service (LOS)		A			A											B
Approach Delay (s/veh)	0.0				0.0								10.6			
Approach LOS	A				A								B			

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HCS Two-Way Stop-Control Report

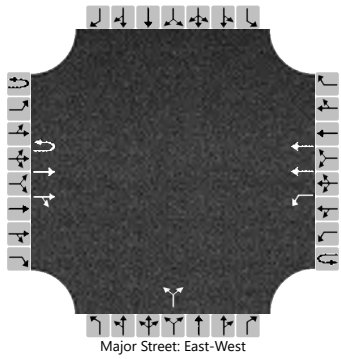
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Florida Corrections
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Florida Corrections
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	1	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration	U		T	TR		L	T				LR					
Volume (veh/h)	0		388	54	0	19	529			56		0				
Percent Heavy Vehicles (%)	3				3	2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4					4.1				7.5		6.9				
Critical Headway (sec)	6.46					4.14				6.84		6.94				
Base Follow-Up Headway (sec)	2.5					2.2				3.5		3.3				
Follow-Up Headway (sec)	2.53					2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)	0					22					64					
Capacity, c (veh/h)	593					1058					428					
v/c Ratio	0.00					0.02					0.15					
95% Queue Length, Q_{95} (veh)	0.0					0.1					0.5					
95% Queue Length, Q_{95} (ft)	0.0					2.5					12.7					
Control Delay (s/veh)	11.1					8.5					14.9					
Level of Service (LOS)	B					A					B					
Approach Delay (s/veh)	0.0				0.3				14.9							
Approach LOS	A				A				B							

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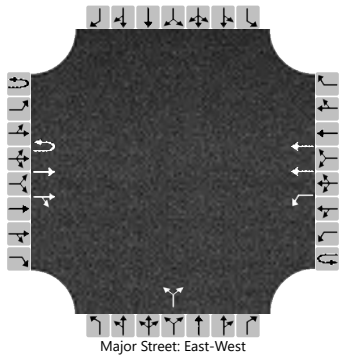
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Florida Corrections
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Florida Corrections
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	1	0	2	0	0	1	2	0		0	1	0		0	0	0
Configuration	U		T	TR		L	T				LR					
Volume (veh/h)	0		373	36	0	8	546			50		47				
Percent Heavy Vehicles (%)	3				3	2				2		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4					4.1				7.5		6.9				
Critical Headway (sec)	6.46					4.14				6.84		6.94				
Base Follow-Up Headway (sec)	2.5					2.2				3.5		3.3				
Follow-Up Headway (sec)	2.53					2.22				3.52		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)	0					9					110					
Capacity, c (veh/h)	577					1093					763					
v/c Ratio	0.00					0.01					0.14					
95% Queue Length, Q_{95} (veh)	0.0					0.0					0.5					
95% Queue Length, Q_{95} (ft)	0.0					0.0					12.7					
Control Delay (s/veh)	11.2					8.3					10.5					
Level of Service (LOS)	B					A					B					
Approach Delay (s/veh)	0.0				0.1				10.5							
Approach LOS	A				A				B							

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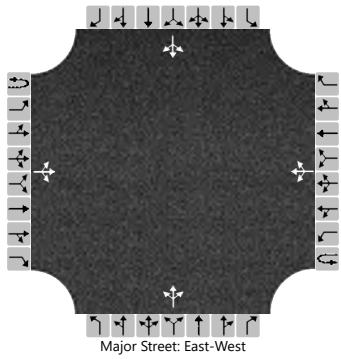
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Blue Head St
Jurisdiction	Highlands County
East/West Street	SR 70
North/South Street	Blue Head St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	388	0		5	544	0		5	0	0		0	0	0
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				6					6				0	
Capacity, c (veh/h)		962				1119					197					
v/c Ratio		0.00				0.01					0.03					
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.1					
95% Queue Length, Q_{95} (ft)											2.5					
Control Delay (s/veh)		8.7	0.0	0.0		8.2	0.1	0.1			23.8					
Level of Service (LOS)		A	A	A		A	A	A			C					
Approach Delay (s/veh)		0.0				0.1				23.8						
Approach LOS		A				A				C						

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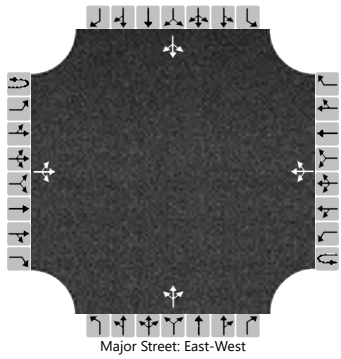
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2030
Time Analyzed	Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Blue Head St
Jurisdiction	Highlands County
East/West Street	SR 70
North/South Street	Blue Head St
Peak Hour Factor	0.88
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	419	0		6	554	0		0	0	0		0	0	0
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				7					0				0	
Capacity, c (veh/h)		953				1086					0					
v/c Ratio		0.00				0.01										
95% Queue Length, Q_{95} (veh)		0.0				0.0										
95% Queue Length, Q_{95} (ft)																
Control Delay (s/veh)		8.8	0.0	0.0		8.3	0.1	0.1								
Level of Service (LOS)		A	A	A		A	A	A								
Approach Delay (s/veh)	0.0				0.2											
Approach LOS	A				A											

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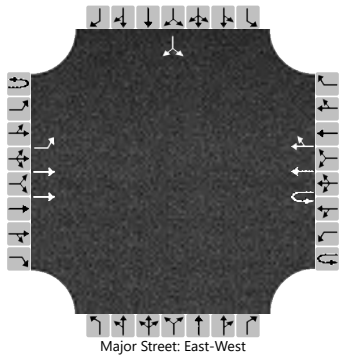
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Toby's RV
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Toby's RV
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	1	0	2	0		0	0	0		0	1	0
Configuration		L	T		U		T	TR							LR	
Volume (veh/h)	0	65	840		20		1110	15						0		95
Percent Heavy Vehicles (%)	3	11			3									2		2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1			6.4									7.5		6.9
Critical Headway (sec)		4.32			6.46									6.84		6.94
Base Follow-Up Headway (sec)		2.2			2.5									3.5		3.3
Follow-Up Headway (sec)		2.31			2.53									3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		68			21										100	
Capacity, c (veh/h)		537			391										449	
v/c Ratio		0.13			0.05										0.22	
95% Queue Length, Q_{95} (veh)		0.4			0.2										0.8	
95% Queue Length, Q_{95} (ft)		10.9			5.1										20.3	
Control Delay (s/veh)		12.7			14.7										15.3	
Level of Service (LOS)		B			B										C	
Approach Delay (s/veh)	0.9				0.3								15.3			
Approach LOS	A				A								C			

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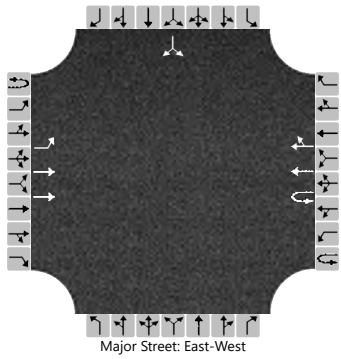
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Toby's RV
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Toby's RV
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	1	0	2	0		0	0	0		0	1	0
Configuration		L	T		U		T	TR							LR	
Volume (veh/h)	0	130	765		0		1130	10						0		90
Percent Heavy Vehicles (%)	0	2			0									2		2
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1			6.4									7.5		6.9
Critical Headway (sec)		4.14			6.40									6.84		6.94
Base Follow-Up Headway (sec)		2.2			2.5									3.5		3.3
Follow-Up Headway (sec)		2.22			2.50									3.52		3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		137			0										95	
Capacity, c (veh/h)		577			449										444	
v/c Ratio		0.24			0.00										0.21	
95% Queue Length, Q_{95} (veh)		0.9			0.0										0.8	
95% Queue Length, Q_{95} (ft)		22.9			0.0										20.3	
Control Delay (s/veh)		13.2			13.0										15.3	
Level of Service (LOS)		B			B										C	
Approach Delay (s/veh)	1.9				0.0								15.3			
Approach LOS	A				A								C			

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HCS Two-Way Stop-Control Report

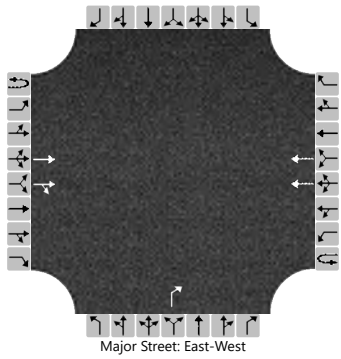
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Townsend Rd
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Townsend Rd
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			830	30			1145					40				
Percent Heavy Vehicles (%)												2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.94				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												42				
Capacity, c (veh/h)												554				
v/c Ratio												0.08				
95% Queue Length, Q_{95} (veh)												0.2				
95% Queue Length, Q_{95} (ft)												5.1				
Control Delay (s/veh)												12.0				
Level of Service (LOS)												B				
Approach Delay (s/veh)										12.0						
Approach LOS										B						

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HCS Two-Way Stop-Control Report

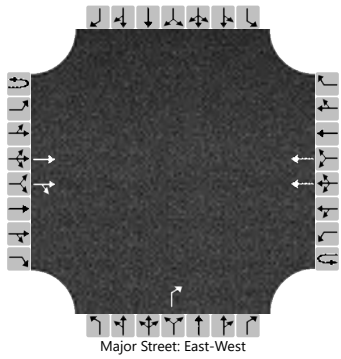
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Townsend Rd
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Townsend Rd
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	0		0	0	1		0	0	0
Configuration			T	TR			T					R				
Volume (veh/h)			735	30			1140					35				
Percent Heavy Vehicles (%)												2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage			Left + Thru							1						

Critical and Follow-up Headways

Base Critical Headway (sec)												6.9				
Critical Headway (sec)												6.94				
Base Follow-Up Headway (sec)												3.3				
Follow-Up Headway (sec)												3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)												37				
Capacity, c (veh/h)												597				
v/c Ratio												0.06				
95% Queue Length, Q_{95} (veh)												0.2				
95% Queue Length, Q_{95} (ft)												5.1				
Control Delay (s/veh)												11.4				
Level of Service (LOS)												B				
Approach Delay (s/veh)										11.4						
Approach LOS										B						

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HCS Two-Way Stop-Control Report

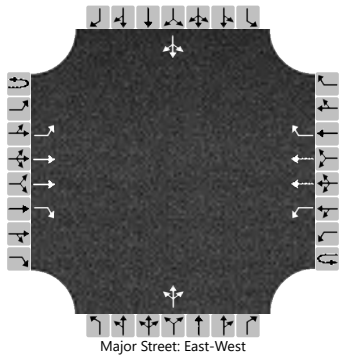
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Hansel Ave
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Hansel Ave
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	1	0		0	1	0
Configuration		L	T	R		L	T	R			LTR				LTR	
Volume (veh/h)	30	30	720	90	0	10	975	5		110	0	20		5	0	30
Percent Heavy Vehicles (%)	3	2			3	2				7	2	17		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No										
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.46	4.14				4.14				7.64	6.54	7.24		7.54	6.54	6.94
Base Follow-Up Headway (sec)	2.5	2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.53	2.22				2.22				3.57	4.02	3.47		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		63				11					137				37	
Capacity, c (veh/h)		411				782					190				386	
v/c Ratio		0.15				0.01					0.72				0.10	
95% Queue Length, Q_{95} (veh)		0.5				0.0					4.6				0.3	
95% Queue Length, Q_{95} (ft)		12.8				0.0					122.9				7.6	
Control Delay (s/veh)		15.3				9.7					61.3				15.3	
Level of Service (LOS)		C				A					F				C	
Approach Delay (s/veh)		1.1				0.1				61.3				15.3		
Approach LOS		A				A				F				C		

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HCS Two-Way Stop-Control Report

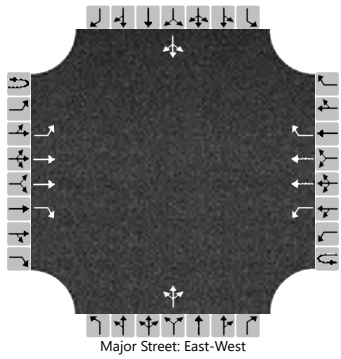
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Hansel Ave
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Hansel Ave
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	1	0		0	1	0
Configuration		L	T	R		L	T	R			LTR				LTR	
Volume (veh/h)	5	30	655	80	0	20	1010	0		95	0	55		0	0	30
Percent Heavy Vehicles (%)	0	2			0	2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No										
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.14				4.14				7.54	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)	2.5	2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		37				21					158				32	
Capacity, c (veh/h)		552				838					278				492	
v/c Ratio		0.07				0.03					0.57				0.06	
95% Queue Length, Q_{95} (veh)		0.2				0.1					3.2				0.2	
95% Queue Length, Q_{95} (ft)		5.1				2.5					81.3				5.1	
Control Delay (s/veh)		12.0				9.4					33.6				12.8	
Level of Service (LOS)		B				A					D				B	
Approach Delay (s/veh)		0.5				0.2				33.6				12.8		
Approach LOS		A				A				D				B		

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HCS Two-Way Stop-Control Report

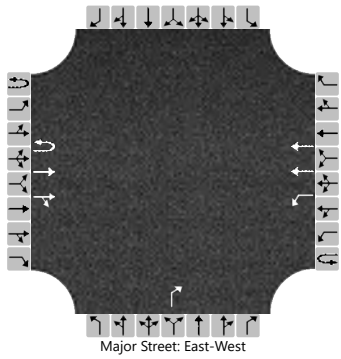
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Walston Rd
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Walston Rd
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	1	0	2	0	0	1	2	0		0	0	1		0	0	0
Configuration	U		T	TR		L	T					R				
Volume (veh/h)	0		720	25	0	15	985					55				
Percent Heavy Vehicles (%)	3				3	2						2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4					4.1						6.9				
Critical Headway (sec)	6.46					4.14						6.94				
Base Follow-Up Headway (sec)	2.5					2.2						3.3				
Follow-Up Headway (sec)	2.53					2.22						3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)	0					16						58				
Capacity, c (veh/h)	312					830						607				
v/c Ratio	0.00					0.02						0.10				
95% Queue Length, Q_{95} (veh)	0.0					0.1						0.3				
95% Queue Length, Q_{95} (ft)	0.0					2.5						7.6				
Control Delay (s/veh)	16.5					9.4						11.6				
Level of Service (LOS)	C					A						B				
Approach Delay (s/veh)	0.0				0.1				11.6							
Approach LOS	A				A				B							

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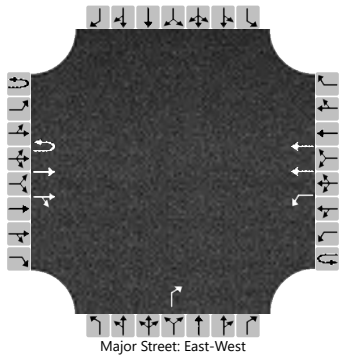
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Walston Rd
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Walston Rd
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	1	0	2	0	0	1	2	0		0	0	1		0	0	0
Configuration	U		T	TR		L	T					R				
Volume (veh/h)	0		690	20	0	5	1030					50				
Percent Heavy Vehicles (%)	0				0	2						2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized										No						
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4					4.1						6.9				
Critical Headway (sec)	6.40					4.14						6.94				
Base Follow-Up Headway (sec)	2.5					2.2						3.3				
Follow-Up Headway (sec)	2.50					2.22						3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)	0					5						53				
Capacity, c (veh/h)	298					857						624				
v/c Ratio	0.00					0.01						0.08				
95% Queue Length, Q_{95} (veh)	0.0					0.0						0.3				
95% Queue Length, Q_{95} (ft)	0.0					0.0						7.6				
Control Delay (s/veh)	17.1					9.2						11.3				
Level of Service (LOS)	C					A						B				
Approach Delay (s/veh)	0.0				0.0				11.3							
Approach LOS	A				A				B							

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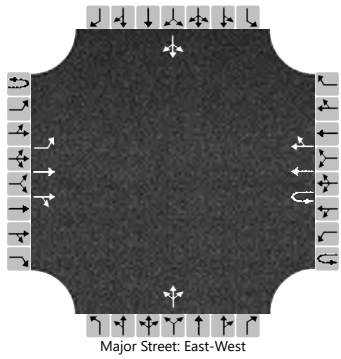
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Cross Ave
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Cross Ave
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	1	0	2	0		0	1	0		0	1	0
Configuration		L	T	TR	U		T	TR			LTR				LTR	
Volume (veh/h)	45	45	655	30	0		860	95		35	0	0		50	0	60
Percent Heavy Vehicles (%)	3	17			3					2	2	2		2	2	19
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4					7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.46	4.44			6.46					7.54	6.54	6.94		7.54	6.54	7.28
Base Follow-Up Headway (sec)	2.5	2.2			2.5					3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.53	2.37			2.53					3.52	4.02	3.32		3.52	4.02	3.49

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		95			0						37				116	
Capacity, c (veh/h)		385			497						155				263	
v/c Ratio		0.25			0.00						0.24				0.44	
95% Queue Length, Q_{95} (veh)		1.0			0.0						0.9				2.1	
95% Queue Length, Q_{95} (ft)		27.0			0.0						22.9				57.2	
Control Delay (s/veh)		17.4			12.2						35.4				29.0	
Level of Service (LOS)		C			B						E				D	
Approach Delay (s/veh)	2.0				0.0				35.4				29.0			
Approach LOS	A				A				E				D			

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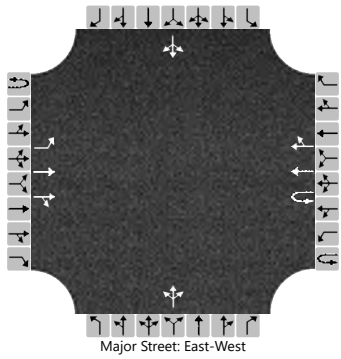
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Cross Ave
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	Cross Ave
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	1	0	2	0		0	1	0		0	1	0
Configuration		L	T	TR	U		T	TR			LTR				LTR	
Volume (veh/h)	35	80	625	0	0		900	55		30	5	5		35	5	70
Percent Heavy Vehicles (%)	0	2			0					2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)	6.4	4.1			6.4					7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)	6.40	4.14			6.40					7.54	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)	2.5	2.2			2.5					3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)	2.50	2.22			2.50					3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		121			0						42				116	
Capacity, c (veh/h)		482			553						159				287	
v/c Ratio		0.25			0.00						0.26				0.40	
95% Queue Length, Q_{95} (veh)		1.0			0.0						1.0				1.9	
95% Queue Length, Q_{95} (ft)		25.3			0.0						25.4				48.3	
Control Delay (s/veh)		15.0			11.5						35.6				25.7	
Level of Service (LOS)		B			B						E				D	
Approach Delay (s/veh)	2.3				0.0				35.6				25.7			
Approach LOS	A				A				E				D			

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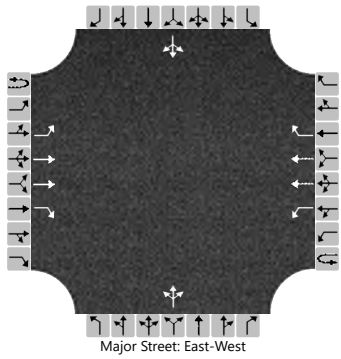
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at CR 760
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	CR 760
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	1	0		0	1	0
Configuration		L	T	R		L	T	R			LTR				LTR	
Volume (veh/h)	0	0	655	50	0	20	930	5		20	10	60		5	0	5
Percent Heavy Vehicles (%)	3	2			3	2				33	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No										
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.14				8.16	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.83	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				21					95				11	
Capacity, c (veh/h)		698				861					383				274	
v/c Ratio		0.00				0.02					0.25				0.04	
95% Queue Length, Q_{95} (veh)		0.0				0.1					1.0				0.1	
95% Queue Length, Q_{95} (ft)						2.5					26.8				2.5	
Control Delay (s/veh)		10.2				9.3					17.4				18.7	
Level of Service (LOS)		B				A					C				C	
Approach Delay (s/veh)		0.0				0.2				17.4				18.7		
Approach LOS		A				A				C				C		

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HCS Two-Way Stop-Control Report

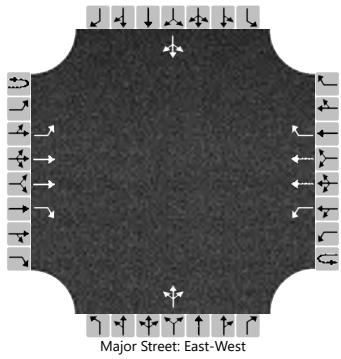
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at CR 760
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	CR 760
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	1	0	1	2	1		0	1	0		0	1	0
Configuration		L	T	R		L	T	R			LTR				LTR	
Volume (veh/h)	0	0	650	10	0	50	925	0		25	5	50		0	5	5
Percent Heavy Vehicles (%)	0	2			0	2				40	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized		No				No										
Median Type | Storage		Left + Thru								1						

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.14				4.14				8.30	6.54	6.94		7.54	6.54	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.90	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				53					84				11	
Capacity, c (veh/h)		704				897					341				270	
v/c Ratio		0.00				0.06					0.25				0.04	
95% Queue Length, Q_{95} (veh)		0.0				0.2					1.0				0.1	
95% Queue Length, Q_{95} (ft)						5.1					27.8				2.5	
Control Delay (s/veh)		10.1				9.3					19.0				18.9	
Level of Service (LOS)		B				A					C				C	
Approach Delay (s/veh)		0.0				0.5				19.0				18.9		
Approach LOS		A				A				C				C		

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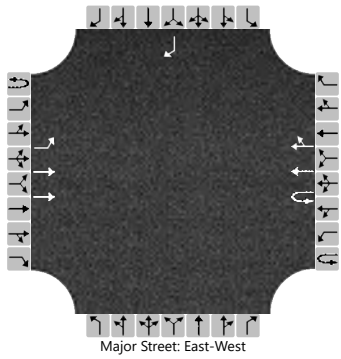
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at NE 4 Mile Grade
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	NE 4 Mile Grade
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	1	0	2	0		0	0	0		0	0	1
Configuration		L	T		U		T	TR								R
Volume (veh/h)	0	5	730		0		955	10								15
Percent Heavy Vehicles (%)	3	2			3											2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1			6.4											6.9
Critical Headway (sec)		4.14			6.46											6.94
Base Follow-Up Headway (sec)		2.2			2.5											3.3
Follow-Up Headway (sec)		2.22			2.53											3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5			0											16
Capacity, c (veh/h)		679			464											510
v/c Ratio		0.01			0.00											0.03
95% Queue Length, Q_{95} (veh)		0.0			0.0											0.1
95% Queue Length, Q_{95} (ft)		0.0			0.0											2.5
Control Delay (s/veh)		10.3			12.8											12.3
Level of Service (LOS)		B			B											B
Approach Delay (s/veh)	0.1				0.0								12.3			
Approach LOS	A				A								B			

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HCS Two-Way Stop-Control Report

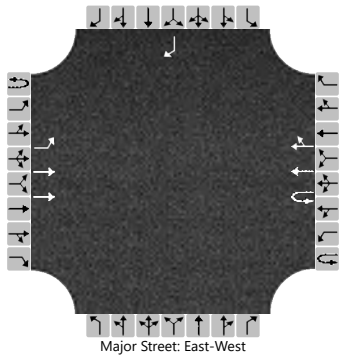
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at NE 4 Mile Grade
Jurisdiction	Desoto County
East/West Street	SR 70
North/South Street	NE 4 Mile Grade
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	1	0	2	0		0	0	0		0	0	1
Configuration		L	T		U		T	TR								R
Volume (veh/h)	0	0	710		0		960	10								25
Percent Heavy Vehicles (%)	0	2			0											2
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized													No			
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1			6.4											6.9
Critical Headway (sec)		4.14			6.40											6.94
Base Follow-Up Headway (sec)		2.2			2.5											3.3
Follow-Up Headway (sec)		2.22			2.50											3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0			0											26
Capacity, c (veh/h)		675			489											508
v/c Ratio		0.00			0.00											0.05
95% Queue Length, Q_{95} (veh)		0.0			0.0											0.2
95% Queue Length, Q_{95} (ft)					0.0											5.1
Control Delay (s/veh)		10.3			12.4											12.5
Level of Service (LOS)		B			B											B
Approach Delay (s/veh)	0.0				0.0								12.5			
Approach LOS	A				A								B			

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HCS Two-Way Stop-Control Report

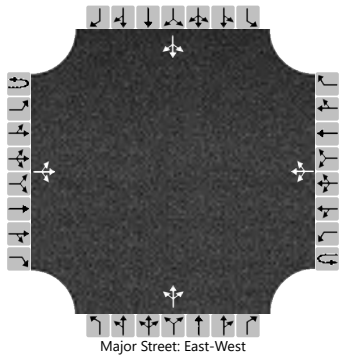
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	Build AM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Blue Head St
Jurisdiction	Highlands County
East/West Street	SR 70
North/South Street	Blue Head St
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	645	0		5	900	0		5	0	0		0	0	0
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				5					5				0	
Capacity, c (veh/h)		725				913					79					
v/c Ratio		0.00				0.01					0.07					
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2					
95% Queue Length, Q_{95} (ft)											5.1					
Control Delay (s/veh)		10.0	0.0	0.0		9.0	0.1	0.1			53.5					
Level of Service (LOS)		A	A	A		A	A	A			F					
Approach Delay (s/veh)	0.0				0.2				53.5							
Approach LOS	A				A				F							

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HCS Two-Way Stop-Control Report

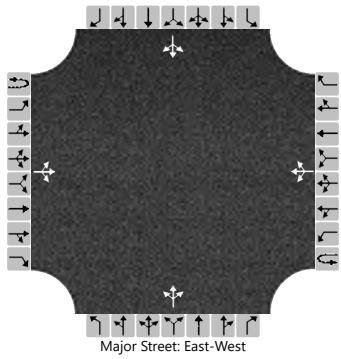
General Information

Analyst	HNTB
Agency/Co.	HNTB
Date Performed	1/3/2025
Analysis Year	2050
Time Analyzed	Build PM
Intersection Orientation	East-West
Project Description	SR 70 PD&E

Site Information

Intersection	SR 70 at Blue Head St
Jurisdiction	Highlands County
East/West Street	SR 70
North/South Street	Blue Head St
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	725	0		10	925	0		0	0	0		0	0	0
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		0				11					0				0	
Capacity, c (veh/h)		708				849					0					
v/c Ratio		0.00				0.01										
95% Queue Length, Q_{95} (veh)		0.0				0.0										
95% Queue Length, Q_{95} (ft)																
Control Delay (s/veh)		10.1	0.0	0.0		9.3	0.3	0.3								
Level of Service (LOS)		B	A	A		A	A	A								
Approach Delay (s/veh)	0.0				0.4											
Approach LOS	A				A											

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APPENDIX O:
Opening Year (2030) & Design Year (2050) Build HCS Arterial Reports

HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	Build AM
Project Description	SR 70, from Siesta Boulevard to Tobys RV	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	52.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	4.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	51.0	Total Lateral Clearance (TLC), ft	12

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	524	Heavy Vehicle Adjustment Factor (f_{HV})	0.901
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	306
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2020
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2020
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.15

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	51.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	6.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.0		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	52.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	52.0	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	736	Heavy Vehicle Adjustment Factor (f_{HV})	0.862
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	450
Total Trucks, %	16.00	Capacity (c), pc/h/ln	2040
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2040
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.22
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	8.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	Build AM
Project Description	SR 70, from Tobys RV to SE Hansel Ave	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.5
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.6	Total Lateral Clearance (TLC), ft	12

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	516	Heavy Vehicle Adjustment Factor (f_{HV})	0.901
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	302
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2192
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2192
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.14

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.6
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	5.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.4		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	4.5
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	58.9	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	683	Heavy Vehicle Adjustment Factor (f_{HV})	0.862
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	417
Total Trucks, %	16.00	Capacity (c), pc/h/ln	2178
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2178
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.19
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.9
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	7.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.1		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	Build AM
Project Description	SR 70, from Hansel Ave to Walston Rd	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12

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	463	Heavy Vehicle Adjustment Factor (f_{HV})	0.877
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	278
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.13

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	4.6
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	3.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.3	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	608	Heavy Vehicle Adjustment Factor (f_{HV})	0.847
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	378
Total Trucks, %	18.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.17
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	6.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.8		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	Build AM
Project Description	SR 70, from Walston Rd to Cross Ave	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

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	484	Heavy Vehicle Adjustment Factor (f_{HV})	0.862
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	296
Total Trucks, %	16.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.13

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	4.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	2.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.5	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	615	Heavy Vehicle Adjustment Factor (f_{HV})	0.833
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	388
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2190
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2190
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.18
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.5
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	6.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.5		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	Build AM
Project Description	SR 70, from Cross Ave to CR 760	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12

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	432	Heavy Vehicle Adjustment Factor (f_{HV})	0.870
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	262
Total Trucks, %	15.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.12

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	4.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	582	Heavy Vehicle Adjustment Factor (f_{HV})	0.840
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	364
Total Trucks, %	19.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.17
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	6.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	Build AM
Project Description	SR 70, from CR 760 to NE Four Mile Grade	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.3
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.9	Total Lateral Clearance (TLC), ft	12

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	439	Heavy Vehicle Adjustment Factor (f_{HV})	0.885
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	261
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2198
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2198
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.12

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.9
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	4.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.1		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.6
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.9	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	583	Heavy Vehicle Adjustment Factor (f_{HV})	0.813
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	378
Total Trucks, %	23.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.17
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	6.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.2		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	Build AM
Project Description	SR 70, from NE Four Mile Grade to Florida Corrections	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

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	442	Heavy Vehicle Adjustment Factor (f_{HV})	0.870
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	268
Total Trucks, %	15.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.12

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	4.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	586	Heavy Vehicle Adjustment Factor (f_{HV})	0.862
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	358
Total Trucks, %	16.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.16
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	6.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	Build AM
Project Description	SR 70, from Florida Corrections to Desoto County Line	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12

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	388	Heavy Vehicle Adjustment Factor (f_{HV})	0.787
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	260
Total Trucks, %	27.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.12

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	4.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	549	Heavy Vehicle Adjustment Factor (f_{HV})	0.806
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	358
Total Trucks, %	24.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.16
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	6.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Two-Lane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	Build AM
Project Description	SR 70, from Desoto County Line to Blue Head St	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	7920
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	408	Opposing Demand Flow Rate, veh/h	578
Peak Hour Factor	0.95	Total Trucks, %	27.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.24

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.5
Speed Slope Coefficient (m)	4.08957	Speed Power Coefficient (p)	0.47240
PF Slope Coefficient (m)	-1.20765	PF Power Coefficient (p)	0.80359
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7920	-	-	65.2

Vehicle Results			
Average Speed, mi/h	65.2	Percent Followers, %	44.5
Segment Travel Time, minutes	1.38	Adj. Follower Density, followers/mi/ln	2.8
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	146	0.08	2.8	B

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HCS Two-Lane Highway Report

Project Information			
Analyst	HNTB	Date	1/3/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	Build AM
Project Description	SR 70, from Blue Head St to Desoto County Line	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	7920
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	624	Opposing Demand Flow Rate, veh/h	441
Peak Hour Factor	0.88	Total Trucks, %	24.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.37

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.6
Speed Slope Coefficient (m)	4.06345	Speed Power Coefficient (p)	0.49043
PF Slope Coefficient (m)	-1.19615	PF Power Coefficient (p)	0.80985
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	5.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7920	-	-	64.6

Vehicle Results			
Average Speed, mi/h	64.6	Percent Followers, %	55.8
Segment Travel Time, minutes	1.39	Adj. Follower Density, followers/mi/ln	5.4
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	206	0.14	5.4	C

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	Build PM
Project Description	SR 70, from Siesta Boulevard to Tobys RV	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	52.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	7.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	50.3	Total Lateral Clearance (TLC), ft	12

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	514	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	298
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2004
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2004
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.15

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	50.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	5.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.8		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	52.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	52.0	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	720	Heavy Vehicle Adjustment Factor (f_{HV})	0.926
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	409
Total Trucks, %	8.00	Capacity (c), pc/h/ln	2040
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2040
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.20
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	7.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	Build PM
Project Description	SR 70, from Tobys RV to SE Hansel Ave	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.5
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.6	Total Lateral Clearance (TLC), ft	12

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	453	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	262
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2192
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2192
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.12

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.6
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	4.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.4		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	4.5
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	58.9	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	659	Heavy Vehicle Adjustment Factor (f_{HV})	0.926
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	374
Total Trucks, %	8.00	Capacity (c), pc/h/ln	2178
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2178
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.17
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.9
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	6.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.1		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	Build PM
Project Description	SR 70, from Hansel Ave to Walston Rd	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12

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	410	Heavy Vehicle Adjustment Factor (f_{HV})	0.893
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	242
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.11

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	4.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	3.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.3	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	623	Heavy Vehicle Adjustment Factor (f_{HV})	0.926
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	354
Total Trucks, %	8.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.16
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	6.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.8		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	Build PM
Project Description	SR 70, from Walston Rd to Cross Ave	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

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	421	Heavy Vehicle Adjustment Factor (f_{HV})	0.862
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	257
Total Trucks, %	16.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.12

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	4.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	2.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.5	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	627	Heavy Vehicle Adjustment Factor (f_{HV})	0.943
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	350
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2190
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2190
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.16
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.5
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	5.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.5		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	Build PM
Project Description	SR 70, from Cross Ave to CR 760	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12

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	392	Heavy Vehicle Adjustment Factor (f_{HV})	0.893
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	231
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.11

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	3.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	594	Heavy Vehicle Adjustment Factor (f_{HV})	0.901
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	347
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.16
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	5.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	Build PM
Project Description	SR 70, from CR 760 to NE Four Mile Grade	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.3
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.9	Total Lateral Clearance (TLC), ft	12

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	404	Heavy Vehicle Adjustment Factor (f_{HV})	0.885
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	240
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2198
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2198
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.11

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.9
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	4.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.1		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.6
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.9	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	603	Heavy Vehicle Adjustment Factor (f_{HV})	0.926
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	342
Total Trucks, %	8.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.16
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	5.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.2		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	Build PM
Project Description	SR 70, from NE Four Mile Grade to Florida Corrections	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

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	408	Heavy Vehicle Adjustment Factor (f_{HV})	0.901
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	238
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.11

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	4.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	596	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	345
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.16
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	5.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	Build PM
Project Description	SR 70, from Florida Corrections to Desoto County Line	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12

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	388	Heavy Vehicle Adjustment Factor (f_{HV})	0.917
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	222
Total Trucks, %	9.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.10

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	3.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	549	Heavy Vehicle Adjustment Factor (f_{HV})	0.943
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	306
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.14
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	5.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Two-Lane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	Build PM
Project Description	SR 70, from Desoto County Line to Blue Head St	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	7920
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	441	Opposing Demand Flow Rate, veh/h	583
Peak Hour Factor	0.95	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.26

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	68.1
Speed Slope Coefficient (m)	4.12319	Speed Power Coefficient (p)	0.47179
PF Slope Coefficient (m)	-1.20541	PF Power Coefficient (p)	0.80220
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	3.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7920	-	-	65.6

Vehicle Results			
Average Speed, mi/h	65.6	Percent Followers, %	46.5
Segment Travel Time, minutes	1.37	Adj. Follower Density, followers/mi/ln	3.1
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	157	0.09	3.1	B

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HCS Two-Lane Highway Report

Project Information			
Analyst	HNTB	Date	1/3/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	Build PM
Project Description	SR 70, from Blue Head St to Desoto County Line	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	7920
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	583	Opposing Demand Flow Rate, veh/h	441
Peak Hour Factor	0.95	Total Trucks, %	6.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.34

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	68.2
Speed Slope Coefficient (m)	4.09597	Speed Power Coefficient (p)	0.49041
PF Slope Coefficient (m)	-1.19379	PF Power Coefficient (p)	0.80869
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	4.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7920	-	-	65.3

Vehicle Results			
Average Speed, mi/h	65.3	Percent Followers, %	53.8
Segment Travel Time, minutes	1.38	Adj. Follower Density, followers/mi/ln	4.8
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	208	0.13	4.8	C

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	Build AM
Project Description	SR 70, from Siesta Boulevard to Tobys RV	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	52.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	4.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	51.0	Total Lateral Clearance (TLC), ft	12

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	905	Heavy Vehicle Adjustment Factor (f_{HV})	0.901
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	528
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2020
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2020
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.26

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	51.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	10.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.0		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	52.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	52.0	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	1205	Heavy Vehicle Adjustment Factor (f_{HV})	0.862
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	736
Total Trucks, %	16.00	Capacity (c), pc/h/ln	2040
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2040
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	14.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.0		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	Build AM
Project Description	SR 70, from Tobys RV to SE Hansel Ave	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.5
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.6	Total Lateral Clearance (TLC), ft	12

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	870	Heavy Vehicle Adjustment Factor (f_{HV})	0.901
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	508
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2192
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2192
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.23

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.6
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	8.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.4		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	4.5
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	58.9	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	1145	Heavy Vehicle Adjustment Factor (f_{HV})	0.862
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	699
Total Trucks, %	16.00	Capacity (c), pc/h/ln	2178
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2178
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.32
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.9
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	11.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	1.1		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	Build AM
Project Description	SR 70, from Hansel Ave to Walston Rd	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12

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	745	Heavy Vehicle Adjustment Factor (f_{HV})	0.877
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	447
Total Trucks, %	14.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.20

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	7.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	3.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.3	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	985	Heavy Vehicle Adjustment Factor (f_{HV})	0.847
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	612
Total Trucks, %	18.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.28
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	10.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.8		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	Build AM
Project Description	SR 70, from Walston Rd to Cross Ave	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

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	775	Heavy Vehicle Adjustment Factor (f_{HV})	0.862
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	473
Total Trucks, %	16.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.22

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	7.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	2.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.5	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	1000	Heavy Vehicle Adjustment Factor (f_{HV})	0.833
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	632
Total Trucks, %	20.00	Capacity (c), pc/h/ln	2190
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2190
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.5
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	10.6
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.5		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	Build AM
Project Description	SR 70, from Cross Ave to CR 760	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12

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	705	Heavy Vehicle Adjustment Factor (f_{HV})	0.870
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	426
Total Trucks, %	15.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.19

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	7.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	955	Heavy Vehicle Adjustment Factor (f_{HV})	0.840
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	598
Total Trucks, %	19.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.27
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	10.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	Build AM
Project Description	SR 70, from CR 760 to NE Four Mile Grade	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.3
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.9	Total Lateral Clearance (TLC), ft	12

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	720	Heavy Vehicle Adjustment Factor (f_{HV})	0.885
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	428
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2198
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2198
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.19

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.9
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	7.1
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.1		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.6
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.9	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	955	Heavy Vehicle Adjustment Factor (f_{HV})	0.813
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	618
Total Trucks, %	23.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.28
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	10.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.2		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	Build AM
Project Description	SR 70, from NE Four Mile Grade to Florida Corrections	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

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	730	Heavy Vehicle Adjustment Factor (f_{HV})	0.870
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	442
Total Trucks, %	15.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.20

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	7.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	965	Heavy Vehicle Adjustment Factor (f_{HV})	0.862
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	589
Total Trucks, %	16.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.27
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.8
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	Build AM
Project Description	SR 70, from Florida Corrections to Desoto County Line	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12

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	645	Heavy Vehicle Adjustment Factor (f_{HV})	0.787
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	432
Total Trucks, %	27.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.20

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	7.2
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	905	Heavy Vehicle Adjustment Factor (f_{HV})	0.806
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	591
Total Trucks, %	24.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.27
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Two-Lane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	Build AM
Project Description	SR 70, from Desoto County Line to Blue Head St	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	7920
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	679	Opposing Demand Flow Rate, veh/h	953
Peak Hour Factor	0.95	Total Trucks, %	27.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.5
Speed Slope Coefficient (m)	4.16032	Speed Power Coefficient (p)	0.44007
PF Slope Coefficient (m)	-1.22218	PF Power Coefficient (p)	0.78970
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	6.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7920	-	-	64.2

Vehicle Results			
Average Speed, mi/h	64.2	Percent Followers, %	59.4
Segment Travel Time, minutes	1.40	Adj. Follower Density, followers/mi/ln	6.3
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	242	0.18	6.3	C

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HCS Two-Lane Highway Report

Project Information			
Analyst	HNTB	Date	1/3/2025
Agency	HNTB	Analysis Year	2030
Jurisdiction	Desoto County	Time Analyzed	Build AM
Project Description	SR 70, from Blue Head St to Desoto County Line	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	7920
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	1028	Opposing Demand Flow Rate, veh/h	733
Peak Hour Factor	0.88	Total Trucks, %	24.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.60

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	67.6
Speed Slope Coefficient (m)	4.12643	Speed Power Coefficient (p)	0.45664
PF Slope Coefficient (m)	-1.21545	PF Power Coefficient (p)	0.79713
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	11.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7920	-	-	63.6

Vehicle Results			
Average Speed, mi/h	63.6	Percent Followers, %	71.1
Segment Travel Time, minutes	1.41	Adj. Follower Density, followers/mi/ln	11.5
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	339	0.31	11.5	D

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	Build PM
Project Description	SR 70, from Siesta Boulevard to Tobys RV	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	52.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	7.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	50.3	Total Lateral Clearance (TLC), ft	12

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	895	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	518
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2004
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2004
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.26

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	50.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	10.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.8		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	52.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	52.0	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	1220	Heavy Vehicle Adjustment Factor (f_{HV})	0.926
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	694
Total Trucks, %	8.00	Capacity (c), pc/h/ln	2040
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2040
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	52.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	13.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	0.0		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	Build PM
Project Description	SR 70, from Tobys RV to SE Hansel Ave	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.5
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.6	Total Lateral Clearance (TLC), ft	12

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	770	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	446
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2192
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2192
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.20

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.6
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	7.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.4		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	4.5
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	58.9	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	1140	Heavy Vehicle Adjustment Factor (f_{HV})	0.926
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	648
Total Trucks, %	8.00	Capacity (c), pc/h/ln	2178
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2178
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.30
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.9
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	11.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	1.1		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	Build PM
Project Description	SR 70, from Hansel Ave to Walston Rd	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12

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	710	Heavy Vehicle Adjustment Factor (f_{HV})	0.893
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	418
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.19

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	7.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	3.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.3	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	1030	Heavy Vehicle Adjustment Factor (f_{HV})	0.926
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	586
Total Trucks, %	8.00	Capacity (c), pc/h/ln	2184
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2184
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.27
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.2
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.8		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	Build PM
Project Description	SR 70, from Walston Rd to Cross Ave	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

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	740	Heavy Vehicle Adjustment Factor (f_{HV})	0.862
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	452
Total Trucks, %	16.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.21

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	7.5
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	2.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.5	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	1035	Heavy Vehicle Adjustment Factor (f_{HV})	0.943
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	578
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2190
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2190
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.26
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.5
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.7
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.5		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	Build PM
Project Description	SR 70, from Cross Ave to CR 760	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12

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	665	Heavy Vehicle Adjustment Factor (f_{HV})	0.893
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	392
Total Trucks, %	12.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.18

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	6.6
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	955	Heavy Vehicle Adjustment Factor (f_{HV})	0.901
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	558
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.25
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.3
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	Build PM
Project Description	SR 70, from CR 760 to NE Four Mile Grade	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.3
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.9	Total Lateral Clearance (TLC), ft	12

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	700	Heavy Vehicle Adjustment Factor (f_{HV})	0.885
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	416
Total Trucks, %	13.00	Capacity (c), pc/h/ln	2198
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2198
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.19

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.9
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	6.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.1		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.6
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.9	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	985	Heavy Vehicle Adjustment Factor (f_{HV})	0.926
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	560
Total Trucks, %	8.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.26
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.2		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	Build PM
Project Description	SR 70, from NE Four Mile Grade to Florida Corrections	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	0.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	60.0	Total Lateral Clearance (TLC), ft	12

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	710	Heavy Vehicle Adjustment Factor (f_{HV})	0.901
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	414
Total Trucks, %	11.00	Capacity (c), pc/h/ln	2200
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2200
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.19

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	6.9
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.0		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	970	Heavy Vehicle Adjustment Factor (f_{HV})	0.909
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	562
Total Trucks, %	10.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.26
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	9.4
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Multilane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	Build PM
Project Description	SR 70, from Florida Corrections to Desoto County Line	Units	U.S. Customary

Direction 1 Geometric Data			
Direction 1	EB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12

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	725	Heavy Vehicle Adjustment Factor (f_{HV})	0.917
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	416
Total Trucks, %	9.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.19

Direction 1 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	7.0
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

Direction 2 Geometric Data			
Direction 2	WB		
Number of Lanes (N), ln	2	Terrain Type	Level
Measured or Base Free-Flow Speed	Base	Percent Grade, %	-
Base Free-Flow Speed (BFFS), mi/h	60.0	Grade Length, mi	-
Lane Width, ft	12	Access Point Density, pts/mi	1.0
Median Type	Divided	Left-Side Lateral Clearance (LC_R), ft	6
Free-Flow Speed (FFS), mi/h	59.8	Total Lateral Clearance (TLC), ft	12
Direction 2 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 2 Demand and Capacity			
Volume (V) veh/h	925	Heavy Vehicle Adjustment Factor (f_{HV})	0.943
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	516
Total Trucks, %	6.00	Capacity (c), pc/h/ln	2196
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2196
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24
Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.8
Total Lateral Clearance Adj. (f_{LLC})	0.0	Density (D), pc/mi/ln	8.6
Median Type Adjustment (f_M)	0.0	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	0.3		

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HCS Two-Lane Highway Report

Project Information			
Analyst	HNTB	Date	1/2/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	Build PM
Project Description	SR 70, from Desoto County Line to Blue Head St	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	7920
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	763	Opposing Demand Flow Rate, veh/h	974
Peak Hour Factor	0.95	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.45

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	68.1
Speed Slope Coefficient (m)	4.19632	Speed Power Coefficient (p)	0.43875
PF Slope Coefficient (m)	-1.21935	PF Power Coefficient (p)	0.78787
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	7.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7920	-	-	64.6

Vehicle Results			
Average Speed, mi/h	64.6	Percent Followers, %	62.7
Segment Travel Time, minutes	1.39	Adj. Follower Density, followers/mi/ln	7.4
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	272	0.22	7.4	C

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HCS Two-Lane Highway Report

Project Information			
Analyst	HNTB	Date	1/3/2025
Agency	HNTB	Analysis Year	2050
Jurisdiction	Desoto County	Time Analyzed	Build PM
Project Description	SR 70, from Blue Head St to Desoto County Line	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	7920
Lane Width, ft	12	Shoulder Width, ft	6
Speed Limit, mi/h	60	Access Point Density, pts/mi	0.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	974	Opposing Demand Flow Rate, veh/h	763
Peak Hour Factor	0.95	Total Trucks, %	6.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.57

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	68.2
Speed Slope Coefficient (m)	4.16464	Speed Power Coefficient (p)	0.45401
PF Slope Coefficient (m)	-1.21376	PF Power Coefficient (p)	0.79485
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	10.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7920	-	-	64.3

Vehicle Results			
Average Speed, mi/h	64.3	Percent Followers, %	69.5
Segment Travel Time, minutes	1.40	Adj. Follower Density, followers/mi/ln	10.5
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	347	0.31	10.5	D

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APPENDIX P:
Manual on Uniform Traffic Studies Spreadsheet Results

State of Florida Department of Transportation

Present Worth Analysis
Rural Multilane Arterial
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Tobys RV	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	2.7%	Current Year =	2030	Project Opening Year =	2030	Fatality =	2.8%	Possible Injury =	19.6%
Minor Growth Rate =	3.3%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.0%	Property Damage Only =	49.9%
Opening Year Major AADT =	13,900	Intersection =	Multilane - Int1	P		Non-Incapacitating =	18.7%	Segment Type =	Divided 100.0%
Opening Year Minor AADT =	1,200	Crash Data Used =	No	1.101694915					

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	13,900	1,200	1.34	0.038	0.121	0.250	0.263	0.668	$408,396	$107,045	$45,128	$27,288	$5,146	$593,003	$570,195
2	2031	14,270	1,240	1.39	0.039	0.125	0.260	0.273	0.695	$424,763	$111,335	$46,936	$28,382	$5,352	$616,768	$570,237
3	2032	14,649	1,281	1.45	0.041	0.130	0.271	0.284	0.723	$441,785	$115,796	$48,817	$29,519	$5,567	$641,485	$570,278
4	2033	15,039	1,323	1.51	0.042	0.136	0.282	0.295	0.752	$459,490	$120,437	$50,774	$30,702	$5,790	$667,193	$570,319
5	2034	15,439	1,367	1.57	0.044	0.141	0.293	0.307	0.782	$477,904	$125,264	$52,808	$31,933	$6,022	$693,930	$570,360
6	2035	15,850	1,412	1.63	0.046	0.147	0.305	0.320	0.813	$497,056	$130,283	$54,925	$33,212	$6,263	$721,740	$570,401
7	2036	16,271	1,459	1.70	0.047	0.153	0.317	0.332	0.846	$516,975	$135,505	$57,126	$34,543	$6,514	$750,664	$570,443
8	2037	16,704	1,507	1.76	0.049	0.159	0.330	0.346	0.880	$537,693	$140,935	$59,415	$35,928	$6,775	$780,746	$570,484
9	2038	17,148	1,557	1.83	0.051	0.165	0.343	0.359	0.915	$559,241	$146,583	$61,796	$37,367	$7,047	$812,035	$570,525
10	2039	17,605	1,609	1.91	0.053	0.172	0.357	0.374	0.952	$581,653	$152,457	$64,273	$38,865	$7,329	$844,577	$570,566
11	2040	18,073	1,662	1.98	0.056	0.179	0.371	0.389	0.990	$604,963	$158,567	$66,848	$40,423	$7,623	$878,424	$570,607
12	2041	18,554	1,717	2.06	0.058	0.186	0.386	0.404	1.030	$629,207	$164,922	$69,527	$42,042	$7,929	$913,627	$570,649
13	2042	19,047	1,774	2.15	0.060	0.193	0.401	0.421	1.071	$654,422	$171,531	$72,314	$43,727	$8,246	$950,241	$570,690
14	2043	19,554	1,832	2.23	0.063	0.201	0.417	0.438	1.114	$680,648	$178,405	$75,212	$45,480	$8,577	$988,322	$570,731
15	2044	20,074	1,893	2.32	0.065	0.209	0.434	0.455	1.159	$707,926	$185,555	$78,226	$47,302	$8,921	$1,027,929	$570,772
16	2045	20,608	1,956	2.41	0.068	0.217	0.452	0.473	1.205	$736,296	$192,991	$81,361	$49,198	$9,278	$1,069,123	$570,814
17	2046	21,156	2,021	2.51	0.070	0.226	0.470	0.492	1.253	$765,803	$200,725	$84,621	$51,170	$9,650	$1,111,968	$570,855
18	2047	21,719	2,087	2.61	0.073	0.235	0.488	0.512	1.303	$796,493	$208,769	$88,012	$53,220	$10,037	$1,156,531	$570,896
19	2048	22,297	2,156	2.72	0.076	0.245	0.508	0.532	1.356	$828,412	$217,135	$91,540	$55,353	$10,439	$1,202,879	$570,937
20	2049	22,890	2,228	2.83	0.079	0.254	0.528	0.554	1.410	$861,611	$225,837	$95,208	$57,571	$10,857	$1,251,084	$570,979
21	2050	23,498	2,302	2.94	0.082	0.265	0.550	0.576	1.467	$896,140	$234,888	$99,023	$59,878	$11,292	$1,301,222	$571,020
	2051	24,124	2,378		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	24,765	2,456		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	25,424	2,538		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	26,100	2,622		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	26,795	2,709		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	27,507	2,798		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$11,982,758**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Multilane Arterial
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Townsend Ave	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	2.7%	Current Year =	2030	Project Opening Year =	2030	Fatality =	2.8%	Possible Injury =	18.7%
Minor Growth Rate =	3.2%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.4%	Property Damage Only =	50.9%
Opening Year Major AADT =	12,900	Intersection =	Multilane - Int2			Non-Incapacitating =	18.1%	Segment Type =	Undivided 99.9%
Opening Year Minor AADT =	400	Crash Data Used =	No						

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	12,900	400	2.92	0.082	0.275	0.529	0.546	1.487	$890,988	$243,917	$95,295	$56,801	$11,452	$1,298,453	$1,248,513
2	2031	13,243	413	3.04	0.085	0.286	0.550	0.568	1.546	$926,441	$253,622	$99,087	$59,061	$11,908	$1,350,119	$1,248,261
3	2032	13,595	426	3.16	0.088	0.297	0.572	0.591	1.608	$963,304	$263,714	$103,030	$61,411	$12,382	$1,403,840	$1,248,008
4	2033	13,957	440	3.28	0.092	0.309	0.595	0.614	1.672	$1,001,634	$274,207	$107,129	$63,854	$12,875	$1,459,698	$1,247,756
5	2034	14,328	454	3.42	0.096	0.321	0.618	0.639	1.739	$1,041,488	$285,118	$111,392	$66,395	$13,387	$1,517,780	$1,247,504
6	2035	14,709	468	3.55	0.099	0.334	0.643	0.664	1.808	$1,082,929	$296,462	$115,824	$69,037	$13,919	$1,578,172	$1,247,252
7	2036	15,101	483	3.69	0.103	0.347	0.668	0.691	1.880	$1,126,019	$308,259	$120,433	$71,784	$14,473	$1,640,967	$1,247,000
8	2037	15,502	498	3.84	0.108	0.361	0.695	0.718	1.954	$1,170,823	$320,524	$125,225	$74,640	$15,049	$1,706,261	$1,246,748
9	2038	15,915	514	3.99	0.112	0.375	0.723	0.747	2.032	$1,217,410	$333,278	$130,208	$77,610	$15,648	$1,774,153	$1,246,496
10	2039	16,338	531	4.15	0.116	0.390	0.751	0.776	2.113	$1,265,851	$346,539	$135,388	$80,698	$16,271	$1,844,747	$1,246,245
11	2040	16,773	548	4.32	0.121	0.406	0.781	0.807	2.197	$1,316,219	$360,328	$140,776	$83,909	$16,918	$1,918,149	$1,245,993
12	2041	17,219	565	4.49	0.126	0.422	0.812	0.839	2.285	$1,368,591	$374,665	$146,377	$87,248	$17,591	$1,994,472	$1,245,741
13	2042	17,677	583	4.67	0.131	0.439	0.845	0.873	2.375	$1,423,047	$389,573	$152,201	$90,719	$18,291	$2,073,832	$1,245,489
14	2043	18,147	602	4.85	0.136	0.456	0.878	0.907	2.470	$1,479,670	$405,074	$158,257	$94,329	$19,019	$2,156,349	$1,245,238
15	2044	18,630	621	5.05	0.141	0.474	0.913	0.944	2.568	$1,538,546	$421,192	$164,554	$98,082	$19,776	$2,242,150	$1,244,986
16	2045	19,125	641	5.25	0.147	0.493	0.950	0.981	2.670	$1,599,764	$437,951	$171,102	$101,985	$20,563	$2,331,365	$1,244,735
17	2046	19,634	661	5.46	0.153	0.513	0.987	1.020	2.777	$1,663,419	$455,377	$177,910	$106,043	$21,381	$2,424,130	$1,244,483
18	2047	20,156	682	5.67	0.159	0.533	1.027	1.061	2.887	$1,729,606	$473,496	$184,989	$110,262	$22,232	$2,520,586	$1,244,232
19	2048	20,692	704	5.90	0.165	0.554	1.068	1.103	3.002	$1,798,427	$492,337	$192,350	$114,650	$23,116	$2,620,879	$1,243,981
20	2049	21,243	726	6.13	0.172	0.576	1.110	1.147	3.122	$1,869,986	$511,927	$200,004	$119,212	$24,036	$2,725,164	$1,243,729
21	2050	21,808	750	6.38	0.179	0.599	1.154	1.192	3.246	$1,944,393	$532,296	$207,962	$123,955	$24,992	$2,833,598	$1,243,478
	2051	22,388	773		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	22,984	798		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	23,595	824		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	24,223	850		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	24,867	877		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	25,528	905		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$26,165,870**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Multilane Arterial
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Hansel Ave	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	2.7%	Current Year =	2030	Project Opening Year =	2030	Fatality =	2.8%	Possible Injury =	19.6%
Minor Growth Rate =	3.5%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.0%	Property Damage Only =	49.9%
Opening Year Major AADT =	12,900	Intersection =	Multilane - Int1	P		Non-Incapacitating =	18.7%	Segment Type =	Divided 100.0%
Opening Year Minor AADT =	1,300	Crash Data Used =	No	1.101694915					

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	12,900	1,300	2.16	0.060	0.194	0.404	0.423	1.078	$658,677	$172,646	$72,784	$44,012	$8,300	$956,418	$919,633
2	2031	13,243	1,346	2.24	0.063	0.202	0.420	0.440	1.119	$684,054	$179,298	$75,588	$45,707	$8,620	$993,266	$918,331
3	2032	13,595	1,393	2.33	0.065	0.210	0.436	0.457	1.163	$710,409	$186,205	$78,500	$47,468	$8,952	$1,031,534	$917,030
4	2033	13,957	1,443	2.42	0.068	0.218	0.452	0.474	1.207	$737,779	$193,379	$81,525	$49,297	$9,297	$1,071,277	$915,732
5	2034	14,328	1,494	2.51	0.070	0.226	0.470	0.493	1.254	$766,203	$200,830	$84,665	$51,196	$9,655	$1,112,550	$914,435
6	2035	14,709	1,546	2.61	0.073	0.235	0.488	0.511	1.302	$795,723	$208,567	$87,927	$53,169	$10,027	$1,155,414	$913,140
7	2036	15,101	1,601	2.71	0.076	0.244	0.507	0.531	1.352	$826,380	$216,603	$91,315	$55,217	$10,413	$1,199,929	$911,847
8	2037	15,502	1,657	2.81	0.079	0.253	0.526	0.552	1.404	$858,218	$224,948	$94,833	$57,345	$10,814	$1,246,159	$910,556
9	2038	15,915	1,716	2.92	0.082	0.263	0.547	0.573	1.459	$891,283	$233,615	$98,487	$59,554	$11,231	$1,294,170	$909,267
10	2039	16,338	1,776	3.04	0.085	0.273	0.568	0.595	1.515	$925,622	$242,615	$102,281	$61,848	$11,664	$1,344,031	$907,979
11	2040	16,773	1,839	3.15	0.088	0.284	0.590	0.618	1.573	$961,284	$251,962	$106,222	$64,231	$12,113	$1,395,813	$906,693
12	2041	17,219	1,904	3.27	0.092	0.295	0.612	0.642	1.634	$998,320	$261,670	$110,314	$66,706	$12,580	$1,449,590	$905,409
13	2042	17,677	1,971	3.40	0.095	0.306	0.636	0.666	1.697	$1,036,782	$271,751	$114,564	$69,276	$13,065	$1,505,438	$904,127
14	2043	18,147	2,041	3.53	0.099	0.318	0.660	0.692	1.762	$1,076,727	$282,221	$118,978	$71,945	$13,568	$1,563,439	$902,847
15	2044	18,630	2,113	3.67	0.103	0.330	0.686	0.719	1.830	$1,118,210	$293,094	$123,562	$74,717	$14,091	$1,623,674	$901,569

Shaded cell indicates the AADT is outside the limits

Total Present Value **$19,041,260**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year
ADT_i = Average Daily Traffic for Initial Year
I = Initial Year for ADT
F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Multilane Arterial
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Walston Rd	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	2.6%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	3.3%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	11,900	Intersection =	Multilane - Int2		
Opening Year Minor AADT =	500	Crash Data Used =	No		

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	2.8%	Possible Injury =	18.7%
Incapacitating =	9.4%	Property Damage Only =	50.9%
Non-Incapacitating =	18.1%	Segment Type =	Undivided 99.9%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	11,900	500	1.57	0.044	0.147	0.283	0.293	0.797	$477,243	$130,650	$51,043	$30,424	$6,134	$695,494	$668,745
2	2031	12,203	516	1.63	0.046	0.153	0.294	0.304	0.827	$495,671	$135,695	$53,014	$31,599	$6,371	$722,351	$667,854
3	2032	12,515	533	1.69	0.047	0.159	0.306	0.316	0.859	$514,812	$140,935	$55,061	$32,819	$6,617	$750,244	$666,964
4	2033	12,834	551	1.75	0.049	0.165	0.317	0.328	0.893	$534,691	$146,377	$57,188	$34,087	$6,873	$779,215	$666,076
5	2034	13,161	568	1.82	0.051	0.171	0.330	0.341	0.927	$555,338	$152,029	$59,396	$35,403	$7,138	$809,304	$665,189
6	2035	13,497	587	1.89	0.053	0.178	0.342	0.354	0.963	$576,782	$157,900	$61,690	$36,770	$7,414	$840,555	$664,303
7	2036	13,841	606	1.96	0.055	0.185	0.356	0.367	1.000	$599,055	$163,997	$64,072	$38,190	$7,700	$873,013	$663,418
8	2037	14,194	626	2.04	0.057	0.192	0.369	0.382	1.039	$622,187	$170,330	$66,546	$39,664	$7,997	$906,724	$662,535
9	2038	14,556	646	2.12	0.059	0.199	0.384	0.396	1.079	$646,213	$176,907	$69,115	$41,196	$8,306	$941,737	$661,652
10	2039	14,927	667	2.20	0.062	0.207	0.398	0.412	1.120	$671,166	$183,738	$71,784	$42,787	$8,627	$978,102	$660,771
11	2040	15,307	689	2.29	0.064	0.215	0.414	0.428	1.164	$697,083	$190,833	$74,556	$44,439	$8,960	$1,015,872	$659,891
12	2041	15,698	712	2.37	0.066	0.223	0.430	0.444	1.209	$724,001	$198,202	$77,435	$46,155	$9,306	$1,055,099	$659,012
13	2042	16,098	735	2.47	0.069	0.232	0.446	0.461	1.255	$751,958	$205,856	$80,425	$47,937	$9,665	$1,095,842	$658,134
14	2043	16,509	759	2.56	0.072	0.241	0.464	0.479	1.304	$780,995	$213,805	$83,531	$49,788	$10,039	$1,138,158	$657,258
15	2044	16,930	783	2.66	0.074	0.250	0.481	0.497	1.354	$811,153	$222,061	$86,756	$51,711	$10,426	$1,182,107	$656,382
Shaded cell indicates the AADT is outside the limits														Total Present Value		$13,858,161

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$

2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Multilane Arterial
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Cross Ave	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	2.6%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	2.7%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	11,900	Intersection =	Multilane - Int1	P	
Opening Year Minor AADT =	1,650	Crash Data Used =	No	1.101694915	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	2.8%	Possible Injury =	19.6%
Incapacitating =	9.0%	Property Damage Only =	49.9%
Non-Incapacitating =	18.7%	Segment Type =	Divided 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	11,900	1,650	3.03	0.085	0.273	0.567	0.595	1.514	$924,934	$242,435	$102,205	$61,802	$11,655	$1,343,031	$1,291,376
2	2031	12,203	1,694	3.14	0.088	0.282	0.586	0.615	1.565	$956,158	$250,619	$105,655	$63,889	$12,049	$1,388,370	$1,283,626
3	2032	12,515	1,740	3.24	0.091	0.292	0.606	0.635	1.618	$988,437	$259,079	$109,222	$66,046	$12,455	$1,435,239	$1,275,922
4	2033	12,834	1,786	3.35	0.094	0.302	0.627	0.657	1.672	$1,021,805	$267,826	$112,909	$68,275	$12,876	$1,483,691	$1,268,265
5	2034	13,161	1,834	3.46	0.097	0.312	0.648	0.679	1.729	$1,056,299	$276,867	$116,721	$70,580	$13,310	$1,533,778	$1,260,654
6	2035	13,497	1,883	3.58	0.100	0.322	0.670	0.702	1.787	$1,091,958	$286,214	$120,661	$72,963	$13,760	$1,585,556	$1,253,088
7	2036	13,841	1,934	3.70	0.104	0.333	0.692	0.726	1.847	$1,128,821	$295,876	$124,735	$75,426	$14,224	$1,639,082	$1,245,568
8	2037	14,194	1,986	3.83	0.107	0.344	0.716	0.750	1.910	$1,166,929	$305,864	$128,946	$77,972	$14,704	$1,694,415	$1,238,092
9	2038	14,556	2,039	3.96	0.111	0.356	0.740	0.775	1.974	$1,206,323	$316,190	$133,299	$80,604	$15,201	$1,751,616	$1,230,662
10	2039	14,927	2,093	4.09	0.115	0.368	0.765	0.802	2.041	$1,247,046	$326,864	$137,799	$83,325	$15,714	$1,810,748	$1,223,276
11	2040	15,307	2,150	4.23	0.118	0.381	0.791	0.829	2.110	$1,289,145	$337,898	$142,450	$86,138	$16,245	$1,871,876	$1,215,935
12	2041	15,698	2,207	4.37	0.122	0.393	0.817	0.857	2.181	$1,332,664	$349,305	$147,259	$89,046	$16,793	$1,935,068	$1,208,638
13	2042	16,098	2,266	4.52	0.127	0.407	0.845	0.886	2.255	$1,377,653	$361,097	$152,231	$92,052	$17,360	$2,000,393	$1,201,384
14	2043	16,509	2,327	4.67	0.131	0.420	0.873	0.915	2.331	$1,424,161	$373,287	$157,370	$95,160	$17,946	$2,067,923	$1,194,174
15	2044	16,930	2,389	4.83	0.135	0.435	0.903	0.946	2.409	$1,472,238	$385,889	$162,682	$98,372	$18,552	$2,137,733	$1,187,007

Shaded cell indicates the AADT is outside the limits

Total Present Value **$25,551,602**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Multilane Arterial
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at CR 760	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	2.5%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	3.5%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	11,200	Intersection =	Multilane - Int2		
Opening Year Minor AADT =	800	Crash Data Used =	No		

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	2.8%	Possible Injury =	18.7%
Incapacitating =	9.4%	Property Damage Only =	50.9%
Non-Incapacitating =	18.1%	Segment Type =	Undivided 99.9%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	11,200	800	2.08	0.058	0.196	0.377	0.390	1.060	$635,236	$173,902	$67,941	$40,496	$8,165	$925,741	$890,135
2	2031	11,476	828	2.16	0.060	0.203	0.391	0.404	1.099	$658,620	$180,304	$70,442	$41,987	$8,466	$959,819	$887,406
3	2032	11,758	857	2.24	0.063	0.211	0.405	0.419	1.140	$682,865	$186,941	$73,035	$43,533	$8,777	$995,151	$884,685
4	2033	12,047	888	2.32	0.065	0.218	0.420	0.434	1.182	$708,002	$193,822	$75,724	$45,135	$9,100	$1,031,784	$881,973
5	2034	12,343	919	2.41	0.067	0.226	0.436	0.450	1.225	$734,064	$200,957	$78,512	$46,797	$9,435	$1,069,765	$879,269
6	2035	12,647	952	2.50	0.070	0.235	0.452	0.467	1.270	$761,086	$208,355	$81,402	$48,519	$9,783	$1,109,145	$876,573
7	2036	12,958	985	2.59	0.072	0.243	0.468	0.484	1.317	$789,103	$216,025	$84,398	$50,305	$10,143	$1,149,974	$873,886
8	2037	13,277	1,020	2.68	0.075	0.252	0.486	0.502	1.366	$818,151	$223,977	$87,505	$52,157	$10,516	$1,192,306	$871,206
9	2038	13,604	1,056	2.78	0.078	0.262	0.504	0.520	1.416	$848,268	$232,222	$90,726	$54,077	$10,903	$1,236,196	$868,535
10	2039	13,938	1,093	2.88	0.081	0.271	0.522	0.539	1.468	$879,494	$240,770	$94,066	$56,068	$11,305	$1,281,702	$865,872
11	2040	14,281	1,132	2.99	0.084	0.281	0.541	0.559	1.522	$911,869	$249,633	$97,529	$58,132	$11,721	$1,328,884	$863,217
12	2041	14,632	1,172	3.10	0.087	0.291	0.561	0.580	1.578	$945,437	$258,822	$101,119	$60,272	$12,152	$1,377,802	$860,571
13	2042	14,992	1,213	3.21	0.090	0.302	0.582	0.601	1.636	$980,239	$268,350	$104,841	$62,490	$12,600	$1,428,520	$857,932
14	2043	15,361	1,256	3.33	0.093	0.313	0.603	0.623	1.697	$1,016,323	$278,228	$108,700	$64,791	$13,063	$1,481,106	$855,302
15	2044	15,739	1,300	3.46	0.097	0.325	0.625	0.646	1.759	$1,053,736	$288,470	$112,702	$67,176	$13,544	$1,535,628	$852,680

Shaded cell indicates the AADT is outside the limits

Total Present Value **$18,130,700**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year
ADT_i = Average Daily Traffic for Initial Year
I = Initial Year for ADT
F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Multilane Arterial
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at NE Four Mile Grade	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	2.6%	Current Year =	2030	Project Opening Year =	2030	Fatality =	2.8%	Possible Injury =	19.6%
Minor Growth Rate =	2.8%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.0%	Property Damage Only =	49.9%
Opening Year Major AADT =	10,700	Intersection =	Multilane - Int1	P		Non-Incapacitating =	18.7%	Segment Type =	Divided 100.0%
Opening Year Minor AADT =	200	Crash Data Used =	No	1.101694915					

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	10,700	200	1.11	0.031	0.100	0.207	0.217	0.554	$338,256	$88,660	$37,377	$22,602	$4,262	$491,157	$472,267
2	2031	10,976	206	1.15	0.032	0.104	0.215	0.226	0.575	$351,103	$92,028	$38,797	$23,460	$4,424	$509,812	$471,350
3	2032	11,259	212	1.20	0.033	0.108	0.224	0.234	0.596	$364,439	$95,523	$40,270	$24,351	$4,592	$529,176	$470,435
4	2033	11,550	218	1.24	0.035	0.112	0.232	0.243	0.619	$378,281	$99,151	$41,800	$25,276	$4,767	$549,275	$469,522
5	2034	11,848	224	1.29	0.036	0.116	0.241	0.252	0.643	$392,649	$102,917	$43,388	$26,236	$4,948	$570,137	$468,611
6	2035	12,153	230	1.34	0.037	0.120	0.250	0.262	0.667	$407,562	$106,826	$45,036	$27,233	$5,136	$591,792	$467,702
7	2036	12,467	237	1.39	0.039	0.125	0.259	0.272	0.692	$423,042	$110,884	$46,746	$28,267	$5,331	$614,269	$466,794
8	2037	12,789	243	1.44	0.040	0.130	0.269	0.282	0.719	$439,110	$115,095	$48,522	$29,341	$5,533	$637,601	$465,888
9	2038	13,119	250	1.49	0.042	0.135	0.280	0.293	0.746	$455,788	$119,467	$50,365	$30,455	$5,743	$661,818	$464,984
10	2039	13,457	257	1.55	0.043	0.140	0.290	0.304	0.774	$473,100	$124,004	$52,278	$31,612	$5,962	$686,955	$464,082
11	2040	13,804	265	1.61	0.045	0.145	0.301	0.316	0.804	$491,069	$128,714	$54,263	$32,812	$6,188	$713,047	$463,181
12	2041	14,160	272	1.67	0.047	0.150	0.313	0.328	0.834	$509,721	$133,603	$56,324	$34,059	$6,423	$740,129	$462,283
13	2042	14,526	280	1.74	0.049	0.156	0.324	0.340	0.866	$529,081	$138,678	$58,463	$35,352	$6,667	$768,241	$461,385
14	2043	14,900	288	1.80	0.050	0.162	0.337	0.353	0.899	$549,176	$143,945	$60,684	$36,695	$6,920	$797,420	$460,490
15	2044	15,285	296	1.87	0.052	0.168	0.350	0.366	0.933	$570,035	$149,412	$62,989	$38,089	$7,183	$827,707	$459,597
Shaded cell indicates the AADT is outside the limits														Total Present Value		$9,727,483

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year
ADT_i = Average Daily Traffic for Initial Year
I = Initial Year for ADT
F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Multilane Arterial
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Florida Corrections	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	2.6%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	2.6%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	10,700	Intersection =	Multilane - Int2		
Opening Year Minor AADT =	1,450	Crash Data Used =	No		

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	2.8%	Possible Injury =	18.7%
Incapacitating =	9.4%	Property Damage Only =	50.9%
Non-Incapacitating =	18.1%	Segment Type =	Undivided 99.9%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	10,700	1,450	1.77	0.050	0.166	0.320	0.331	0.901	$539,865	$147,793	$57,741	$34,416	$6,939	$786,754	$756,495
2	2031	10,976	1,487	1.84	0.051	0.173	0.332	0.343	0.935	$559,996	$153,304	$59,894	$35,700	$7,198	$816,093	$754,523
3	2032	11,259	1,525	1.91	0.053	0.179	0.345	0.356	0.970	$580,879	$159,021	$62,128	$37,031	$7,466	$846,525	$752,558
4	2033	11,550	1,564	1.98	0.055	0.186	0.358	0.370	1.006	$602,540	$164,951	$64,444	$38,412	$7,745	$878,092	$750,597
5	2034	11,848	1,604	2.05	0.057	0.193	0.371	0.383	1.043	$625,009	$171,102	$66,848	$39,844	$8,034	$910,836	$748,641
6	2035	12,153	1,645	2.13	0.060	0.200	0.385	0.398	1.082	$648,315	$177,483	$69,340	$41,330	$8,333	$944,802	$746,690
7	2036	12,467	1,686	2.21	0.062	0.207	0.399	0.412	1.123	$672,491	$184,101	$71,926	$42,871	$8,644	$980,034	$744,745
8	2037	12,789	1,729	2.29	0.064	0.215	0.414	0.428	1.164	$697,569	$190,966	$74,608	$44,470	$8,966	$1,016,579	$742,805
9	2038	13,119	1,774	2.37	0.066	0.223	0.430	0.444	1.208	$723,581	$198,087	$77,390	$46,128	$9,301	$1,054,488	$740,869
10	2039	13,457	1,819	2.46	0.069	0.231	0.446	0.460	1.253	$750,564	$205,474	$80,276	$47,848	$9,647	$1,093,810	$738,939
11	2040	13,804	1,865	2.55	0.071	0.240	0.462	0.477	1.300	$778,552	$213,136	$83,270	$49,633	$10,007	$1,134,598	$737,013
12	2041	14,160	1,913	2.65	0.074	0.249	0.479	0.495	1.348	$807,585	$221,084	$86,375	$51,484	$10,380	$1,176,908	$735,093
13	2042	14,526	1,962	2.75	0.077	0.258	0.497	0.514	1.398	$837,700	$229,329	$89,596	$53,403	$10,767	$1,220,795	$733,178
14	2043	14,900	2,012	2.85	0.080	0.268	0.516	0.533	1.451	$868,938	$237,880	$92,937	$55,395	$11,169	$1,266,319	$731,268
15	2044	15,285	2,063	2.96	0.083	0.278	0.535	0.553	1.505	$901,341	$246,751	$96,403	$57,460	$11,585	$1,313,540	$729,362

Shaded cell indicates the AADT is outside the limits

Total Present Value **$15,479,214**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Multilane Arterial
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Blue Head St	County:	Highlands
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	2.6%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	0.0%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	10,100	Intersection =	Multilane - Int1	P	
Opening Year Minor AADT =	100	Crash Data Used =	No	1.101694915	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	2.8%	Possible Injury =	19.6%
Incapacitating =	9.0%	Property Damage Only =	49.9%
Non-Incapacitating =	18.7%	Segment Type =	Divided 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	10,100	100	1.45	0.040	0.130	0.270	0.283	0.721	$440,834	$115,547	$48,712	$29,456	$5,555	$640,104	$615,485
2	2031	10,364	100	1.48	0.041	0.133	0.276	0.290	0.737	$450,572	$118,100	$49,788	$30,106	$5,678	$654,244	$604,885
3	2032	10,634	100	1.51	0.042	0.136	0.282	0.296	0.754	$460,525	$120,708	$50,888	$30,771	$5,803	$668,695	$594,468
4	2033	10,912	100	1.54	0.043	0.139	0.289	0.303	0.770	$470,697	$123,375	$52,012	$31,451	$5,931	$683,466	$584,230
5	2034	11,196	100	1.58	0.044	0.142	0.295	0.309	0.787	$481,095	$126,100	$53,161	$32,146	$6,062	$698,564	$574,168
6	2035	11,489	100	1.61	0.045	0.145	0.302	0.316	0.805	$491,722	$128,885	$54,335	$32,856	$6,196	$713,994	$564,280
7	2036	11,789	100	1.65	0.046	0.148	0.308	0.323	0.822	$502,584	$131,732	$55,535	$33,582	$6,333	$729,766	$554,562
8	2037	12,096	100	1.68	0.047	0.152	0.315	0.330	0.841	$513,685	$134,642	$56,762	$34,324	$6,473	$745,886	$545,012
9	2038	12,412	100	1.72	0.048	0.155	0.322	0.337	0.859	$525,032	$137,616	$58,016	$35,082	$6,616	$762,362	$535,626
10	2039	12,736	100	1.76	0.049	0.158	0.329	0.345	0.878	$536,630	$140,656	$59,298	$35,857	$6,762	$779,202	$526,401
11	2040	13,068	100	1.80	0.050	0.162	0.336	0.353	0.898	$548,484	$143,763	$60,607	$36,649	$6,911	$796,414	$517,336
12	2041	13,409	100	1.84	0.051	0.165	0.344	0.360	0.917	$560,599	$146,939	$61,946	$37,458	$7,064	$814,007	$508,426
13	2042	13,759	100	1.88	0.053	0.169	0.351	0.368	0.938	$572,983	$150,185	$63,315	$38,286	$7,220	$831,988	$499,670
14	2043	14,118	100	1.92	0.054	0.173	0.359	0.376	0.958	$585,639	$153,502	$64,713	$39,131	$7,380	$850,366	$491,065
15	2044	14,487	100	1.96	0.055	0.177	0.367	0.385	0.980	$598,576	$156,893	$66,143	$39,996	$7,543	$869,150	$482,608

Shaded cell indicates the AADT is outside the limits

Total Present Value **$10,924,255**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$

2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Multilane Arterial
Build Alternative

General Information				Site Information	
Analyst:	HNTB	Date:	1/30/2025	Roadway:	SR 70
Agency or Company:				Roadway Section:	Ford Dealer to Desoto/Highlands County Line
				Jurisdiction:	Desoto

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Growth Rate =	2.7%	Current Year =	2030	Project Opening Year =	2030	Fatality =	2.8%	Possible Injury =	19.6%
Opening Year AADT =	13,900	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.0%	Property Damage Only =	49.9%
Segment Length =	15.86	Segment Type =	Divided		P	Non-Incapacitating =	18.7%		100.0%
Crash Data Used =	No	Segment =	Divided Multilane - DSeg1		1.15388164				

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	13,900	30.4	0.850	2.732	5.677	5.951	15.150	$9,257,583	$2,426,509	$1,022,963	$618,575	$116,655	$13,442,285	$12,925,274
2	2031	14,270	31.2	0.874	2.809	5.836	6.117	15.573	$9,516,068	$2,494,260	$1,051,526	$635,846	$119,912	$13,817,613	$12,775,160
3	2032	14,649	32.1	0.898	2.887	5.999	6.288	16.008	$9,781,771	$2,563,904	$1,080,886	$653,600	$123,260	$14,203,420	$12,626,789
4	2033	15,039	33.0	0.923	2.968	6.166	6.463	16.455	$10,054,892	$2,635,492	$1,111,066	$671,850	$126,702	$14,600,000	$12,480,141
5	2034	15,439	33.9	0.949	3.051	6.339	6.644	16.914	$10,335,639	$2,709,078	$1,142,088	$690,609	$130,239	$15,007,653	$12,335,197
6	2035	15,850	34.8	0.976	3.136	6.516	6.829	17.386	$10,624,225	$2,784,720	$1,173,977	$709,891	$133,876	$15,426,688	$12,191,936
7	2036	16,271	35.8	1.003	3.223	6.698	7.020	17.872	$10,920,868	$2,862,473	$1,206,756	$729,713	$137,614	$15,857,424	$12,050,339
8	2037	16,704	36.8	1.031	3.313	6.885	7.216	18.371	$11,225,794	$2,942,397	$1,240,450	$750,087	$141,456	$16,300,186	$11,910,386
9	2038	17,148	37.8	1.060	3.406	7.077	7.417	18.884	$11,539,235	$3,024,553	$1,275,085	$771,031	$145,406	$16,755,310	$11,772,059
10	2039	17,605	38.9	1.089	3.501	7.274	7.624	19.411	$11,861,427	$3,109,003	$1,310,688	$792,559	$149,466	$17,223,142	$11,635,338
11	2040	18,073	40.0	1.120	3.599	7.477	7.837	19.953	$12,192,615	$3,195,811	$1,347,284	$814,688	$153,639	$17,704,037	$11,500,205
12	2041	18,554	41.1	1.151	3.699	7.686	8.056	20.510	$12,533,050	$3,285,043	$1,384,902	$837,436	$157,929	$18,198,359	$11,366,642
13	2042	19,047	42.3	1.183	3.803	7.901	8.281	21.083	$12,882,991	$3,376,766	$1,423,570	$860,818	$162,339	$18,706,484	$11,234,629
14	2043	19,554	43.4	1.216	3.909	8.121	8.512	21.672	$13,242,702	$3,471,050	$1,463,319	$884,853	$166,871	$19,228,796	$11,104,150
15	2044	20,074	44.6	1.250	4.018	8.348	8.750	22.277	$13,612,458	$3,567,967	$1,504,177	$909,560	$171,531	$19,765,691	$10,975,187
16	2045	20,608	45.9	1.285	4.130	8.581	8.994	22.899	$13,992,537	$3,667,589	$1,546,175	$934,956	$176,320	$20,317,577	$10,847,721
17	2046	21,156	47.2	1.321	4.245	8.821	9.245	23.538	$14,383,229	$3,769,994	$1,589,347	$961,061	$181,243	$20,884,873	$10,721,735
18	2047	21,719	48.5	1.358	4.364	9.067	9.504	24.195	$14,784,829	$3,875,257	$1,633,724	$987,895	$186,304	$21,468,009	$10,597,213
19	2048	22,297	49.8	1.396	4.486	9.320	9.769	24.871	$15,197,643	$3,983,460	$1,679,340	$1,015,479	$191,506	$22,067,427	$10,474,137
20	2049	22,890	51.2	1.435	4.611	9.581	10.042	25.565	$15,621,983	$4,094,684	$1,726,229	$1,043,832	$196,853	$22,683,581	$10,352,490
21	2050	23,498	52.7	1.475	4.740	9.848	10.322	26.279	$16,058,171	$4,209,013	$1,774,428	$1,072,978	$202,349	$23,316,939	$10,232,256
	2051	24,124		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	24,765		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	25,424		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	26,100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	26,795		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	27,507		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0

Shaded cell indicates the AADT is outside the limits

Total Present Value **$242,108,984**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/28/2025	Location ID:	SR 70 at SR 31	County:	Desoto
Agency or Company:	HNTB			City:		M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	1.5%	Current Year =	2030	Project Opening Year =	2030		
Minor Growth Rate =	2.4%	Rate of Return =	4.0%	Analysis Period =	21		
Opening Year Major AADT =	27,600	Intersection Type =	4SG				
Opening Year Minor AADT =	14,600	Intersection =	Intersection1	P	Analyze		
		Crash Data Used =	No				

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.9%	Possible Injury =	22.4%
Incapacitating =	5.0%	Property Damage Only =	56.7%
Non-Incapacitating =	15.0%	Segment Type =	2U 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	27,600	14,600	11.81	0.106	0.591	1.772	2.646	6.697	$1,157,664	$524,457	$319,235	$275,033	$51,569	$2,327,957	$2,238,420
2	2031	28,025	14,952	12.07	0.109	0.603	1.810	2.703	6.843	$1,182,868	$535,875	$326,185	$281,021	$52,691	$2,378,639	$2,199,186
3	2032	28,457	15,312	12.33	0.111	0.617	1.850	2.762	6.992	$1,208,622	$547,542	$333,287	$287,139	$53,839	$2,430,429	$2,160,642
4	2033	28,895	15,681	12.60	0.113	0.630	1.890	2.822	7.144	$1,234,939	$559,465	$340,544	$293,391	$55,011	$2,483,349	$2,122,777
5	2034	29,340	16,059	12.87	0.116	0.644	1.931	2.884	7.300	$1,261,830	$571,647	$347,959	$299,780	$56,209	$2,537,426	$2,085,579
6	2035	29,792	16,446	13.15	0.118	0.658	1.973	2.947	7.459	$1,289,309	$584,096	$355,537	$306,309	$57,433	$2,592,684	$2,049,036
7	2036	30,250	16,843	13.44	0.121	0.672	2.016	3.011	7.621	$1,317,389	$596,817	$363,280	$312,980	$58,684	$2,649,149	$2,013,136
8	2037	30,716	17,248	13.73	0.124	0.687	2.060	3.076	7.787	$1,346,082	$609,816	$371,192	$319,796	$59,962	$2,706,848	$1,977,867
9	2038	31,189	17,664	14.03	0.126	0.702	2.105	3.143	7.957	$1,375,401	$623,099	$379,277	$326,762	$61,268	$2,765,807	$1,943,220
10	2039	31,670	18,090	14.34	0.129	0.717	2.151	3.212	8.130	$1,405,362	$636,672	$387,539	$333,880	$62,602	$2,826,055	$1,909,181
11	2040	32,157	18,526	14.65	0.132	0.733	2.198	3.282	8.307	$1,435,977	$650,541	$395,982	$341,153	$63,966	$2,887,619	$1,875,742
12	2041	32,653	18,972	14.97	0.135	0.749	2.246	3.353	8.488	$1,467,261	$664,714	$404,608	$348,586	$65,360	$2,950,528	$1,842,891
13	2042	33,155	19,429	15.30	0.138	0.765	2.295	3.426	8.673	$1,499,229	$679,196	$413,424	$356,180	$66,784	$3,014,812	$1,810,618
14	2043	33,666	19,898	15.63	0.141	0.781	2.344	3.501	8.862	$1,531,895	$693,995	$422,432	$363,941	$68,239	$3,080,501	$1,778,913
15	2044	34,185	20,377	15.97	0.144	0.799	2.396	3.577	9.055	$1,565,275	$709,117	$431,636	$371,871	$69,726	$3,147,626	$1,747,765
16	2045	34,711	20,868	16.32	0.147	0.816	2.448	3.655	9.253	$1,599,385	$724,570	$441,043	$379,975	$71,245	$3,216,218	$1,717,165
17	2046	35,245	21,371	16.67	0.150	0.834	2.501	3.735	9.454	$1,634,240	$740,360	$450,654	$388,256	$72,798	$3,286,308	$1,687,103
18	2047	35,788	21,886	17.04	0.153	0.852	2.556	3.816	9.660	$1,669,857	$756,496	$460,476	$396,718	$74,385	$3,357,931	$1,657,569
19	2048	36,339	22,414	17.41	0.157	0.870	2.611	3.900	9.871	$1,706,253	$772,984	$470,512	$405,364	$76,006	$3,431,120	$1,628,555
20	2049	36,899	22,954	17.79	0.160	0.889	2.668	3.985	10.086	$1,743,444	$789,833	$480,768	$414,200	$77,663	$3,505,908	$1,600,051
21	2050	37,467	23,507	18.18	0.164	0.909	2.726	4.071	10.306	$1,781,449	$807,050	$491,248	$423,229	$79,355	$3,582,332	$1,572,048

Shaded cell indicates the AADT is outside the limits

Total Present Value **$39,617,465**

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/28/2025	Location ID:	SR 70 at Siesta Blvd	County:	Desoto
Agency or Company:		HNTB		City:		M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	2.2%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	2.7%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	18,900	Intersection Type =	4SG		
Opening Year Minor AADT =	6,550	Intersection =	Intersection2	P	Analyze
		Crash Data Used =	No	0.1	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.9%	Possible Injury =	22.4%
Incapacitating =	5.0%	Property Damage Only =	56.7%
Non-Incapacitating =	15.0%	Segment Type =	2U 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	18,900	6,550	7.06	0.064	0.353	1.060	1.582	4.005	$692,339	$313,650	$190,918	$164,483	$30,841	$1,392,230	$1,338,683
2	2031	19,308	6,728	7.27	0.065	0.363	1.090	1.628	4.121	$712,287	$322,687	$196,418	$169,222	$31,729	$1,432,344	$1,324,282
3	2032	19,725	6,911	7.48	0.067	0.374	1.122	1.675	4.239	$732,814	$331,987	$202,079	$174,099	$32,644	$1,473,622	$1,310,044
4	2033	20,151	7,099	7.69	0.069	0.385	1.154	1.723	4.362	$753,937	$341,556	$207,904	$179,117	$33,584	$1,516,099	$1,295,968
5	2034	20,587	7,292	7.91	0.071	0.396	1.187	1.773	4.487	$775,674	$351,404	$213,898	$184,281	$34,553	$1,559,810	$1,282,050
6	2035	21,031	7,491	8.14	0.073	0.407	1.221	1.824	4.617	$798,043	$361,538	$220,066	$189,596	$35,549	$1,604,791	$1,268,290
7	2036	21,486	7,694	8.38	0.075	0.419	1.257	1.877	4.750	$821,061	$371,966	$226,414	$195,064	$36,575	$1,651,079	$1,254,685
8	2037	21,950	7,904	8.62	0.078	0.431	1.293	1.931	4.887	$844,749	$382,697	$232,946	$200,692	$37,630	$1,698,713	$1,241,233
9	2038	22,424	8,119	8.87	0.080	0.443	1.330	1.986	5.028	$869,124	$393,740	$239,668	$206,483	$38,716	$1,747,730	$1,227,932
10	2039	22,908	8,339	9.12	0.082	0.456	1.369	2.044	5.173	$894,209	$405,104	$246,585	$212,442	$39,833	$1,798,173	$1,214,781
11	2040	23,403	8,566	9.39	0.084	0.469	1.408	2.103	5.322	$920,023	$416,798	$253,703	$218,575	$40,983	$1,850,082	$1,201,778
12	2041	23,908	8,799	9.66	0.087	0.483	1.449	2.163	5.476	$946,587	$428,832	$261,028	$224,886	$42,166	$1,903,500	$1,188,920
13	2042	24,425	9,039	9.94	0.089	0.497	1.491	2.226	5.634	$973,923	$441,217	$268,567	$231,381	$43,384	$1,958,471	$1,176,207
14	2043	24,952	9,284	10.22	0.092	0.511	1.534	2.290	5.797	$1,002,055	$453,961	$276,324	$238,064	$44,637	$2,015,041	$1,163,636
15	2044	25,491	9,537	10.52	0.095	0.526	1.578	2.356	5.964	$1,031,005	$467,076	$284,307	$244,942	$45,927	$2,073,256	$1,151,206
16	2045	26,042	9,796	10.82	0.097	0.541	1.624	2.424	6.137	$1,060,796	$480,573	$292,523	$252,019	$47,254	$2,133,165	$1,138,914
17	2046	26,605	10,063	11.14	0.100	0.557	1.670	2.494	6.314	$1,091,455	$494,462	$300,977	$259,303	$48,619	$2,194,816	$1,126,760
18	2047	27,179	10,337	11.46	0.103	0.573	1.719	2.567	6.497	$1,123,005	$508,755	$309,677	$266,799	$50,025	$2,258,261	$1,114,741
19	2048	27,766	10,618	11.79	0.106	0.589	1.768	2.641	6.685	$1,155,474	$523,465	$318,631	$274,513	$51,471	$2,323,553	$1,102,857
20	2049	28,366	10,907	12.13	0.109	0.607	1.820	2.717	6.878	$1,188,887	$538,602	$327,845	$282,451	$52,960	$2,390,744	$1,091,104
21	2050	28,979	11,203	12.48	0.112	0.624	1.872	2.796	7.077	$1,223,273	$554,180	$337,327	$290,620	$54,491	$2,459,890	$1,079,482
	Shaded cell indicates the AADT is outside the limits													Total Present Value		$25,293,554

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Divided
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/28/2025	Location ID:	SR 70 from SR 31 to Siesta Blvd	County:	Desoto
Agency or Company:	HNTB			City:		M.P. - M.P.	

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Growth Rate =	2.2%	Current Year =	2030	Project Opening Year =	2030	Fatality =	0.8%	Possible Injury =	23.4%
Opening Year AADT =	18,900	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	4.6%	Property Damage Only =	57.1%
Segment Length =	0.22	Segment Type =	4D	P	Analyze	Non-Incapacitating =	14.2%		100.1%
Crash Data Used =	No	Segment =	Segment1	0.53490931					

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	18,900	1.5	0.012	0.067	0.206	0.340	0.830	$126,598	$59,360	$37,179	$35,347	$6,389	$264,873	$254,686
2	2031	19,308	1.5	0.012	0.069	0.212	0.349	0.851	$129,853	$60,886	$38,135	$36,256	$6,553	$271,684	$251,187
3	2032	19,725	1.5	0.012	0.070	0.217	0.358	0.873	$133,199	$62,455	$39,118	$37,190	$6,722	$278,684	$247,749
4	2033	20,151	1.6	0.013	0.072	0.223	0.367	0.896	$136,637	$64,067	$40,128	$38,150	$6,896	$285,878	$244,370
5	2034	20,587	1.6	0.013	0.074	0.228	0.376	0.919	$140,171	$65,724	$41,166	$39,136	$7,074	$293,272	$241,048
6	2035	21,031	1.7	0.013	0.076	0.234	0.386	0.943	$143,804	$67,428	$42,233	$40,151	$7,257	$300,872	$237,784
7	2036	21,486	1.7	0.014	0.078	0.240	0.396	0.967	$147,538	$69,178	$43,329	$41,193	$7,446	$308,684	$234,574
8	2037	21,950	1.7	0.014	0.080	0.247	0.407	0.992	$151,375	$70,978	$44,456	$42,265	$7,639	$316,714	$231,419
9	2038	22,424	1.8	0.014	0.082	0.253	0.417	1.018	$155,320	$72,828	$45,615	$43,366	$7,839	$324,967	$228,318
10	2039	22,908	1.8	0.015	0.084	0.260	0.428	1.045	$159,375	$74,729	$46,806	$44,498	$8,043	$333,451	$225,268
11	2040	23,403	1.9	0.015	0.086	0.267	0.439	1.072	$163,543	$76,683	$48,030	$45,662	$8,254	$342,172	$222,268
12	2041	23,908	1.9	0.015	0.089	0.274	0.451	1.100	$167,828	$78,692	$49,288	$46,858	$8,470	$351,137	$219,319
13	2042	24,425	2.0	0.016	0.091	0.281	0.463	1.129	$172,233	$80,758	$50,582	$48,088	$8,692	$360,353	$216,419
14	2043	24,952	2.0	0.016	0.093	0.288	0.475	1.159	$176,761	$82,881	$51,912	$49,353	$8,921	$369,827	$213,566
15	2044	25,491	2.1	0.017	0.096	0.296	0.487	1.189	$181,416	$85,064	$53,279	$50,652	$9,156	$379,566	$210,760
16	2045	26,042	2.1	0.017	0.098	0.303	0.500	1.220	$186,202	$87,307	$54,684	$51,988	$9,397	$389,579	$207,999
17	2046	26,605	2.2	0.018	0.101	0.312	0.513	1.253	$191,122	$89,614	$56,129	$53,362	$9,645	$399,872	$205,284
18	2047	27,179	2.3	0.018	0.104	0.320	0.527	1.286	$196,180	$91,986	$57,614	$54,774	$9,901	$410,455	$202,612
19	2048	27,766	2.3	0.018	0.106	0.328	0.541	1.320	$201,380	$94,424	$59,142	$56,226	$10,163	$421,335	$199,983
20	2049	28,366	2.4	0.019	0.109	0.337	0.555	1.355	$206,726	$96,931	$60,712	$57,719	$10,433	$432,521	$197,397
21	2050	28,979	2.4	0.019	0.112	0.346	0.570	1.391	$212,223	$99,509	$62,326	$59,254	$10,710	$444,022	$194,852
														Total Present Value	**$4,686,860**

Shaded cell indicates the AADT is outside the limits

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Divided
Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HNTB	Date:	1/28/2025	Location ID:	SR 70 from Siesta Blvd to Ford Dealer	County:	Desoto
Agency or Company:	HNTB			City:		M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	2.7%	Current Year =	2030	Project Opening Year =	2030
Opening Year AADT =	13,900	Rate of Return =	4.0%	Analysis Period =	21
Segment Length =	0.38	Segment Type =	4D		
Crash Data Used =	No	Segment =	Segment2		Analyze

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.8%	Possible Injury =	23.4%
Incapacitating =	4.6%	Property Damage Only =	57.1%
Non-Incapacitating =	14.2%		100.1%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	13,900	2.0	0.016	0.091	0.281	0.463	1.130	$172,334	$80,805	$50,611	$48,116	$8,697	$360,564	$346,696
2	2031	14,270	2.0	0.016	0.094	0.290	0.477	1.164	$177,621	$83,284	$52,164	$49,593	$8,964	$371,626	$343,589
3	2032	14,649	2.1	0.017	0.097	0.298	0.492	1.200	$183,086	$85,846	$53,769	$51,118	$9,240	$383,059	$340,538
4	2033	15,039	2.2	0.017	0.100	0.308	0.507	1.237	$188,735	$88,495	$55,428	$52,696	$9,525	$394,879	$337,544
5	2034	15,439	2.2	0.018	0.103	0.317	0.523	1.275	$194,575	$91,233	$57,143	$54,326	$9,820	$407,097	$334,604
6	2035	15,850	2.3	0.018	0.106	0.327	0.539	1.315	$200,612	$94,064	$58,916	$56,012	$10,124	$419,729	$331,718
7	2036	16,271	2.4	0.019	0.109	0.337	0.556	1.356	$206,854	$96,991	$60,749	$57,754	$10,439	$432,788	$328,883
8	2037	16,704	2.4	0.020	0.113	0.348	0.573	1.398	$213,307	$100,017	$62,644	$59,556	$10,765	$446,289	$326,099
9	2038	17,148	2.5	0.020	0.116	0.359	0.591	1.442	$219,979	$103,145	$64,604	$61,419	$11,102	$460,249	$323,365
10	2039	17,605	2.6	0.021	0.120	0.370	0.609	1.487	$226,878	$106,380	$66,630	$63,345	$11,450	$474,683	$320,679
11	2040	18,073	2.7	0.021	0.124	0.381	0.629	1.534	$234,012	$109,725	$68,725	$65,337	$11,810	$489,608	$318,040
12	2041	18,554	2.8	0.022	0.127	0.393	0.648	1.582	$241,388	$113,184	$70,891	$67,397	$12,182	$505,042	$315,447
13	2042	19,047	2.9	0.023	0.131	0.406	0.669	1.632	$249,016	$116,760	$73,131	$69,526	$12,567	$521,001	$312,900
14	2043	19,554	2.9	0.024	0.136	0.419	0.690	1.684	$256,904	$120,459	$75,448	$71,729	$12,965	$537,505	$310,396
15	2044	20,074	3.0	0.024	0.140	0.432	0.712	1.737	$265,062	$124,284	$77,844	$74,006	$13,377	$554,573	$307,935
16	2045	20,608	3.1	0.025	0.144	0.446	0.735	1.793	$273,498	$128,240	$80,321	$76,362	$13,803	$572,224	$305,515
17	2046	21,156	3.2	0.026	0.149	0.460	0.758	1.850	$282,224	$132,331	$82,884	$78,798	$14,243	$590,480	$303,137
18	2047	21,719	3.3	0.027	0.154	0.475	0.782	1.909	$291,248	$136,562	$85,534	$81,318	$14,698	$609,361	$300,798
19	2048	22,297	3.5	0.028	0.159	0.490	0.807	1.970	$300,582	$140,939	$88,276	$83,924	$15,170	$628,890	$298,498
20	2049	22,890	3.6	0.028	0.164	0.506	0.833	2.033	$310,237	$145,466	$91,111	$86,620	$15,657	$649,090	$296,236
21	2050	23,498	3.7	0.029	0.169	0.522	0.860	2.099	$320,223	$150,148	$94,044	$89,408	$16,161	$669,983	$294,011
	Shaded cell indicates the AADT is outside the limits												Total Present Value		$6,696,628

State of Florida Department of Transportation

Present Worth Analysis
Rural Two Lane Road
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Tobys RV	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	1.7%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	2.2%	Rate of Return =	4.0%	Analysis Period =	21
Current Year Major AADT =	12,600	Intersection =	Intersection1		
Current Year Minor AADT =	1,100	Crash Data Used =	No	10	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	2.8%	Possible Injury =	18.7%
Incapacitating =	9.4%	Property Damage Only =	50.9%
Non-Incapacitating =	18.1%		99.9%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	12,600	1,100	1.71	0.048	0.161	0.310	0.320	0.872	$522,526	$143,047	$55,886	$33,311	$6,716	$761,486	$732,198
2	2031	12,819	1,124	1.76	0.049	0.165	0.318	0.328	0.894	$535,374	$146,564	$57,261	$34,130	$6,881	$780,210	$721,348
3	2032	13,042	1,149	1.80	0.050	0.169	0.326	0.336	0.916	$548,538	$150,168	$58,669	$34,969	$7,051	$799,394	$710,658
4	2033	13,269	1,174	1.84	0.052	0.173	0.334	0.345	0.938	$562,025	$153,860	$60,111	$35,829	$7,224	$819,050	$700,127
5	2034	13,500	1,200	1.89	0.053	0.178	0.342	0.353	0.961	$575,845	$157,643	$61,589	$36,710	$7,402	$839,189	$689,752
6	2035	13,735	1,226	1.93	0.054	0.182	0.350	0.362	0.985	$590,004	$161,519	$63,104	$37,613	$7,584	$859,823	$679,530
7	2036	13,974	1,253	1.98	0.056	0.186	0.359	0.371	1.009	$604,511	$165,491	$64,655	$38,538	$7,770	$880,964	$669,461
8	2037	14,217	1,281	2.03	0.057	0.191	0.368	0.380	1.034	$619,375	$169,560	$66,245	$39,485	$7,961	$902,626	$659,540
9	2038	14,465	1,309	2.08	0.058	0.196	0.377	0.389	1.059	$634,604	$173,729	$67,874	$40,456	$8,157	$924,820	$649,766
10	2039	14,716	1,338	2.13	0.060	0.200	0.386	0.399	1.085	$650,208	$178,001	$69,543	$41,451	$8,357	$947,560	$640,137
11	2040	14,972	1,367	2.18	0.061	0.205	0.395	0.409	1.112	$666,196	$182,378	$71,253	$42,470	$8,563	$970,859	$630,651
12	2041	15,233	1,398	2.24	0.063	0.210	0.405	0.419	1.139	$682,576	$186,862	$73,005	$43,514	$8,774	$994,730	$621,306
13	2042	15,498	1,428	2.29	0.064	0.216	0.415	0.429	1.167	$699,360	$191,457	$74,800	$44,584	$8,989	$1,019,189	$612,099
14	2043	15,768	1,460	2.35	0.066	0.221	0.425	0.439	1.196	$716,556	$196,164	$76,639	$45,680	$9,210	$1,044,249	$603,028
15	2044	16,042	1,492	2.41	0.067	0.226	0.436	0.450	1.226	$734,175	$200,987	$78,523	$46,804	$9,437	$1,069,926	$594,092

Shaded cell indicates the AADT is outside the limits

Total Present Value **$13,297,863**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Two Lane Road
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Townsend Ave	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	1.7%	Current Year =	2030	Project Opening Year =	2030	Fatality =	2.8%	Possible Injury =	18.7%
Minor Growth Rate =	2.7%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.4%	Property Damage Only =	50.9%
Current Year Major AADT =	11,700	Intersection =	Intersection2	E		Non-Incapacitating =	18.1%		99.9%
Current Year Minor AADT =	350	Crash Data Used =	No	0.491645812					

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	11,700	350	1.91	0.054	0.180	0.347	0.358	0.975	$583,857	$159,836	$62,446	$37,221	$7,505	$850,865	$818,139
2	2031	11,899	360	1.97	0.055	0.185	0.356	0.368	1.001	$599,545	$164,131	$64,124	$38,221	$7,706	$873,727	$807,810
3	2032	12,101	369	2.02	0.057	0.190	0.365	0.378	1.028	$615,654	$168,541	$65,847	$39,248	$7,913	$897,203	$797,611
4	2033	12,307	379	2.07	0.058	0.195	0.375	0.388	1.055	$632,196	$173,070	$67,616	$40,303	$8,126	$921,311	$787,540
5	2034	12,516	390	2.13	0.060	0.200	0.385	0.398	1.084	$649,183	$177,720	$69,433	$41,385	$8,344	$946,066	$777,597
6	2035	12,729	400	2.19	0.061	0.206	0.396	0.409	1.113	$666,626	$182,495	$71,299	$42,497	$8,569	$971,486	$767,780
7	2036	12,945	411	2.24	0.063	0.211	0.406	0.420	1.143	$684,538	$187,399	$73,214	$43,639	$8,799	$997,589	$758,086
8	2037	13,165	423	2.31	0.065	0.217	0.417	0.431	1.173	$702,931	$192,434	$75,182	$44,812	$9,035	$1,024,394	$748,515
9	2038	13,389	434	2.37	0.066	0.223	0.428	0.443	1.205	$721,818	$197,605	$77,202	$46,016	$9,278	$1,051,919	$739,064
10	2039	13,617	446	2.43	0.068	0.228	0.440	0.455	1.237	$741,213	$202,914	$79,276	$47,252	$9,527	$1,080,183	$729,733
11	2040	13,848	458	2.50	0.070	0.235	0.452	0.467	1.271	$761,129	$208,367	$81,406	$48,522	$9,783	$1,109,207	$720,520
12	2041	14,084	471	2.56	0.072	0.241	0.464	0.479	1.305	$781,580	$213,965	$83,594	$49,826	$10,046	$1,139,011	$711,423
13	2042	14,323	484	2.63	0.074	0.247	0.476	0.492	1.340	$802,581	$219,714	$85,840	$51,165	$10,316	$1,169,616	$702,441
14	2043	14,567	497	2.70	0.076	0.254	0.489	0.505	1.376	$824,146	$225,618	$88,146	$52,539	$10,593	$1,201,043	$693,572
15	2044	14,814	510	2.78	0.078	0.261	0.502	0.519	1.413	$846,290	$231,680	$90,515	$53,951	$10,878	$1,233,314	$684,815

Shaded cell indicates the AADT is outside the limits

Total Present Value **$15,175,742**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$

2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Two Lane Road
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Hansel Ave	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	1.7%	Current Year =	2030	Project Opening Year =	2030	Fatality =	2.8%	Possible Injury =	18.7%
Minor Growth Rate =	2.8%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.4%	Property Damage Only =	50.9%
Current Year Major AADT =	11,600	Intersection =	Intersection1			Non-Incapacitating =	18.1%		99.9%
Current Year Minor AADT =	1,150	Crash Data Used =	No	10					

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	11,600	1,150	2.87	0.080	0.269	0.519	0.536	1.459	$874,092	$239,291	$93,488	$55,723	$11,235	$1,273,830	$1,224,837
2	2031	11,795	1,182	2.94	0.082	0.277	0.533	0.551	1.499	$897,925	$245,816	$96,037	$57,243	$11,542	$1,308,563	$1,209,840
3	2032	11,993	1,216	3.03	0.085	0.284	0.548	0.566	1.540	$922,408	$252,518	$98,656	$58,804	$11,856	$1,344,242	$1,195,026
4	2033	12,195	1,250	3.11	0.087	0.292	0.562	0.581	1.582	$947,558	$259,403	$101,346	$60,407	$12,179	$1,380,894	$1,180,394
5	2034	12,399	1,285	3.19	0.089	0.300	0.578	0.597	1.625	$973,395	$266,476	$104,109	$62,054	$12,512	$1,418,545	$1,165,941
6	2035	12,608	1,321	3.28	0.092	0.308	0.594	0.613	1.669	$999,935	$273,742	$106,948	$63,746	$12,853	$1,457,223	$1,151,665
7	2036	12,820	1,358	3.37	0.094	0.317	0.610	0.630	1.715	$1,027,199	$281,206	$109,864	$65,484	$13,203	$1,496,956	$1,137,563
8	2037	13,035	1,396	3.46	0.097	0.325	0.626	0.647	1.761	$1,055,207	$288,873	$112,859	$67,269	$13,563	$1,537,772	$1,123,635
9	2038	13,254	1,435	3.55	0.100	0.334	0.643	0.665	1.809	$1,083,978	$296,750	$115,936	$69,104	$13,933	$1,579,700	$1,109,877
10	2039	13,477	1,476	3.65	0.102	0.343	0.661	0.683	1.859	$1,113,534	$304,841	$119,097	$70,988	$14,313	$1,622,773	$1,096,287
11	2040	13,703	1,517	3.75	0.105	0.353	0.679	0.702	1.909	$1,143,895	$313,152	$122,345	$72,923	$14,703	$1,667,019	$1,082,864
12	2041	13,933	1,560	3.85	0.108	0.362	0.698	0.721	1.962	$1,175,085	$321,691	$125,681	$74,912	$15,104	$1,712,472	$1,069,605
13	2042	14,167	1,604	3.96	0.111	0.372	0.717	0.740	2.015	$1,207,124	$330,462	$129,107	$76,954	$15,516	$1,759,164	$1,056,508
14	2043	14,405	1,649	4.07	0.114	0.382	0.736	0.760	2.070	$1,240,038	$339,472	$132,628	$79,052	$15,939	$1,807,129	$1,043,572
15	2044	14,647	1,695	4.18	0.117	0.393	0.756	0.781	2.126	$1,273,849	$348,728	$136,244	$81,208	$16,373	$1,856,402	$1,030,794
														Total Present Value		$22,803,468

Shaded cell indicates the AADT is outside the limits

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Two Lane Road
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Walston Rd	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	1.6%	Current Year =	2030	Project Opening Year =	2030	Fatality =	2.8%	Possible Injury =	18.7%
Minor Growth Rate =	3.0%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.4%	Property Damage Only =	50.9%
Current Year Major AADT =	10,500	Intersection =	Intersection2		E	Non-Incapacitating =	18.1%		99.9%
Current Year Minor AADT =	500	Crash Data Used =	No		0.469362966				

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	10,500	500	2.09	0.059	0.197	0.379	0.392	1.066	$638,382	$174,763	$68,278	$40,697	$8,205	$930,326	$894,544
2	2031	10,667	515	2.15	0.060	0.202	0.389	0.402	1.095	$655,756	$179,520	$70,136	$41,804	$8,429	$955,644	$883,547
3	2032	10,837	530	2.21	0.062	0.208	0.400	0.413	1.124	$673,602	$184,405	$72,045	$42,942	$8,658	$981,652	$872,685
4	2033	11,009	546	2.27	0.064	0.213	0.411	0.424	1.155	$691,934	$189,424	$74,005	$44,111	$8,894	$1,008,367	$861,956
5	2034	11,184	562	2.33	0.065	0.219	0.422	0.436	1.186	$710,764	$194,579	$76,019	$45,311	$9,136	$1,035,809	$851,360
6	2035	11,362	579	2.39	0.067	0.225	0.433	0.448	1.219	$730,107	$199,874	$78,088	$46,544	$9,384	$1,063,999	$840,894
7	2036	11,542	596	2.46	0.069	0.231	0.445	0.460	1.252	$749,977	$205,314	$80,213	$47,811	$9,640	$1,092,955	$830,556
8	2037	11,726	614	2.53	0.071	0.237	0.457	0.472	1.286	$770,387	$210,901	$82,396	$49,112	$9,902	$1,122,699	$820,345
9	2038	11,912	632	2.60	0.073	0.244	0.470	0.485	1.321	$791,353	$216,641	$84,639	$50,449	$10,172	$1,153,253	$810,260
10	2039	12,102	651	2.67	0.075	0.251	0.483	0.499	1.357	$812,889	$222,536	$86,942	$51,822	$10,449	$1,184,638	$800,299
11	2040	12,294	671	2.74	0.077	0.257	0.496	0.512	1.394	$835,012	$228,593	$89,308	$53,232	$10,733	$1,216,878	$790,460
12	2041	12,490	691	2.81	0.079	0.264	0.509	0.526	1.432	$857,736	$234,814	$91,739	$54,681	$11,025	$1,249,994	$780,743
13	2042	12,688	711	2.89	0.081	0.272	0.523	0.540	1.471	$881,079	$241,204	$94,235	$56,169	$11,325	$1,284,012	$771,145
14	2043	12,890	732	2.97	0.083	0.279	0.537	0.555	1.511	$905,057	$247,768	$96,800	$57,697	$11,633	$1,318,956	$761,664
15	2044	13,095	754	3.05	0.085	0.287	0.552	0.570	1.552	$929,688	$254,511	$99,434	$59,268	$11,950	$1,354,851	$752,301

Shaded cell indicates the AADT is outside the limits

Total Present Value **$16,646,276**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$

2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Two Lane Road
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Cross Ave	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	1.5%	Current Year =	2030	Project Opening Year =	2030	Fatality =	2.8%	Possible Injury =	18.7%
Minor Growth Rate =	1.8%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.4%	Property Damage Only =	50.9%
Current Year Major AADT =	10,300	Intersection =	Intersection1			Non-Incapacitating =	18.1%		99.9%
Current Year Minor AADT =	1,400	Crash Data Used =	No	10					

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	10,300	1,400	3.01	0.084	0.283	0.545	0.563	1.532	$917,693	$251,227	$98,151	$58,503	$11,796	$1,337,370	$1,285,933
2	2031	10,456	1,425	3.07	0.086	0.289	0.556	0.574	1.563	$936,114	$256,270	$100,122	$59,677	$12,032	$1,364,216	$1,261,294
3	2032	10,613	1,451	3.13	0.088	0.294	0.567	0.586	1.594	$954,905	$261,415	$102,131	$60,875	$12,274	$1,391,600	$1,237,127
4	2033	10,774	1,477	3.19	0.089	0.300	0.578	0.597	1.626	$974,073	$266,662	$104,182	$62,097	$12,520	$1,419,534	$1,213,424
5	2034	10,936	1,504	3.26	0.091	0.306	0.590	0.609	1.659	$993,626	$272,015	$106,273	$63,344	$12,772	$1,448,029	$1,190,175
6	2035	11,101	1,531	3.32	0.093	0.312	0.602	0.622	1.692	$1,013,572	$277,475	$108,406	$64,615	$13,028	$1,477,096	$1,167,371
7	2036	11,269	1,558	3.39	0.095	0.319	0.614	0.634	1.726	$1,033,918	$283,045	$110,582	$65,912	$13,289	$1,506,747	$1,145,004
8	2037	11,439	1,586	3.46	0.097	0.325	0.626	0.647	1.761	$1,054,672	$288,727	$112,802	$67,235	$13,556	$1,536,992	$1,123,065
9	2038	11,612	1,615	3.53	0.099	0.332	0.639	0.660	1.796	$1,075,843	$294,522	$115,066	$68,585	$13,828	$1,567,845	$1,101,547
10	2039	11,787	1,644	3.60	0.101	0.338	0.651	0.673	1.832	$1,097,439	$300,435	$117,376	$69,962	$14,106	$1,599,317	$1,080,441
11	2040	11,965	1,673	3.67	0.103	0.345	0.665	0.687	1.869	$1,119,468	$306,465	$119,732	$71,366	$14,389	$1,631,421	$1,059,740
12	2041	12,146	1,704	3.75	0.105	0.352	0.678	0.700	1.906	$1,141,940	$312,617	$122,136	$72,799	$14,678	$1,664,169	$1,039,435
13	2042	12,329	1,734	3.82	0.107	0.359	0.691	0.714	1.944	$1,164,862	$318,892	$124,587	$74,260	$14,973	$1,697,575	$1,019,519
14	2043	12,516	1,765	3.90	0.109	0.366	0.705	0.729	1.984	$1,188,245	$325,294	$127,088	$75,751	$15,273	$1,731,651	$999,985
15	2044	12,705	1,797	3.98	0.111	0.374	0.719	0.743	2.023	$1,212,097	$331,823	$129,639	$77,271	$15,580	$1,766,411	$980,825

Shaded cell indicates the AADT is outside the limits

Total Present Value **$22,407,553**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Two Lane Road
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at CR 760	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	1.6%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	2.8%	Rate of Return =	4.0%	Analysis Period =	21
Current Year Major AADT =	9,900	Intersection =	Intersection2	E	
Current Year Minor AADT =	750	Crash Data Used =	No	0.742366847	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	2.8%	Possible Injury =	18.7%
Incapacitating =	9.4%	Property Damage Only =	50.9%
Non-Incapacitating =	18.1%		99.9%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	9,900	750	1.45	0.040	0.136	0.262	0.270	0.736	$440,918	$120,706	$47,158	$28,109	$5,667	$642,558	$617,844
2	2031	10,058	771	1.48	0.042	0.140	0.269	0.278	0.756	$452,672	$123,924	$48,415	$28,858	$5,818	$659,688	$609,918
3	2032	10,219	792	1.52	0.043	0.143	0.276	0.285	0.776	$464,740	$127,227	$49,706	$29,627	$5,974	$677,274	$602,094
4	2033	10,383	815	1.56	0.044	0.147	0.283	0.293	0.796	$477,130	$130,619	$51,031	$30,417	$6,133	$695,330	$594,371
5	2034	10,549	837	1.61	0.045	0.151	0.291	0.300	0.818	$489,850	$134,101	$52,392	$31,228	$6,296	$713,867	$586,746
6	2035	10,718	861	1.65	0.046	0.155	0.299	0.308	0.840	$502,909	$137,676	$53,788	$32,060	$6,464	$732,898	$579,220
7	2036	10,889	885	1.69	0.047	0.159	0.306	0.317	0.862	$516,316	$141,346	$55,222	$32,915	$6,636	$752,436	$571,790
8	2037	11,063	909	1.74	0.049	0.163	0.315	0.325	0.885	$530,080	$145,115	$56,694	$33,793	$6,813	$772,495	$564,455
9	2038	11,240	935	1.78	0.050	0.168	0.323	0.334	0.908	$544,212	$148,983	$58,206	$34,693	$6,995	$793,089	$557,214
10	2039	11,420	961	1.83	0.051	0.172	0.332	0.343	0.933	$558,720	$152,955	$59,758	$35,618	$7,182	$814,232	$550,066
11	2040	11,603	988	1.88	0.053	0.177	0.340	0.352	0.958	$573,615	$157,033	$61,351	$36,568	$7,373	$835,939	$543,010
12	2041	11,789	1,015	1.93	0.054	0.182	0.350	0.361	0.983	$588,907	$161,219	$62,986	$37,543	$7,570	$858,225	$536,044
13	2042	11,977	1,043	1.98	0.056	0.186	0.359	0.371	1.009	$604,607	$165,517	$64,665	$38,544	$7,771	$881,104	$529,168
14	2043	12,169	1,073	2.04	0.057	0.191	0.368	0.381	1.036	$620,725	$169,929	$66,389	$39,571	$7,979	$904,593	$522,380
15	2044	12,364	1,102	2.09	0.059	0.196	0.378	0.391	1.064	$637,273	$174,460	$68,159	$40,626	$8,191	$928,709	$515,679

Shaded cell indicates the AADT is outside the limits

Total Present Value **$11,438,092**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Two Lane Road
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at NE Four Mile Grade	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	1.6%	Current Year =	2030	Project Opening Year =	2030	Fatality =	2.8%	Possible Injury =	18.7%
Minor Growth Rate =	0.0%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.4%	Property Damage Only =	50.9%
Current Year Major AADT =	9,600	Intersection =	Intersection1			Non-Incapacitating =	18.1%		99.9%
Current Year Minor AADT =	200	Crash Data Used =	No	10					

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	9,600	200	1.24	0.035	0.117	0.225	0.233	0.634	$379,616	$103,924	$40,602	$24,201	$4,879	$553,222	$531,944
2	2031	9,757	200	1.26	0.035	0.119	0.228	0.236	0.642	$384,526	$105,268	$41,127	$24,514	$4,943	$560,377	$518,100
3	2032	9,917	200	1.28	0.036	0.120	0.231	0.239	0.650	$389,500	$106,629	$41,659	$24,831	$5,006	$567,625	$504,616
4	2033	10,080	200	1.29	0.036	0.122	0.234	0.242	0.659	$394,537	$108,008	$42,198	$25,152	$5,071	$574,966	$491,484
5	2034	10,245	200	1.31	0.037	0.123	0.237	0.245	0.667	$399,640	$109,405	$42,743	$25,477	$5,137	$582,403	$478,693
6	2035	10,413	200	1.33	0.037	0.125	0.240	0.248	0.676	$404,809	$110,820	$43,296	$25,807	$5,203	$589,936	$466,235
7	2036	10,584	200	1.34	0.038	0.126	0.243	0.251	0.684	$410,045	$112,254	$43,856	$26,140	$5,271	$597,566	$454,101
8	2037	10,758	200	1.36	0.038	0.128	0.247	0.255	0.693	$415,348	$113,706	$44,423	$26,478	$5,339	$605,295	$442,283
9	2038	10,934	200	1.38	0.039	0.130	0.250	0.258	0.702	$420,720	$115,176	$44,998	$26,821	$5,408	$613,123	$430,772
10	2039	11,114	200	1.40	0.039	0.131	0.253	0.261	0.711	$426,162	$116,666	$45,580	$27,168	$5,478	$621,053	$419,561
11	2040	11,296	200	1.42	0.040	0.133	0.256	0.265	0.721	$431,674	$118,175	$46,169	$27,519	$5,549	$629,086	$408,642
12	2041	11,481	200	1.43	0.040	0.135	0.260	0.268	0.730	$437,257	$119,703	$46,767	$27,875	$5,620	$637,223	$398,007
13	2042	11,669	200	1.45	0.041	0.137	0.263	0.272	0.739	$442,913	$121,252	$47,372	$28,236	$5,693	$645,464	$387,649
14	2043	11,861	200	1.47	0.041	0.138	0.266	0.275	0.749	$448,641	$122,820	$47,984	$28,601	$5,767	$653,813	$377,561
15	2044	12,055	200	1.49	0.042	0.140	0.270	0.279	0.759	$454,444	$124,408	$48,605	$28,971	$5,841	$662,269	$367,734
														Total Present Value		$8,691,307

Shaded cell indicates the AADT is outside the limits

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Two Lane Road
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Florida Corrections	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	1.6%	Current Year =	2030	Project Opening Year =	2030	Fatality =	2.8%	Possible Injury =	18.7%
Minor Growth Rate =	1.6%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.4%	Property Damage Only =	50.9%
Current Year Major AADT =	9,600	Intersection =	Intersection2	E		Non-Incapacitating =	18.1%		99.9%
Current Year Minor AADT =	1,300	Crash Data Used =	No	0.46819687					

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted / expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	9,600	1,300	4.73	0.133	0.445	0.857	0.885	2.409	$1,443,102	$395,063	$154,346	$91,998	$18,549	$2,103,058	$2,022,172
2	2031	9,757	1,321	4.83	0.135	0.454	0.874	0.903	2.457	$1,471,788	$402,916	$157,414	$93,826	$18,918	$2,144,863	$1,983,046
3	2032	9,917	1,343	4.92	0.138	0.463	0.891	0.921	2.506	$1,501,044	$410,926	$160,544	$95,692	$19,294	$2,187,499	$1,944,678
4	2033	10,080	1,365	5.02	0.141	0.472	0.909	0.939	2.555	$1,530,882	$419,094	$163,735	$97,594	$19,677	$2,230,982	$1,907,053
5	2034	10,245	1,387	5.12	0.143	0.481	0.927	0.958	2.606	$1,561,313	$427,425	$166,990	$99,534	$20,068	$2,275,329	$1,870,155
6	2035	10,413	1,410	5.22	0.146	0.491	0.945	0.977	2.658	$1,592,349	$435,921	$170,309	$101,512	$20,467	$2,320,558	$1,833,971
7	2036	10,584	1,433	5.33	0.149	0.501	0.964	0.996	2.711	$1,624,002	$444,586	$173,694	$103,530	$20,874	$2,366,686	$1,798,487
8	2037	10,758	1,457	5.43	0.152	0.511	0.983	1.016	2.765	$1,656,284	$453,424	$177,147	$105,588	$21,289	$2,413,732	$1,763,690
9	2038	10,934	1,481	5.54	0.155	0.521	1.003	1.036	2.820	$1,689,207	$462,437	$180,668	$107,687	$21,712	$2,461,712	$1,729,566
10	2039	11,114	1,505	5.65	0.158	0.531	1.023	1.057	2.876	$1,722,785	$471,629	$184,260	$109,828	$22,144	$2,510,646	$1,696,102
11	2040	11,296	1,530	5.76	0.161	0.542	1.043	1.078	2.933	$1,757,031	$481,004	$187,922	$112,011	$22,584	$2,560,552	$1,663,286
12	2041	11,481	1,555	5.88	0.165	0.552	1.064	1.099	2.991	$1,791,957	$490,566	$191,658	$114,237	$23,033	$2,611,451	$1,631,105
13	2042	11,669	1,580	5.99	0.168	0.563	1.085	1.121	3.051	$1,827,578	$500,317	$195,468	$116,508	$23,491	$2,663,362	$1,599,546
14	2043	11,861	1,606	6.11	0.171	0.575	1.106	1.143	3.111	$1,863,906	$510,263	$199,353	$118,824	$23,958	$2,716,304	$1,568,598
15	2044	12,055	1,632	6.23	0.175	0.586	1.128	1.166	3.173	$1,900,957	$520,406	$203,316	$121,186	$24,434	$2,770,299	$1,538,249
	Shaded cell indicates the AADT is outside the limits													Total Present Value		$35,173,959

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$

2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Two Lane Road
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Blue Head St	County:	Highlands
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	1.7%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	0.0%	Rate of Return =	4.0%	Analysis Period =	21
Current Year Major AADT =	9,000	Intersection =	Intersection1		
Current Year Minor AADT =	100	Crash Data Used =	No	10	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	2.8%	Possible Injury =	18.7%
Incapacitating =	9.4%	Property Damage Only =	50.9%
Non-Incapacitating =	18.1%		99.9%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted / expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	9,000	100	0.55	0.016	0.052	0.100	0.104	0.282	$169,201	$46,320	$18,097	$10,787	$2,175	$246,579	$237,095
2	2031	9,149	100	0.56	0.016	0.053	0.101	0.105	0.285	$170,880	$46,780	$18,276	$10,894	$2,196	$249,027	$230,240
3	2032	9,301	100	0.57	0.016	0.053	0.102	0.106	0.288	$172,577	$47,245	$18,458	$11,002	$2,218	$251,499	$223,582
4	2033	9,456	100	0.57	0.016	0.054	0.103	0.107	0.291	$174,290	$47,714	$18,641	$11,111	$2,240	$253,996	$217,117
5	2034	9,613	100	0.58	0.016	0.054	0.104	0.108	0.294	$176,020	$48,187	$18,826	$11,221	$2,262	$256,517	$210,839
6	2035	9,772	100	0.58	0.016	0.055	0.106	0.109	0.297	$177,768	$48,666	$19,013	$11,333	$2,285	$259,064	$204,742
7	2036	9,934	100	0.59	0.016	0.055	0.107	0.110	0.300	$179,532	$49,149	$19,202	$11,445	$2,308	$261,636	$198,822
8	2037	10,099	100	0.59	0.017	0.056	0.108	0.111	0.303	$181,315	$49,637	$19,392	$11,559	$2,331	$264,233	$193,072
9	2038	10,267	100	0.60	0.017	0.056	0.109	0.112	0.306	$183,115	$50,129	$19,585	$11,674	$2,354	$266,856	$187,490
10	2039	10,437	100	0.61	0.017	0.057	0.110	0.113	0.309	$184,932	$50,627	$19,779	$11,789	$2,377	$269,505	$182,068
11	2040	10,611	100	0.61	0.017	0.058	0.111	0.115	0.312	$186,768	$51,130	$19,976	$11,906	$2,401	$272,181	$176,803
12	2041	10,787	100	0.62	0.017	0.058	0.112	0.116	0.315	$188,622	$51,637	$20,174	$12,025	$2,424	$274,883	$171,691
13	2042	10,966	100	0.62	0.017	0.059	0.113	0.117	0.318	$190,495	$52,150	$20,374	$12,144	$2,449	$277,611	$166,726
14	2043	11,148	100	0.63	0.018	0.059	0.114	0.118	0.321	$192,386	$52,668	$20,577	$12,265	$2,473	$280,367	$161,905
15	2044	11,333	100	0.64	0.018	0.060	0.115	0.119	0.324	$194,296	$53,190	$20,781	$12,386	$2,497	$283,151	$157,223

Shaded cell indicates the AADT is outside the limits

Total Present Value **$3,771,755**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Two Lane Road
No-Build Alternative

General Information				Site Information	
Analyst:	HNTB	1/30/2025		Location ID:	'0 from Ford Dealer to Desoto/Highalnds County
Agency or Company:				City:	
County:	Desoto			M.P. - M.P.	

Manual Input from Analysis					
Growth Rate =	1.7%	Current Year =	2030	roject Opening Year =	2030
Current Year AADT =	12,600	Rate of Return =	4.0%	Analysis Period =	21
Segment Length =	15.86	Segment =	Segment1	E	
		Crash Data Used =	No	0.647762	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Fatality =	2.8%	Possible Injury =	18.7%
Incapacitating =	9.4%	Property Damage Only =	50.9%
Non-Incapacitating =	18.1%		99.9%

	Year		Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	12,600	36.5	1.023	3.435	6.614	6.834	18.601	$11,142,875	$3,050,471	$1,191,781	$710,358	$143,225	$16,238,711	$15,614,145
2	2031	12,819	37.2	1.041	3.495	6.729	6.953	18.924	$11,336,761	$3,103,549	$1,212,518	$722,719	$145,717	$16,521,264	$15,274,838
3	2032	13,042	37.8	1.059	3.556	6.847	7.074	19.254	$11,534,021	$3,157,551	$1,233,616	$735,294	$148,253	$16,808,734	$14,942,904
4	2033	13,269	38.5	1.078	3.618	6.966	7.197	19.589	$11,734,713	$3,212,492	$1,255,081	$748,088	$150,833	$17,101,206	$14,618,183
5	2034	13,500	39.2	1.096	3.680	7.087	7.322	19.929	$11,938,897	$3,268,389	$1,276,919	$761,105	$153,457	$17,398,767	$14,300,519
6	2035	13,735	39.8	1.115	3.745	7.210	7.449	20.276	$12,146,634	$3,325,259	$1,299,138	$774,348	$156,127	$17,701,506	$13,989,757
7	2036	13,974	40.5	1.135	3.810	7.336	7.579	20.629	$12,357,985	$3,383,119	$1,321,743	$787,822	$158,844	$18,009,512	$13,685,749
8	2037	14,217	41.2	1.155	3.876	7.463	7.711	20.988	$12,573,014	$3,441,985	$1,344,741	$801,530	$161,608	$18,322,878	$13,388,347
9	2038	14,465	42.0	1.175	3.943	7.593	7.845	21.353	$12,791,785	$3,501,876	$1,368,140	$815,476	$164,420	$18,641,696	$13,097,408
10	2039	14,716	42.7	1.195	4.012	7.725	7.981	21.725	$13,014,362	$3,562,808	$1,391,945	$829,666	$167,281	$18,966,061	$12,812,791
11	2040	14,972	43.4	1.216	4.082	7.860	8.120	22.103	$13,240,812	$3,624,801	$1,416,165	$844,102	$170,191	$19,296,071	$12,534,360
12	2041	15,233	44.2	1.237	4.153	7.996	8.262	22.487	$13,471,202	$3,687,873	$1,440,806	$858,789	$173,153	$19,631,822	$12,261,978
13	2042	15,498	44.9	1.259	4.225	8.136	8.405	22.879	$13,705,601	$3,752,042	$1,465,876	$873,732	$176,165	$19,973,416	$11,995,516
14	2043	15,768	45.7	1.280	4.299	8.277	8.552	23.277	$13,944,078	$3,817,327	$1,491,383	$888,935	$179,231	$20,320,953	$11,734,844
15	2044	16,042	46.5	1.303	4.373	8.421	8.700	23.682	$14,186,705	$3,883,749	$1,517,333	$904,402	$182,349	$20,674,538	$11,479,837

Shaded cell indicates the AADT is outside the limits

Total Present Value **$265,557,088**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$

2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/28/2025	Location ID:	SR 70 at SR 31	County:	Desoto
Agency or Company:	HNTB			City:		M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	1.0%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	1.9%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	26,300	Intersection Type =	4SG		
Opening Year Minor AADT =	13,800	Intersection =	Intersection1		
		Crash Data Used =	No		

Analyze

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.9%	Possible Injury =	22.4%
Incapacitating =	5.0%	Property Damage Only =	56.7%
Non-Incapacitating =	15.0%	Segment Type =	2U 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	26,300	13,800	11.08	0.100	0.554	1.663	2.483	6.285	$1,086,321	$492,136	$299,561	$258,084	$48,391	$2,184,493	$2,100,474
2	2031	26,560	14,062	11.25	0.101	0.562	1.687	2.519	6.377	$1,102,393	$499,418	$303,993	$261,902	$49,107	$2,216,813	$2,049,568
3	2032	26,823	14,329	11.41	0.103	0.571	1.712	2.557	6.472	$1,118,704	$506,807	$308,491	$265,777	$49,833	$2,249,612	$1,999,897
4	2033	27,089	14,602	11.58	0.104	0.579	1.737	2.595	6.568	$1,135,257	$514,306	$313,056	$269,709	$50,571	$2,282,898	$1,951,431
5	2034	27,357	14,879	11.75	0.106	0.588	1.763	2.633	6.665	$1,152,055	$521,916	$317,688	$273,700	$51,319	$2,316,678	$1,904,140
6	2035	27,628	15,162	11.93	0.107	0.596	1.789	2.672	6.763	$1,169,102	$529,639	$322,389	$277,750	$52,078	$2,350,959	$1,857,997
7	2036	27,901	15,450	12.10	0.109	0.605	1.816	2.712	6.863	$1,186,403	$537,476	$327,160	$281,861	$52,849	$2,385,748	$1,812,973
8	2037	28,178	15,743	12.28	0.111	0.614	1.843	2.752	6.965	$1,203,960	$545,430	$332,001	$286,032	$53,631	$2,421,054	$1,769,041
9	2038	28,457	16,043	12.47	0.112	0.623	1.870	2.792	7.068	$1,221,778	$553,502	$336,914	$290,265	$54,425	$2,456,884	$1,726,174
10	2039	28,738	16,347	12.65	0.114	0.633	1.898	2.834	7.173	$1,239,860	$561,694	$341,901	$294,561	$55,230	$2,493,245	$1,684,347
11	2040	29,023	16,658	12.84	0.116	0.642	1.926	2.876	7.279	$1,258,210	$570,007	$346,961	$298,920	$56,048	$2,530,146	$1,643,535
12	2041	29,310	16,974	13.03	0.117	0.651	1.954	2.918	7.387	$1,276,833	$578,444	$352,096	$303,344	$56,877	$2,567,594	$1,603,712
13	2042	29,600	17,297	13.22	0.119	0.661	1.983	2.961	7.496	$1,295,732	$587,006	$357,308	$307,834	$57,719	$2,605,598	$1,564,855
14	2043	29,893	17,626	13.42	0.121	0.671	2.012	3.005	7.607	$1,314,911	$595,695	$362,597	$312,391	$58,573	$2,644,166	$1,526,940
15	2044	30,189	17,960	13.61	0.123	0.681	2.042	3.050	7.720	$1,334,375	$604,512	$367,964	$317,015	$59,440	$2,683,307	$1,489,945
16	2045	30,488	18,302	13.82	0.124	0.691	2.072	3.095	7.834	$1,354,128	$613,461	$373,411	$321,708	$60,320	$2,723,028	$1,453,847
17	2046	30,790	18,649	14.02	0.126	0.701	2.103	3.141	7.950	$1,374,174	$622,542	$378,939	$326,470	$61,213	$2,763,339	$1,418,624
18	2047	31,095	19,004	14.23	0.128	0.711	2.134	3.187	8.067	$1,394,518	$631,759	$384,549	$331,304	$62,119	$2,804,248	$1,384,256
19	2048	31,403	19,365	14.44	0.130	0.722	2.166	3.234	8.187	$1,415,163	$641,112	$390,242	$336,208	$63,039	$2,845,764	$1,350,721
20	2049	31,714	19,733	14.65	0.132	0.733	2.198	3.282	8.308	$1,436,115	$650,604	$396,020	$341,186	$63,972	$2,887,897	$1,317,998
21	2050	32,028	20,108	14.87	0.134	0.743	2.230	3.331	8.431	$1,457,378	$660,236	$401,883	$346,238	$64,920	$2,930,655	$1,286,070

Shaded cell indicates the AADT is outside the limits

Total Present Value **$34,896,543**

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/28/2025	Location ID:	SR 70 at Siesta Blvd	County:	Desoto
Agency or Company:		HNTB		City:		M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	1.6%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	1.6%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	17,800	Intersection Type =	4SG		
Opening Year Minor AADT =	5,800	Intersection =	Intersection2		Analyze
		Crash Data Used =	No	0.1	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.9%	Possible Injury =	22.4%
Incapacitating =	5.0%	Property Damage Only =	56.7%
Non-Incapacitating =	15.0%	Segment Type = 2U	100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	17,800	5,800	6.45	0.058	0.323	0.968	1.445	3.659	$632,434	$286,512	$174,398	$150,251	$28,172	$1,271,767	$1,222,853
2	2031	18,079	5,890	6.58	0.059	0.329	0.987	1.474	3.732	$645,042	$292,223	$177,875	$153,246	$28,734	$1,297,120	$1,199,260
3	2032	18,363	5,982	6.71	0.060	0.336	1.007	1.504	3.806	$657,903	$298,050	$181,422	$156,302	$29,307	$1,322,983	$1,176,127
4	2033	18,652	6,076	6.85	0.062	0.342	1.027	1.534	3.882	$671,023	$303,994	$185,040	$159,419	$29,891	$1,349,366	$1,153,444
5	2034	18,944	6,170	6.98	0.063	0.349	1.047	1.564	3.959	$684,407	$310,057	$188,730	$162,599	$30,487	$1,376,281	$1,131,202
6	2035	19,242	6,267	7.12	0.064	0.356	1.068	1.595	4.038	$698,061	$316,243	$192,496	$165,842	$31,095	$1,403,737	$1,109,394
7	2036	19,544	6,364	7.26	0.065	0.363	1.090	1.627	4.119	$711,990	$322,553	$196,337	$169,151	$31,716	$1,431,746	$1,088,010
8	2037	19,851	6,464	7.41	0.067	0.370	1.111	1.660	4.201	$726,199	$328,990	$200,255	$172,527	$32,349	$1,460,320	$1,067,041
9	2038	20,162	6,565	7.56	0.068	0.378	1.134	1.693	4.285	$740,694	$335,557	$204,252	$175,971	$32,995	$1,489,468	$1,046,481
10	2039	20,479	6,667	7.71	0.069	0.385	1.156	1.727	4.371	$755,481	$342,256	$208,330	$179,484	$33,653	$1,519,204	$1,026,320
11	2040	20,801	6,771	7.86	0.071	0.393	1.179	1.761	4.458	$770,566	$349,090	$212,489	$183,068	$34,325	$1,549,539	$1,006,551
12	2041	21,127	6,877	8.02	0.072	0.401	1.203	1.796	4.547	$785,955	$356,062	$216,733	$186,724	$35,011	$1,580,485	$987,166
13	2042	21,459	6,984	8.18	0.074	0.409	1.227	1.832	4.638	$801,654	$363,174	$221,062	$190,454	$35,710	$1,612,054	$968,158
14	2043	21,796	7,093	8.34	0.075	0.417	1.251	1.869	4.730	$817,670	$370,429	$225,479	$194,258	$36,423	$1,644,259	$949,519
15	2044	22,138	7,204	8.51	0.077	0.425	1.276	1.906	4.825	$834,008	$377,831	$229,984	$198,140	$37,151	$1,677,113	$931,241
16	2045	22,485	7,316	8.68	0.078	0.434	1.302	1.944	4.921	$850,675	$385,381	$234,580	$202,100	$37,894	$1,710,630	$913,319
17	2046	22,838	7,430	8.85	0.080	0.443	1.328	1.983	5.020	$867,678	$393,084	$239,269	$206,139	$38,651	$1,744,821	$895,745
18	2047	23,197	7,546	9.03	0.081	0.451	1.354	2.023	5.120	$885,024	$400,943	$244,052	$210,260	$39,424	$1,779,702	$878,511
19	2048	23,561	7,664	9.21	0.083	0.461	1.382	2.063	5.222	$902,719	$408,959	$248,932	$214,464	$40,212	$1,815,286	$861,612
20	2049	23,931	7,783	9.39	0.085	0.470	1.409	2.104	5.327	$920,771	$417,137	$253,910	$218,753	$41,016	$1,851,588	$845,040
21	2050	24,307	7,905	9.58	0.086	0.479	1.437	2.146	5.433	$939,188	$425,480	$258,988	$223,128	$41,837	$1,888,621	$828,790
	Shaded cell indicates the AADT is outside the limits													Total Present Value		$21,285,784

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Divided
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/28/2025	Location ID:	SR 70 from SR 31 to Siesta Blvd	County:	Desoto
Agency or Company:	HNTB			City:		M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	1.6%	Current Year =	2030	Project Opening Year =	2030		
Opening Year AADT =	17,800	Rate of Return =	4.0%	Analysis Period =	21		
Segment Length =	0.22	Segment Type =	4D	E	Analyze		
Crash Data Used =	No	Segment =	Segment1	0.55378665			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.8%	Possible Injury =	23.4%
Incapacitating =	4.6%	Property Damage Only =	57.1%
Non-Incapacitating =	14.2%		100.1%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	17,800	1.4	0.011	0.062	0.192	0.317	0.773	$117,925	$55,293	$34,632	$32,925	$5,951	$246,727	$237,238
2	2031	18,079	1.4	0.011	0.063	0.196	0.323	0.787	$120,115	$56,320	$35,275	$33,537	$6,062	$251,309	$232,349
3	2032	18,363	1.4	0.011	0.065	0.199	0.329	0.802	$122,348	$57,367	$35,931	$34,160	$6,175	$255,982	$227,567
4	2033	18,652	1.4	0.011	0.066	0.203	0.335	0.817	$124,627	$58,436	$36,601	$34,796	$6,290	$260,749	$222,889
5	2034	18,944	1.5	0.012	0.067	0.207	0.341	0.832	$126,951	$59,526	$37,283	$35,445	$6,407	$265,612	$218,314
6	2035	19,242	1.5	0.012	0.068	0.211	0.347	0.848	$129,322	$60,638	$37,980	$36,107	$6,527	$270,574	$213,838
7	2036	19,544	1.5	0.012	0.070	0.215	0.354	0.863	$131,742	$61,772	$38,690	$36,783	$6,649	$275,635	$209,460
8	2037	19,851	1.5	0.012	0.071	0.219	0.360	0.880	$134,209	$62,929	$39,415	$37,472	$6,773	$280,798	$205,177
9	2038	20,162	1.6	0.013	0.072	0.223	0.367	0.896	$136,727	$64,109	$40,154	$38,175	$6,900	$286,066	$200,986
10	2039	20,479	1.6	0.013	0.074	0.227	0.374	0.913	$139,296	$65,314	$40,909	$38,892	$7,030	$291,440	$196,886
11	2040	20,801	1.6	0.013	0.075	0.231	0.381	0.930	$141,916	$66,542	$41,678	$39,624	$7,162	$296,922	$192,875
12	2041	21,127	1.7	0.013	0.076	0.236	0.388	0.948	$144,589	$67,796	$42,463	$40,370	$7,297	$302,516	$188,950
13	2042	21,459	1.7	0.014	0.078	0.240	0.396	0.966	$147,317	$69,075	$43,264	$41,132	$7,435	$308,222	$185,110
14	2043	21,796	1.7	0.014	0.079	0.245	0.403	0.984	$150,100	$70,380	$44,081	$41,908	$7,575	$314,044	$181,353
15	2044	22,138	1.8	0.014	0.081	0.249	0.411	1.002	$152,939	$71,711	$44,915	$42,701	$7,718	$319,984	$177,676
16	2045	22,485	1.8	0.014	0.082	0.254	0.419	1.021	$155,835	$73,069	$45,766	$43,510	$7,865	$326,045	$174,078
17	2046	22,838	1.8	0.015	0.084	0.259	0.427	1.041	$158,790	$74,455	$46,634	$44,335	$8,014	$332,228	$170,557
18	2047	23,197	1.9	0.015	0.085	0.264	0.435	1.061	$161,806	$75,869	$47,519	$45,177	$8,166	$338,537	$167,111
19	2048	23,561	1.9	0.015	0.087	0.269	0.443	1.081	$164,882	$77,311	$48,423	$46,036	$8,321	$344,973	$163,739
20	2049	23,931	1.9	0.015	0.089	0.274	0.451	1.101	$168,021	$78,783	$49,345	$46,912	$8,480	$351,541	$160,439
21	2050	24,307	2.0	0.016	0.090	0.279	0.460	1.122	$171,224	$80,285	$50,285	$47,807	$8,641	$358,242	$157,209
														Total Present Value	**$4,083,800**

Shaded cell indicates the AADT is outside the limits

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Divided
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HNTB	Date:	1/28/2025	Location ID:	SR 70 from Siesta Blvd to Ford Dealer	County:	Desoto
Agency or Company:	HNTB			City:		M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	1.7%	Current Year =	2030	Project Opening Year =	2030
Opening Year AADT =	12,600	Rate of Return =	4.0%	Analysis Period =	21
Segment Length =	0.38	Segment Type =	4D		
Crash Data Used =	No	Segment =	Segment2	Analyze	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.8%	Possible Injury =	23.4%
Incapacitating =	4.6%	Property Damage Only =	57.1%
Non-Incapacitating =	14.2%		100.1%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	12,600	1.8	0.014	0.081	0.251	0.414	1.010	$154,039	$72,227	$45,238	$43,008	$7,774	$322,286	$309,890
2	2031	12,819	1.8	0.014	0.083	0.256	0.422	1.030	$157,092	$73,658	$46,135	$43,861	$7,928	$328,673	$303,877
3	2032	13,042	1.8	0.015	0.085	0.261	0.430	1.050	$160,211	$75,121	$47,051	$44,732	$8,085	$335,200	$297,992
4	2033	13,269	1.9	0.015	0.086	0.266	0.439	1.071	$163,399	$76,616	$47,987	$45,622	$8,246	$341,871	$292,233
5	2034	13,500	1.9	0.015	0.088	0.272	0.448	1.092	$166,657	$78,143	$48,944	$46,531	$8,411	$348,687	$286,595
6	2035	13,735	2.0	0.016	0.090	0.277	0.457	1.114	$169,987	$79,705	$49,922	$47,461	$8,579	$355,653	$281,078
7	2036	13,974	2.0	0.016	0.092	0.283	0.466	1.136	$173,389	$81,300	$50,921	$48,411	$8,750	$362,772	$275,677
8	2037	14,217	2.0	0.016	0.093	0.288	0.475	1.159	$176,867	$82,930	$51,943	$49,382	$8,926	$370,048	$270,390
9	2038	14,465	2.1	0.017	0.095	0.294	0.485	1.183	$180,421	$84,597	$52,986	$50,374	$9,105	$377,483	$265,215
10	2039	14,716	2.1	0.017	0.097	0.300	0.494	1.206	$184,053	$86,300	$54,053	$51,388	$9,289	$385,083	$260,148
11	2040	14,972	2.2	0.017	0.099	0.306	0.504	1.231	$187,765	$88,040	$55,143	$52,425	$9,476	$392,849	$255,187
12	2041	15,233	2.2	0.018	0.101	0.312	0.515	1.256	$191,559	$89,819	$56,257	$53,484	$9,667	$400,787	$250,331
13	2042	15,498	2.2	0.018	0.103	0.319	0.525	1.281	$195,437	$91,638	$57,396	$54,567	$9,863	$408,901	$245,575
14	2043	15,768	2.3	0.018	0.105	0.325	0.536	1.307	$199,400	$93,496	$58,560	$55,673	$10,063	$417,193	$240,919
15	2044	16,042	2.3	0.019	0.107	0.332	0.546	1.333	$203,451	$95,396	$59,750	$56,805	$10,268	$425,669	$236,359
16	2045	16,321	2.4	0.019	0.110	0.338	0.558	1.361	$207,592	$97,337	$60,966	$57,961	$10,477	$434,333	$231,894
17	2046	16,605	2.4	0.019	0.112	0.345	0.569	1.388	$211,825	$99,322	$62,209	$59,142	$10,690	$443,188	$227,521
18	2047	16,894	2.5	0.020	0.114	0.352	0.581	1.417	$216,151	$101,350	$63,480	$60,350	$10,909	$452,240	$223,238
19	2048	17,188	2.5	0.020	0.116	0.360	0.592	1.446	$220,573	$103,424	$64,778	$61,585	$11,132	$461,492	$219,044
20	2049	17,487	2.6	0.021	0.119	0.367	0.605	1.475	$225,094	$105,543	$66,106	$62,847	$11,360	$470,950	$214,935
21	2050	17,791	2.6	0.021	0.121	0.374	0.617	1.506	$229,714	$107,710	$67,463	$64,137	$11,593	$480,618	$210,911
	Shaded cell indicates the AADT is outside the limits												Total Present Value		$5,399,009

State of Florida Department of Transportation

Present Worth Analysis
Rural Multilane Arterial
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Tobys RV	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	2.7%	Current Year =	2050	Project Opening Year =	2050
Minor Growth Rate =	3.3%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	23,500	Intersection =	Multilane - Int1	P	
Opening Year Minor AADT =	2,300	Crash Data Used =	No	1.101694915	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	2.8%	Possible Injury =	19.6%
Incapacitating =	9.0%	Property Damage Only =	49.9%
Non-Incapacitating =	18.7%	Segment Type =	Divided 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	23,500	2,300	2.94	0.082	0.264	0.550	0.576	1.466	$896,063	$234,867	$99,015	$59,873	$11,291	$1,301,110	$1,251,067
2	2051	24,125	2,376	3.06	0.086	0.275	0.572	0.599	1.525	$931,973	$244,280	$102,983	$62,273	$11,744	$1,353,252	$1,251,157
3	2052	24,767	2,455	3.18	0.089	0.286	0.594	0.623	1.586	$969,322	$254,069	$107,110	$64,768	$12,214	$1,407,484	$1,251,248
4	2053	25,426	2,536	3.31	0.093	0.298	0.618	0.648	1.650	$1,008,167	$264,251	$111,402	$67,364	$12,704	$1,463,889	$1,251,338
5	2054	26,102	2,620	3.44	0.096	0.309	0.643	0.674	1.716	$1,048,570	$274,841	$115,867	$70,064	$13,213	$1,522,554	$1,251,429
6	2055	26,796	2,707	3.58	0.100	0.322	0.669	0.701	1.785	$1,090,591	$285,855	$120,510	$72,871	$13,743	$1,583,571	$1,251,519
7	2056	27,509	2,796	3.72	0.104	0.335	0.696	0.729	1.856	$1,134,297	$297,311	$125,340	$75,792	$14,293	$1,647,033	$1,251,609
8	2057	28,241	2,889	3.87	0.108	0.348	0.724	0.758	1.931	$1,179,754	$309,226	$130,363	$78,829	$14,866	$1,713,038	$1,251,700
9	2058	28,992	2,984	4.02	0.113	0.362	0.753	0.789	2.008	$1,227,033	$321,618	$135,587	$81,988	$15,462	$1,781,688	$1,251,790
10	2059	29,763	3,083	4.19	0.117	0.377	0.783	0.820	2.089	$1,276,206	$334,507	$141,021	$85,274	$16,081	$1,853,089	$1,251,881
11	2060	30,555	3,185	4.35	0.122	0.392	0.814	0.853	2.172	$1,327,350	$347,912	$146,672	$88,691	$16,726	$1,927,352	$1,251,971
12	2061	31,368	3,291	4.53	0.127	0.407	0.847	0.887	2.259	$1,380,544	$361,855	$152,550	$92,245	$17,396	$2,004,591	$1,252,062
13	2062	32,202	3,400	4.71	0.132	0.424	0.881	0.923	2.350	$1,435,870	$376,356	$158,664	$95,942	$18,093	$2,084,925	$1,252,152
14	2063	33,059	3,512	4.90	0.137	0.441	0.916	0.960	2.444	$1,493,412	$391,439	$165,022	$99,787	$18,819	$2,168,479	$1,252,243
15	2064	33,938	3,628	5.09	0.143	0.458	0.953	0.998	2.542	$1,553,261	$407,126	$171,635	$103,786	$19,573	$2,255,381	$1,252,333

Shaded cell indicates the AADT is outside the limits

Total Present Value **$26,291,397**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Multilane Arterial
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Townsend Ave	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	2.7%	Current Year =	2050	Project Opening Year =	2050	Fatality =	2.8%	Possible Injury =	18.7%
Minor Growth Rate =	3.2%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.4%	Property Damage Only =	50.9%
Opening Year Major AADT =	21,800	Intersection =	Multilane - Int2			Non-Incapacitating =	18.1%	Segment Type =	Undivided 99.9%
Opening Year Minor AADT =	750	Crash Data Used =	No						

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	21,800	750	6.37	0.178	0.599	1.154	1.192	3.245	$1,943,802	$532,135	$207,898	$123,917	$24,985	$2,832,737	$2,723,786
2	2051	22,380	774	6.63	0.186	0.623	1.200	1.240	3.374	$2,021,146	$553,308	$216,171	$128,848	$25,979	$2,945,451	$2,723,235
3	2052	22,975	799	6.89	0.193	0.648	1.247	1.289	3.508	$2,101,567	$575,324	$224,772	$133,975	$27,013	$3,062,651	$2,722,685
4	2053	23,586	824	7.17	0.201	0.674	1.297	1.340	3.648	$2,185,188	$598,216	$233,716	$139,306	$28,087	$3,184,513	$2,722,135
5	2054	24,214	850	7.45	0.209	0.700	1.349	1.393	3.793	$2,272,136	$622,019	$243,015	$144,849	$29,205	$3,311,225	$2,721,585
6	2055	24,858	878	7.75	0.217	0.728	1.402	1.449	3.944	$2,362,544	$646,770	$252,685	$150,612	$30,367	$3,442,978	$2,721,035
7	2056	25,519	905	8.06	0.226	0.757	1.458	1.507	4.101	$2,456,550	$672,504	$262,739	$156,605	$31,575	$3,579,974	$2,720,486
8	2057	26,198	934	8.38	0.235	0.787	1.516	1.566	4.264	$2,554,296	$699,263	$273,194	$162,836	$32,832	$3,722,420	$2,719,936
9	2058	26,895	964	8.71	0.244	0.819	1.577	1.629	4.434	$2,655,931	$727,087	$284,064	$169,316	$34,138	$3,870,535	$2,719,387
10	2059	27,610	995	9.06	0.254	0.851	1.639	1.694	4.610	$2,761,610	$756,018	$295,367	$176,053	$35,496	$4,024,543	$2,718,837
11	2060	28,345	1,027	9.42	0.264	0.885	1.705	1.761	4.793	$2,871,494	$786,099	$307,119	$183,058	$36,909	$4,184,679	$2,718,288
12	2061	29,098	1,059	9.79	0.274	0.920	1.772	1.831	4.984	$2,985,751	$817,378	$319,340	$190,342	$38,377	$4,351,187	$2,717,739
13	2062	29,873	1,093	10.18	0.285	0.957	1.843	1.904	5.182	$3,104,553	$849,902	$332,046	$197,915	$39,904	$4,524,321	$2,717,190
14	2063	30,667	1,128	10.59	0.296	0.995	1.916	1.980	5.389	$3,228,083	$883,719	$345,258	$205,790	$41,492	$4,704,343	$2,716,641
15	2064	31,483	1,164	11.01	0.308	1.035	1.992	2.058	5.603	$3,356,528	$918,882	$358,996	$213,979	$43,143	$4,891,528	$2,716,092

Shaded cell indicates the AADT is outside the limits

Total Present Value **$57,084,091**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Multilane Arterial
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Hansel Ave	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	2.7%	Current Year =	2050	Project Opening Year =	2050	Fatality =	2.8%	Possible Injury =	19.6%
Minor Growth Rate =	3.5%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.0%	Property Damage Only =	49.9%
Opening Year Major AADT =	21,800	Intersection =	Multilane - Int1	P		Non-Incapacitating =	18.7%	Segment Type =	Divided 100.0%
Opening Year Minor AADT =	2,600	Crash Data Used =	No	1.101694915					

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	21,800	2,600	4.60	0.129	0.414	0.860	0.901	2.294	$1,402,054	$367,493	$154,927	$93,683	$17,667	$2,035,824	$1,957,523
2	2051	22,380	2,692	4.78	0.134	0.430	0.893	0.936	2.383	$1,456,072	$381,652	$160,896	$97,292	$18,348	$2,114,259	$1,954,751
3	2052	22,975	2,787	4.96	0.139	0.446	0.927	0.972	2.475	$1,512,170	$396,356	$167,095	$101,040	$19,055	$2,195,716	$1,951,983
4	2053	23,586	2,885	5.15	0.144	0.464	0.963	1.009	2.570	$1,570,430	$411,626	$173,533	$104,933	$19,789	$2,280,311	$1,949,219
5	2054	24,214	2,987	5.35	0.150	0.481	1.000	1.048	2.669	$1,630,935	$427,485	$180,218	$108,976	$20,551	$2,368,165	$1,946,459
6	2055	24,858	3,092	5.55	0.156	0.500	1.039	1.089	2.772	$1,693,770	$443,955	$187,162	$113,175	$21,343	$2,459,404	$1,943,703
7	2056	25,519	3,202	5.77	0.162	0.519	1.079	1.131	2.879	$1,759,027	$461,059	$194,372	$117,535	$22,166	$2,554,159	$1,940,951
8	2057	26,198	3,315	5.99	0.168	0.539	1.120	1.174	2.990	$1,826,797	$478,823	$201,861	$122,063	$23,019	$2,652,564	$1,938,202
9	2058	26,895	3,432	6.22	0.174	0.560	1.163	1.219	3.105	$1,897,179	$497,270	$209,638	$126,766	$23,906	$2,754,760	$1,935,458
10	2059	27,610	3,553	6.46	0.181	0.582	1.208	1.266	3.224	$1,970,272	$516,429	$217,715	$131,650	$24,827	$2,860,893	$1,932,717
11	2060	28,345	3,678	6.71	0.188	0.604	1.255	1.315	3.349	$2,046,181	$536,325	$226,103	$136,722	$25,784	$2,971,116	$1,929,980
12	2061	29,098	3,808	6.97	0.195	0.627	1.303	1.366	3.478	$2,125,015	$556,989	$234,814	$141,990	$26,777	$3,085,585	$1,927,247
13	2062	29,873	3,942	7.24	0.203	0.651	1.353	1.419	3.612	$2,206,887	$578,448	$243,861	$147,460	$27,809	$3,204,465	$1,924,518
14	2063	30,667	4,082	7.52	0.210	0.676	1.406	1.473	3.751	$2,291,912	$600,734	$253,256	$153,141	$28,880	$3,327,924	$1,921,793
15	2064	31,483	4,226	7.81	0.219	0.703	1.460	1.530	3.895	$2,380,213	$623,879	$263,014	$159,042	$29,993	$3,456,140	$1,919,072

Shaded cell indicates the AADT is outside the limits

Total Present Value **$40,531,078**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Multilane Arterial
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Walston Rd	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	2.6%	Current Year =	2050	Project Opening Year =	2050
Minor Growth Rate =	3.3%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	19,700	Intersection =	Multilane - Int2		
Opening Year Minor AADT =	950	Crash Data Used =	No		

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	2.8%	Possible Injury =	18.7%
Incapacitating =	9.4%	Property Damage Only =	50.9%
Non-Incapacitating =	18.1%	Segment Type =	Undivided 99.9%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	19,700	950	3.34	0.094	0.314	0.605	0.625	1.701	$1,018,835	$278,916	$108,969	$64,951	$13,096	$1,484,767	$1,427,661
2	2051	20,202	981	3.47	0.097	0.326	0.628	0.649	1.766	$1,058,178	$289,686	$113,177	$67,459	$13,601	$1,542,101	$1,425,759
3	2052	20,718	1,013	3.60	0.101	0.339	0.652	0.674	1.835	$1,099,039	$300,873	$117,547	$70,064	$14,127	$1,601,649	$1,423,860
4	2053	21,246	1,046	3.74	0.105	0.352	0.678	0.700	1.905	$1,141,478	$312,491	$122,086	$72,769	$14,672	$1,663,496	$1,421,964
5	2054	21,788	1,080	3.89	0.109	0.365	0.704	0.727	1.979	$1,185,556	$324,558	$126,801	$75,579	$15,239	$1,727,732	$1,420,070
6	2055	22,343	1,115	4.04	0.113	0.380	0.731	0.755	2.055	$1,231,336	$337,090	$131,697	$78,498	$15,827	$1,794,448	$1,418,178
7	2056	22,913	1,152	4.19	0.117	0.394	0.759	0.784	2.135	$1,278,884	$350,107	$136,782	$81,529	$16,438	$1,863,741	$1,416,290
8	2057	23,497	1,189	4.36	0.122	0.409	0.788	0.815	2.217	$1,328,268	$363,626	$142,064	$84,677	$17,073	$1,935,709	$1,414,403
9	2058	24,096	1,228	4.52	0.127	0.425	0.819	0.846	2.303	$1,379,559	$377,668	$147,550	$87,947	$17,732	$2,010,456	$1,412,519
10	2059	24,711	1,268	4.70	0.132	0.442	0.851	0.879	2.392	$1,432,830	$392,251	$153,248	$91,343	$18,417	$2,088,089	$1,410,638
11	2060	25,341	1,309	4.88	0.137	0.459	0.883	0.913	2.484	$1,488,159	$407,398	$159,165	$94,870	$19,128	$2,168,720	$1,408,759
12	2061	25,987	1,352	5.07	0.142	0.476	0.917	0.948	2.580	$1,545,624	$423,130	$165,311	$98,534	$19,867	$2,252,465	$1,406,883
13	2062	26,650	1,396	5.26	0.147	0.495	0.953	0.984	2.680	$1,605,308	$439,469	$171,695	$102,338	$20,634	$2,339,444	$1,405,009
14	2063	27,329	1,442	5.47	0.153	0.514	0.990	1.023	2.783	$1,667,296	$456,439	$178,325	$106,290	$21,431	$2,429,781	$1,403,138
15	2064	28,026	1,489	5.68	0.159	0.534	1.028	1.062	2.891	$1,731,679	$474,064	$185,211	$110,395	$22,258	$2,523,606	$1,401,269

Shaded cell indicates the AADT is outside the limits

Total Present Value **$29,584,909**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Multilane Arterial
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Cross Ave	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	2.6%	Current Year =	2050	Project Opening Year =	2050
Minor Growth Rate =	2.7%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	19,700	Intersection =	Multilane - Int1	P	
Opening Year Minor AADT =	2,800	Crash Data Used =	No	1.101694915	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	2.8%	Possible Injury =	19.6%
Incapacitating =	9.0%	Property Damage Only =	49.9%
Non-Incapacitating =	18.7%	Segment Type =	Divided 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	19,700	2,800	5.89	0.165	0.531	1.102	1.155	2.941	$1,797,414	$471,121	$198,614	$120,100	$22,649	$2,609,898	$2,509,517
2	2051	20,202	2,875	6.09	0.171	0.548	1.140	1.194	3.041	$1,858,092	$487,025	$205,319	$124,154	$23,414	$2,698,004	$2,494,457
3	2052	20,718	2,952	6.30	0.176	0.567	1.178	1.235	3.143	$1,920,818	$503,466	$212,250	$128,346	$24,204	$2,789,085	$2,479,487
4	2053	21,246	3,031	6.51	0.182	0.586	1.218	1.276	3.250	$1,985,662	$520,463	$219,416	$132,678	$25,021	$2,883,241	$2,464,606
5	2054	21,788	3,112	6.73	0.188	0.606	1.259	1.319	3.359	$2,052,695	$538,033	$226,823	$137,157	$25,866	$2,980,575	$2,449,815
6	2055	22,343	3,196	6.96	0.195	0.626	1.301	1.364	3.473	$2,121,991	$556,196	$234,480	$141,788	$26,739	$3,081,194	$2,435,113
7	2056	22,913	3,282	7.19	0.201	0.647	1.345	1.410	3.590	$2,193,627	$574,972	$242,396	$146,574	$27,642	$3,185,211	$2,420,499
8	2057	23,497	3,369	7.44	0.208	0.669	1.391	1.458	3.711	$2,267,680	$594,383	$250,579	$151,522	$28,575	$3,292,739	$2,405,972
9	2058	24,096	3,460	7.69	0.215	0.692	1.438	1.507	3.836	$2,344,234	$614,448	$259,038	$156,637	$29,540	$3,403,897	$2,391,533
10	2059	24,711	3,552	7.95	0.223	0.715	1.486	1.558	3.966	$2,423,372	$635,191	$267,783	$161,925	$30,537	$3,518,808	$2,377,180
11	2060	25,341	3,648	8.22	0.230	0.739	1.536	1.610	4.100	$2,505,181	$656,634	$276,823	$167,392	$31,568	$3,637,597	$2,362,914
12	2061	25,987	3,745	8.49	0.238	0.764	1.588	1.665	4.238	$2,589,753	$678,801	$286,168	$173,043	$32,633	$3,760,397	$2,348,733
13	2062	26,650	3,846	8.78	0.246	0.790	1.642	1.721	4.381	$2,677,179	$701,716	$295,828	$178,884	$33,735	$3,887,343	$2,334,637
14	2063	27,329	3,949	9.08	0.254	0.817	1.697	1.779	4.529	$2,767,557	$725,405	$305,815	$184,923	$34,874	$4,018,574	$2,320,626
15	2064	28,026	4,055	9.38	0.263	0.844	1.755	1.839	4.682	$2,860,985	$749,894	$316,139	$191,166	$36,051	$4,154,235	$2,306,699

Shaded cell indicates the AADT is outside the limits

Total Present Value **$49,654,163**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Multilane Arterial
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at CR 760	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	2.5%	Current Year =	2050	Project Opening Year =	2050	Fatality =	2.8%	Possible Injury =	18.7%
Minor Growth Rate =	3.5%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.4%	Property Damage Only =	50.9%
Opening Year Major AADT =	18,200	Intersection =	Multilane - Int2			Non-Incapacitating =	18.1%	Segment Type =	Undivided 99.9%
Opening Year Minor AADT =	1,600	Crash Data Used =	No						

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	18,200	1,600	2.56	0.072	0.241	0.463	0.479	1.303	$780,806	$213,753	$83,511	$49,776	$10,036	$1,137,883	$1,094,118
2	2051	18,648	1,656	2.66	0.074	0.250	0.481	0.497	1.353	$810,600	$221,910	$86,697	$51,676	$10,419	$1,181,301	$1,092,180
3	2052	19,106	1,715	2.76	0.077	0.259	0.500	0.516	1.405	$841,530	$230,377	$90,005	$53,648	$10,817	$1,226,376	$1,090,244
4	2053	19,576	1,775	2.87	0.080	0.269	0.519	0.536	1.458	$873,640	$239,167	$93,440	$55,695	$11,229	$1,273,171	$1,088,312
5	2054	20,058	1,838	2.97	0.083	0.280	0.538	0.556	1.514	$906,976	$248,293	$97,005	$57,820	$11,658	$1,321,752	$1,086,384
6	2055	20,551	1,903	3.09	0.086	0.290	0.559	0.577	1.572	$941,583	$257,768	$100,707	$60,026	$12,103	$1,372,186	$1,084,459
7	2056	21,057	1,970	3.21	0.090	0.301	0.580	0.599	1.632	$977,511	$267,603	$104,549	$62,316	$12,564	$1,424,545	$1,082,537
8	2057	21,575	2,040	3.33	0.093	0.313	0.602	0.622	1.694	$1,014,810	$277,814	$108,539	$64,694	$13,044	$1,478,901	$1,080,618
9	2058	22,106	2,112	3.46	0.097	0.325	0.625	0.646	1.759	$1,053,532	$288,415	$112,680	$67,163	$13,542	$1,535,332	$1,078,704
10	2059	22,650	2,186	3.59	0.100	0.337	0.649	0.671	1.826	$1,093,732	$299,420	$116,980	$69,725	$14,058	$1,593,915	$1,076,792
11	2060	23,207	2,264	3.72	0.104	0.350	0.674	0.696	1.895	$1,135,466	$310,845	$121,443	$72,386	$14,595	$1,654,734	$1,074,884
12	2061	23,778	2,343	3.87	0.108	0.363	0.700	0.723	1.968	$1,178,792	$322,706	$126,077	$75,148	$15,152	$1,717,874	$1,072,979
13	2062	24,363	2,426	4.01	0.112	0.377	0.726	0.751	2.043	$1,223,771	$335,019	$130,888	$78,015	$15,730	$1,783,423	$1,071,078
14	2063	24,962	2,512	4.17	0.117	0.392	0.754	0.779	2.121	$1,270,467	$347,803	$135,882	$80,992	$16,330	$1,851,474	$1,069,180
15	2064	25,576	2,600	4.33	0.121	0.407	0.783	0.809	2.202	$1,318,944	$361,074	$141,067	$84,083	$16,953	$1,922,120	$1,067,285

Shaded cell indicates the AADT is outside the limits

Total Present Value **$22,573,865**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Multilane Arterial
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at NE Four Mile Grade	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	2.6%	Current Year =	2050	Project Opening Year =	2050	Fatality =	2.8%	Possible Injury =	19.6%
Minor Growth Rate =	2.8%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.0%	Property Damage Only =	49.9%
Opening Year Major AADT =	17,800	Intersection =	Multilane - Int1	P		Non-Incapacitating =	18.7%	Segment Type =	Divided 100.0%
Opening Year Minor AADT =	350	Crash Data Used =	No	1.101694915					

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	17,800	350	2.34	0.065	0.210	0.437	0.458	1.166	$712,409	$186,730	$78,721	$47,602	$8,977	$1,034,440	$994,653
2	2051	18,259	360	2.43	0.068	0.218	0.453	0.475	1.210	$739,468	$193,822	$81,711	$49,410	$9,318	$1,073,729	$992,723
3	2052	18,730	370	2.52	0.070	0.227	0.471	0.493	1.256	$767,554	$201,184	$84,815	$51,287	$9,672	$1,114,512	$990,797
4	2053	19,214	381	2.61	0.073	0.235	0.489	0.512	1.304	$796,707	$208,825	$88,036	$53,235	$10,039	$1,156,843	$988,874
5	2054	19,709	391	2.71	0.076	0.244	0.507	0.532	1.353	$826,968	$216,757	$91,380	$55,256	$10,421	$1,200,782	$986,955
6	2055	20,218	403	2.82	0.079	0.253	0.526	0.552	1.405	$858,378	$224,990	$94,851	$57,355	$10,816	$1,246,390	$985,040
7	2056	20,739	414	2.92	0.082	0.263	0.546	0.573	1.458	$890,980	$233,535	$98,453	$59,534	$11,227	$1,293,730	$983,128
8	2057	21,274	426	3.03	0.085	0.273	0.567	0.594	1.513	$924,821	$242,405	$102,193	$61,795	$11,654	$1,342,868	$981,220
9	2058	21,823	438	3.15	0.088	0.283	0.589	0.617	1.571	$959,948	$251,612	$106,074	$64,142	$12,096	$1,393,872	$979,316
10	2059	22,386	450	3.27	0.091	0.294	0.611	0.640	1.631	$996,408	$261,169	$110,103	$66,578	$12,556	$1,446,814	$977,416
11	2060	22,964	463	3.39	0.095	0.305	0.634	0.665	1.693	$1,034,254	$271,089	$114,285	$69,107	$13,033	$1,501,767	$975,519
12	2061	23,556	476	3.52	0.099	0.317	0.658	0.690	1.757	$1,073,536	$281,385	$118,626	$71,732	$13,528	$1,558,806	$973,626
13	2062	24,164	490	3.65	0.102	0.329	0.683	0.716	1.824	$1,114,311	$292,073	$123,131	$74,456	$14,041	$1,618,013	$971,737
14	2063	24,788	504	3.79	0.106	0.341	0.709	0.743	1.893	$1,156,635	$303,166	$127,808	$77,284	$14,575	$1,679,468	$969,851
15	2064	25,427	518	3.94	0.110	0.354	0.736	0.772	1.965	$1,200,566	$314,681	$132,663	$80,220	$15,128	$1,743,257	$967,969

Shaded cell indicates the AADT is outside the limits

Total Present Value **$20,487,316**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Multilane Arterial
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Florida Corrections	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	2.6%	Current Year =	2050	Project Opening Year =	2050
Minor Growth Rate =	2.6%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	17,800	Intersection =	Multilane - Int2		
Opening Year Minor AADT =	2,400	Crash Data Used =	No		

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	2.8%	Possible Injury =	18.7%
Incapacitating =	9.4%	Property Damage Only =	50.9%
Non-Incapacitating =	18.1%	Segment Type =	Undivided 99.9%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	17,800	2,400	3.68	0.103	0.346	0.666	0.688	1.873	$1,122,172	$307,206	$120,021	$71,538	$14,424	$1,635,361	$1,572,463
2	2051	18,259	2,461	3.82	0.107	0.359	0.691	0.714	1.943	$1,164,018	$318,661	$124,497	$74,206	$14,962	$1,696,344	$1,568,366
3	2052	18,730	2,524	3.96	0.111	0.372	0.717	0.740	2.016	$1,207,425	$330,544	$129,140	$76,973	$15,520	$1,759,602	$1,564,279
4	2053	19,214	2,588	4.11	0.115	0.386	0.743	0.768	2.091	$1,252,450	$342,870	$133,955	$79,844	$16,098	$1,825,218	$1,560,204
5	2054	19,709	2,654	4.26	0.119	0.401	0.771	0.797	2.169	$1,299,154	$355,656	$138,950	$82,821	$16,699	$1,893,280	$1,556,139
6	2055	20,218	2,722	4.42	0.124	0.415	0.800	0.826	2.250	$1,347,600	$368,919	$144,132	$85,909	$17,321	$1,963,881	$1,552,084
7	2056	20,739	2,791	4.58	0.128	0.431	0.830	0.857	2.333	$1,397,852	$382,676	$149,507	$89,113	$17,967	$2,037,115	$1,548,040
8	2057	21,274	2,863	4.76	0.133	0.447	0.861	0.889	2.420	$1,449,979	$396,946	$155,082	$92,436	$18,637	$2,113,080	$1,544,007
9	2058	21,823	2,936	4.93	0.138	0.464	0.893	0.922	2.511	$1,504,049	$411,748	$160,865	$95,883	$19,332	$2,191,877	$1,539,984
10	2059	22,386	3,010	5.12	0.143	0.481	0.926	0.957	2.604	$1,560,135	$427,102	$166,864	$99,459	$20,053	$2,273,613	$1,535,971
11	2060	22,964	3,087	5.31	0.149	0.499	0.961	0.992	2.701	$1,618,313	$443,029	$173,086	$103,167	$20,801	$2,358,396	$1,531,969
12	2061	23,556	3,166	5.51	0.154	0.517	0.996	1.029	2.802	$1,678,660	$459,550	$179,540	$107,015	$21,577	$2,446,341	$1,527,978
13	2062	24,164	3,247	5.71	0.160	0.537	1.034	1.068	2.907	$1,741,258	$476,686	$186,235	$111,005	$22,381	$2,537,566	$1,523,996
14	2063	24,788	3,329	5.92	0.166	0.557	1.072	1.108	3.015	$1,806,190	$494,462	$193,180	$115,145	$23,216	$2,632,193	$1,520,026
15	2064	25,427	3,414	6.14	0.172	0.578	1.112	1.149	3.127	$1,873,543	$512,901	$200,384	$119,438	$24,082	$2,730,348	$1,516,065

Shaded cell indicates the AADT is outside the limits

Total Present Value **$32,175,368**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Multilane Arterial
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Blue Head St	County:	Highlands
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	2.6%	Current Year =	2050	Project Opening Year =	2050
Minor Growth Rate =	0.0%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	16,900	Intersection =	Multilane - Int1	P	
Opening Year Minor AADT =	100	Crash Data Used =	No	1.101694915	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	2.8%	Possible Injury =	19.6%
Incapacitating =	9.0%	Property Damage Only =	49.9%
Non-Incapacitating =	18.7%	Segment Type =	Divided 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	16,900	100	2.24	0.063	0.201	0.418	0.438	1.116	$682,116	$178,790	$75,374	$45,578	$8,595	$990,453	$952,359
2	2051	17,341	100	2.29	0.064	0.206	0.428	0.448	1.141	$697,184	$182,739	$77,039	$46,585	$8,785	$1,012,332	$935,958
3	2052	17,794	100	2.34	0.065	0.210	0.437	0.458	1.166	$712,584	$186,776	$78,741	$47,614	$8,979	$1,034,693	$919,839
4	2053	18,258	100	2.39	0.067	0.215	0.447	0.468	1.192	$728,325	$190,901	$80,480	$48,665	$9,178	$1,057,549	$903,997
5	2054	18,735	100	2.44	0.068	0.220	0.457	0.479	1.218	$744,413	$195,118	$82,258	$49,740	$9,380	$1,080,910	$888,429
6	2055	19,224	100	2.50	0.070	0.225	0.467	0.489	1.245	$760,857	$199,428	$84,075	$50,839	$9,588	$1,104,786	$873,129
7	2056	19,725	100	2.55	0.071	0.230	0.477	0.500	1.273	$777,663	$203,834	$85,932	$51,962	$9,799	$1,129,190	$858,092
8	2057	20,240	100	2.61	0.073	0.235	0.487	0.511	1.301	$794,841	$208,336	$87,830	$53,110	$10,016	$1,154,133	$843,314
9	2058	20,768	100	2.66	0.075	0.240	0.498	0.522	1.329	$812,399	$212,938	$89,770	$54,283	$10,237	$1,179,627	$828,790
10	2059	21,311	100	2.72	0.076	0.245	0.509	0.534	1.359	$830,344	$217,642	$91,753	$55,482	$10,463	$1,205,684	$814,517
11	2060	21,867	100	2.78	0.078	0.250	0.520	0.546	1.389	$848,686	$222,449	$93,780	$56,708	$10,694	$1,232,317	$800,490
12	2061	22,437	100	2.84	0.080	0.256	0.532	0.558	1.420	$867,433	$227,363	$95,851	$57,960	$10,931	$1,259,538	$786,704
13	2062	23,023	100	2.91	0.081	0.262	0.544	0.570	1.451	$886,594	$232,385	$97,969	$59,241	$11,172	$1,287,361	$773,155
14	2063	23,624	100	2.97	0.083	0.267	0.556	0.582	1.483	$906,178	$237,519	$100,133	$60,549	$11,419	$1,315,798	$759,840
15	2064	24,241	100	3.04	0.085	0.273	0.568	0.595	1.516	$926,195	$242,765	$102,345	$61,887	$11,671	$1,344,863	$746,755

Shaded cell indicates the AADT is outside the limits

Total Present Value **$16,903,445**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Multilane Arterial
Build Alternative

General Information				Site Information	
Analyst:	HNTB	**Date:**	1/30/2025	**Roadway:**	SR 70
Agency or Company:				**Jurisdiction:**	Desoto
				Roadway Section:	Ford Dealer to Desoto/Highlands County Line

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Growth Rate =	2.7%	**Current Year =**	2050	**Project Opening Year =**	2050	**Fatality =**	2.8%	**Possible Injury =**	19.6%
Opening Year AADT =	23,500	**Rate of Return =**	4.0%	**Analysis Period =**	21	**Incapacitating =**	9.0%	**Property Damage Only =**	49.9%
Segment Length =	15.86	**Segment Type =**	Divided	P		**Non-Incapacitating =**	18.7%		100.0%
Crash Data Used =	No	**Segment =**	Divided Multilane - DSeg1	1.153881642					

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	23,500	52.7	1.475	4.740	9.849	10.323	26.281	$16,059,251	$4,209,297	$1,774,547	$1,073,050	$202,363	$23,318,508	$22,421,642
2	2051	24,125	54.1	1.516	4.872	10.124	10.611	27.015	$16,507,649	$4,326,826	$1,824,095	$1,103,011	$208,013	$23,969,594	$22,161,237
3	2052	24,767	55.6	1.558	5.008	10.406	10.907	27.769	$16,968,566	$4,447,637	$1,875,027	$1,133,809	$213,821	$24,638,860	$21,903,857
4	2053	25,426	57.2	1.602	5.148	10.697	11.212	28.544	$17,442,353	$4,571,822	$1,927,380	$1,165,466	$219,791	$25,326,812	$21,649,465
5	2054	26,102	58.8	1.646	5.292	10.996	11.525	29.341	$17,929,368	$4,699,474	$1,981,195	$1,198,008	$225,928	$26,033,973	$21,398,028
6	2055	26,796	60.4	1.692	5.440	11.303	11.847	30.161	$18,429,982	$4,830,690	$2,036,513	$1,231,458	$232,236	$26,760,879	$21,149,511
7	2056	27,509	62.1	1.740	5.592	11.618	12.177	31.003	$18,944,573	$4,965,569	$2,093,375	$1,265,842	$238,721	$27,508,081	$20,903,881
8	2057	28,241	63.9	1.788	5.748	11.943	12.517	31.868	$19,473,533	$5,104,215	$2,151,825	$1,301,186	$245,386	$28,276,146	$20,661,103
9	2058	28,992	65.6	1.838	5.908	12.276	12.867	32.758	$20,017,262	$5,246,732	$2,211,907	$1,337,517	$252,238	$29,065,656	$20,421,145
10	2059	29,763	67.5	1.889	6.073	12.619	13.226	33.673	$20,576,173	$5,393,229	$2,273,667	$1,374,862	$259,281	$29,877,211	$20,183,973
11	2060	30,555	69.4	1.942	6.243	12.971	13.595	34.613	$21,150,689	$5,543,815	$2,337,151	$1,413,251	$266,520	$30,711,426	$19,949,557
12	2061	31,368	71.3	1.996	6.417	13.333	13.975	35.579	$21,741,246	$5,698,607	$2,402,408	$1,452,711	$273,962	$31,568,933	$19,717,862
13	2062	32,202	73.3	2.052	6.596	13.706	14.365	36.573	$22,348,293	$5,857,720	$2,469,486	$1,493,272	$281,611	$32,450,383	$19,488,859
14	2063	33,059	75.3	2.109	6.780	14.088	14.766	37.594	$22,972,289	$6,021,276	$2,538,438	$1,534,967	$289,474	$33,356,444	$19,262,515
15	2064	33,938	77.4	2.168	6.970	14.482	15.179	38.644	$23,613,709	$6,189,398	$2,609,315	$1,577,825	$297,557	$34,287,804	$19,038,800

Shaded cell indicates the AADT is outside the limits

Total Present Value **$419,989,629**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HNTB	1/28/2025		SR 70 at SR 31		Desoto	
Agency or Company:	HNTB			City:		M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	1.5%	Current Year =	2050	Project Opening Year =	2050		
Minor Growth Rate =	2.4%	Rate of Return =	4.0%	Analysis Period =	21		
Opening Year Major AADT =	37,500	Intersection Type =	4SG				
Opening Year Minor AADT =	23,500	Intersection =	Intersection1	P	Analyze		
		Crash Data Used =	No				

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.9%	Possible Injury =	22.4%
Incapacitating =	5.0%	Property Damage Only =	56.7%
Non-Incapacitating =	15.0%	Segment Type =	2U 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	37,500	23,500	18.19	0.164	0.910	2.729	4.075	10.315	$1,782,955	$807,733	$491,663	$423,587	$79,423	$3,585,360	$3,447,461
2	2051	38,078	24,066	18.59	0.167	0.929	2.788	4.164	10.539	$1,821,823	$825,341	$502,382	$432,821	$81,154	$3,663,520	$3,387,131
3	2052	38,664	24,646	18.99	0.171	0.950	2.849	4.255	10.769	$1,861,541	$843,335	$513,334	$442,257	$82,923	$3,743,390	$3,327,860
4	2053	39,259	25,240	19.41	0.175	0.970	2.911	4.347	11.004	$1,902,128	$861,721	$524,526	$451,899	$84,731	$3,825,006	$3,269,631
5	2054	39,864	25,849	19.83	0.178	0.992	2.975	4.442	11.244	$1,943,601	$880,510	$535,963	$461,753	$86,579	$3,908,406	$3,212,425
6	2055	40,478	26,472	20.26	0.182	1.013	3.039	4.539	11.489	$1,985,982	$899,710	$547,650	$471,821	$88,466	$3,993,630	$3,156,224
7	2056	41,101	27,110	20.70	0.186	1.035	3.106	4.638	11.740	$2,029,290	$919,330	$559,592	$482,110	$90,396	$4,080,717	$3,101,010
8	2057	41,734	27,763	21.16	0.190	1.058	3.173	4.739	11.996	$2,073,544	$939,378	$571,796	$492,624	$92,367	$4,169,709	$3,046,766
9	2058	42,377	28,432	21.62	0.195	1.081	3.243	4.842	12.257	$2,118,767	$959,866	$584,266	$503,368	$94,381	$4,260,647	$2,993,474
10	2059	43,029	29,117	22.09	0.199	1.104	3.313	4.948	12.525	$2,164,978	$980,801	$597,009	$514,346	$96,440	$4,353,574	$2,941,119
11	2060	43,692	29,819	22.57	0.203	1.129	3.386	5.056	12.798	$2,212,200	$1,002,194	$610,031	$525,565	$98,543	$4,448,534	$2,889,683
12	2061	44,365	30,538	23.06	0.208	1.153	3.460	5.166	13.077	$2,260,455	$1,024,055	$623,338	$537,029	$100,693	$4,545,570	$2,839,150
13	2062	45,048	31,273	23.57	0.212	1.178	3.535	5.279	13.362	$2,309,766	$1,046,394	$636,935	$548,744	$102,890	$4,644,729	$2,789,504
14	2063	45,742	32,027	24.08	0.217	1.204	3.612	5.394	13.654	$2,360,155	$1,069,222	$650,831	$560,716	$105,134	$4,746,057	$2,740,730
15	2064	46,446	32,799	24.61	0.221	1.230	3.691	5.512	13.952	$2,411,646	$1,092,549	$665,030	$572,949	$107,428	$4,849,602	$2,692,812
16	2065	47,162	33,589	25.14	0.226	1.257	3.771	5.632	14.256	$2,464,264	$1,116,386	$679,540	$585,449	$109,772	$4,955,412	$2,645,735
17	2066	47,888	34,399	25.69	0.231	1.285	3.854	5.755	14.567	$2,518,033	$1,140,745	$694,367	$598,224	$112,167	$5,063,536	$2,599,484
18	2067	48,625	35,228	26.25	0.236	1.313	3.938	5.880	14.885	$2,572,979	$1,165,637	$709,518	$611,277	$114,615	$5,174,026	$2,554,045
19	2068	49,374	36,077	26.83	0.241	1.341	4.024	6.009	15.210	$2,629,126	$1,191,074	$725,001	$624,617	$117,116	$5,286,934	$2,509,403
20	2069	50,135	36,946	27.41	0.247	1.371	4.112	6.140	15.542	$2,686,502	$1,217,067	$740,823	$638,248	$119,671	$5,402,312	$2,465,545
21	2070	50,907	37,837	28.01	0.252	1.400	4.201	6.274	15.881	$2,745,134	$1,243,629	$756,991	$652,177	$122,283	$5,520,214	$2,422,455
															Total Present Value	**$61,031,645**

Shaded cell indicates the AADT is outside the limits

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
Build Alternative

General Information				Site Information		
Analyst:	HNTB	1/28/2025		SR 70 at Siesta Blvd		Desoto
Agency or Company:	HNTB			City:	M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	2.2%	Current Year =	2050	Project Opening Year =	2050		
Minor Growth Rate =	2.7%	Rate of Return =	4.0%	Analysis Period =	21		
Opening Year Major AADT =	29,000	Intersection Type =	4SG				
Opening Year Minor AADT =	11,200	Intersection =	Intersection2	P	Analyze		
		Crash Data Used =	No	0.1			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.9%	Possible Injury =	22.4%
Incapacitating =	5.0%	Property Damage Only =	56.7%
Non-Incapacitating =	15.0%	Segment Type = 2U	100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	29,000	11,200	12.49	0.112	0.624	1.873	2.798	7.082	$1,224,126	$554,566	$337,562	$290,823	$54,529	$2,461,607	$2,366,929
2	2051	29,626	11,505	12.85	0.116	0.643	1.928	2.879	7.287	$1,259,538	$570,609	$347,327	$299,236	$56,107	$2,532,816	$2,341,731
3	2052	30,266	11,818	13.22	0.119	0.661	1.983	2.962	7.497	$1,295,980	$587,118	$357,376	$307,893	$57,730	$2,606,098	$2,316,812
4	2053	30,920	12,139	13.61	0.122	0.680	2.041	3.048	7.714	$1,333,483	$604,108	$367,718	$316,803	$59,401	$2,681,513	$2,292,169
5	2054	31,588	12,469	14.00	0.126	0.700	2.100	3.136	7.938	$1,372,078	$621,593	$378,361	$325,973	$61,120	$2,759,125	$2,267,799
6	2055	32,270	12,808	14.40	0.130	0.720	2.161	3.227	8.167	$1,411,797	$639,587	$389,314	$335,409	$62,889	$2,838,996	$2,243,700
7	2056	32,967	13,157	14.82	0.133	0.741	2.223	3.320	8.404	$1,452,673	$658,105	$400,586	$345,120	$64,710	$2,921,193	$2,219,866
8	2057	33,679	13,515	15.25	0.137	0.763	2.288	3.416	8.647	$1,494,739	$677,162	$412,186	$355,114	$66,584	$3,005,784	$2,196,297
9	2058	34,407	13,882	15.69	0.141	0.785	2.354	3.515	8.898	$1,538,030	$696,774	$424,123	$365,399	$68,512	$3,092,839	$2,172,987
10	2059	35,150	14,260	16.15	0.145	0.807	2.422	3.617	9.155	$1,582,582	$716,958	$436,409	$375,983	$70,497	$3,182,429	$2,149,935
11	2060	35,909	14,648	16.61	0.150	0.831	2.492	3.722	9.421	$1,628,432	$737,729	$449,053	$386,876	$72,539	$3,274,630	$2,127,137
12	2061	36,685	15,046	17.10	0.154	0.855	2.564	3.830	9.694	$1,675,619	$759,106	$462,065	$398,086	$74,641	$3,369,517	$2,104,590
13	2062	37,477	15,455	17.59	0.158	0.880	2.639	3.941	9.975	$1,724,179	$781,106	$475,456	$409,623	$76,804	$3,467,168	$2,082,291
14	2063	38,287	15,876	18.10	0.163	0.905	2.715	4.055	10.264	$1,774,155	$803,746	$489,237	$421,496	$79,031	$3,567,665	$2,060,238
15	2064	39,114	16,308	18.63	0.168	0.931	2.794	4.172	10.561	$1,825,588	$827,047	$503,420	$433,715	$81,322	$3,671,091	$2,038,427
16	2065	39,959	16,751	19.17	0.172	0.958	2.875	4.293	10.867	$1,878,519	$851,026	$518,016	$446,291	$83,680	$3,777,532	$2,016,855
17	2066	40,822	17,207	19.72	0.178	0.986	2.958	4.418	11.183	$1,932,994	$875,705	$533,038	$459,232	$86,106	$3,887,075	$1,995,520
18	2067	41,704	17,675	20.29	0.183	1.015	3.044	4.546	11.507	$1,989,056	$901,103	$548,497	$472,552	$88,603	$3,999,811	$1,974,419
19	2068	42,604	18,156	20.88	0.188	1.044	3.132	4.678	11.841	$2,046,753	$927,241	$564,408	$486,259	$91,174	$4,115,834	$1,953,549
20	2069	43,525	18,649	21.49	0.193	1.074	3.223	4.814	12.184	$2,106,132	$954,142	$580,782	$500,366	$93,819	$4,235,240	$1,932,908
21	2070	44,465	19,157	22.11	0.199	1.106	3.317	4.953	12.538	$2,167,242	$981,826	$597,633	$514,884	$96,541	$4,358,127	$1,912,493
	Shaded cell indicates the AADT is outside the limits													Total Present Value		$44,766,653

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Divided
Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/28/2025	Location ID:	SR 70 from SR 31 to Siesta Blvd	County:	Desoto
Agency or Company:		HNTB		City:		M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	2.2%	Current Year =	2050	Project Opening Year =	2050		
Opening Year AADT =	29,000	Rate of Return =	4.0%	Analysis Period =	21		
Segment Length =	0.22	Segment Type =	4D	P	Analyze		
Crash Data Used =	No	Segment =	Segment1	0.4036024			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.8%	Possible Injury =	23.4%
Incapacitating =	4.6%	Property Damage Only =	57.1%
Non-Incapacitating =	14.2%		100.1%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	29,000	2.4	0.020	0.112	0.346	0.571	1.392	$212,414	$99,598	$62,382	$59,307	$10,720	$444,422	$427,329
2	2051	29,626	2.5	0.020	0.115	0.355	0.586	1.429	$218,072	$102,251	$64,044	$60,887	$11,005	$456,258	$421,836
3	2052	30,266	2.6	0.021	0.118	0.365	0.601	1.467	$223,888	$104,978	$65,752	$62,511	$11,299	$468,427	$416,430
4	2053	30,920	2.6	0.021	0.121	0.375	0.617	1.507	$229,868	$107,782	$67,508	$64,180	$11,601	$480,940	$411,109
5	2054	31,588	2.7	0.022	0.125	0.385	0.634	1.547	$236,018	$110,665	$69,314	$65,897	$11,911	$493,806	$405,872
6	2055	32,270	2.8	0.022	0.128	0.395	0.651	1.588	$242,340	$113,630	$71,171	$67,663	$12,230	$507,034	$400,717
7	2056	32,967	2.9	0.023	0.131	0.406	0.668	1.631	$248,842	$116,679	$73,080	$69,478	$12,558	$520,637	$395,641
8	2057	33,679	2.9	0.023	0.135	0.416	0.686	1.675	$255,527	$119,813	$75,044	$71,344	$12,896	$534,624	$390,644
9	2058	34,407	3.0	0.024	0.139	0.428	0.705	1.720	$262,401	$123,036	$77,062	$73,264	$13,243	$549,006	$385,724
10	2059	35,150	3.1	0.025	0.142	0.439	0.724	1.766	$269,470	$126,351	$79,138	$75,237	$13,599	$563,796	$380,880
11	2060	35,909	3.2	0.025	0.146	0.451	0.743	1.814	$276,739	$129,759	$81,273	$77,267	$13,966	$579,004	$376,110
12	2061	36,685	3.3	0.026	0.150	0.463	0.763	1.863	$284,213	$133,264	$83,468	$79,354	$14,343	$594,643	$371,412
13	2062	37,477	3.4	0.027	0.154	0.476	0.784	1.913	$291,900	$136,868	$85,726	$81,500	$14,731	$610,725	$366,786
14	2063	38,287	3.4	0.028	0.158	0.489	0.805	1.965	$299,805	$140,574	$88,047	$83,707	$15,130	$627,263	$362,229
15	2064	39,114	3.5	0.028	0.163	0.502	0.827	2.018	$307,934	$144,386	$90,434	$85,976	$15,541	$644,271	$357,741
16	2065	39,959	3.6	0.029	0.167	0.516	0.850	2.073	$316,293	$148,306	$92,890	$88,311	$15,962	$661,761	$353,320
17	2066	40,822	3.7	0.030	0.172	0.530	0.873	2.129	$324,890	$152,337	$95,414	$90,711	$16,396	$679,748	$348,965
18	2067	41,704	3.8	0.031	0.176	0.544	0.896	2.187	$333,732	$156,482	$98,011	$93,179	$16,842	$698,247	$344,674
19	2068	42,604	3.9	0.031	0.181	0.559	0.921	2.247	$342,825	$160,746	$100,681	$95,718	$17,301	$717,271	$340,447
20	2069	43,525	4.0	0.032	0.186	0.574	0.946	2.308	$352,176	$165,131	$103,428	$98,329	$17,773	$736,837	$336,283
21	2070	44,465	4.2	0.033	0.191	0.590	0.972	2.371	$361,794	$169,640	$106,252	$101,014	$18,259	$756,959	$332,179

Shaded cell indicates the AADT is outside the limits

Total Present Value **$7,926,328**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Divided
Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HNTB	Date:	1/28/2025	Location ID:	SR 70 from Siesta Blvd to Ford Dealer	County:	Desoto
Agency or Company:	HNTB			City:		M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	2.7%	Current Year =	2050	Project Opening Year =	2050
Opening Year AADT =	23,500	Rate of Return =	4.0%	Analysis Period =	21
Segment Length =	0.38	Segment Type =	4D		
Crash Data Used =	No	Segment =	Segment2		Analyze

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.8%	Possible Injury =	23.4%
Incapacitating =	4.6%	Property Damage Only =	57.1%
Non-Incapacitating =	14.2%		100.1%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	23,500	3.7	0.029	0.169	0.522	0.860	2.099	$320,248	$150,160	$94,051	$89,415	$16,162	$670,035	$644,265
2	2051	24,125	3.8	0.030	0.175	0.539	0.888	2.167	$330,578	$155,004	$97,085	$92,299	$16,683	$691,650	$639,469
3	2052	24,767	3.9	0.031	0.180	0.556	0.917	2.237	$341,265	$160,014	$100,223	$95,283	$17,223	$714,008	$634,750
4	2053	25,426	4.0	0.032	0.186	0.574	0.946	2.309	$352,319	$165,198	$103,470	$98,369	$17,781	$737,137	$630,108
5	2054	26,102	4.2	0.033	0.192	0.593	0.977	2.384	$363,755	$170,560	$106,828	$101,562	$18,358	$761,064	$625,539
6	2055	26,796	4.3	0.034	0.198	0.612	1.009	2.462	$375,586	$176,107	$110,303	$104,865	$18,955	$785,816	$621,042
7	2056	27,509	4.5	0.036	0.205	0.632	1.042	2.542	$387,826	$181,846	$113,897	$108,283	$19,572	$811,424	$616,616
8	2057	28,241	4.6	0.037	0.211	0.653	1.076	2.625	$400,489	$187,784	$117,616	$111,818	$20,212	$837,918	$612,259
9	2058	28,992	4.7	0.038	0.218	0.674	1.111	2.711	$413,590	$193,927	$121,464	$115,476	$20,873	$865,329	$607,968
10	2059	29,763	4.9	0.039	0.226	0.696	1.147	2.800	$427,144	$200,282	$125,445	$119,261	$21,557	$893,689	$603,744
11	2060	30,555	5.1	0.041	0.233	0.719	1.185	2.892	$441,169	$206,858	$129,563	$123,176	$22,265	$923,032	$599,584
12	2061	31,368	5.2	0.042	0.241	0.743	1.224	2.987	$455,680	$213,662	$133,825	$127,228	$22,997	$953,393	$595,486
13	2062	32,202	5.4	0.043	0.249	0.767	1.264	3.085	$470,695	$220,703	$138,235	$131,420	$23,755	$984,808	$591,450
14	2063	33,059	5.6	0.045	0.257	0.793	1.306	3.187	$486,232	$227,988	$142,798	$135,758	$24,539	$1,017,314	$587,474
15	2064	33,938	5.8	0.046	0.265	0.819	1.349	3.292	$502,309	$235,526	$147,519	$140,247	$25,350	$1,050,951	$583,556
16	2065	34,841	6.0	0.048	0.274	0.846	1.394	3.401	$518,945	$243,326	$152,405	$144,892	$26,190	$1,085,758	$579,695
17	2066	35,767	6.2	0.049	0.283	0.874	1.440	3.514	$536,161	$251,399	$157,461	$149,699	$27,059	$1,121,777	$575,890
18	2067	36,719	6.4	0.051	0.293	0.903	1.488	3.631	$553,976	$259,752	$162,693	$154,673	$27,958	$1,159,051	$572,140
19	2068	37,696	6.6	0.053	0.302	0.933	1.537	3.752	$572,413	$268,397	$168,107	$159,820	$28,888	$1,197,625	$568,444
20	2069	38,698	6.8	0.054	0.312	0.964	1.589	3.877	$591,493	$277,343	$173,711	$165,147	$29,851	$1,237,545	$564,799
21	2070	39,728	7.0	0.056	0.323	0.996	1.642	4.006	$611,239	$286,601	$179,510	$170,661	$30,847	$1,278,858	$561,206

Shaded cell indicates the AADT is outside the limits

Total Present Value **$12,615,484**

State of Florida Department of Transportation

Present Worth Analysis
Rural Two Lane Road
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Tobys RV	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	1.7%	Current Year =	2050	Project Opening Year =	2050	Fatality =	2.8%	Possible Injury =	18.7%
Minor Growth Rate =	2.2%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.4%	Property Damage Only =	50.9%
Current Year Major AADT =	17,800	Intersection =	Intersection1			Non-Incapacitating =	18.1%		99.9%
Current Year Minor AADT =	1,700	Crash Data Used =	No	10					

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	17,800	1,700	2.79	0.078	0.262	0.504	0.521	1.418	$849,737	$232,624	$90,883	$54,171	$10,922	$1,238,336	$1,190,708
2	2051	18,110	1,737	2.86	0.080	0.268	0.517	0.534	1.453	$870,630	$238,343	$93,118	$55,503	$11,191	$1,268,785	$1,173,063
3	2052	18,425	1,776	2.93	0.082	0.275	0.530	0.547	1.489	$892,037	$244,204	$95,407	$56,867	$11,466	$1,299,982	$1,155,679
4	2053	18,745	1,815	3.00	0.084	0.282	0.543	0.561	1.526	$913,971	$250,209	$97,753	$58,266	$11,748	$1,331,947	$1,138,553
5	2054	19,072	1,855	3.07	0.086	0.289	0.556	0.574	1.563	$936,444	$256,361	$100,157	$59,698	$12,037	$1,364,697	$1,121,681
6	2055	19,403	1,895	3.15	0.088	0.296	0.570	0.588	1.602	$959,470	$262,664	$102,620	$61,166	$12,333	$1,398,253	$1,105,059
7	2056	19,741	1,937	3.22	0.090	0.303	0.584	0.603	1.641	$983,062	$269,123	$105,143	$62,670	$12,636	$1,432,633	$1,088,684
8	2057	20,085	1,980	3.30	0.092	0.311	0.598	0.618	1.681	$1,007,233	$275,740	$107,728	$64,211	$12,947	$1,467,859	$1,072,550
9	2058	20,434	2,023	3.38	0.095	0.318	0.613	0.633	1.723	$1,032,000	$282,520	$110,377	$65,790	$13,265	$1,503,952	$1,056,656
10	2059	20,790	2,068	3.47	0.097	0.326	0.628	0.648	1.765	$1,057,375	$289,467	$113,091	$67,408	$13,591	$1,540,931	$1,040,998
11	2060	21,151	2,113	3.55	0.099	0.334	0.643	0.664	1.808	$1,083,374	$296,584	$115,872	$69,065	$13,925	$1,578,820	$1,025,571
12	2061	21,519	2,160	3.64	0.102	0.342	0.659	0.681	1.853	$1,110,012	$303,877	$118,721	$70,763	$14,268	$1,617,641	$1,010,374
13	2062	21,894	2,207	3.73	0.104	0.351	0.675	0.697	1.898	$1,137,306	$311,348	$121,640	$72,503	$14,618	$1,657,416	$995,401
14	2063	22,275	2,256	3.82	0.107	0.359	0.692	0.715	1.945	$1,165,270	$319,004	$124,631	$74,286	$14,978	$1,698,169	$980,650
15	2064	22,662	2,305	3.92	0.110	0.368	0.709	0.732	1.993	$1,193,922	$326,848	$127,695	$76,113	$15,346	$1,739,924	$966,118

Shaded cell indicates the AADT is outside the limits

Total Present Value **$21,625,118**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Two Lane Road
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Townsend Ave	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	1.7%	Current Year =	2050	Project Opening Year =	2050	Fatality =	2.8%	Possible Injury =	18.7%
Minor Growth Rate =	2.7%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.4%	Property Damage Only =	50.9%
Current Year Major AADT =	16,400	Intersection =	Intersection2		E	Non-Incapacitating =	18.1%		99.9%
Current Year Minor AADT =	600	Crash Data Used =	No		0.362551902				

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	16,400	600	3.26	0.091	0.306	0.589	0.609	1.657	$992,811	$271,792	$106,186	$63,292	$12,761	$1,446,842	$1,391,194
2	2051	16,679	616	3.34	0.094	0.314	0.605	0.625	1.702	$1,019,488	$279,095	$109,039	$64,992	$13,104	$1,485,718	$1,373,630
3	2052	16,962	633	3.43	0.096	0.323	0.621	0.642	1.748	$1,046,881	$286,594	$111,969	$66,739	$13,456	$1,525,638	$1,356,287
4	2053	17,251	650	3.53	0.099	0.331	0.638	0.659	1.795	$1,075,010	$294,294	$114,977	$68,532	$13,818	$1,566,631	$1,339,163
5	2054	17,544	668	3.62	0.101	0.340	0.655	0.677	1.843	$1,103,895	$302,202	$118,067	$70,373	$14,189	$1,608,726	$1,322,255
6	2055	17,842	686	3.72	0.104	0.349	0.673	0.695	1.892	$1,133,556	$310,322	$121,239	$72,264	$14,570	$1,651,951	$1,305,561
7	2056	18,146	705	3.82	0.107	0.359	0.691	0.714	1.943	$1,164,014	$318,660	$124,497	$74,206	$14,962	$1,696,338	$1,289,078
8	2057	18,454	724	3.92	0.110	0.368	0.710	0.733	1.995	$1,195,290	$327,222	$127,842	$76,200	$15,364	$1,741,918	$1,272,802
9	2058	18,768	744	4.03	0.113	0.378	0.729	0.753	2.049	$1,227,407	$336,015	$131,277	$78,247	$15,777	$1,788,722	$1,256,732
10	2059	19,087	765	4.13	0.116	0.389	0.748	0.773	2.104	$1,260,387	$345,043	$134,804	$80,350	$16,200	$1,836,784	$1,240,865
11	2060	19,411	785	4.24	0.119	0.399	0.768	0.794	2.160	$1,294,253	$354,314	$138,426	$82,509	$16,636	$1,886,137	$1,225,199
12	2061	19,741	807	4.36	0.122	0.410	0.789	0.815	2.219	$1,329,028	$363,834	$142,146	$84,726	$17,083	$1,936,817	$1,209,730
13	2062	20,077	829	4.48	0.125	0.421	0.810	0.837	2.278	$1,364,739	$373,610	$145,965	$87,002	$17,542	$1,988,858	$1,194,457
14	2063	20,418	852	4.60	0.129	0.432	0.832	0.859	2.339	$1,401,408	$383,649	$149,887	$89,340	$18,013	$2,042,297	$1,179,376
15	2064	20,765	875	4.72	0.132	0.444	0.854	0.883	2.402	$1,439,063	$393,958	$153,914	$91,740	$18,497	$2,097,173	$1,164,486

Shaded cell indicates the AADT is outside the limits

Total Present Value **$25,805,395**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$

2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Two Lane Road
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Hansel Ave	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	1.7%	Current Year =	2050	Project Opening Year =	2050	Fatality =	2.8%	Possible Injury =	18.7%
Minor Growth Rate =	2.8%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.4%	Property Damage Only =	50.9%
Current Year Major AADT =	16,200	Intersection =	Intersection1			Non-Incapacitating =	18.1%		99.9%
Current Year Minor AADT =	2,000	Crash Data Used =	No	10					

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	16,200	2,000	4.91	0.137	0.461	0.889	0.918	2.499	$1,496,905	$409,792	$160,101	$95,428	$19,241	$2,181,466	$2,097,563
2	2051	16,472	2,056	5.04	0.141	0.474	0.913	0.943	2.567	$1,537,719	$420,966	$164,466	$98,030	$19,765	$2,240,946	$2,071,880
3	2052	16,749	2,114	5.18	0.145	0.487	0.938	0.969	2.637	$1,579,647	$432,444	$168,950	$100,702	$20,304	$2,302,047	$2,046,512
4	2053	17,030	2,173	5.32	0.149	0.500	0.963	0.995	2.709	$1,622,717	$444,235	$173,557	$103,448	$20,858	$2,364,815	$2,021,454
5	2054	17,316	2,234	5.47	0.153	0.514	0.990	1.022	2.783	$1,666,962	$456,347	$178,289	$106,269	$21,426	$2,429,294	$1,996,702
6	2055	17,607	2,297	5.62	0.157	0.528	1.016	1.050	2.859	$1,712,413	$468,790	$183,150	$109,166	$22,011	$2,495,531	$1,972,254
7	2056	17,903	2,362	5.77	0.162	0.542	1.044	1.079	2.936	$1,759,104	$481,572	$188,144	$112,143	$22,611	$2,563,574	$1,948,105
8	2057	18,204	2,428	5.93	0.166	0.557	1.073	1.108	3.017	$1,807,068	$494,702	$193,274	$115,201	$23,227	$2,633,472	$1,924,252
9	2058	18,510	2,496	6.09	0.170	0.572	1.102	1.138	3.099	$1,856,339	$508,191	$198,544	$118,342	$23,861	$2,705,276	$1,900,691
10	2059	18,821	2,567	6.25	0.175	0.588	1.132	1.169	3.183	$1,906,954	$522,047	$203,957	$121,568	$24,511	$2,779,038	$1,877,418
11	2060	19,137	2,639	6.42	0.180	0.604	1.163	1.201	3.270	$1,958,949	$536,281	$209,518	$124,883	$25,179	$2,854,811	$1,854,431
12	2061	19,458	2,713	6.60	0.185	0.620	1.195	1.234	3.359	$2,012,361	$550,904	$215,231	$128,288	$25,866	$2,932,650	$1,831,725
13	2062	19,785	2,789	6.78	0.190	0.637	1.227	1.268	3.451	$2,067,230	$565,924	$221,100	$131,786	$26,571	$3,012,612	$1,809,296
14	2063	20,118	2,867	6.96	0.195	0.655	1.261	1.302	3.545	$2,123,595	$581,355	$227,128	$135,379	$27,296	$3,094,753	$1,787,143
15	2064	20,456	2,948	7.15	0.200	0.673	1.295	1.338	3.642	$2,181,497	$597,206	$233,321	$139,070	$28,040	$3,179,135	$1,765,261
														Total Present Value		$39,051,500

Shaded cell indicates the AADT is outside the limits

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Two Lane Road
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Walston Rd	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	1.6%	Current Year =	2050	Project Opening Year =	2050	Fatality =	2.8%	Possible Injury =	18.7%
Minor Growth Rate =	3.0%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.4%	Property Damage Only =	50.9%
Current Year Major AADT =	14,400	Intersection =	Intersection2	E		Non-Incapacitating =	18.1%		99.9%
Current Year Minor AADT =	900	Crash Data Used =	No	0.340685443					

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	14,400	900	3.58	0.100	0.337	0.649	0.670	1.824	$1,092,776	$299,158	$116,877	$69,664	$14,046	$1,592,522	$1,531,271
2	2051	14,629	927	3.68	0.103	0.346	0.666	0.688	1.874	$1,122,516	$307,300	$120,058	$71,560	$14,428	$1,635,862	$1,512,446
3	2052	14,862	954	3.78	0.106	0.355	0.684	0.707	1.925	$1,153,064	$315,663	$123,325	$73,508	$14,821	$1,680,381	$1,493,853
4	2053	15,098	983	3.88	0.109	0.365	0.703	0.726	1.977	$1,184,445	$324,253	$126,682	$75,508	$15,224	$1,726,112	$1,475,488
5	2054	15,338	1,012	3.99	0.112	0.375	0.722	0.746	2.031	$1,216,679	$333,078	$130,129	$77,563	$15,639	$1,773,088	$1,457,349
6	2055	15,582	1,042	4.10	0.115	0.385	0.742	0.766	2.086	$1,249,790	$342,142	$133,671	$79,674	$16,064	$1,821,341	$1,439,433
7	2056	15,830	1,073	4.21	0.118	0.396	0.762	0.787	2.143	$1,283,803	$351,453	$137,309	$81,842	$16,501	$1,870,909	$1,421,737
8	2057	16,081	1,105	4.32	0.121	0.407	0.783	0.809	2.201	$1,318,741	$361,018	$141,045	$84,070	$16,950	$1,921,825	$1,404,258
9	2058	16,337	1,138	4.44	0.124	0.418	0.804	0.831	2.261	$1,354,630	$370,843	$144,884	$86,358	$17,412	$1,974,126	$1,386,995
10	2059	16,597	1,172	4.56	0.128	0.429	0.826	0.853	2.323	$1,391,495	$380,935	$148,827	$88,708	$17,886	$2,027,851	$1,369,944
11	2060	16,861	1,207	4.69	0.131	0.441	0.848	0.877	2.386	$1,429,364	$391,302	$152,877	$91,122	$18,372	$2,083,038	$1,353,102
12	2061	17,129	1,243	4.82	0.135	0.453	0.872	0.900	2.451	$1,468,264	$401,952	$157,038	$93,602	$18,872	$2,139,727	$1,336,467
13	2062	17,401	1,280	4.95	0.138	0.465	0.895	0.925	2.518	$1,508,222	$412,891	$161,311	$96,149	$19,386	$2,197,959	$1,320,037
14	2063	17,678	1,318	5.08	0.142	0.478	0.920	0.950	2.586	$1,549,268	$424,127	$165,701	$98,766	$19,914	$2,257,776	$1,303,809
15	2064	17,959	1,358	5.22	0.146	0.491	0.945	0.976	2.657	$1,591,430	$435,670	$170,211	$101,454	$20,456	$2,319,220	$1,287,781
Shaded cell indicates the AADT is outside the limits														Total Present Value		$28,494,919

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$

2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Two Lane Road
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Cross Ave	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	1.5%	Current Year =	2050	Project Opening Year =	2050	Fatality =	2.8%	Possible Injury =	18.7%
Minor Growth Rate =	1.8%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.4%	Property Damage Only =	50.9%
Current Year Major AADT =	13,900	Intersection =	Intersection1			Non-Incapacitating =	18.1%		99.9%
Current Year Minor AADT =	2,000	Crash Data Used =	No	10					

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	13,900	2,000	4.48	0.125	0.421	0.811	0.837	2.279	$1,365,507	$373,821	$146,047	$87,051	$17,552	$1,989,978	$1,913,441
2	2051	14,110	2,036	4.57	0.128	0.429	0.827	0.854	2.325	$1,392,918	$381,325	$148,979	$88,799	$17,904	$2,029,924	$1,876,779
3	2052	14,323	2,073	4.66	0.130	0.438	0.843	0.871	2.372	$1,420,878	$388,979	$151,969	$90,581	$18,263	$2,070,671	$1,840,819
4	2053	14,539	2,110	4.75	0.133	0.447	0.860	0.889	2.419	$1,449,400	$396,787	$155,020	$92,399	$18,630	$2,112,237	$1,805,549
5	2054	14,759	2,148	4.85	0.136	0.456	0.878	0.907	2.468	$1,478,495	$404,752	$158,132	$94,254	$19,004	$2,154,637	$1,770,954
6	2055	14,982	2,187	4.95	0.138	0.465	0.895	0.925	2.518	$1,508,173	$412,877	$161,306	$96,146	$19,385	$2,197,888	$1,737,023
7	2056	15,208	2,226	5.05	0.141	0.474	0.913	0.943	2.568	$1,538,448	$421,165	$164,544	$98,076	$19,774	$2,242,007	$1,703,741
8	2057	15,437	2,266	5.15	0.144	0.484	0.932	0.962	2.620	$1,569,329	$429,619	$167,847	$100,045	$20,171	$2,287,012	$1,671,097
9	2058	15,671	2,307	5.25	0.147	0.494	0.950	0.982	2.672	$1,600,831	$438,243	$171,216	$102,053	$20,576	$2,332,920	$1,639,079
10	2059	15,907	2,348	5.36	0.150	0.503	0.969	1.001	2.726	$1,632,966	$447,040	$174,653	$104,102	$20,989	$2,379,750	$1,607,674
11	2060	16,147	2,391	5.46	0.153	0.514	0.989	1.022	2.781	$1,665,745	$456,014	$178,159	$106,191	$21,411	$2,427,520	$1,576,870
12	2061	16,391	2,434	5.57	0.156	0.524	1.009	1.042	2.836	$1,699,182	$465,168	$181,735	$108,323	$21,840	$2,476,248	$1,546,657
13	2062	16,639	2,477	5.68	0.159	0.534	1.029	1.063	2.893	$1,733,290	$474,505	$185,383	$110,497	$22,279	$2,525,955	$1,517,023
14	2063	16,890	2,522	5.80	0.162	0.545	1.050	1.084	2.951	$1,768,084	$484,030	$189,105	$112,715	$22,726	$2,576,660	$1,487,957
15	2064	17,145	2,567	5.91	0.166	0.556	1.071	1.106	3.011	$1,803,575	$493,746	$192,901	$114,978	$23,182	$2,628,382	$1,459,447

Shaded cell indicates the AADT is outside the limits

Total Present Value **$33,341,963**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Two Lane Road
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at CR 760	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	1.6%	Current Year =	2050	Project Opening Year =	2050
Minor Growth Rate =	2.8%	Rate of Return =	4.0%	Analysis Period =	21
Current Year Major AADT =	13,600	Intersection =	Intersection2	E	
Current Year Minor AADT =	1,300	Crash Data Used =	No	0.580461784	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	2.8%	Possible Injury =	18.7%
Incapacitating =	9.4%	Property Damage Only =	50.9%
Non-Incapacitating =	18.1%		99.9%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	13,600	1,300	1.34	0.037	0.126	0.242	0.250	0.681	$408,122	$111,727	$43,651	$26,018	$5,246	$594,764	$571,888
2	2051	13,818	1,336	1.37	0.038	0.129	0.249	0.257	0.699	$418,882	$114,673	$44,801	$26,704	$5,384	$610,445	$564,390
3	2052	14,039	1,374	1.41	0.039	0.133	0.255	0.264	0.718	$429,926	$117,696	$45,983	$27,408	$5,526	$626,539	$556,991
4	2053	14,263	1,412	1.45	0.041	0.136	0.262	0.271	0.737	$441,261	$120,800	$47,195	$28,130	$5,672	$643,058	$549,689
5	2054	14,492	1,451	1.49	0.042	0.140	0.269	0.278	0.756	$452,895	$123,985	$48,439	$28,872	$5,821	$660,012	$542,482
6	2055	14,723	1,492	1.52	0.043	0.143	0.276	0.285	0.776	$464,836	$127,253	$49,716	$29,633	$5,975	$677,414	$535,370
7	2056	14,959	1,533	1.56	0.044	0.147	0.283	0.293	0.796	$477,092	$130,608	$51,027	$30,415	$6,132	$695,274	$528,351
8	2057	15,198	1,576	1.61	0.045	0.151	0.291	0.300	0.817	$489,670	$134,052	$52,372	$31,216	$6,294	$713,605	$521,424
9	2058	15,441	1,620	1.65	0.046	0.155	0.298	0.308	0.839	$502,581	$137,586	$53,753	$32,040	$6,460	$732,420	$514,588
10	2059	15,689	1,665	1.69	0.047	0.159	0.306	0.316	0.861	$515,831	$141,214	$55,170	$32,884	$6,630	$751,730	$507,842
11	2060	15,940	1,712	1.74	0.049	0.163	0.314	0.325	0.884	$529,431	$144,937	$56,625	$33,751	$6,805	$771,550	$501,184
12	2061	16,195	1,760	1.78	0.050	0.168	0.323	0.333	0.907	$543,390	$148,758	$58,118	$34,641	$6,984	$791,892	$494,613
13	2062	16,454	1,809	1.83	0.051	0.172	0.331	0.342	0.931	$557,716	$152,680	$59,650	$35,554	$7,169	$812,770	$488,129
14	2063	16,717	1,859	1.88	0.053	0.176	0.340	0.351	0.956	$572,421	$156,706	$61,223	$36,492	$7,358	$834,199	$481,729
15	2064	16,984	1,911	1.93	0.054	0.181	0.349	0.360	0.981	$587,513	$160,837	$62,837	$37,454	$7,552	$856,193	$475,414

Shaded cell indicates the AADT is outside the limits

Total Present Value **$10,558,500**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$

2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Two Lane Road
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at NE Four Mile Grade	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	1.6%	Current Year =	2050	Project Opening Year =	2050	Fatality =	2.8%	Possible Injury =	18.7%
Minor Growth Rate =	0.0%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.4%	Property Damage Only =	50.9%
Current Year Major AADT =	13,300	Intersection =	Intersection1			Non-Incapacitating =	18.1%		99.9%
Current Year Minor AADT =	200	Crash Data Used =	No	10					

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted / expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	13,300	200	1.61	0.045	0.151	0.292	0.301	0.820	$491,127	$134,451	$52,528	$31,309	$6,313	$715,728	$688,200
2	2051	13,518	200	1.63	0.046	0.153	0.295	0.305	0.830	$497,479	$136,190	$53,208	$31,714	$6,394	$724,985	$670,289
3	2052	13,740	200	1.65	0.046	0.155	0.299	0.309	0.841	$503,913	$137,951	$53,896	$32,124	$6,477	$734,362	$652,845
4	2053	13,965	200	1.67	0.047	0.157	0.303	0.313	0.852	$510,431	$139,735	$54,593	$32,540	$6,561	$743,860	$635,854
5	2054	14,194	200	1.70	0.047	0.159	0.307	0.317	0.863	$517,033	$141,543	$55,299	$32,961	$6,646	$753,481	$619,306
6	2055	14,427	200	1.72	0.048	0.161	0.311	0.321	0.874	$523,720	$143,373	$56,014	$33,387	$6,732	$763,226	$603,189
7	2056	14,664	200	1.74	0.049	0.164	0.315	0.325	0.886	$530,493	$145,228	$56,739	$33,819	$6,819	$773,098	$587,491
8	2057	14,904	200	1.76	0.049	0.166	0.319	0.330	0.897	$537,355	$147,106	$57,473	$34,256	$6,907	$783,097	$572,201
9	2058	15,148	200	1.79	0.050	0.168	0.323	0.334	0.909	$544,305	$149,009	$58,216	$34,699	$6,996	$793,225	$557,309
10	2059	15,397	200	1.81	0.051	0.170	0.327	0.338	0.920	$551,345	$150,936	$58,969	$35,148	$7,087	$803,485	$542,805
11	2060	15,649	200	1.83	0.051	0.172	0.332	0.342	0.932	$558,476	$152,888	$59,732	$35,603	$7,178	$813,877	$528,679
12	2061	15,906	200	1.86	0.052	0.174	0.336	0.347	0.944	$565,699	$154,866	$60,504	$36,063	$7,271	$824,403	$514,920
13	2062	16,167	200	1.88	0.053	0.177	0.340	0.351	0.957	$573,016	$156,869	$61,287	$36,530	$7,365	$835,066	$501,519
14	2063	16,432	200	1.90	0.053	0.179	0.345	0.356	0.969	$580,427	$158,898	$62,079	$37,002	$7,461	$845,867	$488,467
15	2064	16,702	200	1.93	0.054	0.181	0.349	0.361	0.981	$587,934	$160,953	$62,882	$37,481	$7,557	$856,807	$475,754

Shaded cell indicates the AADT is outside the limits

Total Present Value **$11,244,330**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Two Lane Road
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Florida Corrections	County:	Desoto
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	1.6%	Current Year =	2050	Project Opening Year =	2050	Fatality =	2.8%	Possible Injury =	18.7%
Minor Growth Rate =	1.6%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.4%	Property Damage Only =	50.9%
Current Year Major AADT =	13,300	Intersection =	Intersection2	E		Non-Incapacitating =	18.1%		99.9%
Current Year Minor AADT =	1,800	Crash Data Used =	No	0.281485172					

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	13,300	1,800	4.73	0.132	0.444	0.856	0.884	2.406	$1,441,360	$394,586	$154,160	$91,887	$18,527	$2,100,519	$2,019,730
2	2051	13,518	1,830	4.83	0.135	0.454	0.874	0.903	2.457	$1,471,686	$402,888	$157,403	$93,820	$18,916	$2,144,714	$1,982,909
3	2052	13,740	1,860	4.93	0.138	0.463	0.892	0.922	2.508	$1,502,650	$411,365	$160,715	$95,794	$19,314	$2,189,839	$1,946,759
4	2053	13,965	1,890	5.03	0.141	0.473	0.911	0.941	2.561	$1,534,266	$420,020	$164,097	$97,809	$19,721	$2,235,913	$1,911,268
5	2054	14,194	1,921	5.14	0.144	0.483	0.930	0.961	2.615	$1,566,547	$428,857	$167,549	$99,867	$20,136	$2,282,957	$1,876,424
6	2055	14,427	1,953	5.25	0.147	0.493	0.949	0.981	2.670	$1,599,507	$437,881	$171,075	$101,969	$20,559	$2,330,990	$1,842,215
7	2056	14,664	1,985	5.36	0.150	0.503	0.969	1.002	2.726	$1,633,161	$447,094	$174,674	$104,114	$20,992	$2,380,034	$1,808,630
8	2057	14,904	2,017	5.47	0.153	0.514	0.990	1.023	2.784	$1,667,522	$456,501	$178,349	$106,305	$21,434	$2,430,110	$1,775,658
9	2058	15,148	2,050	5.58	0.156	0.525	1.011	1.044	2.842	$1,702,607	$466,105	$182,102	$108,541	$21,885	$2,481,240	$1,743,286
10	2059	15,397	2,084	5.70	0.160	0.536	1.032	1.066	2.902	$1,738,430	$475,912	$185,933	$110,825	$22,345	$2,533,445	$1,711,505
11	2060	15,649	2,118	5.82	0.163	0.547	1.054	1.089	2.963	$1,775,007	$485,925	$189,845	$113,157	$22,815	$2,586,749	$1,680,303
12	2061	15,906	2,153	5.94	0.166	0.559	1.076	1.111	3.025	$1,812,353	$496,149	$193,839	$115,537	$23,295	$2,641,174	$1,649,669
13	2062	16,167	2,188	6.07	0.170	0.570	1.098	1.135	3.089	$1,850,485	$506,588	$197,918	$117,968	$23,785	$2,696,744	$1,619,595
14	2063	16,432	2,224	6.20	0.174	0.582	1.122	1.159	3.154	$1,889,419	$517,247	$202,082	$120,450	$24,286	$2,753,484	$1,590,068
15	2064	16,702	2,260	6.33	0.177	0.595	1.145	1.183	3.220	$1,929,172	$528,130	$206,334	$122,985	$24,797	$2,811,417	$1,561,080
	Shaded cell indicates the AADT is outside the limits													Total Present Value		$35,505,758

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$

2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Two Lane Road
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/30/2025	Location ID:	SR 70 at Blue Head St	County:	Highlands
Agency or Company:				City:		M.P. - M.P.	

Manual Input from Analysis						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	1.7%	Current Year =	2050	Project Opening Year =	2050	Fatality =	2.8%	Possible Injury =	18.7%
Minor Growth Rate =	0.0%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	9.4%	Property Damage Only =	50.9%
Current Year Major AADT =	12,500	Intersection =	Intersection1			Non-Incapacitating =	18.1%		99.9%
Current Year Minor AADT =	100	Crash Data Used =	No	10					

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
				Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	12,500	100	0.68	0.019	0.064	0.122	0.126	0.344	$206,064	$56,412	$22,040	$13,137	$2,649	$300,301	$288,751
2	2051	12,708	100	0.68	0.019	0.064	0.124	0.128	0.347	$208,110	$56,972	$22,258	$13,267	$2,675	$303,282	$280,402
3	2052	12,918	100	0.69	0.019	0.065	0.125	0.129	0.351	$210,176	$57,538	$22,479	$13,399	$2,702	$306,293	$272,293
4	2053	13,133	100	0.70	0.019	0.065	0.126	0.130	0.354	$212,262	$58,109	$22,702	$13,532	$2,728	$309,334	$264,420
5	2054	13,351	100	0.70	0.020	0.066	0.127	0.131	0.358	$214,370	$58,686	$22,928	$13,666	$2,755	$312,405	$256,774
6	2055	13,573	100	0.71	0.020	0.067	0.129	0.133	0.361	$216,498	$59,268	$23,155	$13,802	$2,783	$315,506	$249,349
7	2056	13,798	100	0.72	0.020	0.067	0.130	0.134	0.365	$218,647	$59,857	$23,385	$13,939	$2,810	$318,638	$242,139
8	2057	14,027	100	0.72	0.020	0.068	0.131	0.135	0.369	$220,817	$60,451	$23,617	$14,077	$2,838	$321,801	$235,137
9	2058	14,260	100	0.73	0.020	0.069	0.132	0.137	0.372	$223,010	$61,051	$23,852	$14,217	$2,866	$324,996	$228,338
10	2059	14,496	100	0.74	0.021	0.069	0.134	0.138	0.376	$225,223	$61,657	$24,089	$14,358	$2,895	$328,222	$221,735
11	2060	14,737	100	0.75	0.021	0.070	0.135	0.139	0.380	$227,459	$62,269	$24,328	$14,501	$2,924	$331,480	$215,323
12	2061	14,982	100	0.75	0.021	0.071	0.136	0.141	0.383	$229,717	$62,887	$24,569	$14,644	$2,953	$334,771	$209,097
13	2062	15,230	100	0.76	0.021	0.072	0.138	0.142	0.387	$231,998	$63,512	$24,813	$14,790	$2,982	$338,094	$203,051
14	2063	15,483	100	0.77	0.022	0.072	0.139	0.144	0.391	$234,301	$64,142	$25,060	$14,937	$3,012	$341,451	$197,179
15	2064	15,740	100	0.78	0.022	0.073	0.140	0.145	0.395	$236,627	$64,779	$25,308	$15,085	$3,041	$344,840	$191,478

Shaded cell indicates the AADT is outside the limits

Total Present Value **$4,593,502**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Rural Two Lane Road
No-Build Alternative

General Information				Site Information	
Analyst:	HNTB	1/30/2025		Location ID:	'0 from Ford Dealer to Desoto/Highalnds County
Agency or Company:				City:	
County:	Desoto			M.P. - M.P.	

Manual Input from Analysis					
Growth Rate =	1.6%	Current Year =	2050	roject Opening Year =	2050
Current Year AADT =	17,800	Rate of Return =	4.0%	Analysis Period =	21
Segment Length =	15.86	Segment =	Segment1	E	
		Crash Data Used =	No	0.56555	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Fatality =	2.8%	Possible Injury =	18.7%
Incapacitating =	9.4%	Property Damage Only =	50.9%
Non-Incapacitating =	18.1%		99.9%

	Year		Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	17,800	51.6	1.446	4.853	9.344	9.654	26.277	$15,741,522	$4,309,395	$1,683,627	$1,003,522	$202,334	$22,940,401	$22,058,078
2	2051	18,079	52.4	1.468	4.929	9.491	9.805	26.690	$15,988,664	$4,377,053	$1,710,060	$1,019,277	$205,511	$23,300,565	$21,542,682
3	2052	18,363	53.3	1.491	5.006	9.640	9.959	27.109	$16,239,686	$4,445,772	$1,736,908	$1,035,280	$208,737	$23,666,384	$21,039,329
4	2053	18,652	54.1	1.515	5.085	9.791	10.116	27.534	$16,494,649	$4,515,571	$1,764,178	$1,051,534	$212,015	$24,037,946	$20,547,737
5	2054	18,944	54.9	1.538	5.165	9.945	10.275	27.967	$16,753,615	$4,586,465	$1,791,875	$1,068,043	$215,343	$24,415,342	$20,067,632
6	2055	19,242	55.8	1.563	5.246	10.101	10.436	28.406	$17,016,647	$4,658,473	$1,820,008	$1,084,811	$218,724	$24,798,663	$19,598,744
7	2056	19,544	56.7	1.587	5.328	10.260	10.600	28.852	$17,283,808	$4,731,611	$1,848,582	$1,101,843	$222,158	$25,188,002	$19,140,811
8	2057	19,851	57.6	1.612	5.412	10.421	10.766	29.305	$17,555,164	$4,805,897	$1,877,605	$1,119,142	$225,646	$25,583,454	$18,693,579
9	2058	20,162	58.5	1.637	5.497	10.584	10.935	29.765	$17,830,780	$4,881,350	$1,907,083	$1,136,712	$229,189	$25,985,114	$18,256,796
10	2059	20,479	59.4	1.663	5.583	10.750	11.107	30.232	$18,110,724	$4,957,987	$1,937,024	$1,154,559	$232,787	$26,393,080	$17,830,219
11	2060	20,801	60.3	1.689	5.671	10.919	11.281	30.707	$18,395,062	$5,035,827	$1,967,435	$1,172,685	$236,442	$26,807,452	$17,413,609
12	2061	21,127	61.3	1.716	5.760	11.091	11.458	31.189	$18,683,864	$5,114,890	$1,998,324	$1,191,096	$240,154	$27,228,329	$17,006,734
13	2062	21,459	62.2	1.743	5.850	11.265	11.638	31.678	$18,977,201	$5,195,194	$2,029,698	$1,209,797	$243,924	$27,655,813	$16,609,365
14	2063	21,796	63.2	1.770	5.942	11.442	11.821	32.176	$19,275,143	$5,276,758	$2,061,564	$1,228,790	$247,754	$28,090,010	$16,221,281
15	2064	22,138	64.2	1.798	6.035	11.621	12.007	32.681	$19,577,763	$5,359,603	$2,093,931	$1,248,082	$251,643	$28,531,023	$15,842,264

Shaded cell indicates the AADT is outside the limits

Total Present Value **$369,444,813**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$

2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/28/2025	Location ID:	SR 70 at SR 31	County:	Desoto
Agency or Company:	HNTB			City:		M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	1.0%	Current Year =	2050	Project Opening Year =	2050
Minor Growth Rate =	1.9%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	32,000	Intersection Type =	4SG		
Opening Year Minor AADT =	20,100	Intersection =	Intersection1		
		Crash Data Used =	No		

Analyze

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.9%	Possible Injury =	22.4%
Incapacitating =	5.0%	Property Damage Only =	56.7%
Non-Incapacitating =	15.0%	Segment Type =	2U 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	32,000	20,100	14.85	0.134	0.743	2.228	3.328	8.423	$1,455,936	$659,583	$401,485	$345,895	$64,855	$2,927,755	$2,815,149
2	2051	32,317	20,482	15.07	0.136	0.754	2.261	3.377	8.547	$1,477,493	$669,349	$407,430	$351,017	$65,816	$2,971,105	$2,746,953
3	2052	32,637	20,871	15.30	0.138	0.765	2.295	3.427	8.674	$1,499,370	$679,260	$413,463	$356,214	$66,790	$3,015,097	$2,680,411
4	2053	32,960	21,268	15.52	0.140	0.776	2.329	3.478	8.802	$1,521,572	$689,318	$419,585	$361,489	$67,779	$3,059,743	$2,615,481
5	2054	33,286	21,672	15.75	0.142	0.788	2.363	3.529	8.933	$1,544,104	$699,526	$425,798	$366,842	$68,783	$3,105,052	$2,552,126
6	2055	33,616	22,083	15.99	0.144	0.799	2.398	3.581	9.065	$1,566,969	$709,885	$432,104	$372,274	$69,801	$3,151,033	$2,490,307
7	2056	33,948	22,503	16.22	0.146	0.811	2.434	3.634	9.199	$1,590,175	$720,397	$438,503	$377,787	$70,835	$3,197,697	$2,429,987
8	2057	34,285	22,931	16.46	0.148	0.823	2.470	3.688	9.336	$1,613,725	$731,066	$444,997	$383,382	$71,884	$3,245,054	$2,371,129
9	2058	34,624	23,366	16.71	0.150	0.835	2.506	3.743	9.474	$1,637,624	$741,893	$451,587	$389,060	$72,949	$3,293,113	$2,313,698
10	2059	34,967	23,810	16.96	0.153	0.848	2.543	3.798	9.614	$1,661,878	$752,881	$458,276	$394,822	$74,029	$3,341,886	$2,257,659
11	2060	35,313	24,263	17.21	0.155	0.860	2.581	3.854	9.757	$1,686,493	$764,032	$465,063	$400,670	$75,126	$3,391,384	$2,202,978
12	2061	35,663	24,724	17.46	0.157	0.873	2.619	3.912	9.901	$1,711,473	$775,349	$471,952	$406,604	$76,238	$3,441,616	$2,149,623
13	2062	36,016	25,193	17.72	0.159	0.886	2.658	3.969	10.048	$1,736,823	$786,834	$478,942	$412,627	$77,368	$3,492,594	$2,097,561
14	2063	36,372	25,672	17.98	0.162	0.899	2.698	4.028	10.197	$1,762,551	$798,489	$486,037	$418,739	$78,514	$3,544,329	$2,046,762
15	2064	36,732	26,160	18.25	0.164	0.912	2.737	4.088	10.348	$1,788,660	$810,317	$493,236	$424,942	$79,677	$3,596,832	$1,997,193
16	2065	37,096	26,657	18.52	0.167	0.926	2.778	4.149	10.501	$1,815,157	$822,321	$500,543	$431,237	$80,857	$3,650,115	$1,948,826
17	2066	37,463	27,163	18.79	0.169	0.940	2.819	4.210	10.656	$1,842,047	$834,503	$507,958	$437,626	$82,055	$3,704,189	$1,901,631
18	2067	37,834	27,679	19.07	0.172	0.954	2.861	4.272	10.814	$1,869,337	$846,866	$515,484	$444,109	$83,270	$3,759,066	$1,855,581
19	2068	38,209	28,205	19.36	0.174	0.968	2.903	4.336	10.975	$1,897,031	$859,413	$523,121	$450,689	$84,504	$3,814,758	$1,810,646
20	2069	38,587	28,741	19.64	0.177	0.982	2.946	4.400	11.137	$1,925,138	$872,146	$530,871	$457,366	$85,756	$3,871,277	$1,766,800
21	2070	38,969	29,287	19.93	0.179	0.997	2.990	4.465	11.302	$1,953,661	$885,068	$538,737	$464,143	$87,027	$3,928,635	$1,724,017

Shaded cell indicates the AADT is outside the limits

Total Present Value **$46,774,519**

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/28/2025	Location ID:	SR 70 at Siesta Blvd	County:	Desoto
Agency or Company:		HNTB		City:		M.P. - M.P.	

Manual Input from Analysis

Major Growth Rate =	1.6%	Current Year =	2050	Project Opening Year =	2050
Minor Growth Rate =	1.6%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	24,300	Intersection Type =	4SG		
Opening Year Minor AADT =	7,900	Intersection =	Intersection2		
		Crash Data Used =	No	0.1	Analyze

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.9%	Possible Injury =	22.4%
Incapacitating =	5.0%	Property Damage Only =	56.7%
Non-Incapacitating =	15.0%	Segment Type =	2U 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	24,300	7,900	9.58	0.086	0.479	1.437	2.146	5.431	$938,783	$425,297	$258,877	$223,032	$41,819	$1,887,808	$1,815,200
2	2051	24,682	8,023	9.77	0.088	0.489	1.466	2.188	5.540	$957,562	$433,805	$264,055	$227,494	$42,655	$1,925,571	$1,780,299
3	2052	25,069	8,148	9.97	0.090	0.498	1.495	2.232	5.650	$976,720	$442,484	$269,338	$232,045	$43,508	$1,964,096	$1,746,074
4	2053	25,463	8,276	10.16	0.091	0.508	1.525	2.277	5.764	$996,265	$451,338	$274,728	$236,688	$44,379	$2,003,398	$1,712,513
5	2054	25,862	8,405	10.37	0.093	0.518	1.555	2.323	5.879	$1,016,203	$460,371	$280,226	$241,425	$45,267	$2,043,492	$1,679,602
6	2055	26,268	8,536	10.58	0.095	0.529	1.586	2.369	5.997	$1,036,544	$469,586	$285,835	$246,258	$46,173	$2,084,396	$1,647,328
7	2056	26,681	8,669	10.79	0.097	0.539	1.618	2.416	6.117	$1,057,295	$478,987	$291,557	$251,188	$47,098	$2,126,124	$1,615,679
8	2057	27,100	8,804	11.00	0.099	0.550	1.651	2.465	6.239	$1,078,464	$488,577	$297,395	$256,217	$48,041	$2,168,694	$1,584,643
9	2058	27,525	8,941	11.22	0.101	0.561	1.684	2.514	6.364	$1,100,061	$498,361	$303,350	$261,348	$49,003	$2,212,123	$1,554,208
10	2059	27,957	9,081	11.45	0.103	0.572	1.717	2.565	6.491	$1,122,093	$508,342	$309,426	$266,582	$49,984	$2,256,428	$1,524,362
11	2060	28,396	9,223	11.68	0.105	0.584	1.752	2.616	6.621	$1,144,570	$518,525	$315,624	$271,922	$50,985	$2,301,627	$1,495,093
12	2061	28,842	9,366	11.91	0.107	0.596	1.787	2.668	6.754	$1,167,501	$528,913	$321,947	$277,370	$52,007	$2,347,738	$1,466,390
13	2062	29,295	9,513	12.15	0.109	0.608	1.823	2.722	6.889	$1,190,894	$539,511	$328,398	$282,927	$53,049	$2,394,779	$1,438,242
14	2063	29,755	9,661	12.39	0.112	0.620	1.859	2.776	7.028	$1,214,759	$550,323	$334,979	$288,597	$54,112	$2,442,770	$1,410,639
15	2064	30,222	9,812	12.64	0.114	0.632	1.896	2.832	7.168	$1,239,106	$561,353	$341,693	$294,382	$55,197	$2,491,730	$1,383,569
16	2065	30,696	9,965	12.90	0.116	0.645	1.934	2.889	7.312	$1,263,945	$572,605	$348,542	$300,283	$56,303	$2,541,678	$1,357,022
17	2066	31,178	10,120	13.15	0.118	0.658	1.973	2.947	7.459	$1,289,284	$584,085	$355,530	$306,303	$57,432	$2,592,634	$1,330,989
18	2067	31,668	10,278	13.42	0.121	0.671	2.013	3.006	7.608	$1,315,136	$595,796	$362,659	$312,444	$58,583	$2,644,619	$1,305,458
19	2068	32,165	10,438	13.69	0.123	0.684	2.053	3.066	7.761	$1,341,509	$607,744	$369,931	$318,710	$59,758	$2,697,653	$1,280,421
20	2069	32,670	10,601	13.96	0.126	0.698	2.094	3.127	7.916	$1,368,415	$619,933	$377,351	$325,102	$60,957	$2,751,758	$1,255,867
21	2070	33,183	10,767	14.24	0.128	0.712	2.136	3.190	8.075	$1,395,864	$632,369	$384,920	$331,623	$62,179	$2,806,956	$1,231,787
	Shaded cell indicates the AADT is outside the limits													Total Present Value		$31,615,384

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Divided
No-Build Alternative

General Information				Site Information			
Analyst:	HNTB	Date:	1/28/2025	Location ID:	SR 70 from SR 31 to Siesta Blvd	County:	Desoto
Agency or Company:	HNTB			City:		M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	1.6%	Current Year =	2050	Project Opening Year =	2050		
Opening Year AADT =	24,300	Rate of Return =	4.0%	Analysis Period =	21		
Segment Length =	0.22	Segment Type =	4D		E	Analyze	
Crash Data Used =	No	Segment =	Segment1		0.45650347		

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.8%	Possible Injury =	23.4%
Incapacitating =	4.6%	Property Damage Only =	57.1%
Non-Incapacitating =	14.2%		100.1%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	24,300	2.0	0.016	0.090	0.279	0.460	1.122	$171,165	$80,257	$50,268	$47,790	$8,638	$358,119	$344,345
2	2051	24,682	2.0	0.016	0.092	0.284	0.469	1.143	$174,432	$81,789	$51,228	$48,702	$8,803	$364,954	$337,420
3	2052	25,069	2.0	0.016	0.094	0.290	0.477	1.165	$177,765	$83,352	$52,206	$49,633	$8,971	$371,928	$330,642
4	2053	25,463	2.1	0.017	0.096	0.295	0.487	1.187	$181,166	$84,946	$53,205	$50,582	$9,143	$379,044	$324,008
5	2054	25,862	2.1	0.017	0.097	0.301	0.496	1.210	$184,637	$86,574	$54,224	$51,551	$9,318	$386,304	$317,514
6	2055	26,268	2.2	0.017	0.099	0.307	0.505	1.233	$188,178	$88,234	$55,264	$52,540	$9,497	$393,713	$311,157
7	2056	26,681	2.2	0.018	0.101	0.313	0.515	1.257	$191,791	$89,928	$56,326	$53,549	$9,679	$401,273	$304,934
8	2057	27,100	2.2	0.018	0.103	0.319	0.525	1.281	$195,478	$91,657	$57,408	$54,578	$9,865	$408,987	$298,842
9	2058	27,525	2.3	0.018	0.105	0.325	0.535	1.306	$199,240	$93,421	$58,513	$55,629	$10,055	$416,858	$292,879
10	2059	27,957	2.3	0.019	0.107	0.331	0.545	1.331	$203,079	$95,221	$59,641	$56,701	$10,249	$424,890	$287,040
11	2060	28,396	2.4	0.019	0.109	0.337	0.556	1.357	$206,996	$97,058	$60,791	$57,794	$10,447	$433,086	$281,324
12	2061	28,842	2.4	0.019	0.111	0.344	0.567	1.383	$210,994	$98,932	$61,965	$58,910	$10,648	$441,450	$275,728
13	2062	29,295	2.5	0.020	0.114	0.351	0.578	1.410	$215,073	$100,845	$63,163	$60,049	$10,854	$449,984	$270,249
14	2063	29,755	2.5	0.020	0.116	0.357	0.589	1.437	$219,236	$102,797	$64,386	$61,212	$11,064	$458,694	$264,884
15	2064	30,222	2.6	0.021	0.118	0.364	0.600	1.465	$223,483	$104,788	$65,633	$62,398	$11,279	$467,581	$259,631
16	2065	30,696	2.6	0.021	0.120	0.371	0.612	1.493	$227,818	$106,821	$66,906	$63,608	$11,497	$476,651	$254,488
17	2066	31,178	2.7	0.021	0.123	0.379	0.624	1.522	$232,242	$108,895	$68,205	$64,843	$11,721	$485,906	$249,451
18	2067	31,668	2.7	0.022	0.125	0.386	0.636	1.552	$236,756	$111,012	$69,531	$66,103	$11,948	$495,351	$244,519
19	2068	32,165	2.8	0.022	0.127	0.393	0.648	1.582	$241,363	$113,172	$70,884	$67,390	$12,181	$504,989	$239,689
20	2069	32,670	2.8	0.023	0.130	0.401	0.661	1.613	$246,064	$115,376	$72,265	$68,702	$12,418	$514,825	$234,960
21	2070	33,183	2.9	0.023	0.132	0.409	0.674	1.644	$250,862	$117,626	$73,674	$70,042	$12,660	$524,864	$230,328
														Total Present Value	**$5,954,034**

Shaded cell indicates the AADT is outside the limits

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))})-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

Present Worth Analysis
Urban/Suburban Arterial - 4 Lane Divided
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HNTB	Date:	1/28/2025	Location ID:	SR 70 from Siesta Blvd to Ford Dealer	County:	Desoto
Agency or Company:	HNTB			City:		M.P. - M.P.	

Manual Input from Analysis

Growth Rate =	1.7%	Current Year =	2050	Project Opening Year =	2050
Opening Year AADT =	17,800	Rate of Return =	4.0%	Analysis Period =	21
Segment Length =	0.38	Segment Type =	4D		
Crash Data Used =	No	Segment =	Segment2		

Analyze

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.8%	Possible Injury =	23.4%
Incapacitating =	4.6%	Property Damage Only =	57.1%
Non-Incapacitating =	14.2%		100.1%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2050	17,800	2.6	0.021	0.121	0.375	0.617	1.506	$229,848	$107,773	$67,502	$64,175	$11,600	$480,898	$462,402
2	2051	18,110	2.7	0.022	0.124	0.382	0.630	1.537	$234,575	$109,989	$68,890	$65,494	$11,838	$490,787	$453,760
3	2052	18,425	2.7	0.022	0.126	0.390	0.643	1.569	$239,407	$112,254	$70,309	$66,843	$12,082	$500,896	$445,295
4	2053	18,745	2.8	0.022	0.129	0.398	0.656	1.601	$244,346	$114,570	$71,760	$68,222	$12,331	$511,230	$437,002
5	2054	19,072	2.9	0.023	0.132	0.406	0.670	1.635	$249,395	$116,938	$73,243	$69,632	$12,586	$521,794	$428,877
6	2055	19,403	2.9	0.023	0.134	0.415	0.684	1.668	$254,557	$119,358	$74,759	$71,073	$12,847	$532,594	$420,917
7	2056	19,741	3.0	0.024	0.137	0.424	0.698	1.703	$259,834	$121,833	$76,309	$72,547	$13,113	$543,635	$413,118
8	2057	20,085	3.0	0.024	0.140	0.432	0.712	1.738	$265,229	$124,362	$77,893	$74,053	$13,385	$554,922	$405,476
9	2058	20,434	3.1	0.025	0.143	0.441	0.727	1.775	$270,744	$126,948	$79,513	$75,593	$13,664	$566,462	$397,989
10	2059	20,790	3.2	0.025	0.146	0.450	0.742	1.811	$276,383	$129,592	$81,169	$77,167	$13,948	$578,260	$390,651
11	2060	21,151	3.2	0.026	0.149	0.460	0.758	1.849	$282,148	$132,295	$82,862	$78,777	$14,239	$590,321	$383,461
12	2061	21,519	3.3	0.026	0.152	0.469	0.774	1.888	$288,042	$135,059	$84,593	$80,423	$14,537	$602,652	$376,415
13	2062	21,894	3.4	0.027	0.155	0.479	0.790	1.927	$294,068	$137,884	$86,362	$82,105	$14,841	$615,260	$369,509
14	2063	22,275	3.4	0.028	0.159	0.489	0.806	1.968	$300,229	$140,773	$88,172	$83,825	$15,152	$628,150	$362,741
15	2064	22,662	3.5	0.028	0.162	0.500	0.823	2.009	$306,528	$143,727	$90,022	$85,584	$15,470	$641,330	$356,108
16	2065	23,057	3.6	0.029	0.165	0.510	0.841	2.051	$312,968	$146,747	$91,913	$87,382	$15,795	$654,805	$349,606
17	2066	23,458	3.7	0.029	0.169	0.521	0.858	2.094	$319,554	$149,834	$93,847	$89,221	$16,127	$668,583	$343,233
18	2067	23,866	3.7	0.030	0.172	0.532	0.876	2.139	$326,287	$152,991	$95,825	$91,101	$16,467	$682,670	$336,985
19	2068	24,281	3.8	0.031	0.176	0.543	0.895	2.184	$333,171	$156,220	$97,846	$93,023	$16,814	$697,075	$330,861
20	2069	24,704	3.9	0.031	0.180	0.555	0.914	2.230	$340,211	$159,520	$99,914	$94,988	$17,169	$711,803	$324,858
21	2070	25,134	4.0	0.032	0.183	0.566	0.933	2.277	$347,409	$162,895	$102,028	$96,998	$17,533	$726,863	$318,972

Shaded cell indicates the AADT is outside the limits

Total Present Value **$8,108,235**

APPENDIX Q:
Crash Modification Factors

Crash Reduction Factors (as of 02/14/2014)
Florida Department of Transportation

Note: Use of CRFs based on less than 5 projects (Column C) are not recommended for use in B/C analysis. Positive CRFs imply reduced crashes. Negative CRFs imply increased crashes.

ID	Improvement	Potential Controlling Criteria Application														Number of Projects	Total	Fatal	Injury	PDO	Urban	Rural	Night	Day	Rear-End	Angle	Left-Turn	Right-Turn	Sideswipe	Fixed-Object	Head-On	Pedestrian	Ran-Off-Road	Wet Surface
		DS	LW	SW	BW	HA	SE	VA	G	SSD	CS	VC	HC	SC	Other																			
1	**New signal at channelized intersection**									x						***31***	12	15	20	-1	13	7	4	16	-51	53	16	70	10	-40	53	-90	-90	20
2	**New signal at non-channelized intersection**									x						***11***	15	58	15	14	20	-27	21	13	-5	11	34	23	23	51	-46	13	26	11
3	**Add signal and channelization**									x						***19***	19	-8	25	13	17	21	-41	31	-8	40	50	26	-16	-3	48	58	51	34
4	**Modify signal at channelized intersection**									x						***7***	11		31	-18	11		-13	18	29	20	17	7	-4	-272	-272	7	-86	22
5	Modify signal at non-channelized intersection									x						2	-99	-23	-118	-85	38	-141	-126	-73	-48	-94	-188	100	-23	38				-48
6	**Modify both signal and channelization**									x						***15***	24	50	33	13	25	-20	7	29	6	30	66	-4	4	4	-59	34	-164	33
7	**Modify signal and add channelization**									x						***10***	28	-87	27	29	28	30	-1	35	11	37	49	25	-42	-20	-87		38	-17
8	Remove signal														x	0																		
9	Add flashing warning signal (signalization)					x		x		x						4	-2	100	-37	28		-2	59	-22	80	-30	-117	100	-63	100			100	46
10	Interconnect traffic signals	x														0																		
11	**New LT channelization w/ LT phase (signalized)**	x														***9***	17	59	36	-9	16	44	16	19	5	16	50	-42	12	-1	15	29	68	18
12	**New LT channelization w/o LT phase (signalized)**	x														***10***	31	79	35	26	31	39	33	30	18	46	61	42	39	-26	38	41	12	49
13	**New LT channelization (nonsignalized intersection)**	x														***46***	3	61	9	-6	-6	20	-26	9	-5	7	24	42	1	-19	-26	6	0	21
14	**Modify intersection at signalized intersection**					x				x			x			***28***	6	-24	13	0	5	78	1	8	7	10	28	11	3	21	-9	16	24	18
15	**Modify intersection at non-signalized intersection**					x				x			x			***5***	18	66	32	6	18	100	13	15	10	25	59	43	31	-53	39	-2	-2	17
16	Modify channelization and add signal		x	x												2	22		21	22	22		-131	18	11	16	39	33	-6	58	-68	16	-26	5
17	**Increase storage lane**														x	***8***	11	-76	15	9	20	-10	-9	17	0	8	15	-36	7	1	-68	17	-6	17
18	**Add turn bay**		**x**	**x**				x		x						***8***	10	52	16	-1	10	10	1	11	5	6	21	36	20	-222	-190		36	48
19	**Add right turn**	x	**x**	**x**												***8***	9	67	9	8	0	52	-6	3	11	16	37	1	-20	-39	-33	-49	100	16
20	Add LT (T-intersection)	x	**x**	**x**												3	42	9	56	31	42	43	-39	61	37	84	84	-81	55	-55	100		48	-81
21	Add LT (Y-intersection)	x	**x**	**x**												1	42	-118	53	31	42		24	56	52	48	84	46	17	32	69	-118	27	64
22	**Add 2nd LT lane in same direction as existing**		**x**	**x**											x	***15***	4	0	13	-3	1	92	0	2	1	22	30	45	-33	28	-135	-25	13	15
23	Guardrail at bridges end				x								**x**			0																		
24	Guardrail at steep embankments		x	x									**x**			3	-5	-3	3	-16	-2	-19	-63	2	3	-184	-55		74	-120	100		5	-9
25	Guardrail at steep embankments with curve		x	x			x						**x**			1	-256		-78			-256		-167				100					11
26	Guardrail at roadside obstacles (piers, sign posts, poles, etc.)		x	x									**x**			1	52		60	37	52		27	62	44	100			68	37	100	100		54
27	Guardrail end treatments		x	x									**x**			0																		
28	Guardrail relocation		x	x									**x**			0																		
29	Guardrail removal		x	x									**x**			0																		
30	Add painted median		**x**	**x**											x	2	43	78	43	40		43	-273	25	33	14	68	66	62	-72	57	83	-15	39
31	**Add raised median**		**x**	**x**											x	***18***	20	38	19	20	20		22	19	2	29	48	23	41	-2	45	22	-37	27
32	Increase median width		**x**	**x**									x			4	-2	-12	0	-3	-10	100	-19	3	3	-43	5	3	-28	30	-699	-224	60	45
33	**Add two-way LT lanes**	x	**x**	**x**												***12***	41	35	45	39	40	44	33	44	58	32	36	32	38	34	18	-24	27	24
34	Install concrete median barrier		**x**	**x**									x			1	-37	56	-27	-46	-37		-71	-36	-46	-407	56	94	29	-112	9	-58	-73	-48
35	**Install double sided guardrail on wider median**		x	x									**x**			***12***	-16	33	1	-38	-29	1	-15	-17	3	-4	2		19	-83	61	-96	28	-54
36	Install attenuator type (IBC) barrier			x	x								**x**			0																		
37	Upgrade to concrete median barrier			x	x								**x**			0																		
38	Upgrade to attenuator barrier			x	x								**x**			0																		
39	Pavement deslicking										x	x				4	-3	-30	-13	2	-2	-20	-34	3	17	-24	-7	8	-43	8	-399	35	-127	30
40	**Skid Hazard overlay**										x	x				***95***	-6	-53	-5	-6	-5	-19	-11	-3	2	-35	0	5	-11	-9	-19	-13	-7	18
41	Pavement grooving										x	x				0																		
42	Eliminate parking		x	x						x				x		4	12	100	11	12	12		8	13	2	29	32	46	25	14	13	63		26
43	Change two-way operation to one-way		**x**	**x**												0																		
44	Prohibit turns									x						2	-190	100	-99	-309	-190		-43	-360	-198	-138				-19	-19	-19		-99
45	Modify speed limit (increase or decrease)	**x**					x	x		x				x		1	52	56	50	53		52		54	-18	75	85		71	56			100	78
46	Delineation of right edge lines		x	x												0																		
47	Delineation of painted median edge lines		x	x												1	-76		-18	-155	-76		-65	-85	-85	7	-85		31	-410				
48	Centerline striping		x													0																		
49	Delineation of no passing stripes		x			x		x		x						0																		
50	Delineation of reflectorized guide markers		x	x		x										0																		
51	Delineation of reflectorized raised pavement markers (center line)		x			x										1	10	23	11	5		21	16	3	7	7	-62	100	81	-36	38	100	25	7
52	Delineation of general pavement markings (stop bar, ped. crossing, code 46-51)		x	x						x						0																		
53	Delineation of guide posts on curves					x	x									0																		
54	Intersection delineation		x			x				x						0																		

ID	Improvement	Potential Controlling Criteria Application														Number of Projects	Total	Fatal	Injury	PDO	Urban	Rural	Night	Day	Rear-End	Angle	Left-Turn	Right-Turn	Sideswipe	Fixed-Object	Head-On	Pedestrian	Ran-Off-Road	Wet Surface
		DS	LW	SW	BW	HA	SE	VA	G	SSD	CS	VC	HC	SC	Other																			
55	Curve warning Signing	x				x	x									2	35		6	49	44	-306	56	21	72	-2	32		49	49	-2			-19
56	Chevrons Signing	x				x	x									1	30		12	63		30	-120	78	-120		100		100	-65	100	100	45	-120
57	All-way stops Signing									x						0																		
58	Overhead directional (where to turn) Signing														x	3	-7	100	-9	-5	-7		-17	-4	-15	16	9	41	14	-13	-383	-45		-11
59	Roadside directional (where to turn) Signing														x	0																	
60	Overhead lane designation Signing														x	0																	
61	Minor leg stop control Signing					x				x						0																	
62	Yield sign					x				x						0																	
63	Advanced warning signs				x	x	x	x	x	x		x		x	x	1	60		60			60		60			100						
64	Intersection directional or warning signs					x									x	0																	
65	**New roadway segment lighting**							x		x			x			***58***	2	23	10	-9	2	26	14	-5	-2	-4	25	20	1	-16	-11	33	16	6
66	**Upgrade roadway segment lighting**							x		x			x			***7***	-12	15	-11	-14	-12	100	0	-18	-22	-27	23	57	-1	-8	-39	-1	12	0
67	**New lighting at intersection**							x		x			x			***9***	-2	5	-11	8	-4	-1	31	-15	-30	-15	9	41	12	24	-42	-279	41	-26
68	Upgrade lighting at intersection							x		x			x			0																	
70	Bridge approach lighting			x	x								x			1	9		-5	21		9		32	-42				62	37			-26	24
71	Underpass lighting											x				0																		
72	Intersection flashers four leg red-yellow					x				x						2	-59			100		-59		36		-91	52							
73	Intersection flashers three leg red-yellow					x				x						0																		
74	Intersection flashers four way red					x				x						0																		-105
76	Advanced warning flashers (curve & intersection)					x	x			x						1																		
77	**Install flashing warning signal (flashing beacon)**					x				x						***5***	-29		-65	-12	-52	23	-111	-11	-80	-55	6	48	11	-48	100		29	-46
78	**Obstacle Removal/Hazard Mitigation**												x			***5***	25	28	37	5	26	19	33	19	22	37	44	14	4	19	6	-38	61	28
79	Relocate obstacle 30 feet from road												x			0																	
80	Convert to breakaway												x			0																	
81	Cushion attenuators												x			0																	
82	**Install guardrail**			x	x								x			***9***	-38	43	-9	-77	-57	16	-44	-37	-19	-37	19	100	-32	-82	-49	27	-6	-67
83	Upgrade substandard bridgerail			x	x								x			1	25		100	-125	25		100	-12						-12			
84	Realignment					x		x		x						3	60	50	71	50	-50	100	33	60	57	100	100			-200				0
85	Superelevation					x	x									1																		
86	**Modify/Close median openings**	x								x						***27***	18	40	26	9	18	92	6	21	6	29	58	25	11	-18	-46	-25	45	20
87	Relocate drives						x			x					x	0																	
88	Curtail turning movements									x					x	0																	
89	Increase radii at intersection					x				x						2	38	100	16	58		57	21	44	-5	48	-5					100		-109
90	Widen travel way		x				x									2	-52	27	-31	-66		-2	-149	-40	7	-56	-136	-164	-27	-10	45	-10	-147	-65
91	Widen shoulder			x						x						1	-9	26	-11	-11		16	-845	-18	5	-178	-48	-233	72	-39	-48		-78	1
92	Add 4 foot shoulders (bike lane)			x												1	6		15	3	6		-95	17	-15	-37	57	59	51	-173			67	-18
93	Construct grade separation					x		x		x					x	0																	
94	**Widen bridge (min. of 6 feet)**		x	x	x											***5***	55	-39	19	73	-39	65	7	61	48	-109	54	100	69	51	30	30	79	25
95	**Reconstruct road & shoulders**		x	x			x		x							***10***	-11	-99	-13	-8	-23	66	-41	-2	-1	-51	-9	9	-10	-35	-43	-29	-73	12
96	Reconstruct curve					x	x									3	42	100	53	43	40	54	28	53	23	27	58	100	78	48	100	17	64	27
97	Construct interchange					x		x		x						1	-60	100	-188	-24		100	100	-99	-61				-13	-50			25	-126
98	Lengthen accel/decel lanes	x								x						1																		
99	Extend drop lane	x								x						0																		
100	**Install rumble strips**		x	x	x	x	x			x						***9***	22	50	19	22	4	23	38	7	0	14	17	-56	48	4	36	-56	46	20
101	Flatten side slopes			x									x			0																	
102	Install Accel/Decel lane	x								x						2	20	100	9	8		20	52	10	39	22	-7		46			100	57	-115
103	**Upgrade signal and add pedestrian feature**									x					x	***17***	-5	10	16	-20	-5		-7	-7	-20	-20	19	-9	0	19	-78	0	37	-2
104	Sight distance improvements					x				**x**						3	25	-93	38	10	24	25	61	4	13	49	81		52	100				4
105	Minor structures replaced or improved for safety												x	x		1	14		32	-23	14		23	5	3	22	45	56	-14	56	100	-17		-86
106	Lanes added to travel way		x	x												4	13	69	18	5	13		26	5	-2	35	72	6	-15	-26	-214	-183	53	6
107	Upgraded guardrail			x	x								x			1	-22	-46	-16	-33	2	-44	8	-44	-25	-7	-155	-292	29	-85	-370	74	-10	-1
108	**Sidewalk construction**														x	***15***	-11	-9	1	-29	-11		2	-19	-16	-11	14	3	-34	-2	43	15	-15	1
109	Over/Under passes for pedestrians and/or bicycles														x	2	37		7	67	37		31	35	20	100			57		13			48
110	Fencing or other pedestrian barriers												x		x	2	-4	100	11	-43	-4		-61	4	3	10	27	100	-107	-12	3	-45		1
111	Ramps on existing curbs														x	0																	
112	New bikeway/multi-use path construction														x	0																	
113	Bicycle non-construction improvements														x	0																	
114	Impact Attenuators			x	x								x			3	2		16	-27	2		-14	4	-3	-14	45	-36	26	-70	-2	-2	74	2

ID	Improvement	Potential Controlling Criteria Application														Number of Projects	Total	Fatal	Injury	PDO	Urban	Rural	Night	Day	Rear-End	Angle	Left-Turn	Right-Turn	Sideswipe	Fixed-Object	Head-On	Pedestrian	Ran-Off-Road	Wet Surface
		DS	LW	SW	BW	HA	SE	VA	G	SSD	CS	VC	HC	SC	Other																			
115	**Signing and Pavement Markings**		x	x	x		x				x					***11***	11	1	11	11	11	6	0	13	10	5	20	4	-21	13	23	-14	8	15
116	Install Traffic Calming Features	**x**														2	8	100	3	-16	8		13	20	42	36			42	-132	100		71	42
117	**Add paved shoulders**			**x**			x				x					***21***	5	-6	12	-9	8	2	9	2	-1	-5	22	40	11	-2	-2	24	4	19
118	**Add turn lane/s & pavement resurfacing**		**x**	**x**			x				x					***6***	35	3	47	21	35		45	31	49	20	53	51	-15	3	51	3	-46	33
119	Reconstruct bicycle/multi-use path														x	1	37	100	40	33	37		64	24	17	38	52	4	61	36	52			71
120	Construct median, add signal, & pavmnt.resurfacing		**x**	**x**			x				x					4	9	-104	34	-30	9		-6	13	31	4	22	-53	-55	-13	32		100	33
121	**Reconstruct median/median improvments**		**x**	**x**												***16***	-14	56	-6	-27	-25	40	0	-19	-31	-57	14	13	-27	-5	-10	-26	26	-23
122	**Construct LT and RT lanes**		**x**	**x**												***5***	-8	-7	-4	-12	-12	39	5	-8	-1	-76	11	-22	-107	5	-114	20	47	19
123	Paved shoulders & rumble strips		x	**x**			x				x					3	3	69	8	-17	-79	51	-1	11	-38	-57	62	65	-5	-10	25	100	5	24
124	Upgrade traffic signal									x		x			x	3	16		21	12	16		20	11	34	14	-27	-45	-31	30	-24	31		35
125	Traffic signals, guardrail, signing & lighting									x			**x**		x	0																	
126	Traffic signals, resurfacing, turn lanes, lighting		**x**	**x**				x					x			4	-51	100	-27	-87	-36	-158	-105	-48	-52	-32	-47	-67	-80	-128	-42	-24	29	-37
127	Resurface, guardrail, signing & pavt. markings		x	x			x				x		**x**			1	-23		25	-161	-23		-112	2	-71	16	76			100			-96	-96
128	Add Ped crossing mid-block with signals														x	3	-23	-93	-21	-24	-23		-25	-16	-60	-19		-286	4	4		52		-148
129	Add Ped crossing mid-block without signals														x	1	-52	-46	-27	-108	-52		-37	-58	-70	-22	19	-191	-154	-240	-122	-73	100	-37
130	Add roundabout to intersection	x			x					x						2	46	100	58	32	46		41	47	65	17	76	-90	44	5	-1607	-8	100	66
131	Convert shldr inverted rumble to audible edgeline			x												0																		
132	**New inverted AUDIBLE marking on CL or edgeline**		x	x		x	x				x					***12***	6	4	14	-6	-5	11	3	9	-19	18	35	21	55	15	17	15	40	4
133	Use of ITS safety system device(s)														x	1	-16		52	-42	-16		-3	-8	-267	31	-3	-106	-158	-3	83	100		-106
134	High friction surface treatment (tyregrip, etc.)					x	x		x		x					1																		
135	Modify signal timing and phasing	x													x	2	14		30	-1	14		-9	20	-22	31	66	-20	-17	33	100	-141		36

1. Source of Crash Data: The Department of Highway Safety and Motor Vehicles (DHSMV) is the official custodian of the crash reports. The numbers that DHSMV reports are the official numbers. The Florida Department of Transportation (FDOT) Safety Office maintains its own database with crash data obtained from DHSMV, and conducts analyses based on this data for internal FDOT purposes.

2. Use Restrictions: The information on the Traffic Safety Web Portal has been compiled from information collected for the purpose of identifying, evaluating or planning safety enhancements. It is used to develop highway safety construction improvements projects which may be implemented utilizing Federal Aid Highway funds. Any document displaying this notice shall be used only for the purposes deemed appropriate by the Florida Department of Transportation. See Title 23, United States Code, Section 409.

3. Crash Reduction Factors Parameters - ID: 465, From Year: Any Year, To Year: 2009, Before Month: 36, Min. Before Month: 12, After Month: 36, Min. After Month: 12

DS - Design Speed
LW - Lane Width
SW - Shoulder Width
BW - Bridge Width
HA - Horizontal Alignment
SE - Superelevation
VA - Vertical Alignment
G - Grade
SSD - Stopping Sight Distance
CS - Cross Slope
VC - Vertical Clearance
HC - Horizontal Clearance
SC - Structural Capacity

CMF / CRF Details

CMF ID: 3007

CMF Name: Convert the open median on the major approach of an unsignalized

Description: Convert the open median on the major approach of an unsignalize

Prior Condition: unsignalized 3-leg intersection with an open median on the ma

Category: Access management

Study ID: *The Group Least Absolute Shrinkage and Selection Operator* , Haleem and Abdel-Aty 2010

Star Quality Rating	
Star Quality Rating:	3 Stars

Crash Modification Factor (CMF)	
Value:	0.86
Adjusted Standard Error:	
Unadjusted Standard Error:	0.1297

Crash Reduction Factor	
Value:	14
Adjusted Standard Error:	
Unadjusted Standard Error:	12.97

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not Specified
Minimum Number of Lanes:	2
Maximum Number of Lanes:	8
Number of Lanes Direction:	
Number of Lanes Comment:	
Road Division Type:	
Minimum Speed Limit:	
Maximum Speed Limit:	
Speed Unit:	
Speed Limit Comment:	
Area Type:	All
Traffic Volume:	
Average Traffic Volume:	
Time of Day:	All
If countermeasure is intersection-based.	
Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	3-leg
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	
Minor Road Traffic Volume:	

Average Major Road Volume:	
Average Minor Road Volume:	

Development Details

Date Range of Data Used:	2003 to 2006
Municipality:	
State:	FL
Country:	U.S.A.
Type of Methodology Used:	Regression cross-section
Sample Size (sites):	1735 sites

Other Details

Included in HSM:	No
Date Added to Clearinghouse:	Jul 15, 2011
Comments:	

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

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