

# **ACCESS MANAGEMENT STUDY**

## **S.R. 867 (McGregor Boulevard)**

From Cypress Lake Drive to Edinburgh Drive/Colby Drive  
(Section # 12040-000, M.P. 2.671 to M.P. 3.695)  
Lee County

Prepared for:

## **FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 1 TRAFFIC OPERATIONS**

P.O. Box 1249  
801 North Broadway Avenue, MS 1-8  
Bartow, Florida 33831-1249



Access Management Design Support  
Financial Project Identification Number: 442582-1-32-01  
Contract Number: C-A082  
TEDS Contract Number: 11145  
Task Work Order: 23

Prepared by:

**Traffic Engineering Data Solutions, Inc.**  
80 Spring Vista Drive  
DeBary, Florida 32713

February 2022

This item has been digitally signed and sealed by

On the date adjacent to the seal

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

# 1

## EXECUTIVE SUMMARY

Traffic Engineering Data Solutions, Inc. conducted an Access Management Study for the segment of S.R. 867 from Cypress Lake Drive (M.P. 2.671) to Edinburgh Drive/Colby Drive (M.P. 3.695) in Fort Myers (Lee County), Florida. This study corridor (1.024 miles) of S.R. 867 is a four-lane undivided roadway with curb and gutter, no shoulder, and with a two-way continuous left-turn lane. Based on the traffic volume data, the field observations, crash history and the operational and safety assessment, it is recommended to convert the existing continuous two-way left-turn lane to a 15-foot raised median that transitions to a 4-foot Type 1 Option 1 concrete traffic separator per Florida Department of Transportation (FDOT) Index No. 520-020, with an auxiliary 11-foot left-turn lane at median openings. Below is a summary of proposed median openings:

### Full Median Openings:

- Cypress Lake Drive (signal)
- N. Town and River Drive (unsignalized)
- Camelot Drive/S. Landings Drive (signal)
- College Parkway (signal)
- Edinburgh Drive/Colby Drive (unsignalized)

### Directional Median Openings:

- Key West Plaza Southern Driveway (southbound directional)

It should be noted that the limits of a new raised median will be from the Cypress Lake Drive intersection northward through the southbound left-turn lane on the north side of the College Parkway intersection. Based upon discussions with FDOT, it was determined that from the southbound left-turn lane at College Parkway northward to Edinburgh Drive/Colby Drive, this section of S.R. 867 will remain as is with a continuous two-way left-turn lane.

# 2

## INTRODUCTION

Traffic Engineering Data Solutions, Inc. (TEDS) was retained on behalf of the Florida Department of Transportation (FDOT) to conduct an Access Management Study on S.R. 867 from Cypress Lake Drive (M.P. 2.671) to Edinburgh Drive/Colby Drive (M.P. 3.695) in Fort Myers (Lee County), Florida. A location map of the study corridor is shown below in **Figure 1**. This study serves as a supplement to the S.R. 867 access management study previously submitted in February 2020. The previous study included a crash analysis, a conceptual master plan, a cost estimate, and a benefit/cost analysis. However, this updated study included current traffic counts for the study roadway and a qualitative assessment. Where applicable, this new study did review and update information provided in the original study. The previous access management study is provided in its entirety in **Appendix A**.

The analysis methods used in completing this study are consistent with the Manual on Uniform Traffic Control Devices (MUTCD 2009), the Highway Safety Improvement Program Guidelines, the FDOT's 2014 Median Handbook, FDOT District 1 guidelines/procedures, Florida Administrative Code Chapter 14-97, and engineering judgment. This document contains existing conditions, vehicle counts, a summary of the previous crash analysis, qualitative assessment, improvement concepts, and final recommendations.

**Figure 1**  
**Corridor Location Map**  
**S.R. 867 from Cypress Lake Drive to Edinburgh Drive/Colby Drive**



Map Source: MapQuest

# 3

## EXISTING CONDITIONS

S.R. 867 is a north/south roadway extending from C.R. 865/867 to S.R. 82/U.S. 41 in Fort Myers (Lee County), Florida. Within the study corridor, S.R. 867 is a four-lane undivided roadway with curb and gutter, no shoulders, and with a two-way left-turn lane. Details of the study corridor and the surrounding area are summarized in **Table 1** and depicted in the Straight Line Diagram and Existing Conditions Diagram in **Appendix B**.

**Table 1**  
**Summary of Existing Conditions**  
**S.R. 867 from Cypress Lake Drive to Edinburgh Drive/Colby Drive**

Feature	Description
<b>Main Street</b>	<ul style="list-style-type: none"> <li>• S.R. 867 from Cypress Lake Drive to Edinburgh Drive/Colby Drive</li> </ul>
<b>Area Location</b>	<ul style="list-style-type: none"> <li>• Fort Myers (Lee County), Florida</li> </ul>
<b>Cross Section</b>	<ul style="list-style-type: none"> <li>• Four-lane undivided roadway with curb and gutter, no shoulders, and a continuous two-way left-turn lane.</li> <li>• Sidewalk along both sides of the road throughout the corridor.</li> <li>• No overhead street lighting is provided along the road.</li> <li>• Overhead utility poles are located along the east side of the road.</li> </ul>
<b>AADT (2020)</b>	<ul style="list-style-type: none"> <li>• Cypress Lake Drive to College Parkway – 29,500 vehicles per day (vpd)</li> <li>• College Parkway to Edinburgh Drive/Colby Drive – 15,300 vpd</li> </ul>
<b>Regulatory Speed Limit (per RCI)</b>	<ul style="list-style-type: none"> <li>• 45 miles per hour (mph)</li> </ul>
<b>Adjacent Land Uses</b>	<ul style="list-style-type: none"> <li>• Commercial/residential</li> </ul>
<b>Alignment</b>	<ul style="list-style-type: none"> <li>• Relatively straight and flat with a horizontal curve just north of W. College Point Drive.</li> </ul>
<b>Context Classification</b>	<ul style="list-style-type: none"> <li>• C3C – Suburban Commercial (M.P. 2.671 to 3.462)</li> <li>• C3R – Suburban Residential (M.P. 3.462 to 3.695)</li> </ul>
<b>Access Class</b>	<ul style="list-style-type: none"> <li>• Access Class 6</li> </ul>
<b>Signalized Intersections</b>	<ul style="list-style-type: none"> <li>• Cypress Lake Drive (M.P. 2.671)</li> <li>• Camelot Drive (M.P. 3.176)</li> <li>• College Parkway (M.P. 3.465)</li> </ul>

## **Traffic Volumes**

There is one (1) FDOT Traffic Count Station located on S.R. 867 within the study limits. Data obtained from FDOT's Florida Traffic Information from 2016 to 2020 is provided below in **Table 2**.

**Table 2**  
**Historical Local Traffic Data and Characteristics**

Characteristics	FDOT Count Station 120008
	South of College Parkway
2016 AADT	33,500
2017 AADT	35,500
2018 AADT	35,500
2019 AADT	34,500
2020 AADT	29,500
2020 K-Factor	9.00
2020 D-Factor	52.80
2020 T-Factor	2.60

Additionally, eight-hour turning movement counts (TMCs) were conducted from 7:00 a.m. to 9:00 a.m., 11:00 a.m. to 1:00 p.m., and 2:00 p.m. to 6:00 p.m. in November 2021 at the following major signalized and unsignalized intersections within the study corridor:

- Cypress Lake Drive (M.P. 2.671) (signalized)
- N. Town and River Drive (M.P. 2.904) (unsignalized)
- Camelot Drive/S. Landings Drive (M.P. 3.176) (signalized)
- Edinburgh Drive/Colby Drive (M.P. 3.695) (unsignalized)

Four-hour vehicular counts were also counted for the intersection of S.R. 867 and W. College Point Drive. Similar type counts were conducted for the northbound and southbound left-turn movements at the S.R. 867 and College Parkway intersection.

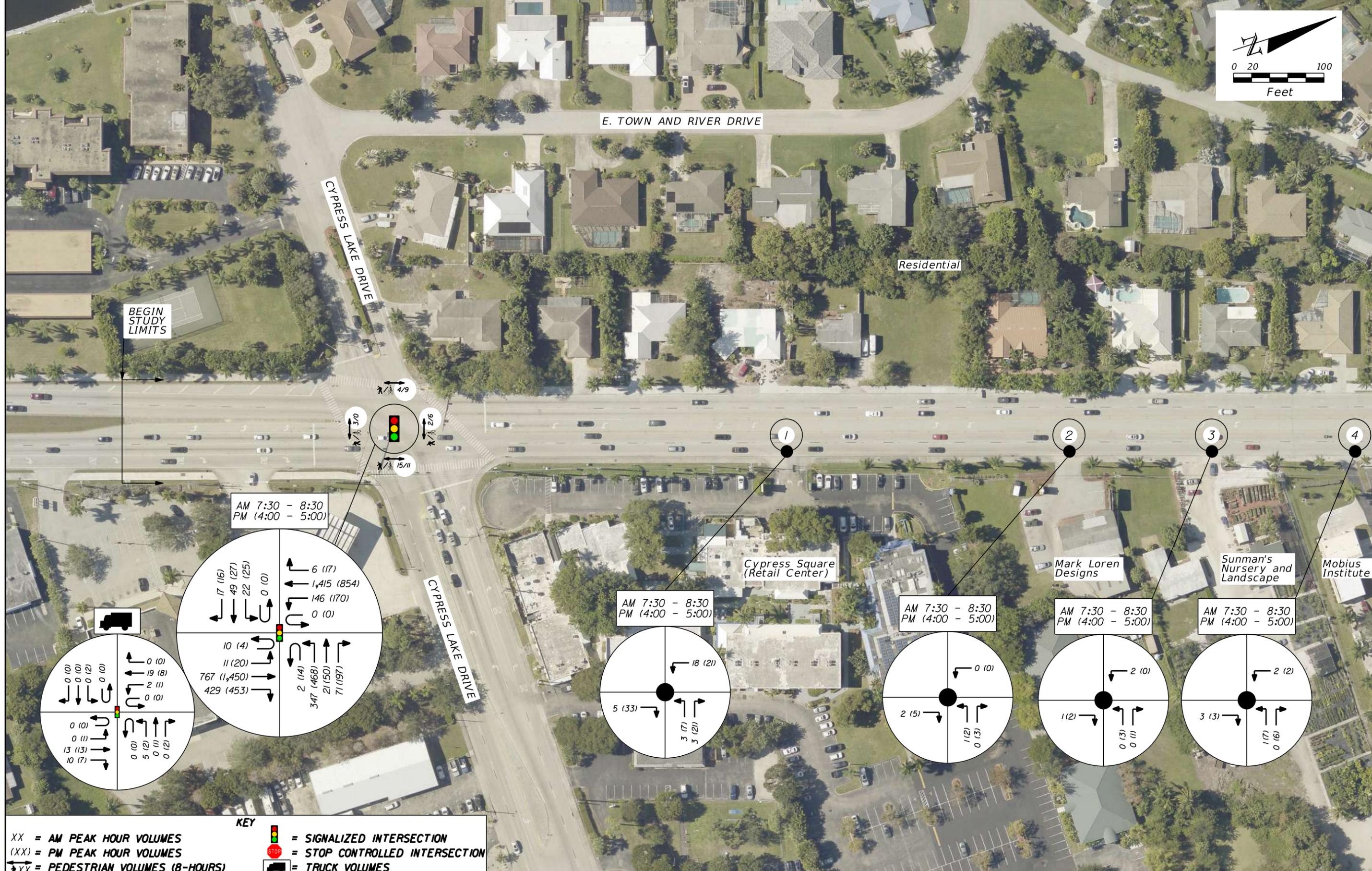
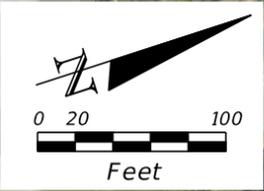
Finally, four-hour vehicular movements were counted at every driveway located throughout the S.R. 867 corridor.

The a.m. and p.m. actual peak-hour volumes for the eight-hour TMCs are displayed on the following pages in **Figure 2**. The corresponding volumes (for the same hours) are also displayed for the side streets and the driveways. The raw traffic volumes at all locations along the study corridor are provided in **Appendix C**.

Bicycle and pedestrian counts were also obtained at each of the signalized intersections. All eight hours of their movements are displayed for the signalized intersections in **Figure 2**. Pedestrian and bicycle activity for the signalized locations is detailed below:

- Cypress Lake Drive – 24 pedestrians and 26 bicyclists
- Camelot Drive/S. Landings Drive – 17 pedestrians and 25 bicyclists

The pedestrian and bicycle counts are included in **Appendix C**.



BEGIN STUDY LIMITS

E. TOWN AND RIVER DRIVE

CYPRESS LAKE DRIVE

Residential

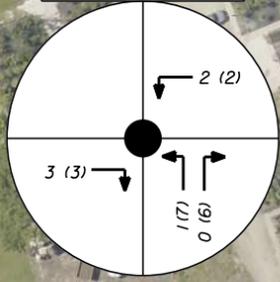
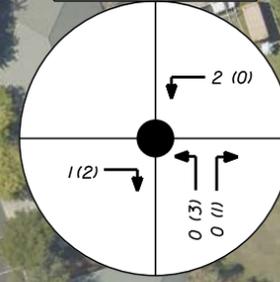
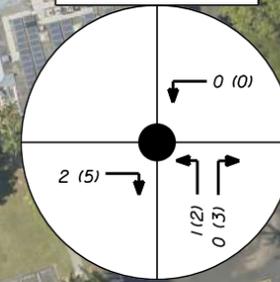
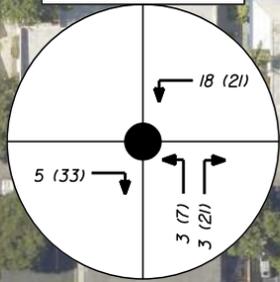
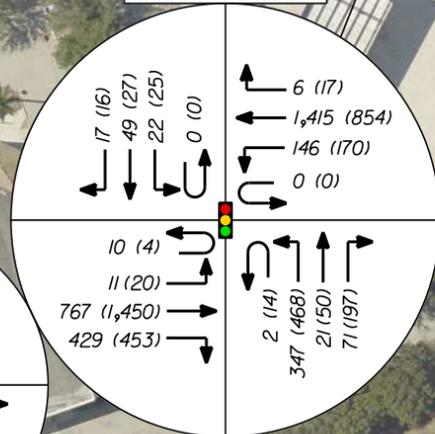
Cypress Square (Retail Center)

Mark Loren Designs

Sunman's Nursery and Landscape

Mobius Institute

AM 7:30 - 8:30  
PM (4:00 - 5:00)



**KEY**  
 XX = AM PEAK HOUR VOLUMES  
 (XX) = PM PEAK HOUR VOLUMES  
 XX = PEDESTRIAN VOLUMES (8-HOURS)  
 = SIGNALIZED INTERSECTION  
 = STOP CONTROLLED INTERSECTION  
 = TRUCK VOLUMES

REVISIONS	
DATE	DESCRIPTION

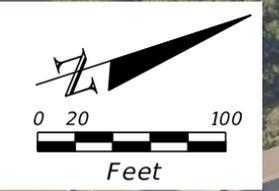
Traffic Engineering Data Solutions, Inc.  
 80 Spring Vista Drive Phone: 386.753.0558  
 DeBary, FL 32713 Fax: 386.753.0778

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
867	LEE	

S.R. 867 TURNING  
MOVEMENT VOLUMES

SHEET NO.  
5

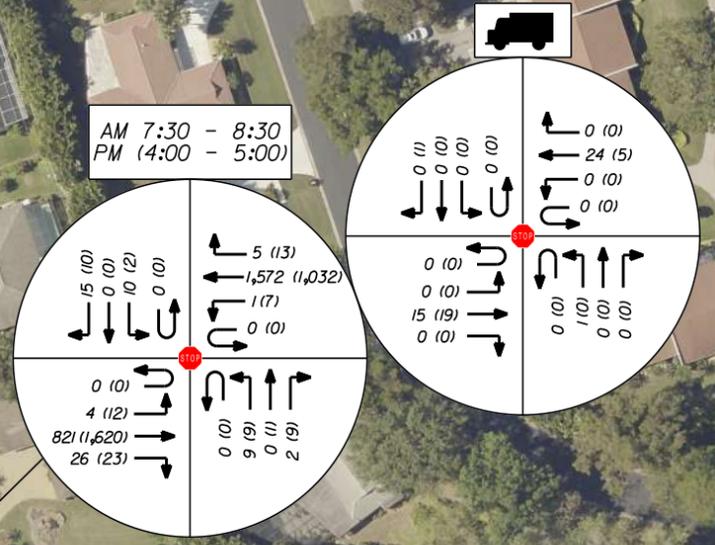
MATCHLINE A



MATCHLINE A

MATCHLINE B

N. TOWN AND RIVER DRIVE



Residential

The Design Center  
(Retail Center)

Key West Plaza

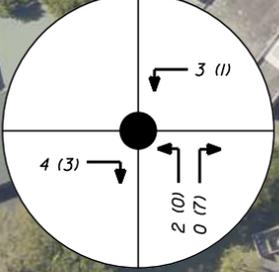
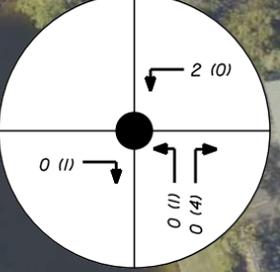
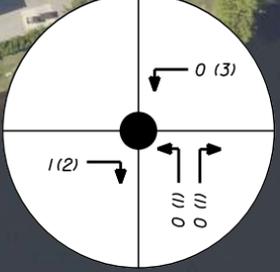
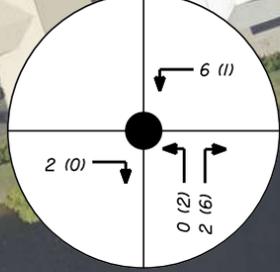
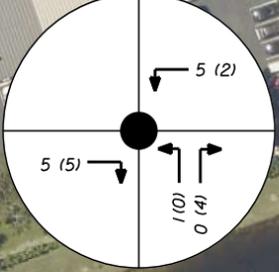
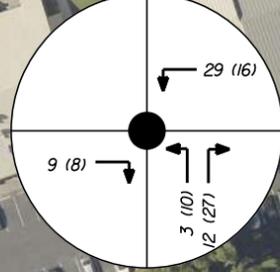
Strip Retail Center

Tuffy Auto Service Center

Century 21 Sunbelt Realty

Haley Ward Engineering

AM 7:30 - 8:30  
PM 4:00 - 5:00



**KEY**

XX = AM PEAK HOUR VOLUMES	= SIGNALIZED INTERSECTION
(XX) = PM PEAK HOUR VOLUMES	= STOP CONTROLLED INTERSECTION
XX = PEDESTRIAN VOLUMES (8-HOURS)	= TRUCK VOLUMES

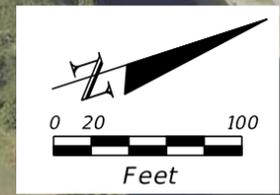
REVISIONS	
DATE	DESCRIPTION

Traffic Engineering Data Solutions, Inc.  
80 Spring Vista Drive Phone: 386.753.0558  
DeBary, FL 32713 Fax: 386.753.0778

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
867	LEE	

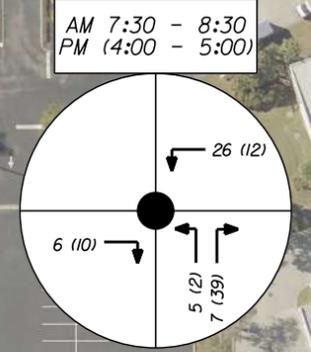
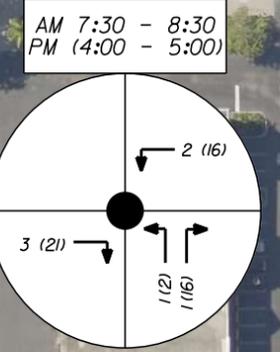
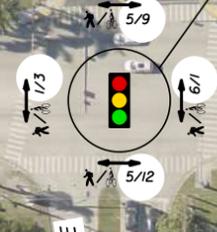
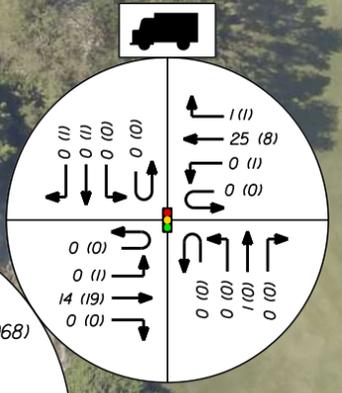
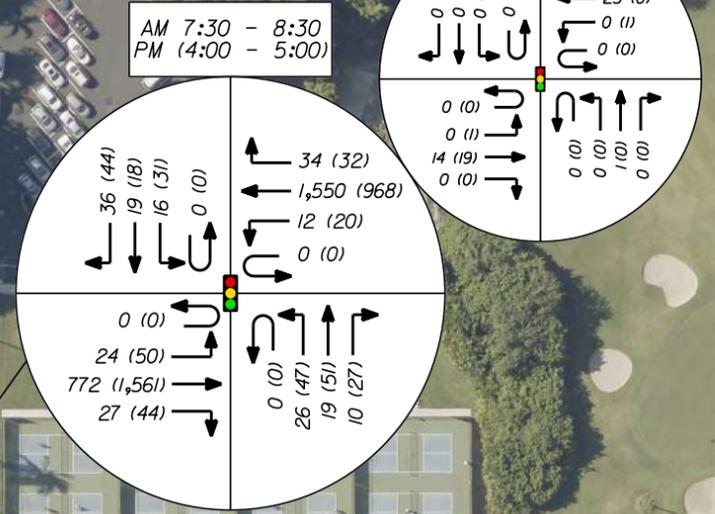
S.R. 867 TURNING  
MOVEMENT VOLUMES

SHEET NO.  
6



MATCHLINE B

MATCHLINE C



S. LANDINGS DRIVE

CAMELOT DRIVE

Vacant

Lazy Flamingo

Bridge Plaza (Retail Center)

Hide-Away Storage

Residential

**KEY**

XX = AM PEAK HOUR VOLUMES	= SIGNALIZED INTERSECTION
(XX) = PM PEAK HOUR VOLUMES	= STOP CONTROLLED INTERSECTION
XX = PEDESTRIAN VOLUMES (8-HOURS)	= TRUCK VOLUMES

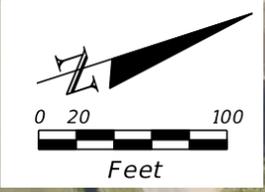
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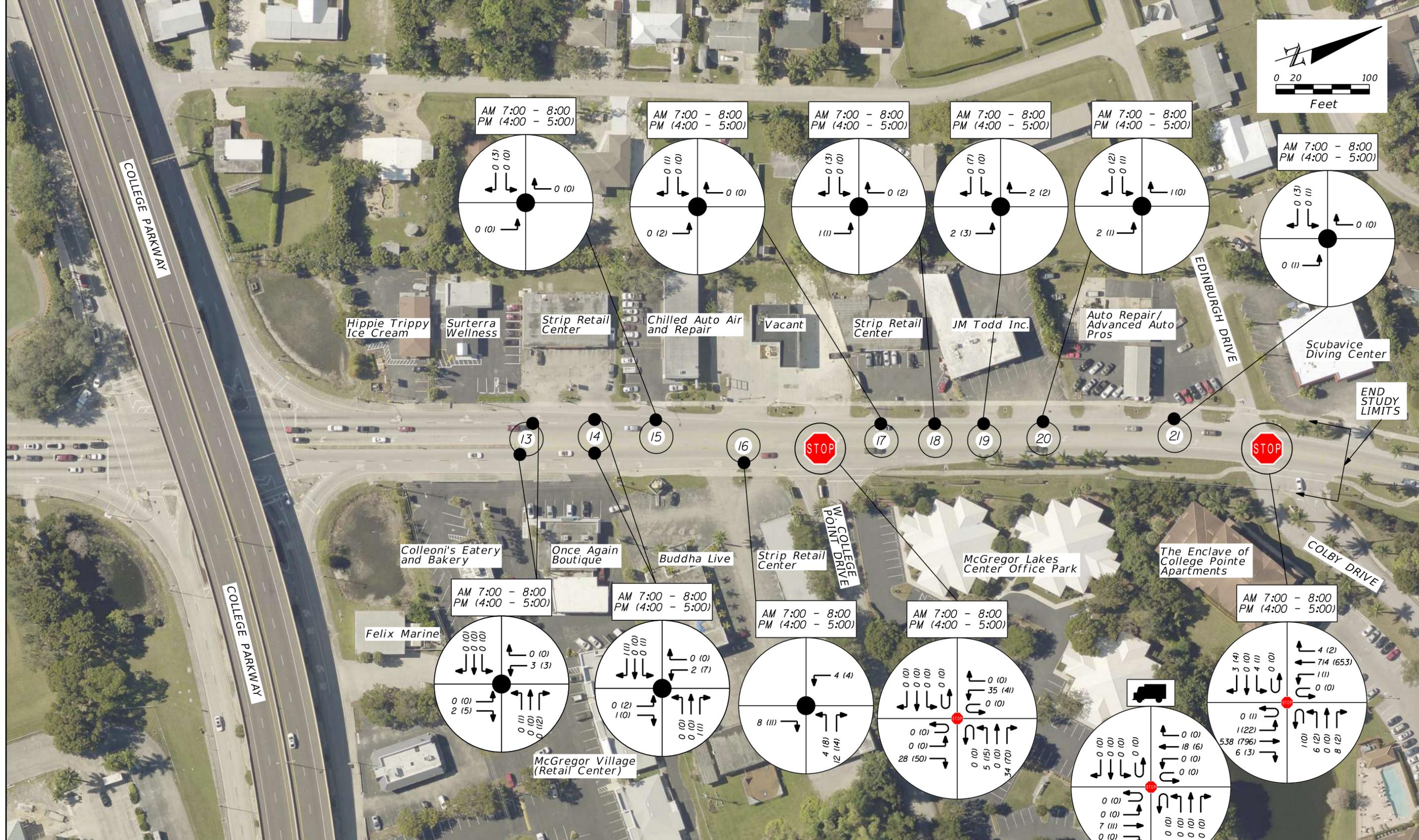
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
867	LEE	

S.R. 867 TURNING  
MOVEMENT VOLUMES

SHEET NO.  
7



MATCHLINE C



KEY	
XX	= AM PEAK HOUR VOLUMES
(XX)	= PM PEAK HOUR VOLUMES
XX	= PEDESTRIAN VOLUMES (8-HOURS)
	= SIGNALIZED INTERSECTION
	= STOP CONTROLLED INTERSECTION
	= TRUCK VOLUMES

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
867	LEE	

**S.R. 867 TURNING  
MOVEMENT VOLUMES**

SHEET NO.  
8

## **Collision Data**

Crash data for the five-year period between January 1, 2014 and December 31, 2018 was obtained from FDOT's CARS database and University of Florida's *Signal Four Analytics* and included in the previous study. Collision Summaries and Crash Diagrams detailing the crashes over the entirety of the study segment (from Cypress Lake Drive to Edinburgh Drive/Colby Drive) are located with the previous study in **Appendix A**.

Crash trends applicable to this access management study update within the current study limits are discussed below.

- 10 left-turn (including one (1) fatal) and three (3) angle crashes occurred at Cypress Lake Drive.
- Three (3) angle and one (1) left-turn crash occurred at Cypress Square driveway north of Cypress Lake Drive.
- Six (6) left-turn and one (1) head-on crash occurred at Camelot Drive/ S. Landings Drive.
- Seven (7) left-turn (including one (1) fatal) and two (2) angle crashes were noted at the northern Bridge Plaza Entrance.
- Seven (7) left-turn, six (6) angle, and one (1) head-on crash occurred at College Parkway.
- Four (4) angle crashes occurred at W. College Point Drive.
- Various other angle and left-turn crashes occurred at driveways throughout the study segment.

Two (2) bicycle and one (1) pedestrian crash occurred at various locations throughout the corridor, without any noticeable concentration in any particular location.

# 4

## **FDOT AND COUNTY ROADWAY IMPROVEMENTS**

FDOT's Five (5) Year Work Program and Lee County's Long-Range Capital Improvement Plan were reviewed for any scheduled improvements along the S.R. 867 corridor. There are no planned projects along this corridor from either FDOT or Lee County with the exception of the median project associated with this study.

# 5

## QUALITATIVE ASSESSMENT

The study corridor of S.R. 867 was observed by a registered professional engineer on a typical weekday during the peak periods of each day, including morning and afternoon/evening hours. The goal of the observations was to verify the need for the median improvement, including appropriate openings, as well as determine the need for any additional improvements to enhance the safety and efficiency of the corridor with regard to access management.

### **Operational and Safety Evaluation:**

- Southbound traffic appears to be the peak flow direction in the AM peak hour and northbound traffic is the peak flow direction in the PM peak hour.
- Traffic appears to be traveling at or near the 45 mph speed limit throughout the study corridor.
- Most of the traffic along the corridor appeared to be through traffic during both peak hours. Additionally, no significant amount of traffic was observed traveling onto/off of the cross streets or driveways, with the exception of the College Parkway intersection/overpass.
- A minimal number of heavy vehicles were observed in both directions along the study corridor during both peak hours.
- Little or no pedestrian and bicyclist activity was observed along the study corridor. As part of these observations, pedestrian and bicycle crossings were observed near the N. Town and River Drive intersection. However, only one (1) pedestrian was observed crossing S.R. 867 within the vicinity of this intersection throughout a typical day (eight hours). The pedestrian crossed approximately 100 feet south of N. Town and River Drive intersection. Although justification for a mid-block crossing does not necessarily have to meet a volume threshold, the consideration of a signal-related crossing device, such as a potential Pedestrian Hybrid Beacon (PHB), does involve multiple factors, including crossing volume. As documented above, this traffic control type will not be formally warranted based upon the number of crossing volumes. However, other factors, such as the current speed limit (i.e., 45 mph), daily volumes along the corridor (approximately 30,000 vehicles per day), and gaps in traffic to safely cross are critical elements in the final determination on whether a PHB should be installed at a specific location. However, based upon the information known at this time, no mid-block crossing or associated PHB is recommended along the study corridor.
- No transit bus stops/activity existed or was observed.

- For most of the study corridor, connectivity on the west side of the corridor is limited to several major residential streets. On the east side, connectivity involves several local streets as well as numerous retail-related driveways. The College Parkway intersection/overpass functions as physical barrier between the northern and southern sections of the corridor but provides direct access to the City of Cape Coral.
- During the AM peak hour, there were several locations along the corridor that experienced excessive queues. One of the locations was the southbound traffic approaching the signalized Cypress Lake Drive intersection. In several occurrences, the queue back up was approximately 25 to 30 vehicles per lane. However, based upon the extensive green time provided for the north/south through movements at this location, vehicles in the queue were able to travel through the intersection in one signal cycle. Another area of concern was the southbound traffic at the signalized College Parkway intersection. Observations indicated that there were several occurrences where southbound through traffic would be queued north of Edinburgh Drive/Colby Drive. However, similar to the Cypress Lake Drive intersection, the green time allocated for the southbound through movement appeared to be adequate to allow though vehicles to travel through the intersection in one signal cycle. It should be noted that during the AM peak hour, including times involving these excessive queue occurrences, the southbound left-turn lane at College Parkway averaged approximately five (5) vehicles queued in this turn lane with the maximum queue observed at eight (8) to 10 vehicles.
- During the PM peak hour, only the northbound traffic approaching the signalized College Parkway intersection experienced excessive queues. Observations indicated that there were at least six (6) occurrences where northbound traffic queued past the nearest intersection to the south (Camelot Drive/ S. Landing Drive), a distance of approximately 1,600 feet. A secondary adverse effect of these extensive queues included side street traffic that could not traverse through the intersection until northbound queues subsided north of the intersection. The vehicles in these queues were not able to travel through the intersection in one signal cycle, thus, triggering cycle failure through most of the peak hour. Another related issue involved the northbound dual left-turn lanes at College Parkway. The queue in these lanes during this time period was approximately 20 to 25 vehicles per lane which was equivalent to approximately 500 feet in length, the existing length of the dual left-turn lanes. It was also observed that a part of the excessive queues for the northbound through movement was attributed to vehicles in the inside through lane that wished to eventually maneuver into the left-turn lanes near the College Parkway intersection. Another issue affecting the northbound left-turn lanes is the westbound on-ramp/frontage road connecting College Parkway. It appears that there were several occurrences where the northbound left-turn vehicles were queued from the on-ramp back into the turn lanes due to heavy and merging traffic along this frontage road. A potential recommendation should be the review and adjustment of the signal timings, if applicable, specifically green times, for the northbound approach at the College Parkway intersection during the PM peak hour. This recommended improvement can be included in the upcoming median project or considered in a later project, potentially as a joint venture with Lee County, to provide additional safety measures beyond the proposed median.

- A preliminary review of recent crash history (post 2018 to present) at the Cypress Lake Drive intersection verified a continuing trend of left-turning crashes, specifically for the southbound left-turn movement, as documented in the original study several years ago. Based upon current observations, and anticipated diverted left turns/U-turns to be generated by the proposed median along S.R. 867 in this area, the number of vehicles in this single left-turn lane is expected to increase which may trigger further left-turning crashes particularly with the current protected/permissive left-turn phase for this movement. Based upon this information, it is recommended that the current southbound left-turn phase (protected/permissive) be upgraded to a protected only condition. This recommended improvement can be included in the upcoming median project or considered in a later project, potentially as a joint venture with Lee County, to provide additional safety measures beyond the proposed median.

# 6

## IMPROVEMENT RECOMMENDATION

Based on the traffic volume data, field observations, crash history, and the operational and safety assessment, it is recommended that the existing continuous two-way left-turn lane be converted to a 15-foot raised median that transitions to a 4-foot Type 1 Option 1 concrete traffic separator per FDOT Index No. 520-020, with an auxiliary 11-foot left-turn lane at median openings. Below is a summary of proposed median openings:

### Full Median Openings:

- Cypress Lake Drive (signal)
- N. Town and River Drive (unsignalized)
- Camelot Drive/S. Landings Drive (signal)
- College Parkway (signal)
- Edinburgh Drive/Colby Drive (unsignalized)

### Directional Median Openings:

- Key West Plaza Southern Driveway (southbound directional)

It should be noted that the limits of a new raised median will be from the Cypress Lake Drive intersection northward through the southbound left-turn lane on the north side of the College Parkway intersection. Based upon discussions with FDOT, it was determined that from the southbound left-turn lane at College Parkway northward to Edinburgh Drive/Colby Drive, this section of S.R. 867 will remain as is with a continuous two-way left-turn lane.

**Table 3** summarizes the recommended median openings, including considerations involved in the development of these recommendations, along the S.R. 867 corridor. Considerations included different factors such as distances to nearest existing/proposed openings, including any potential variances needed, and the type of adjacent land uses and the connectivity to these uses. Please note that Edinburgh Drive/Colby Drive was not included in the table because the median project is intended to begin just south of this intersection, and thus, Edinburgh Drive/Colby Drive will remain a full median opening.

**Table 3**  
**Recommended Median Openings and Considerations**  
**S.R. 867 from Cypress Lake Drive to Edinburgh Drive/Colby Drive**

Intersection	Proposed Opening Type	Distance To/From Nearest Proposed Median Openings (Ft)*				Connectivity To	Comments
		To the South		To the North			
		Distance	Variance**	Distance	Variance**		
Cypress Lake Drive	Full (signal)			1,240 (D)	0%	West: Residential East: Cypress Square (Retail Center), 7Eleven	This intersection is signalized. Retain southbound left-turn lane.
N. Town and River Drive	Full (unsignalized)	1,240 (F)	0%	660 (D)	0%	West: Residential East: The Design Center (Retail Center)	This intersection is unsignalized. Retain northbound/southbound left-turn lanes.
Key West Plaza Southern Driveway	SB directional	660 (D)	0%	790 (F)	0%	West: Residential East: Key West Plaza (Retail Center)	Install directional median allowing southbound left-turns.
Camelot Drive/S. Landings Drive	Full (signal)	790 (D)	0%	1,620 (F)	0%	West: Residential East: Century 21 Sunbelt Realty	This intersection is signalized. Retain northbound/southbound left-turn lanes.
College Parkway	Full (signal)	1,620 (F)	0%			West: Hippiie Trippy Ice Cream, Residential East: Colleoni's Eatery, Hide-Away Storage	This intersection is signalized. Retain northbound/southbound left-turn lanes.

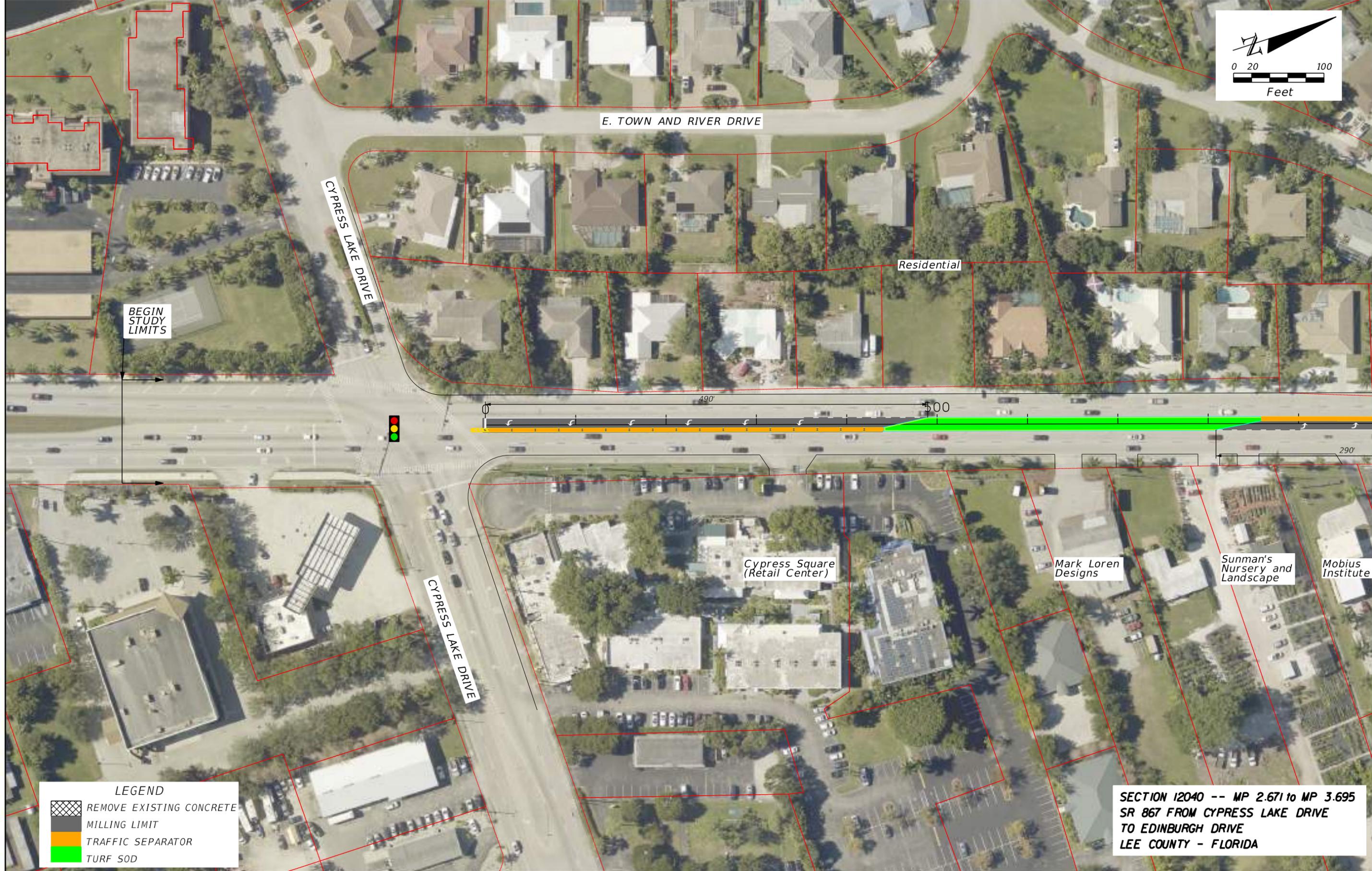
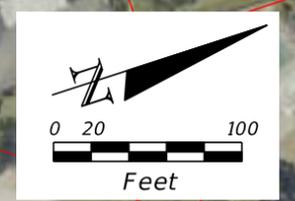
\* - (F) = Full Median Opening, (D) = Directional Median Opening.

\*\* - Variance from FDOT Access Management Spacing Guidelines.

A conceptual access management improvement plan was developed with the above recommended median openings as shown in **Figure 3**. The intent of this plan was to enhance traffic flow through and reduce crashes along the study corridor. Additionally, the typical section showing existing and proposed conditions is provided in **Appendix D**. The proposed typical section was selected in order to avoid right-of-way acquisitions and signification construction impact.

U-turn opportunities were considered when recommending median openings along the corridor. Side street connectivity was also taken into consideration when recommending the proposed median opening locations. In general, there is limited connectivity on the western side of the corridor, particularly south of College Parkway, and significant private business driveway connectivity along the eastern side.

The lengths of all left-turn lanes were calculated based on criteria/standards contained in the most recent (2022) Florida Design Manual (FDM) and results of a Synchro analysis. For unsignalized turn lanes, the FDM was used to estimate queue lengths. For signalized locations, a Synchro analysis was undertaken which would provide a conservative (high) estimate of queue lengths using existing signal timings and phasing patterns as well as existing lane geometry. All calculated queue lengths were rounded to the nearest 25 feet and added to the deceleration distances found in the FDM to produce the total turn lane lengths. If queues lengths were calculated at less than 50 feet, a minimum queue length of 50 feet was used. Please note that these lengths considered current side street traffic that will no longer have full access capabilities and, thus, be diverted to full or directional median openings for U-turns. The resultant turn lane length calculations are summarized in **Table 4**. The results of the Synchro analysis are provided in **Appendix E**.



BEGIN STUDY LIMITS

E. TOWN AND RIVER DRIVE

CYPRESS LAKE DRIVE

Residential

490'

500'

290'

Cypress Square (Retail Center)

Mark Loren Designs

Sunman's Nursery and Landscape

Mobius Institute

CYPRESS LAKE DRIVE

MATCHLINE A

**LEGEND**

	REMOVE EXISTING CONCRETE
	MILLING LIMIT
	TRAFFIC SEPARATOR
	TURF SOD

**SECTION 12040 -- MP 2.671 to MP 3.695  
SR 867 FROM CYPRESS LAKE DRIVE  
TO EDINBURGH DRIVE  
LEE COUNTY - FLORIDA**

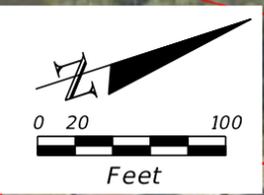
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
867	LEE	

IMPROVEMENT DIAGRAM  
SR 867 ACCESS MANAGEMENT STUDY  
CYPRESS LAKE DRIVE TO EDINBURGH DRIVE  
(MP 2.671 TO MP 3.695)

SHEET NO.  
16



**LEGEND**

	REMOVE EXISTING CONCRETE
	MILLING LIMIT
	TRAFFIC SEPARATOR
	TURF SOD

**SECTION 12040 -- MP 2.671 to MP 3.695  
SR 867 FROM CYPRESS LAKE DRIVE  
TO EDINBURGH DRIVE  
LEE COUNTY - FLORIDA**

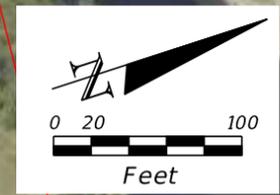
REVISIONS	
DATE	DESCRIPTION

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80 Spring Vista Drive Phone: 386.753.0558  
DeBary, FL 32713 Fax: 386.753.0778

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
867	LEE	

IMPROVEMENT DIAGRAM  
SR 867 ACCESS MANAGEMENT STUDY  
CYPRESS LAKE DRIVE TO EDINBURGH DRIVE  
(MP 2.671 TO MP 3.695)

SHEET NO.  
17



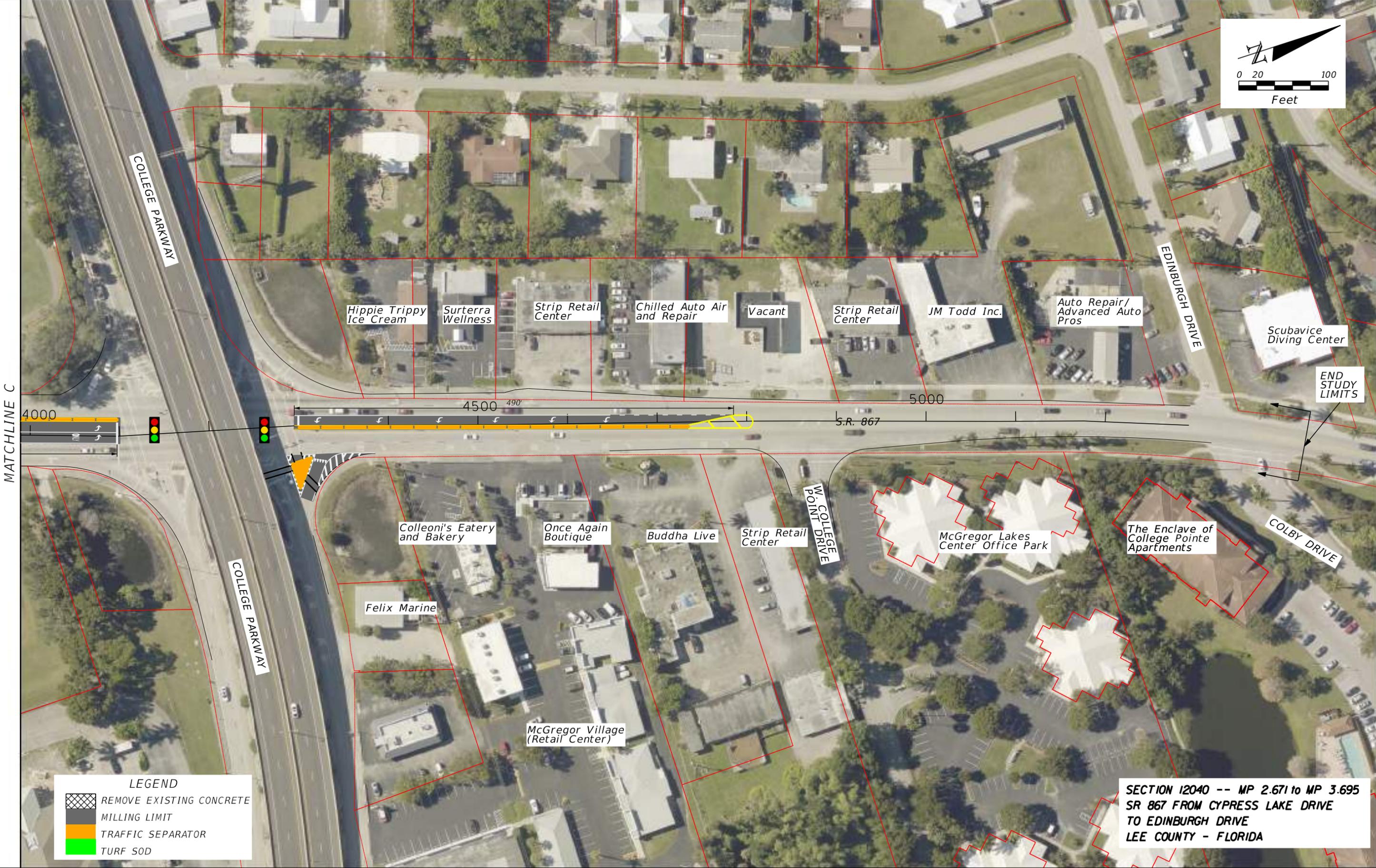
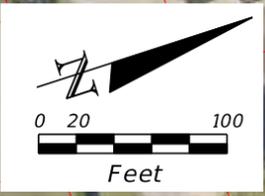
**LEGEND**

	REMOVE EXISTING CONCRETE
	MILLING LIMIT
	TRAFFIC SEPARATOR
	TURF SOD

**SECTION 12040 -- MP 2.671 to MP 3.695  
 SR 867 FROM CYPRESS LAKE DRIVE  
 TO EDINBURGH DRIVE  
 LEE COUNTY - FLORIDA**

REVISIONS				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			IMPROVEMENT DIAGRAM SR 867 ACCESS MANAGEMENT STUDY CYPRESS LAKE DRIVE TO EDINBURGH DRIVE (MP 2.671 TO MP 3.695)	SHEET NO.  18
DATE	DESCRIPTION	DATE	DESCRIPTION	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				867	LEE			

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



MATCHLINE C

END STUDY LIMITS

**LEGEND**

	REMOVE EXISTING CONCRETE
	MILLING LIMIT
	TRAFFIC SEPARATOR
	TURF SOD

**SECTION 12040 -- MP 2.671 to MP 3.695  
SR 867 FROM CYPRESS LAKE DRIVE  
TO EDINBURGH DRIVE  
LEE COUNTY - FLORIDA**

REVISIONS	
DATE	DESCRIPTION

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

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
867	LEE	

IMPROVEMENT DIAGRAM  
SR 867 ACCESS MANAGEMENT STUDY  
CYPRESS LAKE DRIVE TO EDINBURGH DRIVE  
(MP 2.671 TO MP 3.695)

SHEET NO.  
19

**Table 4**  
**Recommended Left-Turn Lane Lengths**  
**S.R. 867 from Cypress Lake Drive to Edinburgh Drive/Colby Drive**

Intersection	Proposed Access Class	Design Speed (MPH)	Proposed Opening Type	Deceleration Distance-D (Ft)	Direction	Peak Left-Turn Volume in 2021	Reassigned Volume (VPH)	Total Left-Turn Volume (VPH)	Existing Turn Lane Length (Ft)	Queue Storage (Q) (Ft)	Recommended Turn Lane Length (Ft)
<b>AM Peak Hour</b>											
Cypress Lake Drive	5	50	Full (signal)	240	Northbound						
					Southbound	146	22	168	225	125 ~	365
N. Town and River Drive	5	50	NB/SB directional	240	Northbound	4	5	9	N/A	50*	290
					Southbound	1	29	30	N/A	50*	290
Key West Plaza Southern Driveway	5	50	SB directional	240	Northbound						
					Southbound	5	11	16	N/A	50*	290
Camelot Drive/S. Landings Drive	5	50	Full (signal)	240	Northbound	24	6	30	225	50 ~	290
					Southbound	12	28	40	225	50 ~	290
College Parkway	5	50	Full (signal)	240	Northbound	293	6	299	500	150 ~	650 †
					Southbound	89	9	98	280	100 ~	490 †
<b>PM Peak Hour</b>											
Cypress Lake Drive	5	50	Full (signal)	240	Northbound						
					Southbound	170	23	193	225	250 ~	490
N. Town and River Drive	5	50	NB/SB directional	240	Northbound	12	19	31	N/A	50*	290
					Southbound	7	16	23	N/A	50*	290
Key West Plaza Southern Driveway	5	50	SB directional	240	Northbound						
					Southbound	2	5	7	N/A	50*	290
Camelot Drive/S. Landings Drive	5	50	Full (signal)	240	Northbound	50	14	64	225	50 ~	290
					Southbound	20	28	48	225	50 ~	290
College Parkway	5	50	Full (signal)	240	Northbound	895	4	899	500	450 ~	650 †
					Southbound	113	15	128	280	250 ~	490 †
* Queues for left-turn lanes at unsignalized locations were designated at 50 feet in accordance with the FDM.											
~ Queues for left-turn lanes at signalized locations were based on SYNCHRO analyses. The higher queue between the AM and PM peak hours was used within the concept. A minimum of 50 feet was used within all queue lengths.											
Deceleration distances were designated in accordance with FDM Exhibit 212-1.											
If calculated turn lane lengths were less than what is currently existing, the existing turn lane lengths were used.											
† The recommended turn lane lengths for these movements were primarily based on the maximum queues observed in these lanes. For the northbound dual left-turn lanes, consideration was given to maximize the queue storage area prior to transitioning back to the proposed median area. Thus, an additional 150 feet was added to the existing length to produce two (2) 650-foot left-turn lanes. For the southbound left-turn lane, a maximum queue length of 250 feet was observed and with a deceleration distance of 240 feet, the total recommended turn lane length was calculated at 490 feet. This length was able to "fit in" south of W. College Pointe Drive so as to allow the current two-way left-turn configuration north of this area to remain as is per discussions with FDOT staff.											

# **APPENDIX**

# **APPENDIX A**

## **SR 867: Previous Access Management Study**

# **ACCESS MANAGEMENT STUDY**

## **State Road 867**

From Cypress Lake Drive to Colby Drive (Section # 12040-000, M.P. 2.671 to M.P. 3.695)  
Lee County

Prepared for:

## **FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 1 TRAFFIC OPERATIONS**

P.O. Box 1249  
801 North Broadway Avenue, MS 1-8  
Bartow, Florida 33831-1249



Access Management Design Support  
Financial Project Identification Number: 442582-1-32-01  
Contract Number: C-AO82  
TEDS Contract Number: 11145  
Task Work Order: 14

Prepared by:

**Traffic Engineering Data Solutions, Inc.**  
80 Spring Vista Drive  
DeBary, Florida 32713

September 2020

This item has been digitally signed and sealed by

On the date adjacent to the seal

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

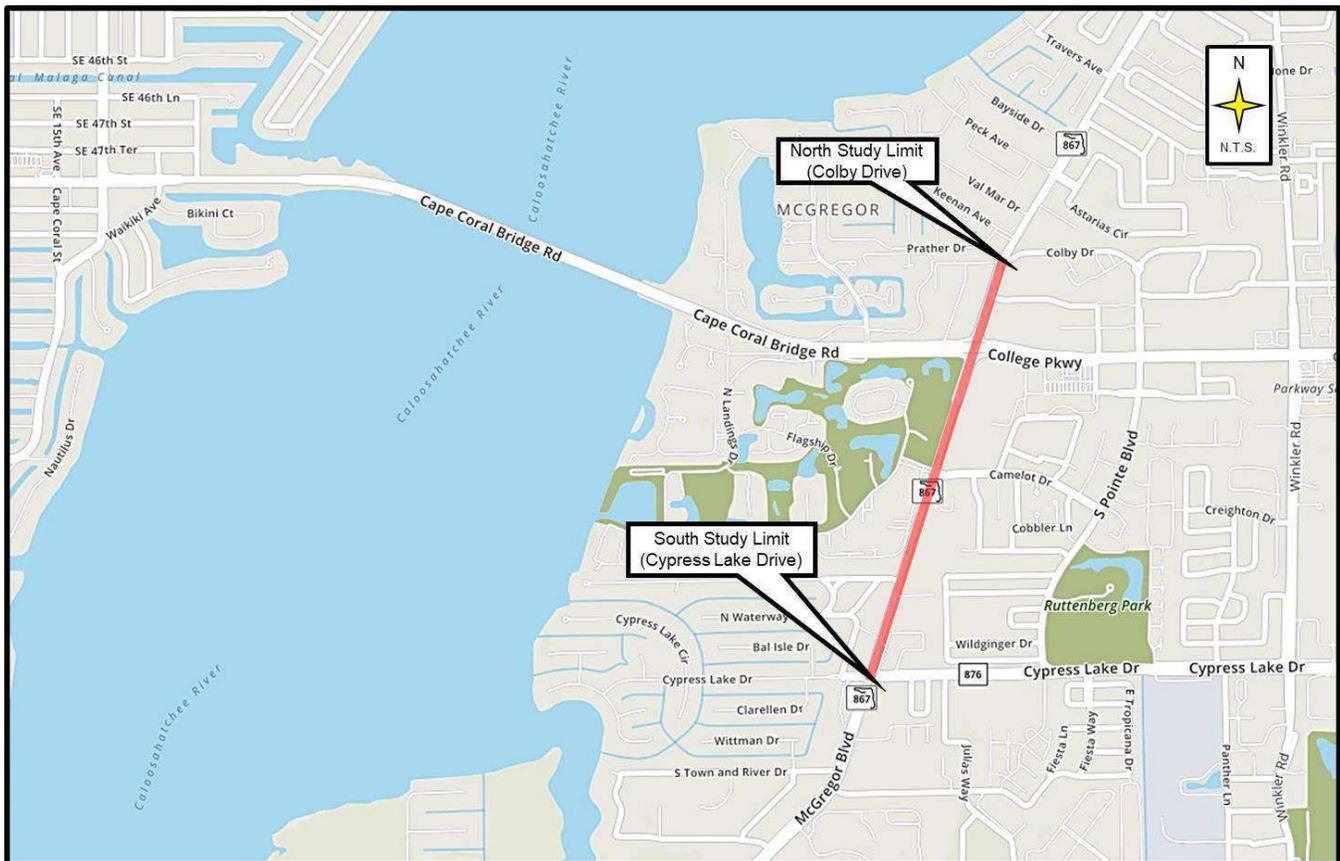
## 1

## INTRODUCTION

Traffic Engineering Data Solutions, Inc. (TEDS) was retained on behalf of the Florida Department of Transportation (FDOT) to conduct an Access Management Study on State Road (S.R.) 867 from Cypress Lake Drive (M.P. 2.671) to Colby Drive (M.P. 3.695) in Fort Myers (Lee County), Florida. A location map of the study corridor is shown below in **Figure 1**.

The analysis methods used in completing this study are consistent with the Manual on Uniform Traffic Control Devices (MUTCD 2009), the Highway Safety Improvement Program Guidelines, the FDOT's 2019 Access Management Guidebook, FDOT Design Manual (January 2020), FDOT District 1 guidelines/procedures, Florida Administrative Code Chapter 14-97, and engineering judgment. This document includes existing conditions, crash analysis, a conceptual access management plan, and a benefit-to-cost analysis.

**Figure 1**  
**Corridor Location Map**  
**S.R. 867 from Cypress Lake Drive to Colby Drive**



Map Source: MapQuest

# 2

## EXISTING CONDITIONS

S.R. 867 is a north/south roadway extending from C.R. 865/867 to S.R. 82/U.S. 41 in Fort Myers. Within the study corridor, S.R. 867 is a four-lane undivided roadway with a two-way left-turn lane. Details of the study corridor and the surrounding area are summarized in **Table 1** and depicted in the Straight Line Diagram and Existing Conditions Diagram in **Appendix A**.

**Table 1**  
**Summary of Existing Conditions**  
**S.R. 867 from Cypress Lake Drive to Colby Drive**

Feature	Description
<b>Main Street</b>	<ul style="list-style-type: none"> <li>• S.R. 867 from Cypress Lake Drive to Colby Drive.</li> </ul>
<b>Area Location</b>	<ul style="list-style-type: none"> <li>• Fort Myers (Lee County), Florida</li> </ul>
<b>Cross Section</b>	<ul style="list-style-type: none"> <li>• Four-lane undivided roadway with curb and gutter, no shoulders, and a continuous two-way left-turn lane</li> <li>• Sidewalk along both sides of the road throughout the corridor.</li> <li>• No overhead street lighting is provided along the road.</li> <li>• Overhead utility poles are located along the east side of the road.</li> </ul>
<b>AADT (2018)</b>	<ul style="list-style-type: none"> <li>• Study Corridor – 35,500 vehicles per day (vpd)</li> </ul>
<b>Regulatory Speed Limit (per RCI)</b>	<ul style="list-style-type: none"> <li>• Varies from 40 to 45 mph</li> </ul>
<b>Adjacent Land Uses</b>	<ul style="list-style-type: none"> <li>• Commercial/residential</li> </ul>
<b>Alignment</b>	<ul style="list-style-type: none"> <li>• Relatively straight and flat with a horizontal curve just north of W College Point Drive.</li> </ul>
<b>Context Classification</b>	<ul style="list-style-type: none"> <li>• C3C – Suburban Commercial (M.P. 2.671 to 3.462)</li> <li>• C3R – Suburban Residential (M.P. 3.462 to 3.603)</li> <li>• C3R – Suburban Residential (M.P. 3.603 to 3.695)</li> </ul>
<b>Access Class</b>	<ul style="list-style-type: none"> <li>• Access Class 6</li> </ul>
<b>Signalized Intersections</b>	<ul style="list-style-type: none"> <li>• Cypress Lake Drive (M.P. 2.671)</li> <li>• Camelot Drive (M.P. 3.176)</li> <li>• Cape Coral Bridge Drive (M.P. 3.465)</li> </ul>

# 3

## COLLISION DATA

Crash data for the 48-month period between January 1, 2014 and December 31, 2017 was obtained from the FDOT's CARS database and the University of Florida's *Signal Four Analytics*. Additionally, the crash information from both databases for 2018 was used to verify crash trends and accuracy. Over the five-year period there were a total of 275 crashes that occurred on S.R. 867, consisting of the following crash types:

**Table 2**  
**Crash Type Summary**  
**S.R. 867 from Cypress Lake Drive to Colby Drive**

CRASH TYPE	2014	2015	2016	2017	2018	TOTAL	AVERAGE PER YEAR
Angle	6	4	4	2	3	19	3.2
Backed-Into	0	0	0	2	0	2	0.3
Bicycle	1	1	0	0	0	2	0.3
Fixed-Object	3	2	0	2	2	9	1.5
Head-On	0	0	1	0	1	2	0.3
Left-Turn	9	5	10	10	7	42	7.0
Pedestrian	0	1	0	0	0	1	0.2
Rear-End	37	23	28	33	30	151	25.2
Right-Turn	0	1	0	0	5	6	1.0
Rollover	0	1	0	0	0	1	0.2
Side-Swipe	6	8	7	10	8	39	6.5
Other	1	0	0	0	0	1	0.2
<b>Total</b>	<b>63</b>	<b>46</b>	<b>50</b>	<b>59</b>	<b>56</b>	<b>275</b>	<b>45.8</b>

- The crashes resulted in three (3) fatalities, 91 injuries, and \$1,267,691 in estimated property damage.
- 214 of the crashes (78%) occurred during the day and the remaining 61 crashes (22%) occurred during the night.
- 241 of the crashes (88%) occurred on dry pavement conditions, 32 crashes (12%) occurred on wet pavement conditions and two (2) crashes (<1%) occurred on unknown pavement conditions.
- Two (2) fatal left-turn crashes occurred at the Bridge Plaza Entrance and Cypress Lake Drive.
- The two (2) bicycle and one (1) pedestrian crash occurred at various locations throughout the corridor, without any noticeable concentration in any particular location.
- Based on a review of the crash data, angle and left-turn crashes along the corridor at unsignalized locations were noted to be dispersed throughout the corridor with a higher concentration of crashes noted at the following locations:
  - Seven (7) left-turn (including one (1) fatal) and two (2) angle crashes were noted at the Bridge Plaza Entrance.

- In reviewing the crash data, we identified a high number of left-turn crashes associated with the left-turn movements at the Cypress Lake Drive intersection (two (2) northbound and eight (8) southbound crashes in 5 years). **It is recommended that potential conversion to protected-only left-turn phasing for the southbound left-turn movement be evaluated.**

Detailed collision summaries and diagrams are provided in **Appendix B**.

# 4

## **FDOT AND COUNTY ROADWAY IMPROVEMENTS**

FDOT's Five (5) Year Work Program and Lee County's Long-Range Capital Improvement Plan were reviewed for any scheduled improvements along the S.R. 867 corridor. There are no planned projects along this corridor from either FDOT or Lee County.

# 5

## CONCEPTUAL ACCESS MANAGEMENT PLAN

A conceptual access management improvement plan was developed, consisting of full median openings at signalized intersections. Unsignalized full median openings and directional median openings are not provided in this plan due to the potential changes in corridor turning movements and crash trends between the time of this study effort and the design phase. The placement of additional median openings at unsignalized locations (full and directional) should be determined during the design and be based on turning movement volumes, type of land use, an operational evaluation of the corridor, field observations, collision data provided in this report, side street connectivity, public outreach, the FDOT Access Management Guidelines and engineering judgement. The intent of this plan is to provide the typical section with a raised median, along with probable costs and a benefit/cost analysis associated with the construction of a raised median. Recognizing that the location of median openings will be assessed in more detail during the design stages of the project, noted consideration should be given at such time towards re-evaluating and addressing the relatively high concentration of angle and left-turn crashes at the Bridge Plaza Entrance.

A critical component in developing an access management improvement plan is the FDOT context classification. The corridor was determined by FDOT to be C3C-Suburban Commercial from Cypress Lake Drive to just south of College Parkway and C3R-Suburban Residential from just south of College Parkway to Edinburgh Drive. Currently throughout the study corridor, S.R. 867 from Cypress Lake Drive to Edinburgh Drive has an access classification of 6, which is non-restrictive median type. Signalized full median openings are provided at Cypress Lake Drive, Camelot Drive/Landings Drive, and College Parkway. Bike lanes are not currently provided on the study segment or along the adjacent roadway segments.

The typical right-of-way width varies along the corridor from approximately 80 feet to 100 feet. The roadway width for the typical section is 67 feet (varying by one (1) to two (2) feet) and consists of four (4) 13-foot lanes, a 15-foot two-way left-turn lane and Type F curb and gutter on both sides of the road. Included in **Appendix C** is a typical section showing existing and proposed conditions. It is recommended to convert the existing continuous two-way left-turn lane to a 15-foot raised median that transitions to a 4-foot Type 1 Option 1 concrete traffic separator per FDOT index No. 520-020, with an auxiliary 11-foot left-turn lane at median openings. The proposed typical section was selected in order to avoid right-of-way acquisitions and significant construction impacts, but may require a design variation and/or exception for lane width (FDM Table 201.2.1) involving travel lanes and auxiliary lanes. For the purposes of this study, the design speed was assumed to be 5-mph above the posted speed limit.

Side street connectivity was reviewed and the surrounding street network appears to provide adequate alternate routes to access signalized intersections and to accommodate a more restrictive median along the corridor, however, there are many driveways along the corridor that will not benefit from a grid network. Thus, U-turn opportunities should be considered when recommending median openings along the corridor. The proposed typical section for S.R. 867 is a four-lane divided roadway and given the surrounding roadway grid, U-turn movements are anticipated to be low. However, given the roadway width, U-turn aprons are likely to be needed and should be evaluated during the design phase.

For the purposes of this effort, the lengths of the left-turn lanes at signalized intersections were

based on the existing turn-lane length. For locations where the existing turn-lane storage was less than the current criteria/standards contained in the FDM, the turn-lane length was increased to meet current standards for the roadway. During the design phase, the turning movement volumes, including additional volumes resulting from new U-turns, should be used to determine the required left-turn storage.

As shown in the typical section included in **Appendix C**, the recommended improvements will not add additional travel lanes or widen the existing roadway. The existing roadway is in an urban section with curb & gutter on the outside that collects runoff in a series of inlets, which is then conveyed in a series of pipe culverts. As shown in **Appendix C**, removal of existing pavement and installation of a sodded median in locations where it does not presently exist is expected to result in a net decrease of impervious area. Throughout most of the corridor, existing drainage patterns will be maintained. However, in areas of proposed left-turn lanes, overbuild is proposed to remove the existing crown of the road, such that runoff from all portions of the proposed turn-lane will be directed across the adjacent travel lanes to the outside curb line. Though no impacts to the existing outside curb & gutter are anticipated, spread calculations for existing inlets may need to be analyzed during design to ensure that additional inlets are not required as a result of these minor changes in existing drainage patterns.

# 6

## COST ESTIMATE

The overall improvement costs were estimated based on FDOT historical unit prices as shown in **Table 3**. The total cost of the improvements, including engineering and CEI, are estimated at approximately \$477,188. The cost estimate includes reasonable assumptions for the length of left-turn lanes and should be updated as part of the design phase. An Improvement Diagram is provided in **Appendix C**.

**Table 3**  
**Engineer's Estimate of Probable Costs**  
**S.R. 867 from Cypress Lake Drive to Colby Drive**

ENGINEER'S OPINION OF PROBABLE COSTS S.R. 867 from Cypress Lake to Colby Drive					
PAY ITEM	PAY ITEM DESCRIPTION	UNITS	QUANTITY	UNIT PRICE	TOTAL
0660 2106	LOOP ASSEMBLY, F&I, TYPE F	AS	3	\$ 902.40	\$2,707.20
<b>SIGNAL SUBTOTAL</b>					<b>\$2,707.20</b>
0104 18	INLET PROTECTION SYSTEM	EA	24	\$ 102.23	\$2,453.52
0110 1 1	CLEARING & GRUBBING	AC	1.04	\$ 14,035.21	\$14,596.62
0327 70 1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	SY	1,377	\$ 2.19	\$3,015.63
0337 7 82	ASPH CONC FC,TRAFFIC C,FC-9.5,PG 76-22	TN	75.735	\$ 142.35	\$10,780.88
0520 2 2	CONCRETE CURB, TYPE B	LF	6,617	\$ 25.56	\$169,130.52
0520 5 11	TRAF SEP CONC-TYPE I, 4' WIDE	LF	870	\$ 42.11	\$36,635.70
0520 70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	SY	39	\$ 73.86	\$2,880.54
0570 1 2	PERFORMANCE TURF, SOD	SY	4,650	\$ 2.57	\$11,950.50
<b>ROADWAY SUBTOTAL</b>					<b>\$251,443.91</b>
0711 14125	THERMOPLASTIC, PREFORM, WHITE, SOLID,24"	LF	45	\$ 16.63	\$748.35
0711 14170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	EA	15	\$ 154.52	\$2,317.80
0711 15101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	GM	0.161	\$ 4,326.95	\$696.64
0711 15131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	GM	0.095	\$ 1,515.57	\$143.98
0711 15201	THERMOPLASTIC, STD-OP, YELLOW, SOLID, 6"	GM	1.645	\$ 4,283.65	\$7,046.60
<b>PAVEMENT MARKING SUBTOTAL</b>					<b>\$10,953.37</b>
<b>SUBTOTAL</b>					<b>\$265,104.48</b>
0101 1	MOBILIZATION (10%)				\$26,510.45
0102 1	MAINTENANCE OF TRAFFIC (20%)				\$53,020.90
0999 25	CONTINGENCY (20%)				\$53,020.90
<b>CONSTRUCTION TOTAL</b>					<b>\$397,656.72</b>
ENGINEERING (20%)					\$53,020.90
CEI (10%)					\$26,510.45
<b>PROJECT TOTAL</b>					<b>\$477,188.06</b>

\*Note: Milling and resurfacing restricted to left-turn lanes

# 7

## BENEFIT/COST ANALYSIS

A benefit cost analysis was conducted for the construction of a raised median to determine if the project is justified based on criteria outlined in the Highway Safety Improvement Program Manual. The benefit of the improvement is determined as the cost associated with any crash susceptible to correction by the improvement.

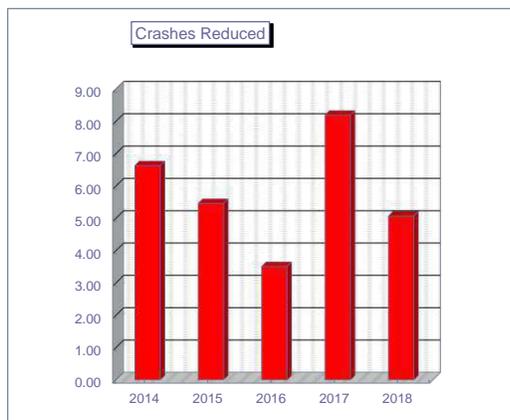
The Federal Highway Administration's (FHWA) CMF Clearinghouse identifies a Crash Modification Factor (CMF) of 0.61 for the installation of a raised median for a prior road condition with no raised median. This CMF was applied to all long form crashes within the study corridor minus crashes that occurred within the signalized intersections and rear-end crashes on approach to the signalized intersections. Crash modification factor information sheets are provided in **Appendix D**.

Based on the Benefit Cost Analysis spreadsheet shown as **Table 4**, upon applying the CMF factors to 74 long form crashes along the corridor, the improvements are projected to result in a reduction of 5.77 crashes per year. The cost per crash is \$207,971 as obtained from FDOT's CAR Segment Based Crash Rate Statistics (statewide suburban 4-5 lane 2-way undivided roadway). Therefore, the Benefit/Cost ratio of the proposed improvements is 31.73. The proposed improvements are justified as a candidate project for federal safety funding.

The Net Present Value (NPV) for the improvements is estimated at \$15,836,757. The NPV calculations are provided in **Appendix E**.

**Table 4  
Benefit/Cost Analysis  
S.R. 867 from Cypress Lake Drive to Colby Drive**

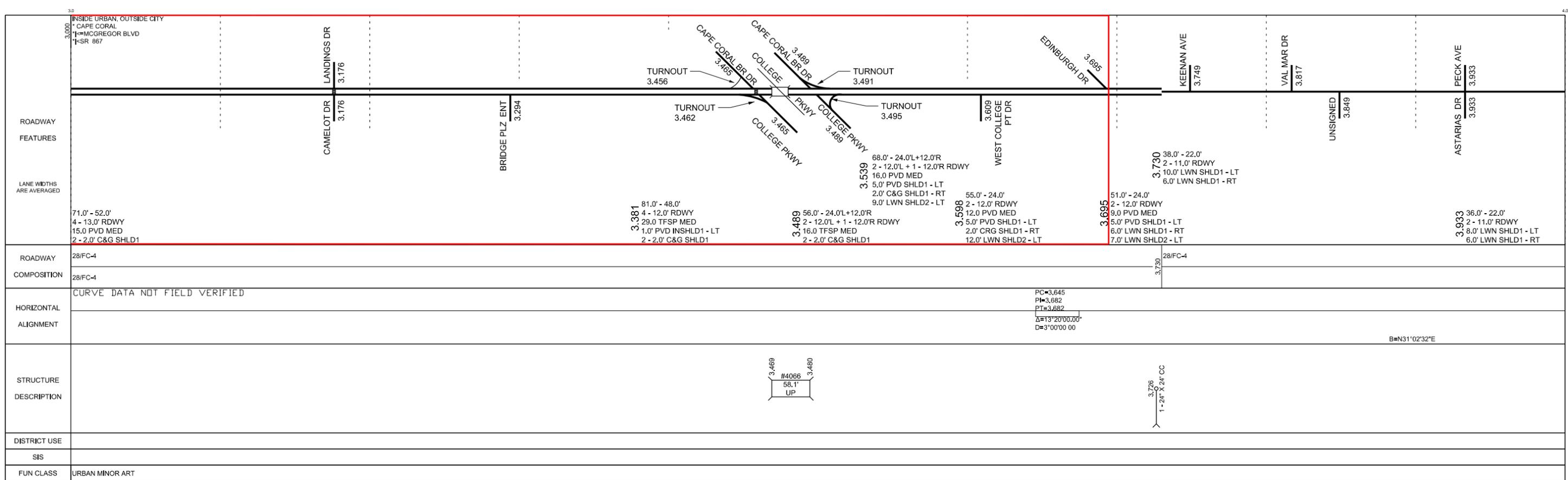
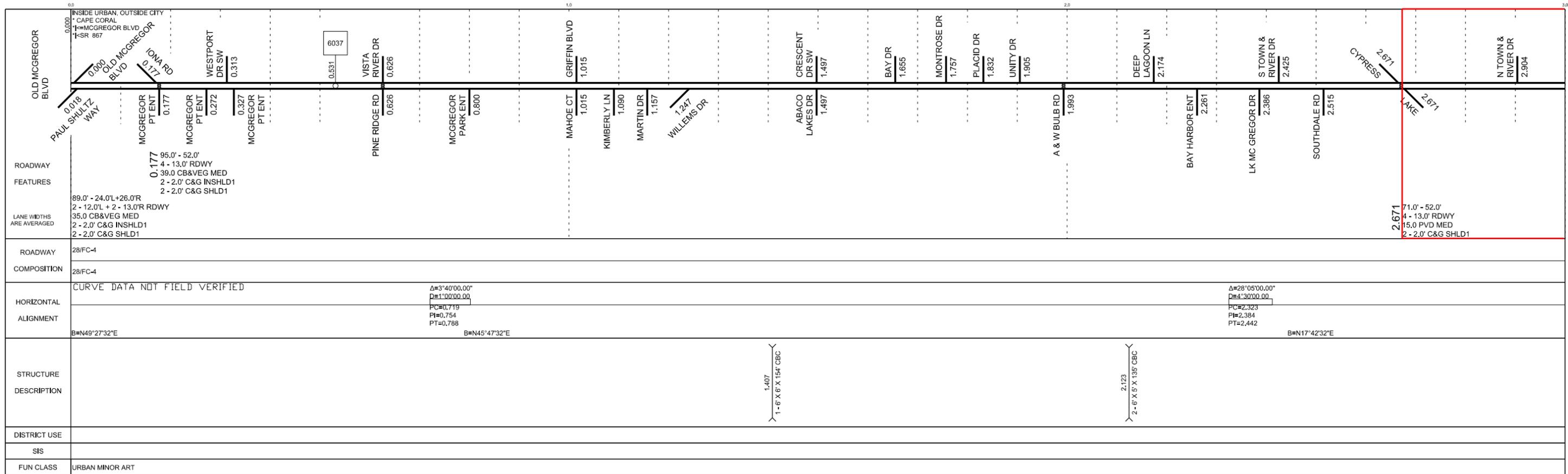
1. SUBMITTED BY <u>TEDS</u> FM # _____ 2. DATE SUBMITTED <u>1/30/2020</u> 3. PROJECT NO. _____ 4. ALTERNATIVE NO. <u>1</u>	5. SAFETY PRIORITY _____ ENV. STUDY _____ SKID (ID) _____ SN <u>12040</u> SPEED <u>40 to 45</u>																																																							
6. DISTRICT <u>1</u> COUNTY <u>Lee</u> SECTION <u>12040</u>	SR <u>867</u> U.S. ROAD <u>N/A</u>																																																							
7. BEGIN MILE POST <u>2.671</u> END MILE POST <u>3.695</u>	LENGTH <u>1.024</u> NODE <u>N/A</u>																																																							
10. PROPOSED IMPROVEMENTS (LIST AND DISCUSS): Install a raised median																																																								
11. YEAR	2014 2015 2016 2017 2018 AVG																																																							
12. Benefit: Install a Raised Median [CMF= 0.610]	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>NO. OF CRASHES</th> <td>17</td> <td>14</td> <td>9</td> <td>21</td> <td>13</td> <td>14.8</td> </tr> <tr> <th>NO. CRASHES POTENTIALLY REDUCED BY PROJECT</th> <td>6.63</td> <td>5.46</td> <td>3.51</td> <td>8.19</td> <td>5.07</td> <td>5.77</td> </tr> </table>	NO. OF CRASHES	17	14	9	21	13	14.8	NO. CRASHES POTENTIALLY REDUCED BY PROJECT	6.63	5.46	3.51	8.19	5.07	5.77																																									
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14. CRASH INFORMATION FOR FACILITY COST/CRASH \$207,971.00 CRASH CLEANUP \$ -100.00 INTEREST RATE 4%																																																								
15. ANNUAL COST OF IMPROVEMENTS																																																								
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th>TYPE</th> <th>COST</th> <th>LIFE</th> <th>CRF</th> <th>AN'L COST</th> </tr> </thead> <tbody> <tr> <td>A. R-O-W</td> <td>\$ -</td> <td>50</td> <td>0.0466</td> <td>\$0</td> </tr> <tr> <td>B. PECEI</td> <td>\$ 79,531.34</td> <td>20</td> <td>0.0736</td> <td>\$5,854</td> </tr> <tr> <td>C. STRUCTURAL</td> <td>\$ -</td> <td>50</td> <td>0.0466</td> <td>\$0</td> </tr> <tr> <td>D. SIGNAL</td> <td>\$ 4,060.80</td> <td>20</td> <td>0.0736</td> <td>\$299</td> </tr> <tr> <td>E. STRIPING</td> <td>\$ 16,430.06</td> <td>8</td> <td>0.1485</td> <td>\$2,440</td> </tr> <tr> <td>F. ROADWAY</td> <td>\$ 377,165.86</td> <td>20</td> <td>0.0736</td> <td>\$27,759</td> </tr> <tr> <td>G. SUBTOTAL</td> <td>\$ 477,188.06</td> <td></td> <td></td> <td>\$36,352</td> </tr> <tr> <td>H. LIGHTING</td> <td>\$ -</td> <td>15</td> <td>0.0899</td> <td>\$0</td> </tr> <tr> <td>I. CRASH CLEANUP</td> <td></td> <td></td> <td></td> <td>\$1,480</td> </tr> <tr> <td>J. TOTAL</td> <td></td> <td></td> <td></td> <td>\$37,832</td> </tr> </tbody> </table>		TYPE	COST	LIFE	CRF	AN'L COST	A. R-O-W	\$ -	50	0.0466	\$0	B. PECEI	\$ 79,531.34	20	0.0736	\$5,854	C. STRUCTURAL	\$ -	50	0.0466	\$0	D. SIGNAL	\$ 4,060.80	20	0.0736	\$299	E. STRIPING	\$ 16,430.06	8	0.1485	\$2,440	F. ROADWAY	\$ 377,165.86	20	0.0736	\$27,759	G. SUBTOTAL	\$ 477,188.06			\$36,352	H. LIGHTING	\$ -	15	0.0899	\$0	I. CRASH CLEANUP				\$1,480	J. TOTAL				\$37,832
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16. BENEFIT <span style="float: right;">\$1,200,409</span>																																																								
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PREPARED BY: _____ APPROVED BY: _____ DATE: _____																																																								
<ul style="list-style-type: none"> <li>• Cost per crash based on Category 25- Suburban 4-5 Lane 2 Way Undivided (\$207,971) as obtained from the Segment Based crash Rate Statistics for FDOT (year 2018).</li> <li>• Installation of a raised median has a CMF of 0.61 pertaining to all crash types; this CMF was applied to all the long-form crashes throughout the corridor minus crashes that occurred in the signalized intersections and rear-end crashes on approach to the signalized intersections.</li> </ul>																																																								



# APPENDIX

## **APPENDIX A**

# **STRAIGHT LINE DIAGRAM AND EXISTING CONDITION DIAGRAM**





**SECTION 12040 -- MP 2.671 to MP 3.695  
S.R. 867 FROM CYPRESS LAKE  
TO COLBY DRIVE  
LEE COUNTY - FLORIDA**

MATCHLINE A

MATCHLINE A

MATCHLINE B

PROPERTY LABELS BASED ON STREETVIEW IMAGERY  
AVAILABLE FROM MAY 2018

Traffic Engineering Data Solutions, Inc.  
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STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

EXISTING CONDITION DIAGRAM

PAGE NO.

MATCHLINE B

MATCHLINE C



**SECTION 12040 -- MP 2.671 to MP 3.695  
S.R. 867 FROM CYPRESS LAKE  
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LEE COUNTY - FLORIDA**

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EXISTING CONDITION DIAGRAM

PAGE  
NO.

**APPENDIX B**

**COLLISION  
SUMMARIES & DIAGRAMS**



**COLLISION SUMMARY**

<b>Section:</b> 12040		<b>State Road:</b> 867				<b>County:</b> Lee								
<b>Intersecting route:</b> Cypress Lake / Colby Drive		<b>Milepost:</b> 2.671 - 3.695				<b>Data by:</b> SEN								
<b>Study period:</b> 1/1/2014 to 12/31/2014		<b>Date:</b> 1/16/2020												
NO.	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	FORM	DUI	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE	
50	10/21/14	Tuesday	11:34	0	0	1-None	\$4,000	Angle	Long	No	Day	Dry	FTYROW	
51	10/27/14	Monday	18:16	0	0	1-None	\$10,000	Rear-End	Long	No	Day	Dry	Careless Driving	
52	11/01/14	Saturday	11:53	0	0	1-None	\$1,600	Rear-End	Long	No	Day	Dry	Careless Driving	
53	11/04/14	Tuesday	14:10	0	2	2-Possible	\$4,000	Left-Turn	Long	No	Day	Dry	FTYROW	
54	11/09/14	Sunday	11:45	0	0	1-None	\$0	Rear-End	Short	No	Day	Wet	Careless Driving	
55	11/09/14	Sunday	18:23	0	1	2-Possible	\$5,000	Angle	Long	No	Night	Wet	FTYROW	
56	11/11/14	Tuesday	15:36	0	0	1-None	\$10,000	Other	Long	No	Day	Dry	Careless Driving	
57	11/14/14	Friday	18:00	0	0	1-None	\$3,500	Rear-End	Long	No	Day	Dry	Careless Driving	
58	11/19/14	Wednesday	19:04	0	0	1-None	\$6,000	Rear-End	Long	No	Day	Dry	Careless Driving	
59	12/03/14	Wednesday	16:00	0	0	1-None	\$0	Rear-End	Short	No	Day	Dry	Distracted Driving	
60	12/10/14	Wednesday	8:41	0	0	1-None	\$3,000	Side-Swipe	Long	No	Day	Dry	Careless Driving	
61	12/16/14	Tuesday	16:53	0	1	3-Non-Incapacitating	\$22,500	Rear-End	Long	No	Day	Dry	Careless Driving	
62	12/19/14	Friday	14:34	0	0	1-None	\$0	Left-Turn	Short	No	Day	Dry	FTYROW	
63	12/31/14	Wednesday	11:14	0	0	1-None	\$6,000	Left-Turn	Long	No	Day	Wet	FTYROW	
<b>TOTAL</b>				<b>0</b>	<b>10</b>		<b>\$259,600</b>							
<b>TOTAL NO.</b>	<b>Injury Severity</b>				<b>Rear-End</b>	<b>Side-Swipe</b>	<b>Fixed-Object</b>	<b>Left-Turn</b>	<b>Bicycle</b>	<b>Angle</b>	<b>Other</b>			
	<b>Property Damage Only</b>	<b>Injury</b>	<b>Fatality</b>											
63	54	9	0	37	6	3	9	1	6	1	0	0	0	
Percent	86%	14%	0%	59%	10%	5%	14%	2%	10%	2%	0%	0%	0%	
<b>CONTRIB CAUSE</b>	<b>Time of Day</b>		<b>Pavement Cond.</b>			<b>Improper Lane Change</b>	<b>Careless Driving</b>	<b>Following Too Closely</b>	<b>Distracted Driving</b>	<b>DUI</b>	<b>FTYROW</b>	<b>Lost Control</b>	<b>Reckless Driving</b>	<b>Ran Red Light</b>
	<b>Day</b>	<b>Night</b>	<b>Dry</b>	<b>Wet</b>	<b>?</b>									
Total	46	17	50	11	0	4	36	1	1	3	12	2	1	3
Percent	73%	27%	79%	17%	0%	6%	57%	2%	2%	5%	19%	3%	2%	5%



**SECTION 12040 -- MP 2.671 to MP 3.695  
S.R. 867 FROM CYPRESS LAKE  
TO COLBY DRIVE  
LEE COUNTY - FLORIDA**

SYMBOLS:			
	SHORT FORM		REAR END COLLISION
	LONG FORM		FIXED OBJECT COLLISION
	PERSONAL INJURY		HEAD-ON COLLISION
	FATALITY		ALL OTHER COLLISION
			BACKED INTO COLLISION
			OFFROAD COLLISION
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			BICYCLE COLLISION
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			RIGHT TURN COLLISION
			LEFT TURN COLLISION

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STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

COLLISION DIAGRAM  
(1/01/2014 TO 12/31/2014)  
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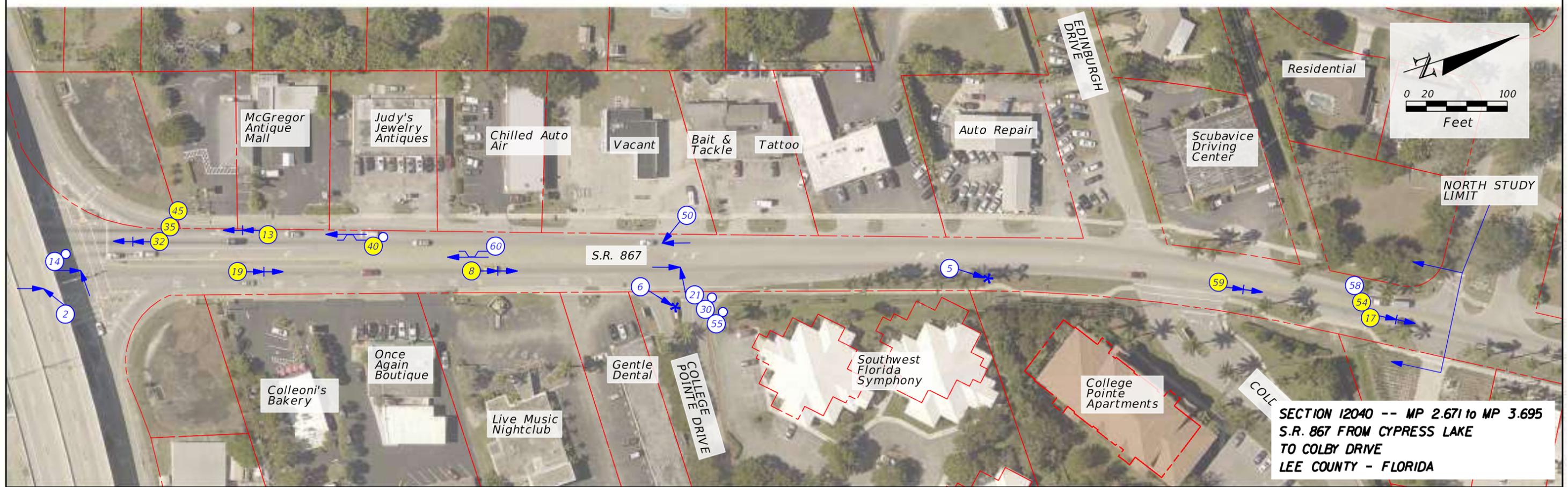
PAGE NO.

MATCHLINE B



MATCHLINE C

MATCHLINE C



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S.R. 867 FROM CYPRESS LAKE  
TO COLBY DRIVE  
LEE COUNTY - FLORIDA**

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S.R. 867 FROM CYPRESS LAKE  
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LEE COUNTY - FLORIDA**

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DEPARTMENT OF TRANSPORTATION

COLLISION DIAGRAM  
(1/01/2015 TO 12/31/2015)  
PAGE 1 OF 2

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MATCHLINE B



MATCHLINE C

MATCHLINE C



**SECTION 12040 -- MP 2.671 to MP 3.695  
S.R. 867 FROM CYPRESS LAKE  
TO COLBY DRIVE  
LEE COUNTY - FLORIDA**

SYMBOLS:			
	SHORT FORM		REAR END COLLISION
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STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

COLLISION DIAGRAM  
(1/01/2015 TO 12/31/2015)  
PAGE 2 OF 2

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**COLLISION SUMMARY**

<b>Section:</b> 12040		<b>State Road:</b> 867					<b>County:</b> Lee						
<b>Intersecting route:</b> Cypress Lake / Colby Drive				<b>Milepost:</b> 2.671 - 3.695			<b>Data by:</b> TSH						
<b>Study period:</b> 1/1/2016 to 12/31/2016				<b>Date:</b> 1/16/2020									
NO.	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	FORM	DUI	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE
49	12/16/16	Friday	16:39	0	3	2-Possible	\$6,000	Rear-End	Long	No	Day	Dry	Careless Driving
50	12/27/16	Tuesday	17:04	0	0	1-None	\$0	Rear-End	Long	No	Day	Dry	Careless Driving
<b>TOTAL</b>				<b>0</b>	<b>21</b>		<b>\$208,100</b>						
TOTAL NO.	Injury Severity				Angle	Head-On	Left-Turn	Rear-End	Side-Swipe				
	Property Damage Only	Injury	Fatality										
50	38	12	0	4	1	10	28	7	0	0	0	0	0
Percent	76%	24%	0%	8%	2%	20%	56%	14%	0%	0%	0%	0%	0%
CONTRIB-CAUSE	Time of Day		Pavement Cond.		DUI	Failed to Maintain Single Lane	Following Too Closely	Too Fast For Conditions	Improper Lane Change	Ran Red Light	FTYROW	Improper Turn	Careless Driving
	Day	Night	Dry	Wet									
Total	37	13	41	9	1	1	10	1	3	8	5	2	19
Percent	74%	26%	82%	18%	2%	2%	20%	2%	6%	16%	10%	4%	38%



**SECTION 12040 -- MP 2.671 to MP 3.695  
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LEE COUNTY - FLORIDA**

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			LEFT TURN COLLISION

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DEPARTMENT OF TRANSPORTATION

COLLISION DIAGRAM  
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MATCHLINE B



MATCHLINE C

MATCHLINE C



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LEE COUNTY - FLORIDA**

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COLLISION DIAGRAM  
(1/01/2016 TO 12/31/2016)  
PAGE 2 OF 2

PAGE NO.



### COLLISION SUMMARY

<b>Section:</b> 12040		<b>State Road:</b> 867					<b>County:</b> Lee							
<b>Intersecting route:</b> Cypress Lake / Colby Drive				<b>Milepost:</b> 2.671 - 3.695				<b>Data by:</b> SEN						
<b>Study period:</b> 1/1/2017 to 12/31/2017		<b>Date:</b> 1/17/2020												
NO.	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	FORM	DUI	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE	
50	10/25/17	Wednesday	13:40	0	0	1-None	\$750	Side-Swipe	Short	No	Day	Dry	Careless Driving	
51	11/03/17	Friday	19:18	0	1	2-Possible	\$12,000	Rear-End	Long	No	Day	Dry	Careless Driving	
52	11/07/17	Tuesday	14:11	0	0	1-None	\$5,200	Side-Swipe	Long	No	Day	Dry	Careless Driving	
53	11/21/17	Tuesday	16:56	0	0	1-None	\$15,000	Rear-End	Long	No	Day	Dry	Careless Driving	
54	11/22/17	Wednesday	14:58	0	0	1-None	\$16,000	Rear-End	Long	No	Day	Dry	Following Too Closely	
55	12/04/17	Monday	21:46	0	0	1-None	\$1,500	Rear-End	Short	No	Night	Dry	Careless Driving	
56	12/14/17	Thursday	16:41	0	0	1-None	\$5,000	Rear-End	Short	No	Day	Dry	Careless Driving	
57	12/15/17	Friday	21:05	0	1	2-Possible	\$1,100	Side-Swipe	Long	No	Night	Dry	Careless Driving	
58	12/18/17	Monday	17:09	0	0	1-None	\$1,500	Rear-End	Short	No	Day	Dry	Careless Driving	
59	12/26/17	Tuesday	9:20	0	0	1-None	\$15,000	Rear-End	Long	No	Day	Dry	Careless Driving	
<b>TOTAL</b>				<b>0</b>	<b>14</b>		<b>\$265,700</b>							
TOTAL NO.	Injury Severity			Angle	Side-Swipe	Backed-Into	Left-Turn	Fixed-Object	Rear-End					
	Property Damage Only	Injury	Fatality											
59	49	10	0	2	10	2	10	2	33	0	0	0	0	
Percent	83%	17%	0%	3%	17%	3%	17%	3%	56%	0%	0%	0%	0%	
CONTRIB CAUSE	Time of Day		Pavement Cond.		Careless Driving	Improper Lane Change	Following Too Closely	Improper Backing	Ran Red Light	Lost Control	DUI	FTYROW		
	Day	Night	Dry	Wet										
Total	47	12	55	4	33	5	6	2	4	1	1	7	0	0
Percent	80%	20%	93%	7%	56%	8%	10%	3%	7%	2%	2%	12%	0%	0%



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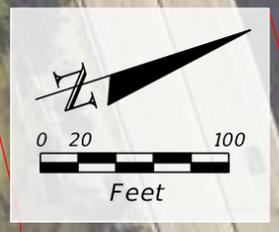
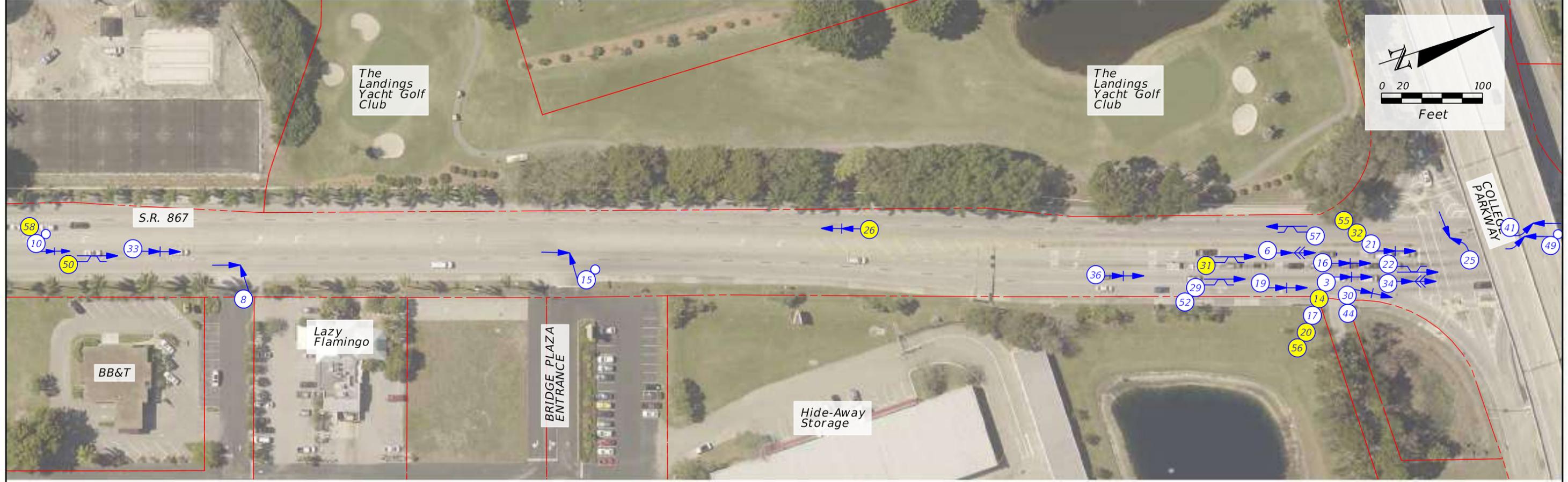
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COLLISION DIAGRAM  
(1/01/2017 TO 12/31/2017)  
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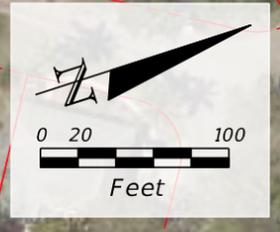
PAGE NO.

MATCHLINE B



MATCHLINE C

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S.R. 867 FROM CYPRESS LAKE  
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	LEFT TURN COLLISION

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

STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

COLLISION DIAGRAM  
(1/01/2017 TO 12/31/2017)  
PAGE 2 OF 2

PAGE NO.



**COLLISION SUMMARY**

<b>Section:</b> 12040		<b>State Road:</b> 867					<b>County:</b> Lee							
<b>Intersecting route:</b> Cypress Lake / Colby Drive				<b>Milepost:</b> 2.671 - 3.695				<b>Data by:</b> TSH						
<b>Study period:</b> 1/1/2018 to 12/31/2018				<b>Date:</b> 1/20/2019										
NO.	DATE	DAY	TIME	FATAL	INJURY	INJURY SEVERITY	PROPERTY DAMAGE	HARMFUL EVENT	FORM	DUI	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE	
50	11/08/18	Thursday	19:26	0	0	1-None	\$0	Rear-End	Short	No	Night	Dry	Following Too Closely	
51	11/14/18	Wednesday	6:00	0	0	1-None	\$1,500	Right-Turn	Short	No	Night	Dry	FTYROW	
52	11/14/18	Wednesday	10:30	0	0	1-None	\$1,700	Rear-End	Long	No	Day	Dry	Following Too Closely	
53	11/14/18	Wednesday	12:37	0	0	1-None	\$5,000	Rear-End	Short	No	Day	Dry	Careless Driving	
54	11/15/18	Thursday	17:20	0	0	1-None	\$1,000	Rear-End	Short	No	Day	Dry	Careless Driving	
55	12/05/18	Wednesday	10:40	0	0	1-None	\$4,500	Rear-End	Long	No	Day	Dry	Following Too Closely	
56	12/20/18	Thursday	18:35	0	1	2-Possible	\$2,500	Side-Swipe	Long	No	Day	Wet	Improper Turn	
<b>TOTAL</b>				<b>1</b>	<b>24</b>		<b>\$275,601</b>							
TOTAL NO.	Injury Severity				Angle	Fixed-Object	Head-On	Left-Turn	Rear-End	Right-Turn	Side-Swipe			
	Property Damage Only	Injury	Fatality											
56	43	12	1	3	2	1	7	30	5	8	0	0	0	
Percent	77%	21%	2%	5%	4%	2%	13%	54%	9%	14%	0%	0%	0%	
CONTRIB CAUSE	Time of Day		Pavement Cond.		DUI	Failed to Maintain Single Lane	Following Too Closely	Improper Lane Change	Improper Turn	Ran Red Light	Lost Control	FTYROW	Careless Driving	
	Day	Night	Dry	Wet										
Total	48	8	52	4	1	3	15	3	1	1	1	13	18	0
Percent	86%	14%	93%	7%	2%	5%	27%	5%	2%	2%	2%	23%	32%	0%



**SECTION 12040 -- MP 2.671 to MP 3.695  
S.R. 867 FROM CYPRESS LAKE  
TO COLBY DRIVE  
LEE COUNTY - FLORIDA**

SYMBOLS:			
	SHORT FORM		REAR END COLLISION
	LONG FORM		FIXED OBJECT COLLISION
	PERSONAL INJURY		HEAD-ON COLLISION
	FATALITY		ALL OTHER COLLISION
			BACKED INTO COLLISION
			OFFROAD COLLISION
			OVERTURNED VEHICLE
			SIDE SWIPE COLLISION
			BICYCLE COLLISION
			PEDESTRIAN COLLISION
			RIGHT TURN COLLISION
			LEFT TURN COLLISION

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STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

COLLISION DIAGRAM  
(1/01/2018 TO 12/31/2018)  
PAGE 1 OF 2

PAGE NO.

MATCHLINE A

MATCHLINE B

MATCHLINE A

MATCHLINE B



MATCHLINE C

MATCHLINE C



**SECTION 12040 -- MP 2.671 to MP 3.695  
S.R. 867 FROM CYPRESS LAKE  
TO COLBY DRIVE  
LEE COUNTY - FLORIDA**

SYMBOLS:			
	SHORT FORM		REAR END COLLISION
	LONG FORM		FIXED OBJECT COLLISION
	PERSONAL INJURY		HEAD-ON COLLISION
	FATALITY		ALL OTHER COLLISION
			BACKED INTO COLLISION
			OFFROAD COLLISION
			OVERTURNED VEHICLE
			SIDE SWIPE COLLISION
			BICYCLE COLLISION
			PEDESTRIAN COLLISION
			RIGHT TURN COLLISION
			LEFT TURN COLLISION

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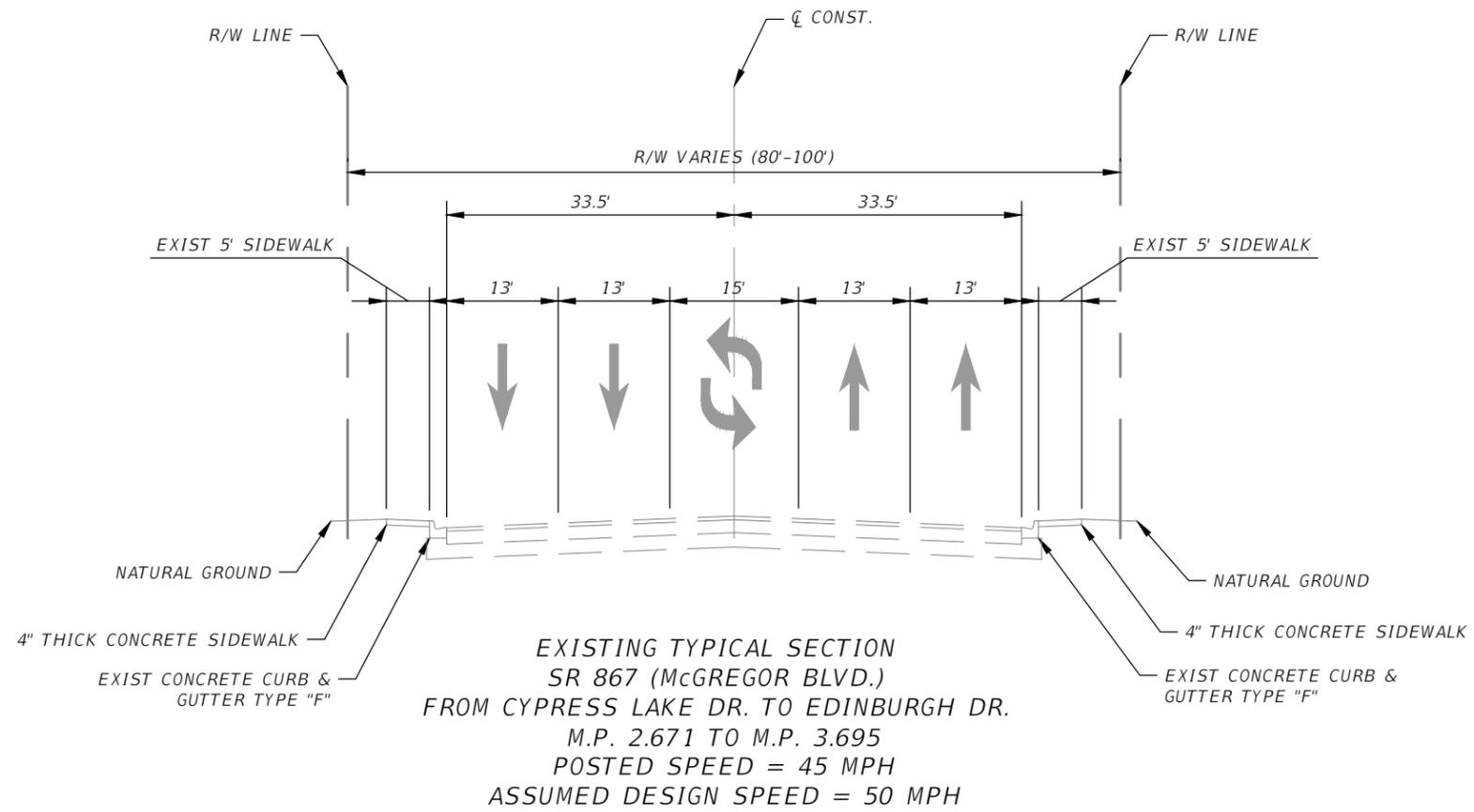
STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

COLLISION DIAGRAM  
(1/01/2018 TO 12/31/2018)  
PAGE 2 OF 2

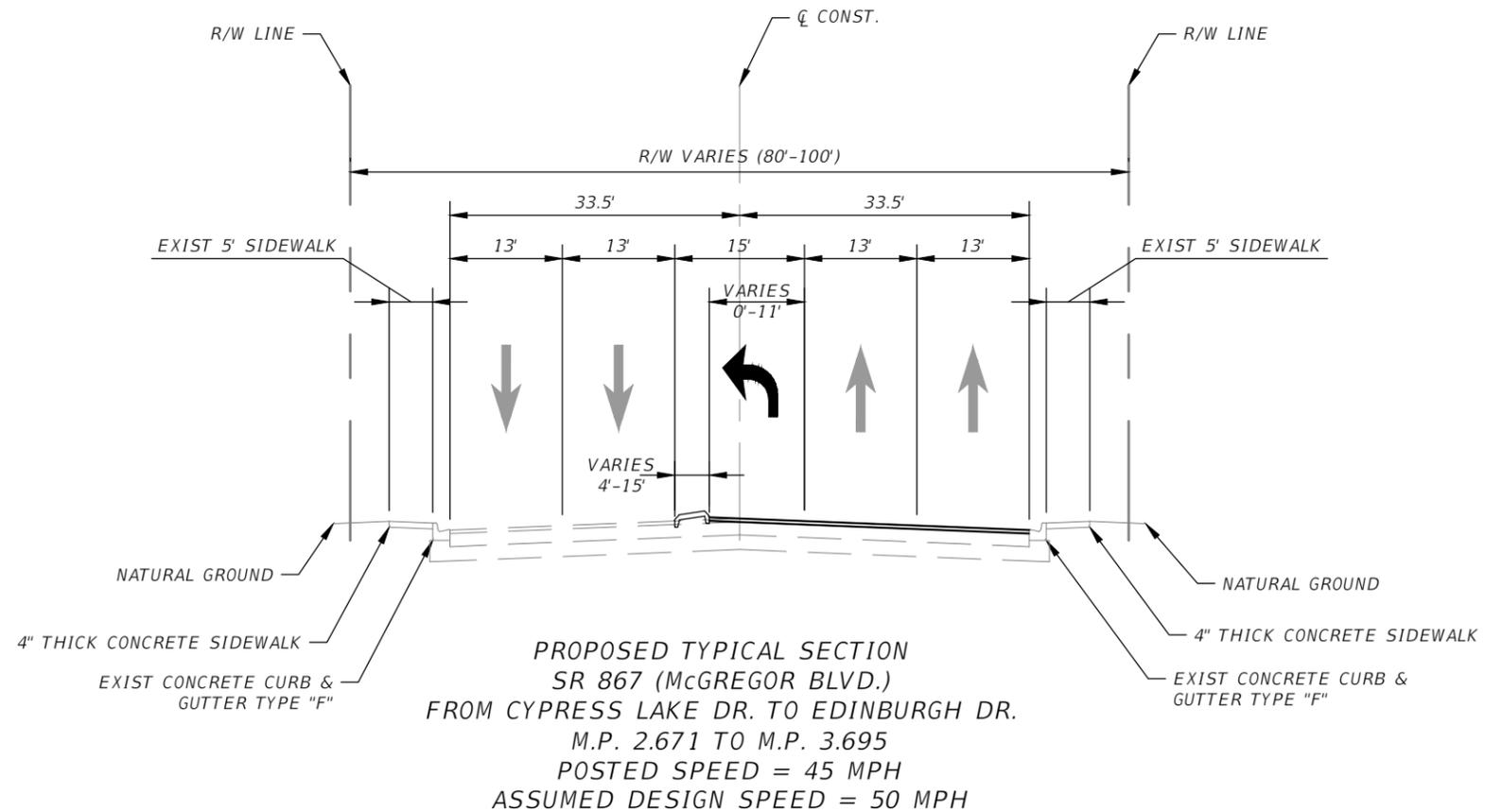
PAGE NO.

**APPENDIX C**

**TYPICAL SECTION  
AND IMPROVEMENT DIAGRAM**



ACCESS CLASS: 6  
 CONTEXT CLASS: C3C M.P. 2.671-3.462  
 C3R M.P. 3.462-3.695



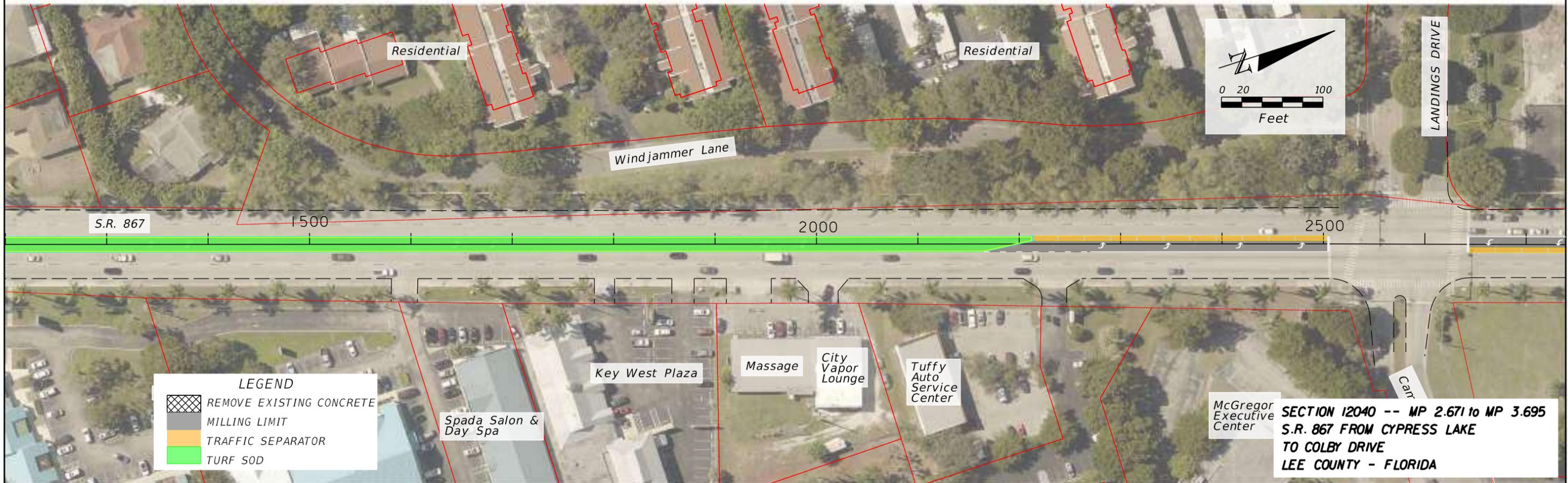
ACCESS CLASS: 6  
 CONTEXT CLASS: C3C M.P. 2.671-3.462  
 C3R M.P. 3.462-3.695

**TRAFFIC ENGINEERING DATA SOLUTIONS, INC.**  
 Phone 386.753.0558  
 Fax 386.753.0778  
 80 Spring Vista Drive  
 DeBary, FL 32713

**STATE OF FLORIDA DEPARTMENT**  
**OF TRANSPORTATION**

TYPICAL SECTION  
 SECTION 7 - 12040

PAGE  
 NO.



**LEGEND**

	REMOVE EXISTING CONCRETE
	MILLING LIMIT
	TRAFFIC SEPARATOR
	TURF SOD

**SECTION 12040 -- MP 2.671 to MP 3.695  
S.R. 867 FROM CYPRESS LAKE  
TO COLBY DRIVE  
LEE COUNTY - FLORIDA**

PROPERTY LABELS BASED ON STREETVIEW IMAGERY  
AVAILABLE FROM MAY 2018

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

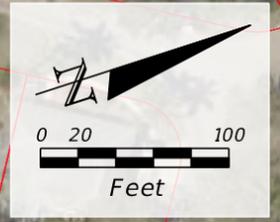
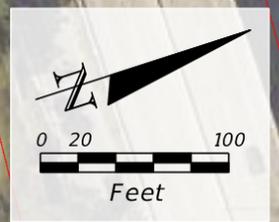
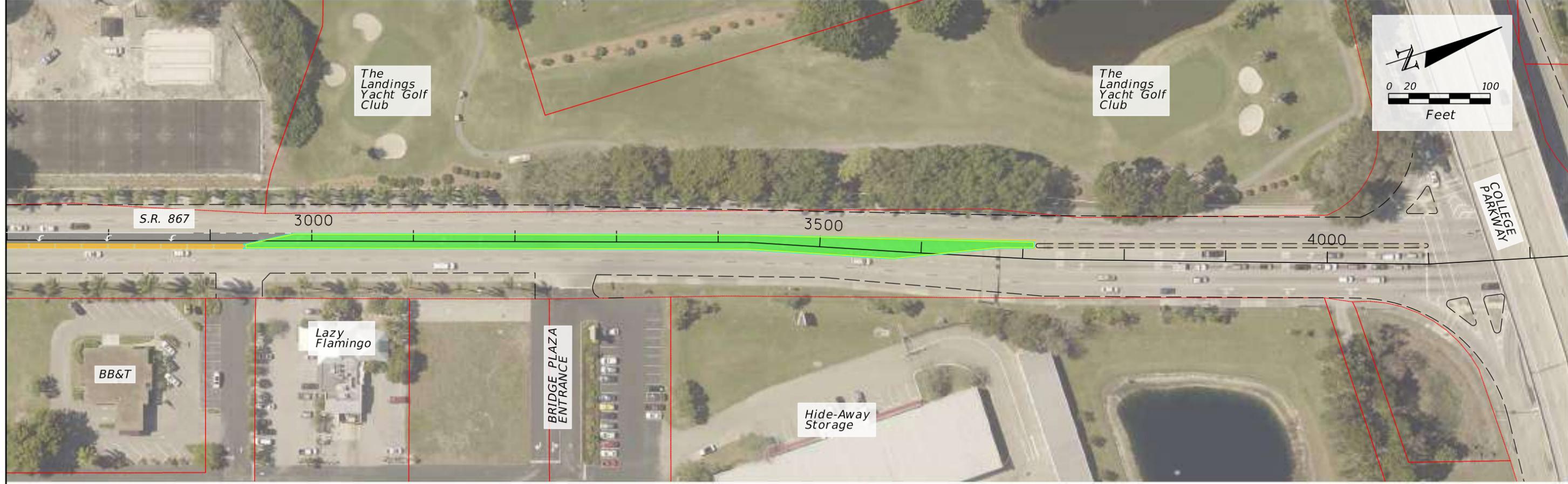
STATE OF FLORIDA  
DEPARTMENT OF TRANSPORTATION

IMPROVEMENT DIAGRAM  
1 OF 2

PAGE  
NO.

MATCHLINE B

MATCHLINE C



**LEGEND**

-  REMOVE EXISTING CONCRETE
-  MILLING LIMIT
-  TRAFFIC SEPARATOR
-  TURF SOD

**SECTION 12040 -- MP 2.671 to MP 3.695  
S.R. 867 FROM CYPRESS LAKE  
TO COLBY DRIVE  
LEE COUNTY - FLORIDA**

## **APPENDIX D**

# **CRASH MODIFICATION FACTORS**



## CMF / CRF Details

**CMF ID: 3034**

**Install raised median**

**Description:**

**Prior Condition: no raised median**

**Category: Access management**

**Study:** [Analyzing Raised Median Safety Impacts Using Bayesian Methods, Schultz et al., 2011](#)

**Star Quality Rating:**



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

### Crash Modification Factor (CMF)

**Value:** 0.61

**Adjusted Standard Error:**

**Unadjusted Standard Error:**

### Crash Reduction Factor (CRF)

**Value:** 39 (This value indicates a **decrease** in crashes)

**Adjusted Standard Error:**

**Unadjusted Standard Error:**

### Applicability

**Crash Type:**

All

**Crash Severity:**

All

**Roadway Types:**

Not specified

**Number of Lanes:**

**Road Division Type:**

Divided by Median

**Speed Limit:**

**Area Type:**

**Traffic Volume:**

10000 to 55000 *Average Daily Traffic (ADT)*

**Time of Day:**

All

### *If countermeasure is intersection-based*

**Intersection Type:**

**Intersection Geometry:**

**Traffic Control:**

**Major Road Traffic Volume:**

**Minor Road Traffic Volume:**

### Development Details

**Date Range of Data Used:**

1998 to 2008

**Municipality:**

**State:**

UT

<b>Country:</b>	USA
<b>Type of Methodology Used:</b>	Before/after using empirical Bayes or full Bayes
<b>Sample Size Used:</b>	Site-years
<b>Before Sample Size Used:</b>	32 Site-years
<b>After Sample Size Used:</b>	28 Site-years

<b>Other Details</b>	
<b>Included in Highway Safety Manual?</b>	No
<b>Date Added to Clearinghouse:</b>	Jul-15-2011
<b>Comments:</b>	

---

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

*The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.*

**APPENDIX E**

**NET PRESENT VALUE**

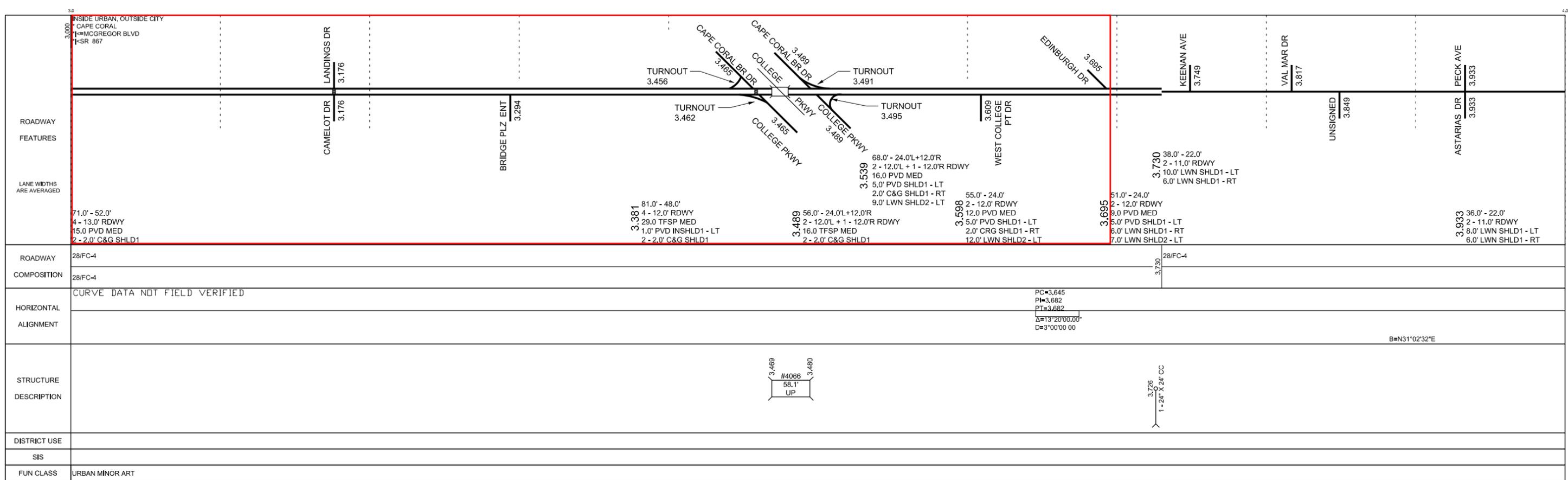
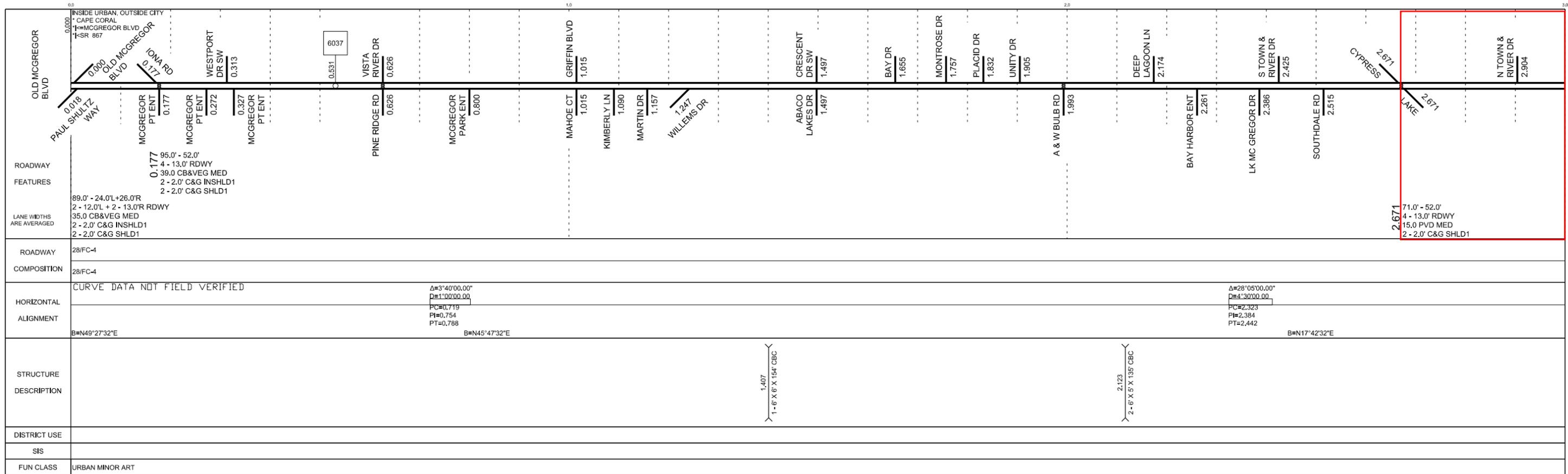
Project Name	S.R. 544 AM	Year #	0	1	2
Current Year	2020	Calendar Year	2020	2021	2022
Project Completion	2021	Estimated Cost	477,188		
Project Life	20	Estimated Benefits		1,200,409	1,200,409
Project Category		<b>Calculation</b>			
Discount Rate	0.04	Discount Factor	1.000	0.962	0.925
Project Ends	2040	Discounted Cost	-477,188	0	0
		Discounted Benefits	0	1,154,239	1,109,845
		<b>NPV</b>		<b>15,836,757</b>	

3	4	5	6	7	8	9	10	11
2023	2024	2025	2026	2027	2028	2029	2030	2031
1,200,409	1,200,409	1,200,409	1,200,409	1,200,409	1,200,409	1,200,409	1,200,409	1,200,409
0.889	0.855	0.822	0.790	0.760	0.731	0.703	0.676	0.650
0	0	0	0	0	0	0	0	0
1,067,159	1,026,114	986,648	948,700	912,212	877,127	843,391	810,953	779,763

12	13	14	15	16	17	18	19	20
2032	2033	2034	2035	2036	2037	2038	2039	2040
1,200,409	1,200,409	1,200,409	1,200,409	1,200,409	1,200,409	1,200,409	1,200,409	1,200,409
0.625	0.601	0.577	0.555	0.534	0.513	0.494	0.475	0.456
0	0	0	0	0	0	0	0	0
749,772	720,934	693,206	666,544	640,908	616,258	592,555	569,765	547,851

# APPENDIX B

## SLD



# APPENDIX C

## Turning Movement Counts

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Cypress Lake Drive  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					CYPRESS LAKE DRIVE Eastbound					CYPRESS LAKE DRIVE Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	1	161	65	1	228	23	326	1	0	350	4	6	1	0	11	63	2	14	1	80	669
07:15 AM	1	192	99	8	300	28	362	1	0	391	5	6	3	0	14	67	2	11	0	80	785
07:30 AM	2	211	111	6	330	32	351	2	0	385	8	18	4	0	30	87	2	10	0	99	844
07:45 AM	2	203	134	2	341	46	386	1	0	433	7	14	6	0	27	79	5	19	0	103	904
Total	6	767	409	17	1199	129	1425	5	0	1559	24	44	14	0	82	296	11	54	1	362	3202
08:00 AM	3	168	80	1	252	39	320	2	0	361	3	7	3	0	13	95	7	10	1	113	739
08:15 AM	4	185	104	1	294	29	358	1	0	388	4	10	4	0	18	86	7	32	1	126	826
08:30 AM	4	182	98	3	287	32	341	7	0	380	5	11	0	0	16	112	7	26	3	148	831
08:45 AM	6	167	95	5	273	36	344	3	0	383	5	12	7	0	24	95	11	27	1	134	814
Total	17	702	377	10	1106	136	1363	13	0	1512	17	40	14	0	71	388	32	95	6	521	3210
*** BREAK ***																					
11:00 AM	5	197	98	3	303	42	253	7	0	302	4	10	3	0	17	118	5	49	5	177	799
11:15 AM	7	234	89	0	330	47	275	2	0	324	6	9	6	1	22	103	11	34	3	151	827
11:30 AM	4	245	105	2	356	35	255	2	0	292	1	12	3	0	16	87	9	49	2	147	811
11:45 AM	5	264	95	3	367	50	246	6	0	302	8	11	7	0	26	108	5	52	6	171	866
Total	21	940	387	8	1356	174	1029	17	0	1220	19	42	19	1	81	416	30	184	16	646	3303
12:00 PM	2	222	86	2	312	46	239	4	0	289	2	5	2	0	9	107	6	50	4	167	777
12:15 PM	6	268	92	3	369	51	236	3	0	290	4	12	5	0	21	120	7	51	4	182	862
12:30 PM	5	285	108	2	400	50	234	5	0	289	8	11	4	0	23	97	13	42	2	154	866
12:45 PM	4	244	127	2	377	56	205	6	0	267	7	5	7	0	19	114	8	50	4	176	839
Total	17	1019	413	9	1458	203	914	18	0	1135	21	33	18	0	72	438	34	193	14	679	3344
*** BREAK ***																					
02:00 PM	4	270	77	3	354	24	240	4	0	268	5	16	2	0	23	106	10	47	4	167	812
02:15 PM	4	285	81	2	372	37	220	5	0	262	5	16	2	0	23	110	11	36	6	163	820
02:30 PM	7	310	121	3	441	32	215	6	1	254	6	8	6	0	20	101	4	48	3	156	871
02:45 PM	3	331	108	1	443	42	237	6	0	285	4	10	0	0	14	107	9	49	5	170	912
Total	18	1196	387	9	1610	135	912	21	1	1069	20	50	10	0	80	424	34	180	18	656	3415
03:00 PM	7	321	116	1	445	39	213	4	0	256	2	10	2	0	14	118	9	47	0	174	889
03:15 PM	6	338	105	1	450	40	235	8	0	283	3	9	3	0	15	118	9	52	1	180	928
03:30 PM	3	372	106	2	483	39	230	6	0	275	3	9	3	0	15	121	10	49	1	181	954
03:45 PM	4	358	122	1	485	49	229	5	0	283	1	8	2	0	11	116	13	37	5	171	950
Total	20	1389	449	5	1863	167	907	23	0	1097	9	36	10	0	55	473	41	185	7	706	3721
04:00 PM	7	376	95	1	479	36	196	6	0	238	3	6	5	0	14	122	9	45	3	179	910
04:15 PM	6	345	115	1	467	43	228	3	0	274	9	9	2	0	20	126	18	36	2	182	943
04:30 PM	4	391	104	1	500	38	215	4	0	257	7	7	6	0	20	115	15	62	3	195	972
04:45 PM	3	338	139	1	481	53	215	4	0	272	6	5	3	0	14	105	8	54	6	173	940
Total	20	1450	453	4	1927	170	854	17	0	1041	25	27	16	0	68	468	50	197	14	729	3765
05:00 PM	5	326	106	2	439	37	195	4	0	236	4	9	3	0	16	112	15	66	7	200	891
05:15 PM	11	340	114	5	470	36	235	6	0	277	8	5	0	0	13	127	17	44	5	193	953
05:30 PM	4	313	100	4	421	34	185	7	0	226	6	9	2	0	17	124	9	37	5	175	839
05:45 PM	6	272	84	5	367	36	190	5	0	231	3	4	1	0	8	110	11	45	2	168	774
Total	26	1251	404	16	1697	143	805	22	0	970	21	27	6	0	54	473	52	192	19	736	3457
Grand Total	145	8714	3279	78	12216	1257	8209	136	1	9603	156	299	107	1	563	3376	284	1280	95	5035	27417
Apprch %	1.2	71.3	26.8	0.6		13.1	85.5	1.4	0		27.7	53.1	19	0.2		67.1	5.6	25.4	1.9		
Total %	0.5	31.8	12	0.3	44.6	4.6	29.9	0.5	0	35	0.6	1.1	0.4	0	2.1	12.3	1	4.7	0.3	18.4	
Passenger Vehicles	143	8606	3228	78	12055	1239	8109	131	1	9480	151	295	107	1	554	3336	280	1264	95	4975	27064
% Passenger Vehicles	98.6	98.8	98.4	100	98.7	98.6	98.8	96.3	100	98.7	96.8	98.7	100	100	98.4	98.8	98.6	98.8	100	98.8	98.7
Heavy Trucks	2	108	51	0	161	18	100	5	0	123	5	4	0	0	9	40	4	16	0	60	353
% Heavy Trucks	1.4	1.2	1.6	0	1.3	1.4	1.2	3.7	0	1.3	3.2	1.3	0	0	1.6	1.2	1.4	1.2	0	1.2	1.3

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Cypress Lake Drive  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 2

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					CYPRESS LAKE DRIVE Eastbound					CYPRESS LAKE DRIVE Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	2	<b>211</b>	111	<b>6</b>	330	32	351	<b>2</b>	0	385	<b>8</b>	<b>18</b>	4	0	<b>30</b>	87	2	10	0	99	844
07:45 AM	2	203	<b>134</b>	2	<b>341</b>	<b>46</b>	<b>386</b>	1	0	<b>433</b>	7	14	<b>6</b>	0	27	79	5	19	0	103	<b>904</b>
08:00 AM	3	168	80	1	252	39	320	2	0	361	3	7	3	0	13	<b>95</b>	<b>7</b>	10	<b>1</b>	113	739
08:15 AM	<b>4</b>	185	104	1	294	29	358	1	0	388	4	10	4	0	18	86	7	<b>32</b>	1	<b>126</b>	826
Total Volume	11	767	429	10	1217	146	1415	6	0	1567	22	49	17	0	88	347	21	71	2	441	3313
% App. Total	0.9	63	35.3	0.8		9.3	90.3	0.4	0		25	55.7	19.3	0		78.7	4.8	16.1	0.5		
PHF	.688	.909	.800	.417	.892	.793	.916	.750	.000	.905	.688	.681	.708	.000	.733	.913	.750	.555	.500	.875	.916
Passenger Vehicles	11	754	419	10	1194	144	1396	6	0	1546	22	49	17	0	88	342	21	71	2	436	3264
% Passenger Vehicles	100	98.3	97.7	100	98.1	98.6	98.7	100	0	98.7	100	100	100	0	100	98.6	100	100	100	98.9	98.5
Heavy Trucks	0	13	10	0	23	2	19	0	0	21	0	0	0	0	0	5	0	0	0	5	49
% Heavy Trucks	0	1.7	2.3	0	1.9	1.4	1.3	0	0	1.3	0	0	0	0	0	1.4	0	0	0	1.1	1.5

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM					07:30 AM					08:00 AM									
+0 mins.	1	192	99	<b>8</b>	300	28	362	1	0	391	<b>8</b>	<b>18</b>	4	0	<b>30</b>	95	7	10	1	113
+15 mins.	2	<b>211</b>	111	6	330	32	351	<b>2</b>	0	385	7	14	<b>6</b>	0	27	86	7	<b>32</b>	1	126
+30 mins.	2	203	<b>134</b>	2	<b>341</b>	<b>46</b>	<b>386</b>	1	0	<b>433</b>	3	7	3	0	13	<b>112</b>	7	26	<b>3</b>	<b>148</b>
+45 mins.	<b>3</b>	168	80	1	252	39	320	2	0	361	4	10	4	0	18	95	<b>11</b>	27	1	134
Total Volume	8	774	424	17	1223	145	1419	6	0	1570	22	49	17	0	88	388	32	95	6	521
% App. Total	0.7	63.3	34.7	1.4		9.2	90.4	0.4	0		25	55.7	19.3	0		74.5	6.1	18.2	1.2	
PHF	.667	.917	.791	.531	.897	.788	.919	.750	.000	.906	.688	.681	.708	.000	.733	.866	.727	.742	.500	.880
Passenger Vehicles	8	763	417	17	1205	143	1401	6	0	1550	22	49	17	0	88	383	32	92	6	513
% Passenger Vehicles	100	98.6	98.3	100	98.5	98.6	98.7	100	0	98.7	100	100	100	0	100	98.7	100	96.8	100	98.5
Heavy Trucks	0	11	7	0	18	2	18	0	0	20	0	0	0	0	0	5	0	3	0	8
% Heavy Trucks	0	1.4	1.7	0	1.5	1.4	1.3	0	0	1.3	0	0	0	0	0	1.3	0	3.2	0	1.5

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 11:45 AM

11:45 AM	5	264	95	<b>3</b>	367	50	<b>246</b>	<b>6</b>	0	<b>302</b>	<b>8</b>	11	<b>7</b>	0	<b>26</b>	108	5	<b>52</b>	<b>6</b>	171	<b>866</b>
12:00 PM	2	222	86	2	312	46	239	4	0	289	2	5	2	0	9	107	6	50	4	167	777
12:15 PM	<b>6</b>	268	92	3	369	<b>51</b>	236	3	0	290	4	<b>12</b>	5	0	21	<b>120</b>	7	51	4	<b>182</b>	862
12:30 PM	5	<b>285</b>	<b>108</b>	2	<b>400</b>	50	234	5	0	289	8	11	4	0	23	97	<b>13</b>	42	2	154	866
Total Volume	18	1039	381	10	1448	197	955	18	0	1170	22	39	18	0	79	432	31	195	16	674	3371
% App. Total	1.2	71.8	26.3	0.7		16.8	81.6	1.5	0		27.8	49.4	22.8	0		64.1	4.6	28.9	2.4		
PHF	.750	.911	.882	.833	.905	.966	.971	.750	.000	.969	.688	.813	.643	.000	.760	.900	.596	.938	.667	.926	.973
Passenger Vehicles	18	1019	373	10	1420	195	942	18	0	1155	21	39	18	0	78	427	31	191	16	665	3318
% Passenger Vehicles	100	98.1	97.9	100	98.1	99.0	98.6	100	0	98.7	95.5	100	100	0	98.7	98.8	100	97.9	100	98.7	98.4
Heavy Trucks	0	20	8	0	28	2	13	0	0	15	1	0	0	0	1	5	0	4	0	9	53
% Heavy Trucks	0	1.9	2.1	0	1.9	1.0	1.4	0	0	1.3	4.5	0	0	0	1.3	1.2	0	2.1	0	1.3	1.6

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	12:00 PM					11:00 AM					11:00 AM					12:00 PM				
+0 mins.	2	222	86	2	312	42	253	<b>7</b>	0	302	4	10	3	0	17	107	6	50	<b>4</b>	167
+15 mins.	<b>6</b>	268	92	<b>3</b>	369	47	<b>275</b>	2	0	<b>324</b>	6	9	6	<b>1</b>	22	<b>120</b>	7	<b>51</b>	4	<b>182</b>
+30 mins.	5	<b>285</b>	108	2	<b>400</b>	35	255	2	0	292	1	<b>12</b>	3	0	16	97	<b>13</b>	42	2	154
+45 mins.	4	244	<b>127</b>	2	377	<b>50</b>	246	6	0	302	<b>8</b>	11	<b>7</b>	0	<b>26</b>	114	8	50	4	176
Total Volume	17	1019	413	9	1458	174	1029	17	0	1220	19	42	19	1	81	438	34	193	14	679
% App. Total	1.2	69.9	28.3	0.6		14.3	84.3	1.4	0		23.5	51.9	23.5	1.2		64.5	5	28.4	2.1	
PHF	.708	.894	.813	.750	.911	.870	.935	.607	.000	.941	.594	.875	.679	.250	.779	.913	.654	.946	.875	.933
Passenger Vehicles	17	1001	405	9	1432	169	1011	17	0	1197	18	42	19	1	80	434	34	187	14	669
% Passenger Vehicles	100	98.2	98.1	100	98.2	97.1	98.3	100	0	98.1	94.7	100	100	100	98.8	99.1	100	96.9	100	98.5
Heavy Trucks	0	18	8	0	26	5	18	0	0	23	1	0	0	0	1	4	0	6	0	10
% Heavy Trucks	0	1.8	1.9	0	1.8	2.9	1.7	0	0	1.9	5.3	0	0	0	1.2	0.9	0	3.1	0	1.5

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Cypress Lake Drive  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 3

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					CYPRESS LAKE DRIVE Eastbound					CYPRESS LAKE DRIVE Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	4	358	<b>122</b>	<b>1</b>	485	<b>49</b>	<b>229</b>	5	0	<b>283</b>	1	8	2	0	11	116	13	37	<b>5</b>	171	950
04:00 PM	<b>7</b>	376	95	1	479	36	196	<b>6</b>	0	238	3	6	5	0	14	122	9	45	3	179	910
04:15 PM	6	345	115	1	467	43	228	3	0	274	<b>9</b>	<b>9</b>	2	0	<b>20</b>	<b>126</b>	<b>18</b>	36	2	182	943
04:30 PM	4	<b>391</b>	104	1	<b>500</b>	38	215	4	0	257	7	7	<b>6</b>	0	20	115	15	<b>62</b>	3	<b>195</b>	<b>972</b>
Total Volume	21	1470	436	4	1931	166	868	18	0	1052	20	30	15	0	65	479	55	180	13	727	3775
% App. Total	1.1	76.1	22.6	0.2		15.8	82.5	1.7	0		30.8	46.2	23.1	0		65.9	7.6	24.8	1.8		
PHF	.750	.940	.893	1.000	.966	.847	.948	.750	.000	.929	.556	.833	.625	.000	.813	.950	.764	.726	.650	.932	.971
Passenger Vehicles	20	1458	431	4	1913	165	861	18	0	1044	20	28	15	0	63	477	53	178	13	721	3741
% Passenger Vehicles	95.2	99.2	98.9	100	99.1	99.4	99.2	100	0	99.2	100	93.3	100	0	96.9	99.6	96.4	98.9	100	99.2	99.1
Heavy Trucks	1	12	5	0	18	1	7	0	0	8	0	2	0	0	2	2	2	2	0	6	34
% Heavy Trucks	4.8	0.8	1.1	0	0.9	0.6	0.8	0	0	0.8	0	6.7	0	0	3.1	0.4	3.6	1.1	0	0.8	0.9

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	03:45 PM					02:45 PM					02:00 PM					04:30 PM				
+0 mins.	4	358	<b>122</b>	<b>1</b>	485	<b>42</b>	<b>237</b>	6	0	<b>285</b>	5	<b>16</b>	2	0	<b>23</b>	115	15	62	3	195
+15 mins.	<b>7</b>	376	95	1	479	39	213	4	0	256	5	16	2	0	23	105	8	54	6	173
+30 mins.	6	345	115	1	467	40	235	<b>8</b>	0	283	<b>6</b>	8	<b>6</b>	0	20	112	15	<b>66</b>	<b>7</b>	<b>200</b>
+45 mins.	4	<b>391</b>	104	1	<b>500</b>	39	230	6	0	275	4	10	0	0	14	<b>127</b>	<b>17</b>	44	5	193
Total Volume	21	1470	436	4	1931	160	915	24	0	1099	20	50	10	0	80	459	55	226	21	761
% App. Total	1.1	76.1	22.6	0.2		14.6	83.3	2.2	0		25	62.5	12.5	0		60.3	7.2	29.7	2.8	
PHF	.750	.940	.893	1.000	.966	.952	.965	.750	.000	.964	.833	.781	.417	.000	.870	.904	.809	.856	.750	.951
Passenger Vehicles	20	1458	431	4	1913	159	906	23	0	1088	19	49	10	0	78	455	55	225	21	756
% Passenger Vehicles	95.2	99.2	98.9	100	99.1	99.4	99	95.8	0	99	95	98	100	0	97.5	99.1	100	99.6	100	99.3
Heavy Trucks	1	12	5	0	18	1	9	1	0	11	1	1	0	0	2	4	0	1	0	5
% Heavy Trucks	4.8	0.8	1.1	0	0.9	0.6	1	4.2	0	1	5	2	0	0	2.5	0.9	0	0.4	0	0.7

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Cypress Lake Drive  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					CYPRESS LAKE DRIVE Eastbound					CYPRESS LAKE DRIVE Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	3	0	1	0	4	7
07:15 AM	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	1	0	0	0	1	8
07:30 AM	0	3	3	0	6	1	4	0	0	5	0	0	0	0	0	1	0	0	0	1	12
07:45 AM	0	3	3	0	6	1	3	0	0	4	0	0	0	0	0	1	0	0	0	1	11
Total	0	8	7	0	15	2	13	1	0	16	0	0	0	0	0	6	0	1	0	7	38
08:00 AM	0	4	1	0	5	0	5	0	0	5	0	0	0	0	0	2	0	0	0	2	12
08:15 AM	0	3	3	0	6	0	7	0	0	7	0	0	0	0	0	1	0	0	0	1	14
08:30 AM	0	3	1	0	4	0	6	0	0	6	0	0	0	0	0	0	0	2	0	2	12
08:45 AM	0	4	2	0	6	0	7	0	0	7	0	0	0	0	0	2	0	1	0	3	16
Total	0	14	7	0	21	0	25	0	0	25	0	0	0	0	0	5	0	3	0	8	54
*** BREAK ***																					
11:00 AM	0	5	4	0	9	3	6	0	0	9	0	0	0	0	0	1	0	0	0	1	19
11:15 AM	0	7	0	0	7	1	6	0	0	7	0	0	0	0	0	1	0	0	0	1	15
11:30 AM	1	3	1	0	5	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	9
11:45 AM	0	2	2	0	4	1	4	0	0	5	1	0	0	0	1	1	0	0	0	1	11
Total	1	17	7	0	25	5	18	0	0	23	1	0	0	0	1	4	1	0	0	5	54
12:00 PM	0	4	4	0	8	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	11
12:15 PM	0	8	2	0	10	0	3	0	0	3	0	0	0	0	0	2	0	2	0	4	17
12:30 PM	0	6	0	0	6	0	5	0	0	5	0	0	0	0	0	2	0	1	0	3	14
12:45 PM	0	0	2	0	2	0	5	0	0	5	0	0	0	0	0	0	0	2	0	2	9
Total	0	18	8	0	26	1	14	0	0	15	0	0	0	0	0	4	0	6	0	10	51
*** BREAK ***																					
02:00 PM	0	5	1	0	6	2	6	0	0	8	0	0	0	0	0	1	0	0	0	1	15
02:15 PM	0	7	2	0	9	1	3	1	0	5	0	0	0	0	0	4	1	0	0	5	19
02:30 PM	0	4	4	0	8	1	0	2	0	3	1	0	0	0	1	3	0	2	0	5	17
02:45 PM	0	4	3	0	7	0	3	0	0	3	0	1	0	0	1	1	0	0	0	1	12
Total	0	20	10	0	30	4	12	3	0	19	1	1	0	0	2	9	1	2	0	12	63
03:00 PM	0	7	0	0	7	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	10
03:15 PM	0	3	0	0	3	1	2	0	0	3	1	1	0	0	2	2	0	1	0	3	11
03:30 PM	0	3	1	0	4	0	2	1	0	3	0	0	0	0	0	1	0	0	0	1	8
03:45 PM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	5
Total	0	14	1	0	15	2	6	1	0	9	1	3	0	0	4	3	1	2	0	6	34
04:00 PM	0	6	2	0	8	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	13
04:15 PM	0	2	2	0	4	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	8
04:30 PM	1	3	1	0	5	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	8
04:45 PM	0	2	2	0	4	1	1	0	0	2	2	0	0	0	2	0	0	0	0	0	8
Total	1	13	7	0	21	1	8	0	0	9	2	0	0	0	2	2	1	2	0	5	37
05:00 PM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	2	0	0	0	2	6
05:15 PM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	5
05:30 PM	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	5
05:45 PM	0	2	1	0	3	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	6
Total	0	4	4	0	8	3	4	0	0	7	0	0	0	0	0	7	0	0	0	7	22
Grand Total	2	108	51	0	161	18	100	5	0	123	5	4	0	0	9	40	4	16	0	60	353
Apprch %	1.2	67.1	31.7	0		14.6	81.3	4.1	0		55.6	44.4	0	0		66.7	6.7	26.7	0		
Total %	0.6	30.6	14.4	0	45.6	5.1	28.3	1.4	0	34.8	1.4	1.1	0	0	2.5	11.3	1.1	4.5	0	17	

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Cypress Lake Drive  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 2

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					CYPRESS LAKE DRIVE Eastbound					CYPRESS LAKE DRIVE Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	4	1	0	5	0	5	0	0	5	0	0	0	0	0	2	0	0	0	2	12
08:15 AM	0	3	3	0	6	0	7	0	0	7	0	0	0	0	0	1	0	0	0	1	14
08:30 AM	0	3	1	0	4	0	6	0	0	6	0	0	0	0	0	0	0	2	0	2	12
08:45 AM	0	4	2	0	6	0	7	0	0	7	0	0	0	0	0	2	0	1	0	3	16
Total Volume	0	14	7	0	21	0	25	0	0	25	0	0	0	0	0	5	0	3	0	8	54
% App. Total	0	66.7	33.3	0		0	100	0	0		0	0	0	0		62.5	0	37.5	0		
PHF	.000	.875	.583	.000	.875	.000	.893	.000	.000	.893	.000	.000	.000	.000	.000	.625	.000	.375	.000	.667	.844

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM					08:00 AM					07:00 AM					08:00 AM					
+0 mins.	0	3	3	0	6	0	5	0	0	5	0	0	0	0	0	2	0	0	0	2	
+15 mins.	0	3	3	0	6	0	7	0	0	7	0	0	0	0	0	1	0	0	0	1	
+30 mins.	0	4	1	0	5	0	6	0	0	6	0	0	0	0	0	0	0	2	0	2	
+45 mins.	0	3	3	0	6	0	7	0	0	7	0	0	0	0	0	2	0	1	0	3	
Total Volume	0	13	10	0	23	0	25	0	0	25	0	0	0	0	0	5	0	3	0	8	
% App. Total	0	56.5	43.5	0		0	100	0	0		0	0	0	0		62.5	0	37.5	0		
PHF	.000	.813	.833	.000	.958	.000	.893	.000	.000	.893	.000	.000	.000	.000	.000	.625	.000	.375	.000	.667	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:00 AM

11:00 AM	0	5	4	0	9	3	6	0	0	9	0	0	0	0	0	1	0	0	0	1	19
11:15 AM	0	7	0	0	7	1	6	0	0	7	0	0	0	0	0	1	0	0	0	1	15
11:30 AM	1	3	1	0	5	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	9
11:45 AM	0	2	2	0	4	1	4	0	0	5	1	0	0	0	1	1	0	0	0	1	11
Total Volume	1	17	7	0	25	5	18	0	0	23	1	0	0	0	1	4	1	0	0	5	54
% App. Total	4	68	28	0		21.7	78.3	0	0		100	0	0	0		80	20	0	0		
PHF	.250	.607	.438	.000	.694	.417	.750	.000	.000	.639	.250	.000	.000	.000	.250	1.00	.250	.000	.000	.625	.711

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:45 AM					11:00 AM					11:00 AM					12:00 PM					
+0 mins.	0	2	2	0	4	3	6	0	0	9	0	0	0	0	0	0	0	1	0	1	
+15 mins.	0	4	4	0	8	1	6	0	0	7	0	0	0	0	0	2	0	2	0	4	
+30 mins.	0	8	2	0	10	0	2	0	0	2	0	0	0	0	0	2	0	1	0	3	
+45 mins.	0	6	0	0	6	1	4	0	0	5	1	0	0	0	1	0	0	2	0	2	
Total Volume	0	20	8	0	28	5	18	0	0	23	1	0	0	0	1	4	0	6	0	10	
% App. Total	0	71.4	28.6	0		21.7	78.3	0	0		100	0	0	0		40	0	60	0		
PHF	.000	.625	.500	.000	.700	.417	.750	.000	.000	.639	.250	.000	.000	.000	.250	.500	.000	.750	.000	.625	

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	5	1	0	6	2	6	0	0	8	0	0	0	0	0	1	0	0	0	1	15
02:15 PM	0	7	2	0	9	1	3	1	0	5	0	0	0	0	0	4	1	0	0	5	19
02:30 PM	0	4	4	0	8	1	0	2	0	3	1	0	0	0	1	3	0	2	0	5	17
02:45 PM	0	4	3	0	7	0	3	0	0	3	0	1	0	0	1	1	0	0	0	1	12
Total Volume	0	20	10	0	30	4	12	3	0	19	1	1	0	0	2	9	1	2	0	12	63
% App. Total	0	66.7	33.3	0		21.1	63.2	15.8	0		50	50	0	0		75	8.3	16.7	0		
PHF	.000	.714	.625	.000	.833	.500	.500	.375	.000	.594	.250	.250	.000	.000	.500	.563	.250	.250	.000	.600	.829

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:15 PM					02:00 PM					02:30 PM					02:00 PM					
+0 mins.	0	7	2	0	9	2	6	0	0	8	1	0	0	0	1	1	0	0	0	1	
+15 mins.	0	4	4	0	8	1	3	1	0	5	0	1	0	0	1	4	1	0	0	5	
+30 mins.	0	4	3	0	7	1	0	2	0	3	0	0	0	0	0	3	0	2	0	5	
+45 mins.	0	7	0	0	7	0	3	0	0	3	1	1	0	0	2	1	0	0	0	1	
Total Volume	0	22	9	0	31	4	12	3	0	19	2	2	0	0	4	9	1	2	0	12	
% App. Total	0	71	29	0		21.1	63.2	15.8	0		50	50	0	0		75	8.3	16.7	0		
PHF	.000	.786	.563	.000	.861	.500	.500	.375	.000	.594	.500	.500	.000	.000	.500	.563	.250	.250	.000	.600	

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Driveway 1  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					N/A Eastbound					DRIVEWAY 1 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	0	0	0	1
07:30 AM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	0	0	1	0	1	4	0	0	0	4	0	0	0	0	0	0	0	1	0	0	1
Total	0	0	3	0	3	9	0	0	0	9	0	0	0	0	0	2	0	1	0	3	15
08:00 AM	0	0	2	0	2	6	0	0	0	6	0	0	0	0	0	2	0	0	0	2	10
08:15 AM	0	0	1	0	1	6	0	0	0	6	0	0	0	0	0	0	0	2	0	2	9
08:30 AM	0	0	4	0	4	5	0	0	0	5	0	0	0	0	0	1	0	0	0	1	10
08:45 AM	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	7
Total	0	0	10	0	10	19	0	0	0	19	0	0	0	0	0	3	0	4	0	7	36
*** BREAK ***																					
04:00 PM	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	1	0	5	0	6	12
04:15 PM	0	0	8	0	8	9	0	0	0	9	0	0	0	0	0	1	0	5	0	6	23
04:30 PM	0	0	7	0	7	6	0	0	0	6	0	0	0	0	0	3	0	7	0	10	23
04:45 PM	0	0	15	0	15	3	0	0	0	3	0	0	0	0	0	2	0	4	0	6	24
Total	0	0	33	0	33	21	0	0	0	21	0	0	0	0	0	7	0	21	0	28	82
05:00 PM	0	0	9	0	9	8	0	0	0	8	0	0	0	0	0	4	0	18	0	22	39
05:15 PM	0	0	7	0	7	10	0	0	0	10	0	0	0	0	0	6	0	16	0	22	39
05:30 PM	0	0	9	0	9	12	0	0	0	12	0	0	0	0	0	5	0	4	0	9	30
05:45 PM	0	0	13	0	13	4	0	0	0	4	0	0	0	0	0	5	0	11	0	16	33
Total	0	0	38	0	38	34	0	0	0	34	0	0	0	0	0	20	0	49	0	69	141
Grand Total	0	0	84	0	84	83	0	0	0	83	0	0	0	0	0	32	0	75	0	107	274
Apprch %	0	0	100	0		100	0	0	0		0	0	0	0		29.9	0	70.1	0		
Total %	0	0	30.7	0	30.7	30.3	0	0	0	30.3	0	0	0	0	0	11.7	0	27.4	0	39.1	
Passenger Vehicles	0	0	84	0	84	82	0	0	0	82	0	0	0	0	0	31	0	75	0	106	272
% Passenger Vehicles	0	0	100	0	100	98.8	0	0	0	98.8	0	0	0	0	0	96.9	0	100	0	99.1	99.3
Heavy Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
% Heavy Trucks	0	0	0	0	0	1.2	0	0	0	1.2	0	0	0	0	0	3.1	0	0	0	0.9	0.7

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Driveway 2  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					N/A Eastbound					DRIVEWAY 2 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
*** BREAK ***																					
07:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	5	0	5	4	0	0	0	4	0	0	0	0	0	1	0	1	0	2	11
Total	0	0	6	0	6	4	0	0	0	4	0	0	0	0	0	2	0	1	0	3	13
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
04:30 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	5
Total	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	2	0	3	0	5	10
05:00 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	5
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	6	0	10	10
*** BREAK ***																					
Total	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	7	0	7	0	14	17
Grand Total	0	0	14	0	14	6	0	0	0	6	0	0	0	0	0	11	0	11	0	22	42
Apprch %	0	0	100	0		100	0	0	0		0	0	0	0		50	0	50	0		
Total %	0	0	33.3	0	33.3	14.3	0	0	0	14.3	0	0	0	0	0	26.2	0	26.2	0	52.4	
Passenger Vehicles	0	0	14	0	14	6	0	0	0	6	0	0	0	0	0	11	0	11	0	22	42
% Passenger Vehicles	0	0	100	0	100	100	0	0	0	100	0	0	0	0	0	100	0	100	0	100	100
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Driveway 3

Site Code : 00000000

Start Date : 12/7/2021

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					N/A Eastbound					DRIVEWAY 3 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
*** BREAK ***																					
07:30 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
08:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	4
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	4
*** BREAK ***																					
04:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	5
*** BREAK ***																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	6
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	2	0	3	4
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	2	0	3	4
Grand Total	0	0	3	0	3	5	0	0	0	5	0	0	0	0	0	4	0	5	0	9	17
Apprch %	0	0	100	0		100	0	0	0		0	0	0	0		44.4	0	55.6	0		
Total %	0	0	17.6	0	17.6	29.4	0	0	0	29.4	0	0	0	0	0	23.5	0	29.4	0	52.9	
Passenger Vehicles	0	0	3	0	3	5	0	0	0	5	0	0	0	0	0	4	0	5	0	9	17
% Passenger Vehicles	0	0	100	0	100	100	0	0	0	100	0	0	0	0	0	100	0	100	0	100	100
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Driveway 4  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					N/A Eastbound					DRIVEWAY 4 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	2	0	0	0	0	2
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	1	0	2	3
04:15 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	5
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	0	2	0	4	5
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	5
Total	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	7	0	6	0	13	18
05:00 PM	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	6
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	1	0	3	0	4	9
Grand Total	0	0	10	0	10	9	0	0	0	9	0	0	0	0	0	10	0	9	0	19	38
Apprch %	0	0	100	0		100	0	0	0		0	0	0	0		52.6	0	47.4	0		
Total %	0	0	26.3	0	26.3	23.7	0	0	0	23.7	0	0	0	0	0	26.3	0	23.7	0	50	
Passenger Vehicles	0	0	10	0	10	9	0	0	0	9	0	0	0	0	0	10	0	9	0	19	38
% Passenger Vehicles	0	0	100	0	100	100	0	0	0	100	0	0	0	0	0	100	0	100	0	100	100
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at N. Town and River Drive

Site Code : 00000000

Start Date : 12/7/2021

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					N. TOWN AND RIVER DRIVE Eastbound					THE DESIGN CENTER DRIVEWAY Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	0	177	2	0	179	0	355	1	0	356	5	0	2	0	7	0	0	1	0	1	543
07:15 AM	2	202	6	0	210	0	393	3	0	396	6	0	5	0	11	0	0	0	0	0	617
07:30 AM	0	215	4	0	219	0	397	1	0	398	2	0	0	0	2	1	0	1	0	2	621
07:45 AM	1	224	6	0	231	1	426	2	0	429	4	0	7	0	11	1	0	1	0	2	673
Total	3	818	18	0	839	1	1571	7	0	1579	17	0	14	0	31	2	0	3	0	5	2454
08:00 AM	1	168	8	0	177	0	361	0	0	361	2	0	2	0	4	1	0	0	0	1	543
08:15 AM	2	214	8	0	224	0	388	2	0	390	2	0	6	0	8	6	0	0	0	6	628
08:30 AM	1	196	7	0	204	1	376	1	0	378	2	0	2	0	4	1	0	1	0	2	588
08:45 AM	1	187	7	0	195	4	381	0	0	385	2	0	2	0	4	3	0	1	0	4	588
Total	5	765	30	0	800	5	1506	3	0	1514	8	0	12	0	20	11	0	2	0	13	2347
*** BREAK ***																					
11:00 AM	0	254	13	0	267	3	299	4	1	307	2	0	1	0	3	11	0	3	0	14	591
11:15 AM	1	258	12	0	271	5	317	2	1	325	3	0	1	0	4	7	0	6	0	13	613
11:30 AM	1	278	15	0	294	5	286	5	0	296	1	0	4	0	5	4	0	6	0	10	605
11:45 AM	3	291	25	0	319	8	288	3	0	299	3	0	6	0	9	9	0	5	0	14	641
Total	5	1081	65	0	1151	21	1190	14	2	1227	9	0	12	0	21	31	0	20	0	51	2450
12:00 PM	2	266	12	0	280	3	271	4	0	278	3	0	0	0	3	7	0	2	0	9	570
12:15 PM	4	293	13	0	310	2	295	1	0	298	1	0	2	0	3	7	0	6	0	13	624
12:30 PM	2	337	5	1	345	3	274	2	0	279	5	0	3	0	8	7	0	5	0	12	644
12:45 PM	5	284	13	0	302	4	251	4	0	259	3	0	2	0	5	13	0	3	0	16	582
Total	13	1180	43	1	1237	12	1091	11	0	1114	12	0	7	0	19	34	0	16	0	50	2420
*** BREAK ***																					
02:00 PM	4	308	6	1	319	1	272	1	0	274	2	0	2	0	4	7	0	3	0	10	607
02:15 PM	5	329	5	0	339	2	247	0	0	249	5	0	3	0	8	1	1	3	0	5	601
02:30 PM	3	366	4	0	373	2	253	5	0	260	2	0	2	0	4	4	0	0	0	4	641
02:45 PM	2	363	11	1	377	1	278	3	0	282	2	0	5	0	7	8	0	2	0	10	676
Total	14	1366	26	2	1408	6	1050	9	0	1065	11	0	12	0	23	20	1	8	0	29	2525
03:00 PM	1	366	4	0	371	0	252	4	0	256	2	0	2	0	4	7	0	3	0	10	641
03:15 PM	6	374	6	0	386	2	272	6	0	280	6	0	2	0	8	3	0	3	0	6	680
03:30 PM	2	421	9	0	432	2	290	3	0	295	0	0	1	0	1	4	0	3	0	7	735
03:45 PM	1	385	7	0	393	0	265	7	0	272	2	0	2	0	4	2	0	1	0	3	672
Total	10	1546	26	0	1582	4	1079	20	0	1103	10	0	7	0	17	16	0	10	0	26	2728
04:00 PM	6	411	5	0	422	2	243	2	0	247	0	0	1	0	1	3	0	3	0	6	676
04:15 PM	2	377	8	0	387	3	273	3	0	279	2	0	3	0	5	2	0	2	0	4	675
04:30 PM	3	454	4	0	461	1	256	3	0	260	0	0	2	0	2	1	1	3	0	5	728
04:45 PM	1	378	6	0	385	1	260	5	0	266	0	0	4	0	4	3	0	1	0	4	659
Total	12	1620	23	0	1655	7	1032	13	0	1052	2	0	10	0	12	9	1	9	0	19	2738
05:00 PM	0	393	11	0	404	2	236	6	0	244	0	0	0	0	0	6	0	3	0	9	657
05:15 PM	7	399	12	0	418	3	260	5	0	268	2	0	4	0	6	5	0	2	0	7	699
05:30 PM	0	346	3	0	349	2	238	4	0	244	4	0	1	0	5	3	0	1	0	4	602
05:45 PM	5	314	5	0	324	0	216	4	0	220	0	0	3	0	3	3	1	2	0	6	553
Total	12	1452	31	0	1495	7	950	19	0	976	6	0	8	0	14	17	1	8	0	26	2511
Grand Total	74	9828	262	3	10167	63	9469	96	2	9630	75	0	82	0	157	140	3	76	0	219	20173
Apprch %	0.7	96.7	2.6	0		0.7	98.3	1	0		47.8	0	52.2	0		63.9	1.4	34.7	0		
Total %	0.4	48.7	1.3	0	50.4	0.3	46.9	0.5	0	47.7	0.4	0	0.4	0	0.8	0.7	0	0.4	0	1.1	
Passenger Vehicles	73	9695	259	3	10030	63	9350	95	2	9510	74	0	80	0	154	139	3	76	0	218	19912
% Passenger Vehicles	98.6	98.6	98.9	100	98.7	100	98.7	99	100	98.8	98.7	0	97.6	0	98.1	99.3	100	100	0	99.5	98.7
Heavy Trucks	1	133	3	0	137	0	119	1	0	120	1	0	2	0	3	1	0	0	0	1	261
% Heavy Trucks	1.4	1.4	1.1	0	1.3	0	1.3	1	0	1.2	1.3	0	2.4	0	1.9	0.7	0	0	0	0.5	1.3





Traffic Engineering Data Solutions Inc.

File Name : SR 867 at N. Town and River Drive  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					N. TOWN AND RIVER DRIVE Eastbound					THE DESIGN CENTER DRIVEWAY Westbound					Int. Total	
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total		
07:00 AM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5
07:15 AM	0	1	0	0	1	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	0	7
07:30 AM	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	9
07:45 AM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	1	0	0	0	0	1	8
Total	0	11	0	0	11	0	16	0	0	16	0	0	1	0	1	1	0	0	0	0	1	29
08:00 AM	0	4	0	0	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	11
08:15 AM	0	3	0	0	3	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	12
08:30 AM	0	6	0	0	6	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	11
08:45 AM	0	3	0	0	3	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	10
Total	0	16	0	0	16	0	28	0	0	28	0	0	0	0	0	0	0	0	0	0	0	44
*** BREAK ***																						
11:00 AM	0	5	0	0	5	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0	14
11:15 AM	0	8	1	0	9	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	16
11:30 AM	0	6	0	0	6	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	9
11:45 AM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	23	1	0	24	0	23	0	0	23	0	0	0	0	0	0	0	0	0	0	0	47
12:00 PM	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4
12:15 PM	0	8	0	0	8	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	12
12:30 PM	0	8	0	0	8	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	12
12:45 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	18	1	0	19	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	0	32
*** BREAK ***																						
02:00 PM	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	12
02:15 PM	0	8	0	0	8	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	13
02:30 PM	0	8	0	0	8	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	12
02:45 PM	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	26	0	0	26	0	18	1	0	19	0	0	0	0	0	0	0	0	0	0	0	45
03:00 PM	0	8	1	0	9	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	11
03:15 PM	1	3	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	8
03:30 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5
03:45 PM	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	4
Total	1	15	1	0	17	0	10	0	0	10	1	0	0	0	1	0	0	0	0	0	0	28
04:00 PM	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6
04:15 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	6	0	0	6	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	7
04:45 PM	0	5	0	0	5	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	0	8
Total	0	19	0	0	19	0	5	0	0	5	0	0	1	0	1	0	0	0	0	0	0	25
05:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4
05:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	5	0	0	5	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	11
Grand Total	1	133	3	0	137	0	119	1	0	120	1	0	2	0	3	1	0	0	0	0	1	261
Apprch %	0.7	97.1	2.2	0		0	99.2	0.8	0		33.3	0	66.7	0		100	0	0	0			
Total %	0.4	51	1.1	0	52.5	0	45.6	0.4	0	46	0.4	0	0.8	0	1.1	0.4	0	0	0	0	0.4	



Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Driveway 5

Site Code : 00000000

Start Date : 12/7/2021

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					N/A Eastbound					DRIVEWAY 5 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	2	0	2	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7
07:30 AM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	3	0	3	9
07:45 AM	0	0	3	0	3	8	0	0	0	8	0	0	0	0	0	1	0	3	0	4	15
Total	0	0	6	0	6	19	0	0	0	19	0	0	0	0	0	1	0	7	0	8	33
08:00 AM	0	0	1	0	1	7	0	0	0	7	0	0	0	0	0	0	0	1	0	1	9
08:15 AM	0	0	5	0	5	8	0	0	0	8	0	0	0	0	0	2	0	5	0	7	20
08:30 AM	0	0	1	0	1	6	0	0	0	6	0	0	0	0	0	2	0	1	0	3	10
08:45 AM	0	0	4	0	4	9	0	0	0	9	0	0	0	0	0	1	0	9	0	10	23
Total	0	0	11	0	11	30	0	0	0	30	0	0	0	0	0	5	0	16	0	21	62
*** BREAK ***																					
04:00 PM	0	0	3	0	3	7	0	0	0	7	0	0	0	0	0	1	0	8	0	9	19
04:15 PM	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	7	0	5	0	12	16
04:30 PM	0	0	4	0	4	3	0	0	0	3	0	0	0	0	0	1	0	9	0	10	17
04:45 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	5	0	6	9
Total	0	0	8	0	8	16	0	0	0	16	0	0	0	0	0	10	0	27	0	37	61
05:00 PM	0	0	5	0	5	5	0	0	0	5	0	0	0	0	0	1	0	9	0	10	20
05:15 PM	0	0	4	0	4	5	0	0	0	5	0	0	0	0	0	2	0	10	0	12	21
05:30 PM	0	0	2	0	2	5	0	0	0	5	0	0	0	0	0	4	0	5	0	9	16
05:45 PM	0	0	4	0	4	2	0	0	0	2	0	0	0	0	0	3	0	2	0	5	11
Total	0	0	15	0	15	17	0	0	0	17	0	0	0	0	0	10	0	26	0	36	68
Grand Total	0	0	40	0	40	82	0	0	0	82	0	0	0	0	0	26	0	76	0	102	224
Apprch %	0	0	100	0		100	0	0	0		0	0	0	0		25.5	0	74.5	0		
Total %	0	0	17.9	0	17.9	36.6	0	0	0	36.6	0	0	0	0	0	11.6	0	33.9	0	45.5	
Passenger Vehicles	0	0	40	0	40	81	0	0	0	81	0	0	0	0	0	26	0	76	0	102	223
% Passenger Vehicles	0	0	100	0	100	98.8	0	0	0	98.8	0	0	0	0	0	100	0	100	0	100	99.6
Heavy Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Heavy Trucks	0	0	0	0	0	1.2	0	0	0	1.2	0	0	0	0	0	0	0	0	0	0	0.4

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Driveway 6  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					N/A Eastbound					DRIVEWAY 6 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
*** BREAK ***																					
07:45 AM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
08:15 AM	0	0	1	0	1	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
08:30 AM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	6
08:45 AM	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	7	0	7	7	0	0	0	7	0	0	0	0	0	1	0	3	0	4	18
*** BREAK ***																					
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
*** BREAK ***																					
04:30 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	4
04:45 PM	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	5
Total	0	0	5	0	5	2	0	0	0	2	0	0	0	0	0	0	0	4	0	4	11
*** BREAK ***																					
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
Total	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	5
Grand Total	0	0	15	0	15	12	0	0	0	12	0	0	0	0	0	1	0	9	0	10	37
Apprch %	0	0	100	0		100	0	0	0		0	0	0	0		10	0	90	0		
Total %	0	0	40.5	0	40.5	32.4	0	0	0	32.4	0	0	0	0	0	2.7	0	24.3	0	27	
Passenger Vehicles	0	0	14	0	14	12	0	0	0	12	0	0	0	0	0	1	0	8	0	9	35
% Passenger Vehicles	0	0	93.3	0	93.3	100	0	0	0	100	0	0	0	0	0	100	0	88.9	0	90	94.6
Heavy Trucks	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
% Heavy Trucks	0	0	6.7	0	6.7	0	0	0	0	0	0	0	0	0	0	0	0	11.1	0	10	5.4

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Driveway 7  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					N/A Eastbound					DRIVEWAY 7 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	2	0	2	4	0	0	0	4	0	0	0	0	0	0	0	1	0	1	7
Total	0	0	3	0	3	5	0	0	0	5	0	0	0	0	0	0	0	1	0	1	9
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
*** BREAK ***																					
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	3
Total	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	5	0	6	8
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	4
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	6	0	8	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	4	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	1	4
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	7	0	9	12
Grand Total	0	0	3	0	3	11	0	0	0	11	0	0	0	0	0	5	0	19	0	24	38
Apprch %	0	0	100	0		100	0	0	0		0	0	0	0		20.8	0	79.2	0		
Total %	0	0	7.9	0	7.9	28.9	0	0	0	28.9	0	0	0	0	0	13.2	0	50	0	63.2	
Passenger Vehicles	0	0	3	0	3	11	0	0	0	11	0	0	0	0	0	5	0	19	0	24	38
% Passenger Vehicles	0	0	100	0	100	100	0	0	0	100	0	0	0	0	0	100	0	100	0	100	100
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Driveway 8  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					N/A Eastbound					DRIVEWAY 8 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
*** BREAK ***																					
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
08:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	2	0	2	3	0	0	0	3	0	0	0	0	0	1	0	1	0	2	7
*** BREAK ***																					
05:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	4
Grand Total	0	0	5	0	5	5	0	0	0	5	0	0	0	0	0	2	0	1	0	3	13
Apprch %	0	0	100	0		100	0	0	0		0	0	0	0		66.7	0	33.3	0		
Total %	0	0	38.5	0	38.5	38.5	0	0	0	38.5	0	0	0	0	0	15.4	0	7.7	0	23.1	
Passenger Vehicles	0	0	5	0	5	5	0	0	0	5	0	0	0	0	0	2	0	1	0	3	13
% Passenger Vehicles	0	0	100	0	100	100	0	0	0	100	0	0	0	0	0	100	0	100	0	100	100
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Driveway 9  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					N/A Eastbound					DRIVEWAY 9 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
*** BREAK ***																					
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
08:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
Total	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	4	0	5	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
*** BREAK ***																					
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	5	5
Grand Total	0	0	1	0	1	4	0	0	0	4	0	0	0	0	0	2	0	8	0	10	15
Apprch %	0	0	100	0		100	0	0	0		0	0	0	0		20	0	80	0		
Total %	0	0	6.7	0	6.7	26.7	0	0	0	26.7	0	0	0	0	0	13.3	0	53.3	0	66.7	
Passenger Vehicles	0	0	1	0	1	4	0	0	0	4	0	0	0	0	0	2	0	8	0	10	15
% Passenger Vehicles	0	0	100	0	100	100	0	0	0	100	0	0	0	0	0	100	0	100	0	100	100
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Driveway 10  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					N/A Eastbound					DRIVEWAY 10 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	1	0	1	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	7
08:00 AM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	6
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	1	0	1	0	2	5
08:45 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2	0	1	0	3	5
Total	0	0	5	0	5	5	0	0	0	5	0	0	0	0	0	5	0	2	0	7	17
*** BREAK ***																					
04:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	5	0	5	6
04:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	0	0	7	0	7	11
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
*** BREAK ***																					
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Grand Total	0	0	9	0	9	12	0	0	0	12	0	0	0	0	0	5	0	12	0	17	38
Apprch %	0	0	100	0		100	0	0	0		0	0	0	0		29.4	0	70.6	0		
Total %	0	0	23.7	0	23.7	31.6	0	0	0	31.6	0	0	0	0	0	13.2	0	31.6	0	44.7	
Passenger Vehicles	0	0	9	0	9	12	0	0	0	12	0	0	0	0	0	5	0	12	0	17	38
% Passenger Vehicles	0	0	100	0	100	100	0	0	0	100	0	0	0	0	0	100	0	100	0	100	100
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Camelot Drive - S. Landings Drive  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					S. LANDINGS DRIVE Eastbound					CAMELOT DRIVE Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	1	172	5	0	178	2	354	4	0	360	6	3	3	0	12	3	3	6	0	12	562
07:15 AM	3	196	4	0	203	2	397	3	0	402	0	3	6	0	9	2	1	3	0	6	620
07:30 AM	4	198	3	0	205	5	403	3	0	411	8	3	7	0	18	6	5	1	0	12	646
07:45 AM	10	230	5	0	245	3	410	14	0	427	3	7	12	0	22	7	4	2	0	13	707
Total	18	796	17	0	831	12	1564	24	0	1600	17	16	28	0	61	18	13	12	0	43	2535
08:00 AM	6	150	7	0	163	3	362	6	0	371	0	5	7	0	12	5	5	4	0	14	560
08:15 AM	4	194	12	0	210	1	375	11	0	387	5	4	10	0	19	8	5	3	0	16	632
08:30 AM	5	187	6	0	198	9	373	11	0	393	9	7	12	0	28	5	4	5	0	14	633
08:45 AM	8	174	4	0	186	4	362	12	0	378	7	10	18	0	35	13	4	4	0	21	620
Total	23	705	29	0	757	17	1472	40	0	1529	21	26	47	0	94	31	18	16	0	65	2445
*** BREAK ***																					
11:00 AM	12	239	16	0	267	5	281	13	0	299	11	12	17	0	40	22	10	2	0	34	640
11:15 AM	15	251	12	0	278	5	272	10	0	287	12	8	16	0	36	18	10	2	0	30	631
11:30 AM	14	265	11	0	290	5	283	15	0	303	10	10	12	0	32	9	9	6	0	24	649
11:45 AM	16	254	15	0	285	7	272	16	0	295	12	11	12	0	35	14	8	3	0	25	640
Total	57	1009	54	0	1120	22	1108	54	0	1184	45	41	57	0	143	63	37	13	0	113	2560
12:00 PM	17	263	15	0	295	6	248	11	0	265	13	8	22	0	43	13	18	3	0	34	637
12:15 PM	10	290	3	1	304	5	268	13	0	286	12	7	21	0	40	12	14	4	0	30	660
12:30 PM	20	324	13	0	357	4	251	9	0	264	19	4	20	0	43	14	10	6	0	30	694
12:45 PM	12	285	18	0	315	2	246	10	0	258	7	7	7	0	21	14	7	9	0	30	624
Total	59	1162	49	1	1271	17	1013	43	0	1073	51	26	70	0	147	53	49	22	0	124	2615
*** BREAK ***																					
02:00 PM	23	293	7	1	324	7	259	16	0	282	14	14	15	0	43	13	22	1	0	36	685
02:15 PM	13	318	12	0	343	4	222	5	0	231	14	9	16	0	39	10	15	4	0	29	642
02:30 PM	15	345	15	0	375	4	243	4	0	251	9	7	12	0	28	11	14	5	0	30	684
02:45 PM	14	348	10	0	372	9	248	12	0	269	11	9	12	0	32	8	17	2	0	27	700
Total	65	1304	44	1	1414	24	972	37	0	1033	48	39	55	0	142	42	68	12	0	122	2711
03:00 PM	11	349	15	0	375	3	240	6	0	249	11	8	17	0	36	16	16	9	0	41	701
03:15 PM	14	358	12	0	384	7	250	10	0	267	9	7	12	0	28	7	12	2	0	21	700
03:30 PM	24	394	15	0	433	8	249	7	0	264	13	4	14	0	31	23	17	6	0	46	774
03:45 PM	7	365	11	0	383	3	250	8	0	261	11	4	12	0	27	18	10	2	0	30	701
Total	56	1466	53	0	1575	21	989	31	0	1041	44	23	55	0	122	64	55	19	0	138	2876
04:00 PM	13	409	8	0	430	5	233	7	0	245	7	9	6	0	22	14	11	7	0	32	729
04:15 PM	12	374	8	0	394	2	251	8	0	261	6	4	15	0	25	15	16	11	0	42	722
04:30 PM	14	426	12	0	452	6	237	6	0	249	9	3	12	0	24	11	14	3	0	28	753
04:45 PM	11	352	16	0	379	7	247	11	0	265	9	2	11	0	22	7	10	6	0	23	689
Total	50	1561	44	0	1655	20	968	32	0	1020	31	18	44	0	93	47	51	27	0	125	2893
05:00 PM	8	375	13	0	396	3	230	9	0	242	8	9	10	0	27	13	12	12	0	37	702
05:15 PM	8	389	19	1	417	9	251	7	0	267	5	5	8	0	18	10	6	3	0	19	721
05:30 PM	3	363	10	0	376	8	232	11	0	251	3	6	2	0	11	7	5	6	0	18	656
05:45 PM	8	297	5	0	310	8	210	5	0	223	8	3	5	0	16	5	11	6	0	22	571
Total	27	1424	47	1	1499	28	923	32	0	983	24	23	25	0	72	35	34	27	0	96	2650
Grand Total	355	9427	337	3	10122	161	9009	293	0	9463	281	212	381	0	874	353	325	148	0	826	21285
Apprch %	3.5	93.1	3.3	0		1.7	95.2	3.1	0		32.2	24.3	43.6	0		42.7	39.3	17.9	0		
Total %	1.7	44.3	1.6	0	47.6	0.8	42.3	1.4	0	44.5	1.3	1	1.8	0	4.1	1.7	1.5	0.7	0	3.9	
Passenger Vehicles	350	9304	335	3	9992	158	8875	286	0	9319	275	210	377	0	862	352	324	146	0	822	20995
% Passenger Vehicles	98.6	98.7	99.4	100	98.7	98.1	98.5	97.6	0	98.5	97.9	99.1	99	0	98.6	99.7	99.7	98.6	0	99.5	98.6
Heavy Trucks	5	123	2	0	130	3	134	7	0	144	6	2	4	0	12	1	1	2	0	4	290
% Heavy Trucks	1.4	1.3	0.6	0	1.3	1.9	1.5	2.4	0	1.5	2.1	0.9	1	0	1.4	0.3	0.3	1.4	0	0.5	1.4

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Camelot Drive - S. Landings Drive  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 2

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					S. LANDINGS DRIVE Eastbound					CAMELOT DRIVE Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	4	198	3	0	205	5	403	3	0	411	8	3	7	0	18	6	5	1	0	12	646
07:45 AM	10	230	5	0	245	3	410	14	0	427	3	7	12	0	22	7	4	2	0	13	707
08:00 AM	6	150	7	0	163	3	362	6	0	371	0	5	7	0	12	5	5	4	0	14	560
08:15 AM	4	194	12	0	210	1	375	11	0	387	5	4	10	0	19	8	5	3	0	16	632
Total Volume	24	772	27	0	823	12	1550	34	0	1596	16	19	36	0	71	26	19	10	0	55	2545
% App. Total	2.9	93.8	3.3	0		0.8	97.1	2.1	0		22.5	26.8	50.7	0		47.3	34.5	18.2	0		
PHF	.600	.839	.563	.000	.840	.600	.945	.607	.000	.934	.500	.679	.750	.000	.807	.813	.950	.625	.000	.859	.900
Passenger Vehicles	24	758	27	0	809	12	1525	33	0	1570	16	19	36	0	71	26	18	10	0	54	2504
% Passenger Vehicles	100	98.2	100	0	98.3	100	98.4	97.1	0	98.4	100	100	100	0	100	100	94.7	100	0	98.2	98.4
Heavy Trucks	0	14	0	0	14	0	25	1	0	26	0	0	0	0	0	0	1	0	0	1	41
% Heavy Trucks	0	1.8	0	0	1.7	0	1.6	2.9	0	1.6	0	0	0	0	0	0	5.3	0	0	1.8	1.6

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM					07:15 AM					08:00 AM					08:00 AM					
+0 mins.	1	172	5	0	178	2	397	3	0	402	0	5	7	0	12	5	5	4	0	14	
+15 mins.	3	196	4	0	203	5	403	3	0	411	5	4	10	0	19	8	5	3	0	16	
+30 mins.	4	198	3	0	205	3	410	14	0	427	9	7	12	0	28	5	4	5	0	14	
+45 mins.	10	230	5	0	245	3	362	6	0	371	7	10	18	0	35	13	4	4	0	21	
Total Volume	18	796	17	0	831	13	1572	26	0	1611	21	26	47	0	94	31	18	16	0	65	
% App. Total	2.2	95.8	2	0		0.8	97.6	1.6	0		22.3	27.7	50	0		47.7	27.7	24.6	0		
PHF	.450	.865	.850	.000	.848	.650	.959	.464	.000	.943	.583	.650	.653	.000	.671	.596	.900	.800	.000	.774	
Passenger Vehicles	18	788	16	0	822	13	1550	25	0	1588	21	26	47	0	94	31	18	16	0	65	
% Passenger Vehicles	100	99	94.1	0	98.9	100	98.6	96.2	0	98.6	100	100	100	0	100	100	100	100	0	100	
Heavy Trucks	0	8	1	0	9	0	22	1	0	23	0	0	0	0	0	0	0	0	0	0	
% Heavy Trucks	0	1	5.9	0	1.1	0	1.4	3.8	0	1.4	0	0	0	0	0	0	0	0	0	0	

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 11:45 AM

11:45 AM	16	254	15	0	285	7	272	16	0	295	12	11	12	0	35	14	8	3	0	25	640
12:00 PM	17	263	15	0	295	6	248	11	0	265	13	8	22	0	43	13	18	3	0	34	637
12:15 PM	10	290	3	1	304	5	268	13	0	286	12	7	21	0	40	12	14	4	0	30	660
12:30 PM	20	324	13	0	357	4	251	9	0	264	19	4	20	0	43	14	10	6	0	30	694
Total Volume	63	1131	46	1	1241	22	1039	49	0	1110	56	30	75	0	161	53	50	16	0	119	2631
% App. Total	5.1	91.1	3.7	0.1		2	93.6	4.4	0		34.8	18.6	46.6	0		44.5	42	13.4	0		
PHF	.788	.873	.767	.250	.869	.786	.955	.766	.000	.941	.737	.682	.852	.000	.936	.946	.694	.667	.000	.875	.948
Passenger Vehicles	60	1110	45	1	1216	22	1022	47	0	1091	54	30	75	0	159	53	50	16	0	119	2585
% Passenger Vehicles	95.2	98.1	97.8	100	98.0	100	98.4	95.9	0	98.3	96.4	100	100	0	98.8	100	100	100	0	100	98.3
Heavy Trucks	3	21	1	0	25	0	17	2	0	19	2	0	0	0	2	0	0	0	0	0	46
% Heavy Trucks	4.8	1.9	2.2	0	2.0	0	1.6	4.1	0	1.7	3.6	0	0	0	1.2	0	0	0	0	0	1.7

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	12:00 PM					11:00 AM					11:45 AM					12:00 PM					
+0 mins.	17	263	15	0	295	5	281	13	0	299	12	11	12	0	35	13	18	3	0	34	
+15 mins.	10	290	3	1	304	5	272	10	0	287	13	8	22	0	43	12	14	4	0	30	
+30 mins.	20	324	13	0	357	5	283	15	0	303	12	7	21	0	40	14	10	6	0	30	
+45 mins.	12	285	18	0	315	7	272	16	0	295	19	4	20	0	43	14	7	9	0	30	
Total Volume	59	1162	49	1	1271	22	1108	54	0	1184	56	30	75	0	161	53	49	22	0	124	
% App. Total	4.6	91.4	3.9	0.1		1.9	93.6	4.6	0		34.8	18.6	46.6	0		42.7	39.5	17.7	0		
PHF	.738	.897	.681	.250	.890	.786	.979	.844	.000	.977	.737	.682	.852	.000	.936	.946	.681	.611	.000	.912	
Passenger Vehicles	56	1146	48	1	1251	21	1082	53	0	1156	54	30	75	0	159	53	49	22	0	124	
% Passenger Vehicles	94.9	98.6	98	100	98.4	95.5	97.7	98.1	0	97.6	96.4	100	100	0	98.8	100	100	100	0	100	
Heavy Trucks	3	16	1	0	20	1	26	1	0	28	2	0	0	0	2	0	0	0	0	0	
% Heavy Trucks	5.1	1.4	2	0	1.6	4.5	2.3	1.9	0	2.4	3.6	0	0	0	1.2	0	0	0	0	0	

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Camelot Drive - S. Landings Drive

Site Code : 00000000

Start Date : 12/7/2021

Page No : 3

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					S. LANDINGS DRIVE Eastbound					CAMELOT DRIVE Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	24	394	15	0	433	8	249	7	0	264	13	4	14	0	31	23	17	6	0	46	774
03:45 PM	7	365	11	0	383	3	250	8	0	261	11	4	12	0	27	18	10	2	0	30	701
04:00 PM	13	409	8	0	430	5	233	7	0	245	7	9	6	0	22	14	11	7	0	32	729
04:15 PM	12	374	8	0	394	2	251	8	0	261	6	4	15	0	25	15	16	11	0	42	722
Total Volume	56	1542	42	0	1640	18	983	30	0	1031	37	21	47	0	105	70	54	26	0	150	2926
% App. Total	3.4	94	2.6	0		1.7	95.3	2.9	0		35.2	20	44.8	0		46.7	36	17.3	0		
PHF	.583	.943	.700	.000	.947	.563	.979	.938	.000	.976	.712	.583	.783	.000	.847	.761	.794	.591	.000	.815	.945
Passenger Vehicles	55	1530	42	0	1627	18	973	29	0	1020	37	20	46	0	103	70	54	25	0	149	2899
% Passenger Vehicles	98.2	99.2	100	0	99.2	100	99.0	96.7	0	98.9	100	95.2	97.9	0	98.1	100	100	96.2	0	99.3	99.1
Heavy Trucks	1	12	0	0	13	0	10	1	0	11	0	1	1	0	2	0	0	1	0	1	27
% Heavy Trucks	1.8	0.8	0	0	0.8	0	1.0	3.3	0	1.1	0	4.8	2.1	0	1.9	0	0	3.8	0	0.7	0.9

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:45 PM					02:45 PM					02:00 PM					03:30 PM				
+0 mins.	7	365	11	0	383	9	248	12	0	269	14	14	15	0	43	23	17	6	0	46
+15 mins.	13	409	8	0	430	3	240	6	0	249	14	9	16	0	39	18	10	2	0	30
+30 mins.	12	374	8	0	394	7	250	10	0	267	9	7	12	0	28	14	11	7	0	32
+45 mins.	14	426	12	0	452	8	249	7	0	264	11	9	12	0	32	15	16	11	0	42
Total Volume	46	1574	39	0	1659	27	987	35	0	1049	48	39	55	0	142	70	54	26	0	150
% App. Total	2.8	94.9	2.4	0		2.6	94.1	3.3	0		33.8	27.5	38.7	0		46.7	36	17.3	0	
PHF	.821	.924	.813	.000	.918	.750	.987	.729	.000	.975	.857	.696	.859	.000	.826	.761	.794	.591	.000	.815
Passenger Vehicles	45	1561	39	0	1645	27	974	35	0	1036	47	39	54	0	140	70	54	25	0	149
% Passenger Vehicles	97.8	99.2	100	0	99.2	100	98.7	100	0	98.8	97.9	100	98.2	0	98.6	100	100	96.2	0	99.3
Heavy Trucks	1	13	0	0	14	0	13	0	0	13	1	0	1	0	2	0	0	1	0	1
% Heavy Trucks	2.2	0.8	0	0	0.8	0	1.3	0	0	1.2	2.1	0	1.8	0	1.4	0	0	3.8	0	0.7

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Camelot Drive - S. Landings Drive  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					S. LANDINGS DRIVE Eastbound					CAMELOT DRIVE Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
07:15 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	6
07:30 AM	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	10
07:45 AM	0	3	0	0	3	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	9
Total	0	8	1	0	9	0	16	1	0	17	0	0	0	0	0	1	1	0	0	2	28
08:00 AM	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
08:15 AM	0	3	0	0	3	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	12
08:30 AM	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
08:45 AM	0	2	0	0	2	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	10
Total	0	14	0	0	14	0	27	1	0	28	0	0	0	0	0	0	0	0	0	0	42
*** BREAK ***																					
11:00 AM	0	5	0	0	5	0	9	0	0	9	0	0	1	0	1	0	0	0	0	0	15
11:15 AM	0	8	0	0	8	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	16
11:30 AM	0	3	0	0	3	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	7
11:45 AM	0	5	0	0	5	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	12
Total	0	21	0	0	21	1	26	1	0	28	0	0	1	0	1	0	0	0	0	0	50
12:00 PM	0	2	0	0	2	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	5
12:15 PM	1	9	0	0	10	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	17
12:30 PM	2	5	1	0	8	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	12
12:45 PM	0	0	0	0	0	0	5	0	0	5	1	1	0	0	2	0	0	0	0	0	7
Total	3	16	1	0	20	0	16	1	0	17	3	1	0	0	4	0	0	0	0	0	41
*** BREAK ***																					
02:00 PM	0	4	0	0	4	0	10	1	0	11	0	0	0	0	0	0	0	1	0	1	16
02:15 PM	0	8	0	0	8	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	12
02:30 PM	1	6	0	0	7	1	3	0	0	4	0	0	1	0	1	0	0	0	0	0	12
02:45 PM	0	5	0	0	5	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	9
Total	1	23	0	0	24	1	20	1	0	22	1	0	1	0	2	0	0	1	0	1	49
03:00 PM	0	8	0	0	8	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	12
03:15 PM	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
03:30 PM	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	8
03:45 PM	0	1	0	0	1	0	3	1	0	4	0	0	1	0	1	0	0	0	0	0	6
Total	0	16	0	0	16	0	13	1	0	14	1	0	1	0	2	0	0	1	0	1	33
04:00 PM	1	5	0	0	6	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	8
04:15 PM	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	5
04:30 PM	0	5	0	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
04:45 PM	0	7	0	0	7	1	1	1	0	3	0	0	1	0	1	0	0	0	0	0	11
Total	1	19	0	0	20	1	8	1	0	10	0	1	1	0	2	0	0	0	0	0	32
05:00 PM	0	1	0	0	1	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	5
05:15 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	6	0	0	6	0	8	0	0	8	1	0	0	0	1	0	0	0	0	0	15
Grand Total	5	123	2	0	130	3	134	7	0	144	6	2	4	0	12	1	1	2	0	4	290
Apprch %	3.8	94.6	1.5	0		2.1	93.1	4.9	0		50	16.7	33.3	0		25	25	50	0		
Total %	1.7	42.4	0.7	0	44.8	1	46.2	2.4	0	49.7	2.1	0.7	1.4	0	4.1	0.3	0.3	0.7	0	1.4	

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Camelot Drive - S. Landings Drive  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 2

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					S. LANDINGS DRIVE Eastbound					CAMELOT DRIVE Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
08:15 AM	0	3	0	0	3	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	12
08:30 AM	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
08:45 AM	0	2	0	0	2	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	10
Total Volume	0	14	0	0	14	0	27	1	0	28	0	0	0	0	0	0	0	0	0	0	42
% App. Total	0	100	0	0		0	96.4	3.6	0		0	0	0	0	0	0	0	0	0		
PHF	.000	.700	.000	.000	.700	.000	.750	.250	.000	.778	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.875

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM					08:00 AM					07:00 AM					07:00 AM					
+0 mins.	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	1	0	0	0	0	1
+15 mins.	0	4	0	0	4	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	0	1	0	0	0	1
+45 mins.	0	5	0	0	5	0	7	1	0	8	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	15	0	0	15	0	27	1	0	28	0	0	0	0	0	1	1	0	0	0	2
% App. Total	0	100	0	0		0	96.4	3.6	0		0	0	0	0		50	50	0	0		
PHF	.000	.750	.000	.000	.750	.000	.750	.250	.000	.778	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.500

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 11:00 AM

11:00 AM	0	5	0	0	5	0	9	0	0	9	0	0	1	0	1	0	0	0	0	0	15
11:15 AM	0	8	0	0	8	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	16
11:30 AM	0	3	0	0	3	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	7
11:45 AM	0	5	0	0	5	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	12
Total Volume	0	21	0	0	21	1	26	1	0	28	0	0	1	0	1	0	0	0	0	0	50
% App. Total	0	100	0	0		3.6	92.9	3.6	0		0	0	100	0		0	0	0	0		
PHF	.000	.656	.000	.000	.656	.250	.722	.250	.000	.778	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.781

Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	11:45 AM					11:00 AM					12:00 PM					10:00 AM					
+0 mins.	0	5	0	0	5	0	9	0	0	9	1	0	0	0	1	0	0	0	0	0	0
+15 mins.	0	2	0	0	2	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	9	0	0	10	1	3	0	0	4	1	0	0	0	1	0	0	0	0	0	0
+45 mins.	2	5	1	0	8	0	6	1	0	7	1	1	0	0	2	0	0	0	0	0	0
Total Volume	3	21	1	0	25	1	26	1	0	28	3	1	0	0	4	0	0	0	0	0	0
% App. Total	12	84	4	0		3.6	92.9	3.6	0		75	25	0	0		0	0	0	0		
PHF	.375	.583	.250	.000	.625	.250	.722	.250	.000	.778	.750	.250	.000	.000	.500	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	4	0	0	4	0	10	1	0	11	0	0	0	0	0	0	0	1	0	1	16
02:15 PM	0	8	0	0	8	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	12
02:30 PM	1	6	0	0	7	1	3	0	0	4	0	0	1	0	1	0	0	0	0	0	12
02:45 PM	0	5	0	0	5	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	9
Total Volume	1	23	0	0	24	1	20	1	0	22	1	0	1	0	2	0	0	1	0	1	49
% App. Total	4.2	95.8	0	0		4.5	90.9	4.5	0		50	0	50	0		0	0	100	0		
PHF	.250	.719	.000	.000	.750	.250	.500	.250	.000	.500	.250	.000	.250	.000	.500	.000	.000	.250	.000	.250	.766

Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	02:15 PM					02:00 PM					02:15 PM					02:00 PM					
+0 mins.	0	8	0	0	8	0	10	1	0	11	0	0	0	0	0	0	0	1	0	1	1
+15 mins.	1	6	0	0	7	0	4	0	0	4	0	0	1	0	1	0	0	0	0	0	0
+30 mins.	0	5	0	0	5	1	3	0	0	4	1	0	0	0	1	0	0	0	0	0	0
+45 mins.	0	8	0	0	8	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	0
Total Volume	1	27	0	0	28	1	20	1	0	22	2	0	1	0	3	0	0	1	0	1	1
% App. Total	3.6	96.4	0	0		4.5	90.9	4.5	0		66.7	0	33.3	0		0	0	100	0		
PHF	.250	.844	.000	.000	.875	.250	.500	.250	.000	.500	.500	.000	.250	.000	.750	.000	.000	.250	.000	.250	.250

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Driveway 11 (Bridge Plaza South)

Site Code : 00000000

Start Date : 12/7/2021

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					N/A Eastbound					DRIVEWAY 11 (BRIDGE PLAZA SOUTH) Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	1	0	1	0	2	5
08:30 AM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	5
08:45 AM	0	0	2	0	2	5	0	0	0	5	0	0	0	0	0	0	0	1	0	1	8
Total	0	0	6	0	6	9	0	0	0	9	0	0	0	0	0	1	0	4	0	5	20
*** BREAK ***																					
04:00 PM	0	0	5	0	5	2	0	0	0	2	0	0	0	0	0	1	0	2	0	3	10
04:15 PM	0	0	5	0	5	3	0	0	0	3	0	0	0	0	0	1	0	5	0	6	14
04:30 PM	0	0	5	0	5	10	0	0	0	10	0	0	0	0	0	0	0	6	0	6	21
04:45 PM	0	0	6	0	6	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	10
Total	0	0	21	0	21	16	0	0	0	16	0	0	0	0	0	2	0	16	0	18	55
05:00 PM	0	0	8	0	8	1	0	0	0	1	0	0	0	0	0	0	0	4	0	4	13
05:15 PM	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	0	0	3	0	3	8
05:30 PM	0	0	9	0	9	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	13
05:45 PM	0	0	9	0	9	2	0	0	0	2	0	0	0	0	0	1	0	7	0	8	19
Total	0	0	29	0	29	6	0	0	0	6	0	0	0	0	0	1	0	17	0	18	53
Grand Total	0	0	56	0	56	32	0	0	0	32	0	0	0	0	0	4	0	37	0	41	129
Apprch %	0	0	100	0		100	0	0	0		0	0	0	0		9.8	0	90.2	0		
Total %	0	0	43.4	0	43.4	24.8	0	0	0	24.8	0	0	0	0	0	3.1	0	28.7	0	31.8	
Passenger Vehicles	0	0	56	0	56	32	0	0	0	32	0	0	0	0	0	4	0	37	0	41	129
% Passenger Vehicles	0	0	100	0	100	100	0	0	0	100	0	0	0	0	0	100	0	100	0	100	100
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Driveway 12 (Bridge Plaza North)

Site Code : 00000000

Start Date : 12/7/2021

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					N/A Eastbound					DRIVEWAY 12 (BRIDGE PLAZA NORTH) Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	1	0	1	6
07:15 AM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	1	4
07:30 AM	0	0	1	0	1	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	6
07:45 AM	0	0	1	0	1	4	0	0	0	4	0	0	0	0	0	0	0	2	0	2	7
Total	0	0	2	0	2	17	0	0	0	17	0	0	0	0	0	0	0	4	0	4	23
08:00 AM	0	0	1	0	1	7	0	0	0	7	0	0	0	0	0	1	0	3	0	4	12
08:15 AM	0	0	3	0	3	10	0	0	0	10	0	0	0	0	0	4	0	2	0	6	19
08:30 AM	0	0	1	0	1	10	0	0	0	10	0	0	0	0	0	0	0	2	0	2	13
08:45 AM	0	0	11	0	11	16	0	0	0	16	0	0	0	0	0	0	0	5	0	5	32
Total	0	0	16	0	16	43	0	0	0	43	0	0	0	0	0	5	0	12	0	17	76
*** BREAK ***																					
04:00 PM	0	0	1	0	1	3	0	0	0	3	0	0	0	0	0	0	0	12	0	12	16
04:15 PM	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	2	0	8	0	10	16
04:30 PM	0	0	4	0	4	5	0	0	0	5	0	0	0	0	0	0	0	11	0	11	20
04:45 PM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	8	0	8	11
Total	0	0	10	0	10	12	0	0	0	12	0	0	0	0	0	2	0	39	0	41	63
05:00 PM	0	0	1	0	1	4	0	0	0	4	0	0	0	0	0	1	0	26	0	27	32
05:15 PM	0	0	3	0	3	3	0	0	0	3	0	0	0	0	0	3	0	8	0	11	17
05:30 PM	0	0	5	0	5	3	0	0	0	3	0	0	0	0	0	0	0	8	0	8	16
05:45 PM	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	0	0	6	0	6	11
Total	0	0	12	0	12	12	0	0	0	12	0	0	0	0	0	4	0	48	0	52	76
Grand Total	0	0	40	0	40	84	0	0	0	84	0	0	0	0	0	11	0	103	0	114	238
Apprch %	0	0	100	0		100	0	0	0		0	0	0	0		9.6	0	90.4	0		
Total %	0	0	16.8	0	16.8	35.3	0	0	0	35.3	0	0	0	0	0	4.6	0	43.3	0	47.9	
Passenger Vehicles	0	0	40	0	40	84	0	0	0	84	0	0	0	0	0	11	0	101	0	112	236
% Passenger Vehicles	0	0	100	0	100	100	0	0	0	100	0	0	0	0	0	100	0	98.1	0	98.2	99.2
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
% Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.9	0	1.8	0.8

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Driveway 13  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					DRIVEWAY 13 Eastbound					DRIVEWAY 13 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
*** BREAK ***																					
07:30 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	2	0	2	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
08:00 AM	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
08:15 AM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	4
Total	0	0	11	0	11	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	14
*** BREAK ***																					
04:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
04:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	6
04:30 PM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	1	0	3	0	4	7
04:45 PM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	3	0	3	5
Total	0	0	5	0	5	3	0	0	0	3	0	0	0	0	0	1	0	12	0	13	21
05:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	6
05:15 PM	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	6
05:30 PM	0	0	6	0	6	3	0	0	0	3	0	0	0	0	0	0	0	1	0	1	10
05:45 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	13	0	13	5	0	0	0	5	0	0	0	0	0	0	0	6	0	6	24
Grand Total	0	0	31	0	31	12	0	0	0	12	0	0	0	0	0	1	0	20	0	21	64
Apprch %	0	0	100	0		100	0	0	0		0	0	0	0		4.8	0	95.2	0		
Total %	0	0	48.4	0	48.4	18.8	0	0	0	18.8	0	0	0	0	0	1.6	0	31.2	0	32.8	
Passenger Vehicles	0	0	31	0	31	11	0	0	0	11	0	0	0	0	0	1	0	20	0	21	63
% Passenger Vehicles	0	0	100	0	100	91.7	0	0	0	91.7	0	0	0	0	0	100	0	100	0	100	98.4
Heavy Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Heavy Trucks	0	0	0	0	0	8.3	0	0	0	8.3	0	0	0	0	0	0	0	0	0	0	1.6

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Driveway 14  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					DRIVEWAY 14 Eastbound					DRIVEWAY 14 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	0	0	1	0	1	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	3
*** BREAK ***																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	1	2	0	0	0	2	0	0	1	0	1	0	0	1	0	1	5
*** BREAK ***																					
08:30 AM	1	0	0	0	1	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	4
*** BREAK ***																					
Total	1	0	0	0	1	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	4
*** BREAK ***																					
04:00 PM	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
04:15 PM	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	3
Total	2	0	0	0	2	7	0	0	0	7	1	0	1	0	2	0	0	1	0	1	12
05:00 PM	0	0	1	0	1	0	0	1	0	1	0	0	3	0	3	1	0	1	0	2	7
05:15 PM	1	0	1	0	2	0	0	1	0	1	0	0	2	0	2	0	0	2	0	2	7
05:30 PM	0	0	1	0	1	3	0	0	0	3	0	0	2	0	2	0	0	0	0	0	6
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	1	0	3	0	4	3	0	2	0	5	0	0	8	0	8	1	0	3	0	4	21
Grand Total	4	0	4	0	8	13	0	3	0	16	1	0	11	0	12	1	0	5	0	6	42
Apprch %	50	0	50	0		81.2	0	18.8	0		8.3	0	91.7	0		16.7	0	83.3	0		
Total %	9.5	0	9.5	0	19	31	0	7.1	0	38.1	2.4	0	26.2	0	28.6	2.4	0	11.9	0	14.3	
Passenger Vehicles	3	0	4	0	7	13	0	3	0	16	1	0	11	0	12	1	0	4	0	5	40
% Passenger Vehicles	75	0	100	0	87.5	100	0	100	0	100	100	0	100	0	100	100	0	80	0	83.3	95.2
Heavy Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
% Heavy Trucks	25	0	0	0	12.5	0	0	0	0	0	0	0	0	0	0	0	0	20	0	16.7	4.8

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Driveway 15  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					DRIVEWAY 15 Eastbound					N/A Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
*** BREAK ***																					
08:00 AM	2	0	0	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
08:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	3	0	0	0	3	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	7
*** BREAK ***																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	3
Grand Total	4	0	0	0	4	0	0	3	0	3	2	0	4	0	6	0	0	0	0	0	13
Apprch %	100	0	0	0		0	0	100	0		33.3	0	66.7	0		0	0	0	0		
Total %	30.8	0	0	0	30.8	0	0	23.1	0	23.1	15.4	0	30.8	0	46.2	0	0	0	0	0	
Passenger Vehicles	4	0	0	0	4	0	0	3	0	3	2	0	4	0	6	0	0	0	0	0	13
% Passenger Vehicles	100	0	0	0	100	0	0	100	0	100	100	0	100	0	100	0	0	0	0	0	100
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Driveway 16  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					N/A Eastbound					DRIVEWAY 16 Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	0	0	8	0	8	13
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
07:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	4
07:45 AM	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	2	0	2	0	4	9
Total	0	0	8	0	8	4	0	0	0	4	0	0	0	0	0	4	0	12	0	16	28
08:00 AM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	4	0	4	7
08:15 AM	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	2	0	1	0	3	7
08:30 AM	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	4	0	4	6
08:45 AM	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	6
Total	0	0	7	0	7	7	0	0	0	7	0	0	0	0	0	3	0	9	0	12	26
*** BREAK ***																					
04:00 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	5	0	6	8
04:15 PM	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	2	0	1	0	3	6
04:30 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	3	0	6	0	9	13
04:45 PM	0	0	4	0	4	2	0	0	0	2	0	0	0	0	0	2	0	2	0	4	10
Total	0	0	11	0	11	4	0	0	0	4	0	0	0	0	0	8	0	14	0	22	37
05:00 PM	0	0	4	0	4	2	0	0	0	2	0	0	0	0	0	2	0	1	0	3	9
05:15 PM	0	0	5	0	5	1	0	0	0	1	0	0	0	0	0	1	0	4	0	5	11
05:30 PM	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	2	0	1	0	3	6
05:45 PM	0	0	3	0	3	1	0	0	0	1	0	0	0	0	0	1	0	1	0	2	6
Total	0	0	14	0	14	5	0	0	0	5	0	0	0	0	0	6	0	7	0	13	32
Grand Total	0	0	40	0	40	20	0	0	0	20	0	0	0	0	0	21	0	42	0	63	123
Apprch %	0	0	100	0		100	0	0	0		0	0	0	0		33.3	0	66.7	0		
Total %	0	0	32.5	0	32.5	16.3	0	0	0	16.3	0	0	0	0	0	17.1	0	34.1	0	51.2	
Passenger Vehicles	0	0	40	0	40	19	0	0	0	19	0	0	0	0	0	21	0	41	0	62	121
% Passenger Vehicles	0	0	100	0	100	95	0	0	0	95	0	0	0	0	0	100	0	97.6	0	98.4	98.4
Heavy Trucks	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
% Heavy Trucks	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	2.4	0	1.6	1.6

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at College Pointe Drive  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					N/A Eastbound					COLLEGE POINTE DRIVE Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	0	0	7	0	7	13	0	0	0	13	0	0	0	0	0	2	0	13	0	15	35
07:15 AM	0	0	3	0	3	5	0	0	0	5	0	0	0	0	0	1	0	12	0	13	21
07:30 AM	0	0	7	0	7	10	0	0	0	10	0	0	0	0	0	1	0	4	0	5	22
07:45 AM	0	0	11	0	11	7	0	0	0	7	0	0	0	0	0	1	0	5	0	6	24
Total	0	0	28	0	28	35	0	0	0	35	0	0	0	0	0	5	0	34	0	39	102
08:00 AM	0	0	9	0	9	9	0	0	0	9	0	0	0	0	0	4	0	5	0	9	27
08:15 AM	0	0	7	0	7	11	0	0	0	11	0	0	0	0	0	1	0	3	0	4	22
08:30 AM	0	0	14	0	14	8	0	0	0	8	0	0	0	0	0	0	0	5	0	5	27
08:45 AM	0	0	12	0	12	10	0	0	0	10	0	0	0	0	0	1	0	7	0	8	30
Total	0	0	42	0	42	38	0	0	0	38	0	0	0	0	0	6	0	20	0	26	106
*** BREAK ***																					
04:00 PM	0	0	17	0	17	6	0	0	0	6	0	0	0	0	0	3	0	17	0	20	43
04:15 PM	0	0	10	0	10	8	0	0	0	8	0	0	0	0	0	2	0	16	0	18	36
04:30 PM	0	0	13	0	13	18	0	0	0	18	0	0	0	0	0	3	0	15	0	18	49
04:45 PM	0	0	10	0	10	9	0	0	0	9	0	0	0	0	0	7	0	22	0	29	48
Total	0	0	50	0	50	41	0	0	0	41	0	0	0	0	0	15	0	70	0	85	176
05:00 PM	0	0	17	0	17	9	0	0	0	9	0	0	0	0	0	2	0	17	0	19	45
05:15 PM	0	0	14	0	14	11	0	0	0	11	0	0	0	0	0	4	0	20	0	24	49
05:30 PM	0	0	13	0	13	11	0	0	0	11	0	0	0	0	0	0	0	21	0	21	45
05:45 PM	0	0	14	0	14	10	0	0	0	10	0	0	0	0	0	7	0	15	0	22	46
Total	0	0	58	0	58	41	0	0	0	41	0	0	0	0	0	13	0	73	0	86	185
Grand Total	0	0	178	0	178	155	0	0	0	155	0	0	0	0	0	39	0	197	0	236	569
Apprch %	0	0	100	0		100	0	0	0		0	0	0	0		16.5	0	83.5	0		
Total %	0	0	31.3	0	31.3	27.2	0	0	0	27.2	0	0	0	0	0	6.9	0	34.6	0	41.5	
Passenger Vehicles	0	0	176	0	176	154	0	0	0	154	0	0	0	0	0	38	0	195	0	233	563
% Passenger Vehicles	0	0	98.9	0	98.9	99.4	0	0	0	99.4	0	0	0	0	0	97.4	0	99	0	98.7	98.9
Heavy Trucks	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	1	0	2	0	3	6
% Heavy Trucks	0	0	1.1	0	1.1	0.6	0	0	0	0.6	0	0	0	0	0	2.6	0	1	0	1.3	1.1

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Driveway 17  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					DRIVEWAY 17 Eastbound					N/A Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
*** BREAK ***																					
08:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	4
*** BREAK ***																					
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
*** BREAK ***																					
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	5
Grand Total	4	0	0	0	4	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	12
Apprch %	100	0	0	0		0	0	0	0		0	0	100	0		0	0	0	0		
Total %	33.3	0	0	0	33.3	0	0	0	0	0	0	0	66.7	0	66.7	0	0	0	0	0	
Passenger Vehicles	3	0	0	0	3	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	11
% Passenger Vehicles	75	0	0	0	75	0	0	0	0	0	0	0	100	0	100	0	0	0	0	0	91.7
Heavy Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Heavy Trucks	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.3

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Driveway 18  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					DRIVEWAY 18 Eastbound					N/A Westbound					Int. Total	
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total		
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Total	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
04:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	2
04:30 PM	1	0	0	0	1	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	4
Total	1	0	0	0	1	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	0	6
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	4
Grand Total	6	0	0	0	6	0	0	2	0	2	1	0	5	0	6	0	0	0	0	0	0	14
Apprch %	100	0	0	0		0	0	100	0		16.7	0	83.3	0		0	0	0	0	0		
Total %	42.9	0	0	0	42.9	0	0	14.3	0	14.3	7.1	0	35.7	0	42.9	0	0	0	0	0	0	
Passenger Vehicles	6	0	0	0	6	0	0	2	0	2	0	0	5	0	5	0	0	0	0	0	0	13
% Passenger Vehicles	100	0	0	0	100	0	0	100	0	100	0	0	100	0	83.3	0	0	0	0	0	0	92.9
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
% Heavy Trucks	0	0	0	0	0	0	0	0	0	0	100	0	0	0	16.7	0	0	0	0	0	0	7.1

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Driveway 19  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					DRIVEWAY 19 Eastbound					N/A Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
*** BREAK ***																					
07:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
08:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	2	0	0	0	2	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	4
*** BREAK ***																					
04:00 PM	2	0	0	0	2	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	5
04:15 PM	1	0	0	0	1	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
*** BREAK ***																					
Total	3	0	0	0	3	0	0	2	0	2	0	0	7	0	7	0	0	0	0	0	12
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
Grand Total	7	0	0	0	7	0	0	4	0	4	1	0	11	0	12	0	0	0	0	0	23
Apprch %	100	0	0	0		0	0	100	0		8.3	0	91.7	0		0	0	0	0		
Total %	30.4	0	0	0	30.4	0	0	17.4	0	17.4	4.3	0	47.8	0	52.2	0	0	0	0	0	
Passenger Vehicles	6	0	0	0	6	0	0	4	0	4	0	0	11	0	11	0	0	0	0	0	21
% Passenger Vehicles	85.7	0	0	0	85.7	0	0	100	0	100	0	0	100	0	91.7	0	0	0	0	0	91.3
Heavy Trucks	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
% Heavy Trucks	14.3	0	0	0	14.3	0	0	0	0	0	100	0	0	0	8.3	0	0	0	0	0	8.7

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Driveway 20  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					DRIVEWAY 20 Eastbound					N/A Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
07:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
*** BREAK ***																					
08:30 AM	3	0	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
*** BREAK ***																					
Total	3	0	0	0	3	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	7
*** BREAK ***																					
04:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
Grand Total	6	0	0	0	6	0	0	2	0	2	2	0	6	0	8	0	0	0	0	0	16
Apprch %	100	0	0	0		0	0	100	0		25	0	75	0		0	0	0	0		
Total %	37.5	0	0	0	37.5	0	0	12.5	0	12.5	12.5	0	37.5	0	50	0	0	0	0	0	
Passenger Vehicles	5	0	0	0	5	0	0	2	0	2	2	0	5	0	7	0	0	0	0	0	14
% Passenger Vehicles	83.3	0	0	0	83.3	0	0	100	0	100	100	0	83.3	0	87.5	0	0	0	0	0	87.5
Heavy Trucks	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
% Heavy Trucks	16.7	0	0	0	16.7	0	0	0	0	0	0	0	16.7	0	12.5	0	0	0	0	0	12.5

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Driveway 21  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					DRIVEWAY 21 Eastbound					N/A Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
*** BREAK ***																					
08:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2
*** BREAK ***																					
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Total	1	0	0	0	1	0	0	0	0	0	1	0	3	0	4	0	0	0	0	0	5
*** BREAK ***																					
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Grand Total	3	0	0	0	3	0	0	1	0	1	1	0	4	0	5	0	0	0	0	0	9
Apprch %	100	0	0	0		0	0	100	0		20	0	80	0		0	0	0	0		
Total %	33.3	0	0	0	33.3	0	0	11.1	0	11.1	11.1	0	44.4	0	55.6	0	0	0	0	0	
Passenger Vehicles	2	0	0	0	2	0	0	1	0	1	1	0	4	0	5	0	0	0	0	0	8
% Passenger Vehicles	66.7	0	0	0	66.7	0	0	100	0	100	100	0	100	0	100	0	0	0	0	0	88.9
Heavy Trucks	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Heavy Trucks	33.3	0	0	0	33.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.1

Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Edinburgh Drive - Colby Drive  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					EDINBURGH DRIVE Eastbound					COLBY DRIVE Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	0	178	1	0	179	0	157	1	0	158	0	0	0	0	0	1	0	3	0	4	341
07:15 AM	1	158	4	0	163	1	170	0	0	171	2	0	2	0	4	1	0	2	1	4	342
07:30 AM	0	113	1	0	114	0	198	1	0	199	0	0	1	0	1	3	0	2	0	5	319
07:45 AM	0	89	0	0	89	0	189	2	0	191	2	0	0	0	2	1	0	1	0	2	284
Total	1	538	6	0	545	1	714	4	0	719	4	0	3	0	7	6	0	8	1	15	1286
08:00 AM	2	114	1	0	117	0	151	0	0	151	0	0	1	0	1	0	0	2	0	2	271
08:15 AM	0	126	0	0	126	0	204	1	0	205	2	0	0	0	2	0	0	2	0	2	335
08:30 AM	0	124	1	0	125	0	189	1	0	190	0	0	1	0	1	0	0	2	0	2	318
08:45 AM	2	119	0	0	121	2	168	2	0	172	1	0	2	0	3	0	0	1	0	1	297
Total	4	483	2	0	489	2	712	4	0	718	3	0	4	0	7	0	0	7	0	7	1221
*** BREAK ***																					
11:00 AM	3	151	0	0	154	0	153	0	0	153	0	0	2	0	2	1	0	0	0	1	310
11:15 AM	2	162	1	1	166	0	149	1	0	150	0	0	0	0	0	2	0	1	0	3	319
11:30 AM	1	132	0	0	133	0	187	1	0	188	1	0	2	0	3	0	0	0	1	1	325
11:45 AM	1	162	0	0	163	2	174	0	0	176	0	0	0	0	0	1	0	2	0	3	342
Total	7	607	1	1	616	2	663	2	0	667	1	0	4	0	5	4	0	3	1	8	1296
12:00 PM	1	147	0	1	149	0	152	3	0	155	1	0	1	0	2	0	0	1	0	1	307
12:15 PM	1	167	1	0	169	0	164	2	0	166	0	0	2	0	2	1	0	1	0	2	339
12:30 PM	3	192	0	0	195	1	145	0	0	146	2	0	3	0	5	1	0	0	0	1	347
12:45 PM	2	182	1	0	185	0	167	2	0	169	4	0	4	0	8	1	0	0	0	1	363
Total	7	688	2	1	698	1	628	7	0	636	7	0	10	0	17	3	0	2	0	5	1356
*** BREAK ***																					
02:00 PM	2	170	2	0	174	0	206	0	0	206	1	0	1	0	2	1	0	1	0	2	384
02:15 PM	3	185	1	0	189	1	150	1	0	152	0	0	2	0	2	2	0	2	0	4	347
02:30 PM	1	173	0	1	175	0	171	0	0	171	0	0	3	0	3	0	0	2	0	2	351
02:45 PM	0	166	1	1	168	0	179	0	0	179	0	0	2	0	2	1	0	1	0	2	351
Total	6	694	4	2	706	1	706	1	0	708	1	0	8	0	9	4	0	6	0	10	1433
03:00 PM	2	161	1	0	164	0	162	2	0	164	0	0	1	0	1	0	0	1	0	1	330
03:15 PM	1	192	0	0	193	1	164	0	0	165	2	0	0	0	2	0	0	0	0	0	360
03:30 PM	3	196	2	0	201	1	187	1	0	189	1	0	3	0	4	0	0	0	0	0	394
03:45 PM	3	163	0	1	167	0	165	1	0	166	1	0	0	0	1	1	0	0	0	1	335
Total	9	712	3	1	725	2	678	4	0	684	4	0	4	0	8	1	0	1	0	2	1419
04:00 PM	2	190	1	0	193	0	159	1	0	160	0	0	0	0	0	0	0	0	0	0	353
04:15 PM	6	202	2	0	210	1	152	1	0	154	0	0	1	0	1	2	0	1	0	3	368
04:30 PM	5	208	0	1	214	0	172	0	0	172	1	0	1	0	2	0	0	1	0	1	389
04:45 PM	9	196	0	0	205	0	170	0	0	170	0	0	2	0	2	0	0	0	0	0	377
Total	22	796	3	1	822	1	653	2	0	656	1	0	4	0	5	2	0	2	0	4	1487
05:00 PM	3	174	2	0	179	0	170	0	0	170	0	0	0	0	0	1	0	1	0	2	351
05:15 PM	6	168	0	0	174	1	178	1	0	180	0	0	1	0	1	1	0	1	0	2	357
05:30 PM	6	175	1	1	183	1	169	0	0	170	1	0	2	0	3	1	0	1	0	2	358
05:45 PM	4	176	3	0	183	1	147	0	0	148	1	0	0	0	1	0	0	1	0	1	333
Total	19	693	6	1	719	3	664	1	0	668	2	0	3	0	5	3	0	4	0	7	1399
Grand Total	75	5211	27	7	5320	13	5418	25	0	5456	23	0	40	0	63	23	0	33	2	58	10897
Apprch %	1.4	98	0.5	0.1		0.2	99.3	0.5	0		36.5	0	63.5	0		39.7	0	56.9	3.4		
Total %	0.7	47.8	0.2	0.1	48.8	0.1	49.7	0.2	0	50.1	0.2	0	0.4	0	0.6	0.2	0	0.3	0	0.5	
Passenger Vehicles	74	5129	27	7	5237	13	5323	25	0	5361	22	0	40	0	62	23	0	33	2	58	10718
% Passenger Vehicles	98.7	98.4	100	100	98.4	100	98.2	100	0	98.3	95.7	0	100	0	98.4	100	0	100	100	100	98.4
Heavy Trucks	1	82	0	0	83	0	95	0	0	95	1	0	0	0	1	0	0	0	0	0	179
% Heavy Trucks	1.3	1.6	0	0	1.6	0	1.8	0	0	1.7	4.3	0	0	0	1.6	0	0	0	0	0	1.6





Traffic Engineering Data Solutions Inc.

File Name : SR 867 at Edinburgh Drive - Colby Drive  
 Site Code : 00000000  
 Start Date : 12/7/2021  
 Page No : 1

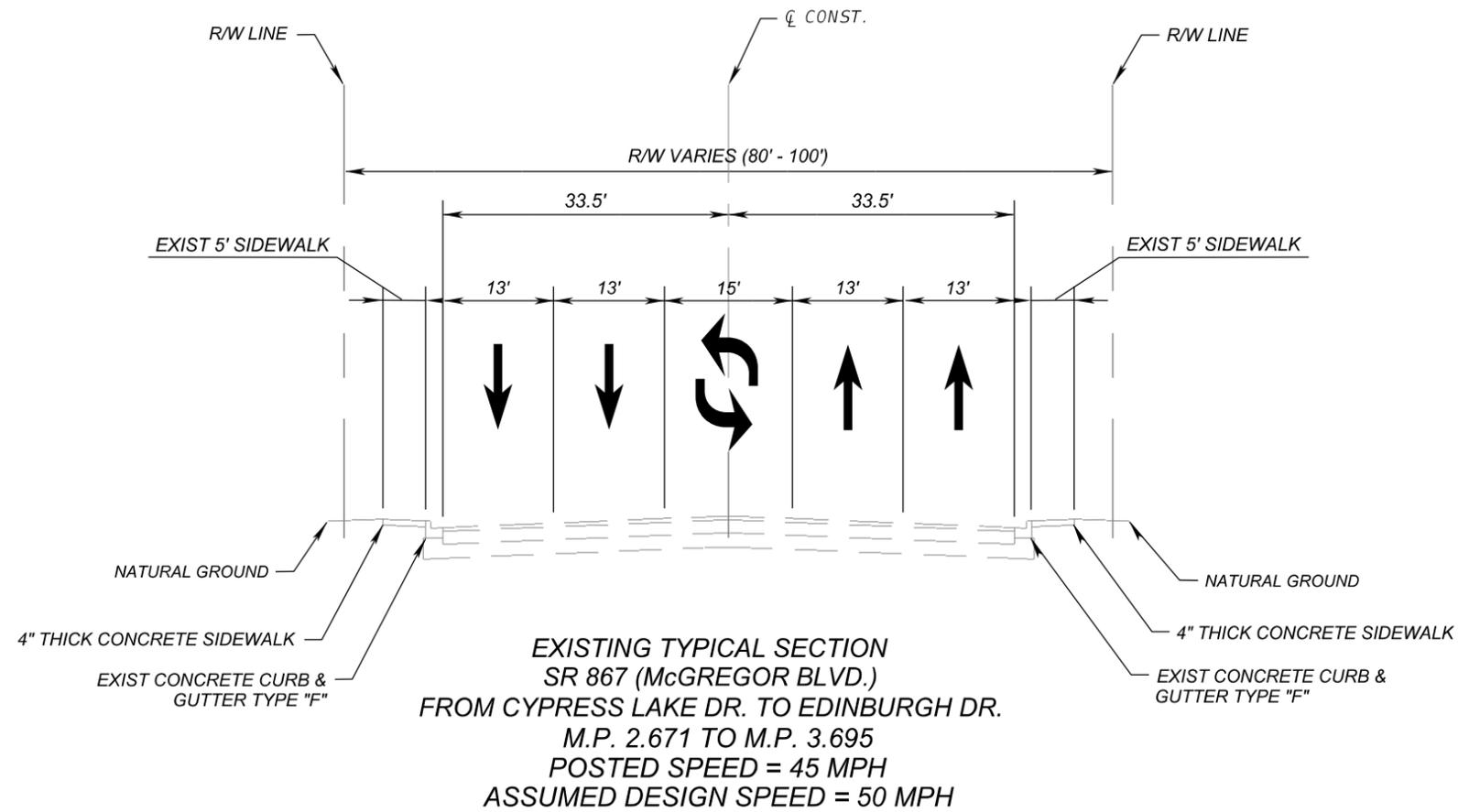
Groups Printed- Heavy Trucks

Start Time	S.R. 867 Northbound					S.R. 867 Southbound					EDINBURGH DRIVE Eastbound					COLBY DRIVE Westbound					Int. Total
	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	Left	Thru	Right	U-Turns	App. Total	
07:00 AM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
07:15 AM	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
07:30 AM	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
07:45 AM	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
Total	0	7	0	0	7	0	18	0	0	18	0	0	0	0	0	0	0	0	0	0	25
08:00 AM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
08:15 AM	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
08:30 AM	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	12
08:45 AM	0	2	0	0	2	0	6	0	0	6	1	0	0	0	1	0	0	0	0	0	9
Total	0	14	0	0	14	0	23	0	0	23	1	0	0	0	1	0	0	0	0	0	38
*** BREAK ***																					
11:00 AM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
11:15 AM	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
11:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
11:45 AM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Total	0	9	0	0	9	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	17
12:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	4	0	0	4	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	8
12:30 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
12:45 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	7	0	0	7	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	16
*** BREAK ***																					
02:00 PM	0	4	0	0	4	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	13
02:15 PM	0	8	0	0	8	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	11
02:30 PM	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
02:45 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
Total	0	19	0	0	19	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	39
03:00 PM	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
03:15 PM	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
03:30 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
03:45 PM	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	1	10	0	0	11	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	20
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
04:30 PM	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
04:45 PM	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
Total	0	11	0	0	11	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	17
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
Grand Total	1	82	0	0	83	0	95	0	0	95	1	0	0	0	1	0	0	0	0	0	179
Apprch %	1.2	98.8	0	0		0	100	0	0		100	0	0	0		0	0	0	0		
Total %	0.6	45.8	0	0	46.4	0	53.1	0	0	53.1	0.6	0	0	0	0.6	0	0	0	0	0	

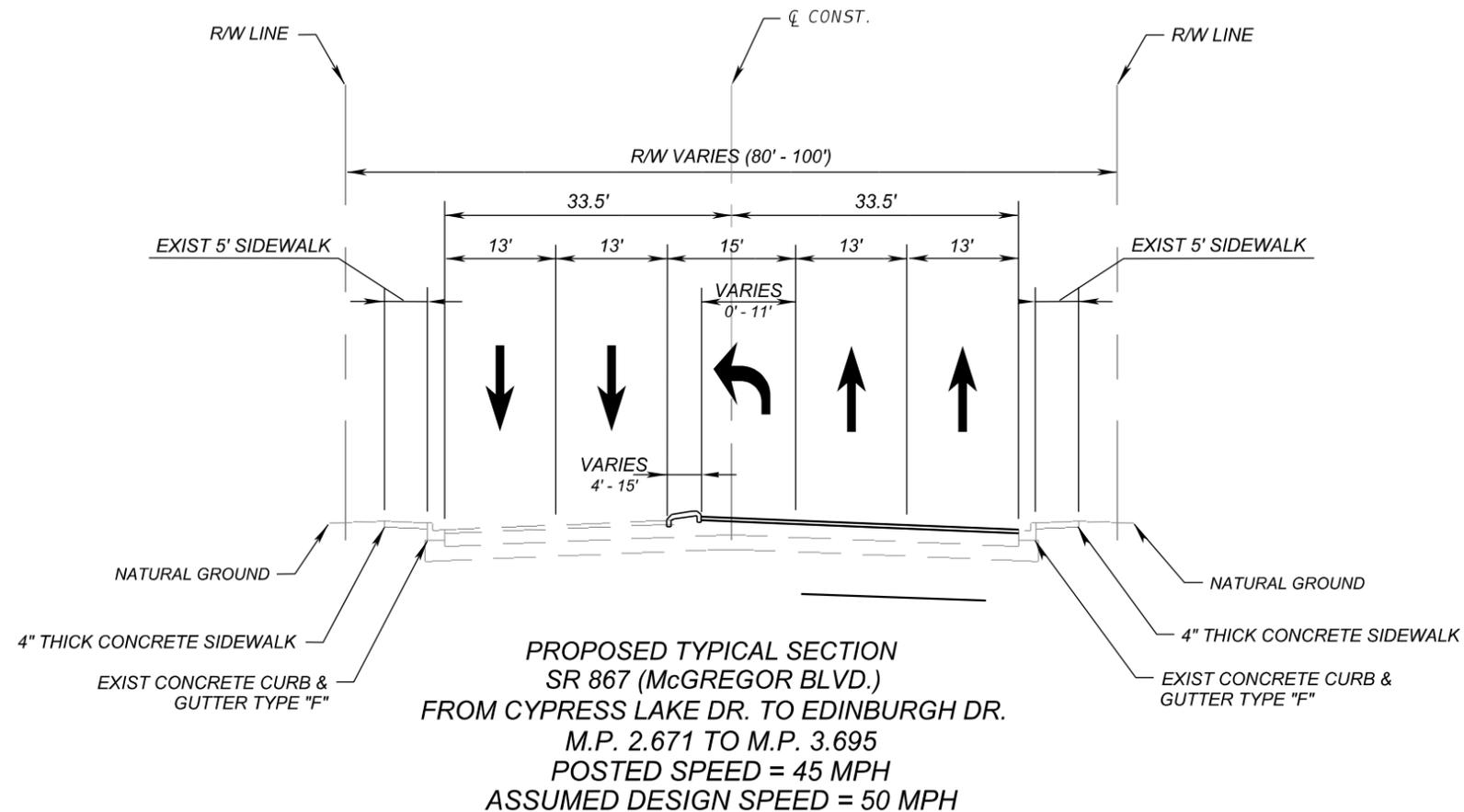


# **APPENDIX D**

## **Proposed Typical Section**



ACCESS CLASS: 6  
 CONTEXT CLASS: C3C M.P. 2.671 - 3.462  
 C3R M.P. 3.462 - 3.695



ACCESS CLASS: 6  
 CONTEXT CLASS: C3C M.P. 2.671 - 3.462  
 C3R M.P. 3.462 - 3.695

# APPENDIX E

## Synchro Results

Lanes, Volumes, Timings  
1: S.R. 867 & Cypress Lake Drive

01/24/2022



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	22	49	17	2	347	21	71	10	11	767	429	33
Future Volume (vph)	22	49	17	2	347	21	71	10	11	767	429	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Fr't		0.962					0.850				0.850	
Flt Protected	0.950				0.950				0.950			
Satd. Flow (prot)	1770	3405	0	0	3433	1863	1583	0	1770	3539	1583	0
Flt Permitted	0.950				0.950				0.092			
Satd. Flow (perm)	1770	3405	0	0	3433	1863	1583	0	171	3539	1583	0
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)		18					154				413	
Link Speed (mph)		25				40			45			
Link Distance (ft)		283				457			237			
Travel Time (s)		7.7				7.8			3.6			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	53	18	2	377	23	77	11	12	834	466	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	71	0	0	379	23	77	0	23	834	466	0
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA
Median Width(ft)		24				24			12			
Link Offset(ft)		0				0			0			
Crosswalk Width(ft)		16				16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	9	15		9	9
Number of Detectors	1	2		1	1	2	1	1	1	2	1	1
Detector Template	Left	Thru		Left	Left	Thru	Right	Left	Left	Thru	Right	Left
Leading Detector (ft)	20	100		20	20	100	20	20	20	100	20	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6	20	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex								
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			
Detector 2 Size(ft)		6				6			6			
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			
Turn Type	Prot	NA		Prot	Prot	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm
Protected Phases	7	4		3	3	8		5	5	2		
Permitted Phases							8	2	2		2	6
Detector Phase	7	4		3	3	8	8	5	5	2	2	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Lanes, Volumes, Timings  
1: S.R. 867 & Cypress Lake Drive

01/24/2022



Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	146	1415	6
Future Volume (vph)	146	1415	6
Ideal Flow (vphpl)	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95
Flt		0.999	
Flt Protected	0.950		
Satd. Flow (prot)	1770	3536	0
Flt Permitted	0.248		
Satd. Flow (perm)	462	3536	0
Right Turn on Red			Yes
Satd. Flow (RTOR)			
Link Speed (mph)		45	
Link Distance (ft)		399	
Travel Time (s)		6.0	
Peak Hour Factor	0.92	0.92	0.92
Adj. Flow (vph)	159	1538	7
Shared Lane Traffic (%)			
Lane Group Flow (vph)	195	1545	0
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		12	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	
Detector Template	Left	Thru	
Leading Detector (ft)	20	100	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)		0.0	
Turn Type	pm+pt	NA	
Protected Phases	1	6	
Permitted Phases	6		
Detector Phase	1	6	
Switch Phase			
Minimum Initial (s)	5.0	5.0	

Lanes, Volumes, Timings  
 1: S.R. 867 & Cypress Lake Drive

01/24/2022

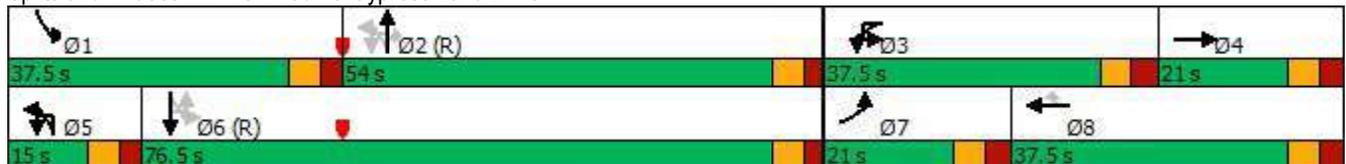


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Minimum Split (s)	11.5	24.5		11.5	11.5	24.5	24.5	11.0	11.0	23.7	23.7	24.0
Total Split (s)	21.0	21.0		37.5	37.5	37.5	37.5	15.0	15.0	54.0	54.0	76.5
Total Split (%)	14.0%	14.0%		25.0%	25.0%	25.0%	25.0%	10.0%	10.0%	36.0%	36.0%	51.0%
Maximum Green (s)	14.5	14.5		31.0	31.0	31.0	31.0	9.0	9.0	48.3	48.3	70.8
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.5	2.5	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5			6.5	6.5	6.5		6.0	5.7	5.7	
Lead/Lag	Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)		7.0				7.0	7.0			7.0	7.0	7.0
Flash Dont Walk (s)		11.0				11.0	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)		0				0	0			0	0	0
Act Effct Green (s)	7.6	7.8		21.8	27.0	27.0		88.7	82.8	82.8		
Actuated g/C Ratio	0.05	0.05		0.15	0.18	0.18		0.59	0.55	0.55		
v/c Ratio	0.27	0.37		0.76	0.07	0.19		0.14	0.43	0.44		
Control Delay	75.4	56.0		71.6	52.9	1.0		12.2	22.0	4.7		
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total Delay	75.4	56.0		71.6	52.9	1.0		12.2	22.0	4.7		
LOS	E	E		E	D	A		B	C	A		
Approach Delay		60.9			59.3				15.7			
Approach LOS		E			E				B			

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	16 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	25.5
Intersection LOS:	C
Intersection Capacity Utilization:	75.3%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 1: S.R. 867 & Cypress Lake Drive



Lanes, Volumes, Timings  
 1: S.R. 867 & Cypress Lake Drive

01/24/2022



Lane Group	SBL	SBT	SBR
Minimum Split (s)	11.0	24.0	
Total Split (s)	37.5	76.5	
Total Split (%)	25.0%	51.0%	
Maximum Green (s)	31.5	70.8	
Yellow Time (s)	3.5	3.5	
All-Red Time (s)	2.5	2.2	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	5.7	
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	
Recall Mode	None	C-Max	
Walk Time (s)		7.0	
Flash Dont Walk (s)		11.0	
Pedestrian Calls (#/hr)		0	
Act Effct Green (s)	101.4	94.1	
Actuated g/C Ratio	0.68	0.63	
v/c Ratio	0.46	0.70	
Control Delay	13.3	22.7	
Queue Delay	0.0	0.0	
Total Delay	13.3	22.7	
LOS	B	C	
Approach Delay		21.6	
Approach LOS		C	
<b>Intersection Summary</b>			

Queues

1: S.R. 867 & Cypress Lake Drive

01/24/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	24	71	379	23	77	23	834	466	195	1545
v/c Ratio	0.27	0.37	0.76	0.07	0.19	0.14	0.43	0.44	0.46	0.70
Control Delay	75.4	56.0	71.6	52.9	1.0	12.2	22.0	4.7	13.3	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.4	56.0	71.6	52.9	1.0	12.2	22.0	4.7	13.3	22.7
Queue Length 50th (ft)	23	26	186	20	0	7	240	23	65	545
Queue Length 95th (ft)	55	54	234	47	0	20	362	107	114	733
Internal Link Dist (ft)		203		377			157			319
Turn Bay Length (ft)										
Base Capacity (vph)	171	345	709	390	453	200	1953	1058	586	2219
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	0.21	0.53	0.06	0.17	0.12	0.43	0.44	0.33	0.70

Intersection Summary

Lanes, Volumes, Timings  
1: S.R. 867 & Cypress Lake Drive

01/12/2022

												
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	20	30	15	13	479	55	180	4	21	1470	436	23
Future Volume (vph)	20	30	15	13	479	55	180	4	21	1470	436	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95
Fr't		0.951					0.850				0.850	
Flt Protected	0.950				0.950				0.950			
Satd. Flow (prot)	1787	3399	0	0	3467	1881	1599	0	1787	3574	1599	0
Flt Permitted	0.950				0.950				0.294			
Satd. Flow (perm)	1787	3399	0	0	3467	1881	1599	0	553	3574	1599	0
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)		15					186				249	
Link Speed (mph)		25				40			45			
Link Distance (ft)		283				457			237			
Travel Time (s)		7.7				7.8			3.6			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	21	31	15	13	494	57	186	4	22	1515	449	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	46	0	0	507	57	186	0	26	1515	449	0
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA
Median Width(ft)		24				24			12			
Link Offset(ft)		0				0			0			
Crosswalk Width(ft)		16				16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	9	15		9	9
Number of Detectors	1	2		1	1	2	1	1	1	2	1	1
Detector Template	Left	Thru		Left	Left	Thru	Right	Left	Left	Thru	Right	Left
Leading Detector (ft)	20	100		20	20	100	20	20	20	100	20	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	20	6	20	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			
Detector 2 Size(ft)		6				6			6			
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			
Turn Type	Prot	NA		Prot	Prot	NA	Perm	pm+pt	pm+pt	NA	Perm	Perm
Protected Phases	7	4		3	3	8		5	5	2		
Permitted Phases							8	2	2		2	6
Detector Phase	7	4		3	3	8	8	5	5	2	2	6
Switch Phase												

Lanes, Volumes, Timings  
 1: S.R. 867 & Cypress Lake Drive

01/12/2022



Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	166	868	18
Future Volume (vph)	166	868	18
Ideal Flow (vphpl)	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95
Fr t		0.997	
Flt Protected	0.950		
Satd. Flow (prot)	1787	3564	0
Flt Permitted	0.050		
Satd. Flow (perm)	94	3564	0
Right Turn on Red			Yes
Satd. Flow (RTOR)		2	
Link Speed (mph)		45	
Link Distance (ft)		399	
Travel Time (s)		6.0	
Peak Hour Factor	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%
Adj. Flow (vph)	171	895	19
Shared Lane Traffic (%)			
Lane Group Flow (vph)	195	914	0
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		12	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	
Detector Template	Left	Thru	
Leading Detector (ft)	20	100	
Trailing Detector (ft)	0	0	
Detector 1 Position(ft)	0	0	
Detector 1 Size(ft)	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)		0.0	
Turn Type	pm+pt	NA	
Protected Phases	1	6	
Permitted Phases	6		
Detector Phase	1	6	
Switch Phase			

Lanes, Volumes, Timings  
 1: S.R. 867 & Cypress Lake Drive

01/12/2022

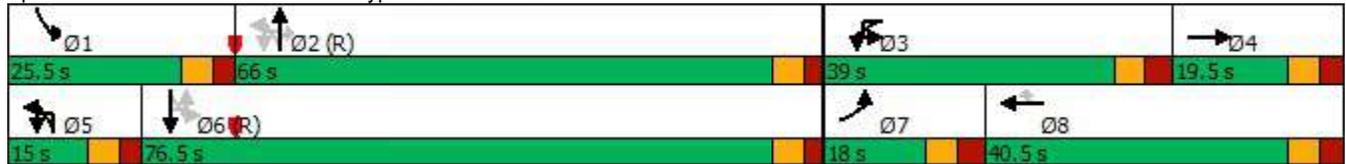


Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	24.5		11.5	11.5	24.5	24.5	11.0	11.0	23.7	23.7	24.0
Total Split (s)	18.0	19.5		39.0	39.0	40.5	40.5	15.0	15.0	66.0	66.0	76.5
Total Split (%)	12.0%	13.0%		26.0%	26.0%	27.0%	27.0%	10.0%	10.0%	44.0%	44.0%	51.0%
Maximum Green (s)	11.5	13.0		32.5	32.5	34.0	34.0	9.0	9.0	60.3	60.3	70.8
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	2.5	2.5	2.2	2.2	2.2
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5			6.5	6.5	6.5		6.0	5.7	5.7	
Lead/Lag	Lead	Lag		Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes								
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)		7.0				7.0	7.0			7.0	7.0	7.0
Flash Dont Walk (s)		11.0				11.0	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)		0				0	0			0	0	0
Act Effct Green (s)	7.3	6.9			27.0	29.1	29.1		82.9	76.8	76.8	
Actuated g/C Ratio	0.05	0.05			0.18	0.19	0.19		0.55	0.51	0.51	
v/c Ratio	0.24	0.27			0.81	0.16	0.40		0.07	0.83	0.48	
Control Delay	74.6	53.6			69.9	50.7	9.1		12.8	37.9	13.5	
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0	0.0	0.0	
Total Delay	74.6	53.6			69.9	50.7	9.1		12.8	37.9	13.5	
LOS	E	D			E	D	A		B	D	B	
Approach Delay		60.2				53.3				32.1		
Approach LOS		E				D				C		

Intersection Summary

Area Type: Other  
 Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 16 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 120  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.83  
 Intersection Signal Delay: 34.6  
 Intersection LOS: C  
 Intersection Capacity Utilization 87.0%  
 ICU Level of Service E  
 Analysis Period (min) 15

Splits and Phases: 1: S.R. 867 & Cypress Lake Drive



Lanes, Volumes, Timings  
 1: S.R. 867 & Cypress Lake Drive

01/12/2022



Lane Group	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	
Minimum Split (s)	11.0	24.0	
Total Split (s)	25.5	76.5	
Total Split (%)	17.0%	51.0%	
Maximum Green (s)	19.5	70.8	
Yellow Time (s)	3.5	3.5	
All-Red Time (s)	2.5	2.2	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	6.0	5.7	
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	
Recall Mode	None	C-Max	
Walk Time (s)		7.0	
Flash Dont Walk (s)		11.0	
Pedestrian Calls (#/hr)		0	
Act Effct Green (s)	99.5	92.1	
Actuated g/C Ratio	0.66	0.61	
v/c Ratio	0.77	0.42	
Control Delay	57.8	18.0	
Queue Delay	0.0	0.0	
Total Delay	57.8	18.0	
LOS	E	B	
Approach Delay		25.0	
Approach LOS		C	
<b>Intersection Summary</b>			

Queues

1: S.R. 867 & Cypress Lake Drive

01/12/2022



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	21	46	507	57	186	26	1515	449	195	914
v/c Ratio	0.24	0.27	0.81	0.16	0.40	0.07	0.83	0.48	0.77	0.42
Control Delay	74.6	53.6	69.9	50.7	9.1	12.8	37.9	13.5	57.8	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.6	53.6	69.9	50.7	9.1	12.8	37.9	13.5	57.8	18.0
Queue Length 50th (ft)	20	15	248	48	0	9	669	120	134	264
Queue Length 95th (ft)	50	38	301	88	66	23	#990	260	223	362
Internal Link Dist (ft)		203		377			157			319
Turn Bay Length (ft)										
Base Capacity (vph)	137	308	751	434	512	389	1830	940	293	2189
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	0.15	0.15	0.68	0.13	0.36	0.07	0.83	0.48	0.67	0.42

Intersection Summary

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

Lanes, Volumes, Timings  
 6: S.R. 867 & S. Landings Drive/Camelot Drive

01/24/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	16	19	36	26	19	10	6	24	772	27	28	12
Future Volume (vph)	16	19	36	26	19	10	6	24	772	27	28	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Fr <sub>t</sub>		0.902			0.948				0.995			
Fl <sub>t</sub> Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1770	1680	0	1770	1766	0	0	1770	3522	0	0	1770
Fl <sub>t</sub> Permitted	0.736			0.717				0.089				0.285
Satd. Flow (perm)	1371	1680	0	1336	1766	0	0	166	3522	0	0	531
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		40			11				7			
Link Speed (mph)		30			30				45			
Link Distance (ft)		392			691				328			
Travel Time (s)		8.9			15.7				5.0			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.92	0.90	0.90	0.90	0.92	0.90
Adj. Flow (vph)	18	21	40	29	21	11	7	27	858	30	30	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	61	0	29	32	0	0	34	888	0	0	43
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2		1	1	2		1	1
Detector Template	Left	Thru		Left	Thru		Left	Left	Thru		Left	Left
Leading Detector (ft)	20	100		20	100		20	20	100		20	20
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6		20	6		20	20	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA		Perm	NA		custom	pm+pt	NA		custom	pm+pt
Protected Phases		4			8			5	2			1
Permitted Phases	4			8			5	2			1	6
Detector Phase	4	4		8	8		5	5	2		1	1
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0

Lanes, Volumes, Timings  
 6: S.R. 867 & S. Landings Drive/Camelot Drive

01/24/2022



Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	1550	34
Future Volume (vph)	1550	34
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	0.95	0.95
Fr't	0.997	
Flt Protected		
Satd. Flow (prot)	3529	0
Flt Permitted		
Satd. Flow (perm)	3529	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	4	
Link Speed (mph)	45	
Link Distance (ft)	386	
Travel Time (s)	5.8	
Peak Hour Factor	0.90	0.90
Adj. Flow (vph)	1722	38
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1760	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	5.0	

Lanes, Volumes, Timings  
6: S.R. 867 & S. Landings Drive/Camelot Drive

01/24/2022

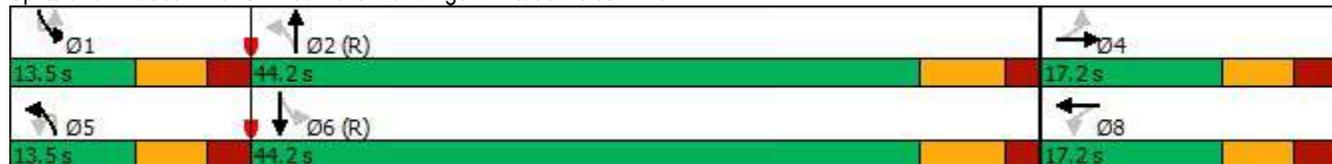


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Split (s)	25.0	25.0		25.0	25.0		11.5	11.5	24.8		11.5	11.5
Total Split (s)	17.2	17.2		17.2	17.2		13.5	13.5	44.2		13.5	13.5
Total Split (%)	23.0%	23.0%		23.0%	23.0%		18.0%	18.0%	59.0%		18.0%	18.0%
Maximum Green (s)	10.2	10.2		10.2	10.2		7.0	7.0	37.4		7.0	7.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.8		4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		2.5	2.5	2.0		2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0			6.5	6.8			6.5
Lead/Lag							Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None		None	None	C-Max		None	None
Walk Time (s)	7.0	7.0		7.0	7.0				7.0			
Flash Dont Walk (s)	11.0	11.0		11.0	11.0				11.0			
Pedestrian Calls (#/hr)	0	0		0	0				0			
Act Effect Green (s)	7.2	7.2		7.2	7.2			52.7	50.0			54.2
Actuated g/C Ratio	0.10	0.10		0.10	0.10			0.70	0.67			0.72
v/c Ratio	0.14	0.31		0.23	0.18			0.14	0.38			0.09
Control Delay	32.4	19.5		34.8	24.9			5.0	8.9			3.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	32.4	19.5		34.8	24.9			5.0	8.9			3.9
LOS	C	B		C	C			A	A			A
Approach Delay		22.5			29.6				8.8			
Approach LOS		C			C				A			

Intersection Summary

Area Type:	Other
Cycle Length:	74.9
Actuated Cycle Length:	74.9
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	12.4
Intersection LOS:	B
Intersection Capacity Utilization:	63.5%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 6: S.R. 867 & S. Landings Drive/Camelot Drive



Lanes, Volumes, Timings  
 6: S.R. 867 & S. Landings Drive/Camelot Drive

01/24/2022



Lane Group	SBT	SBR
Minimum Split (s)	24.8	
Total Split (s)	44.2	
Total Split (%)	59.0%	
Maximum Green (s)	37.4	
Yellow Time (s)	4.8	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.8	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	52.6	
Actuated g/C Ratio	0.70	
v/c Ratio	0.71	
Control Delay	13.5	
Queue Delay	0.0	
Total Delay	13.5	
LOS	B	
Approach Delay	13.3	
Approach LOS	B	
Intersection Summary		

Queues

6: S.R. 867 & S. Landings Drive/Camelot Drive

01/24/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	18	61	29	32	34	888	43	1760
v/c Ratio	0.14	0.31	0.23	0.18	0.14	0.38	0.09	0.71
Control Delay	32.4	19.5	34.8	24.9	5.0	8.9	3.9	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.4	19.5	34.8	24.9	5.0	8.9	3.9	13.5
Queue Length 50th (ft)	8	9	13	9	4	117	5	190
Queue Length 95th (ft)	25	41	36	33	11	179	13	#577
Internal Link Dist (ft)		312		611		248		306
Turn Bay Length (ft)								
Base Capacity (vph)	186	263	181	249	267	2354	500	2479
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	0.10	0.23	0.16	0.13	0.13	0.38	0.09	0.71

Intersection Summary

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

Lanes, Volumes, Timings  
6: S.R. 867 & S. Landings Drive/Camelot Drive

01/24/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	31	18	44	47	51	27	14	50	1561	44	28	20
Future Volume (vph)	31	18	44	47	51	27	14	50	1561	44	28	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Fr't		0.894			0.949				0.996			
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1787	1682	0	1787	1785	0	0	1783	3560	0	0	1777
Flt Permitted	0.704			0.715				0.249				0.106
Satd. Flow (perm)	1324	1682	0	1345	1785	0	0	467	3560	0	0	198
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		46			15				3			
Link Speed (mph)		30			30				45			
Link Distance (ft)		392			691				328			
Travel Time (s)		8.9			15.7				5.0			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.92	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	1%	1%	1%	2%	1%
Adj. Flow (vph)	33	19	46	49	54	28	15	53	1643	46	30	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	65	0	49	82	0	0	68	1689	0	0	51
Enter Blocked Intersection	No	No	No	No	No	No						
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		12			12				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2		1	2		1	1	2		1	1
Detector Template	Left	Thru		Left	Thru		Left	Left	Thru		Left	Left
Leading Detector (ft)	20	100		20	100		20	20	100		20	20
Trailing Detector (ft)	0	0		0	0		0	0	0		0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0		0	0
Detector 1 Size(ft)	20	6		20	6		20	20	6		20	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	0.0
Detector 2 Position(ft)		94			94				94			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA		Perm	NA		custom	pm+pt	NA		custom	pm+pt
Protected Phases		4			8				5	2		1
Permitted Phases	4			8			5	2			1	6
Detector Phase	4	4		8	8		5	5	2		1	1
Switch Phase												

Lanes, Volumes, Timings  
 6: S.R. 867 & S. Landings Drive/Camelot Drive

01/24/2022



Lane Group	SBT	SBR
Lane Configurations	↑↑	
Traffic Volume (vph)	968	32
Future Volume (vph)	968	32
Ideal Flow (vphpl)	1900	1900
Lane Util. Factor	0.95	0.95
Frt	0.995	
Flt Protected		
Satd. Flow (prot)	3556	0
Flt Permitted		
Satd. Flow (perm)	3556	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	3	
Link Speed (mph)	45	
Link Distance (ft)	386	
Travel Time (s)	5.8	
Peak Hour Factor	0.95	0.95
Heavy Vehicles (%)	1%	1%
Adj. Flow (vph)	1019	34
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1053	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	
Detector Template	Thru	
Leading Detector (ft)	100	
Trailing Detector (ft)	0	
Detector 1 Position(ft)	0	
Detector 1 Size(ft)	6	
Detector 1 Type	Cl+Ex	
Detector 1 Channel		
Detector 1 Extend (s)	0.0	
Detector 1 Queue (s)	0.0	
Detector 1 Delay (s)	0.0	
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		

Lanes, Volumes, Timings  
 6: S.R. 867 & S. Landings Drive/Camelot Drive

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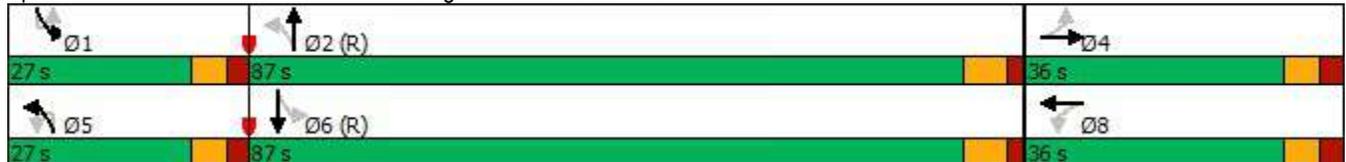


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	25.0	25.0		25.0	25.0		11.5	11.5	24.8		11.5	11.5
Total Split (s)	36.0	36.0		36.0	36.0		27.0	27.0	87.0		27.0	27.0
Total Split (%)	24.0%	24.0%		24.0%	24.0%		18.0%	18.0%	58.0%		18.0%	18.0%
Maximum Green (s)	29.0	29.0		29.0	29.0		20.5	20.5	80.2		20.5	20.5
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.8		4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		2.5	2.5	2.0		2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0			6.5	6.8			6.5
Lead/Lag							Lead	Lead	Lag		Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None		None	None		None	None	C-Max		None	None
Walk Time (s)	7.0	7.0		7.0	7.0				7.0			
Flash Dont Walk (s)	11.0	11.0		11.0	11.0				11.0			
Pedestrian Calls (#/hr)	0	0		0	0				0			
Act Effct Green (s)	11.0	11.0		11.0	11.0			120.0	114.3			120.5
Actuated g/C Ratio	0.07	0.07		0.07	0.07			0.80	0.76			0.80
v/c Ratio	0.34	0.39		0.50	0.57			0.16	0.62			0.22
Control Delay	74.0	32.0		82.7	69.0			3.4	10.4			4.9
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0			0.0
Total Delay	74.0	32.0		82.7	69.0			3.4	10.4			4.9
LOS	E	C		F	E			A	B			A
Approach Delay		46.2			74.1				10.1			
Approach LOS		D			E				B			

Intersection Summary

Area Type: Other  
 Cycle Length: 150  
 Actuated Cycle Length: 150  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 90  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.62  
 Intersection Signal Delay: 12.9  
 Intersection LOS: B  
 Intersection Capacity Utilization 74.0%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 6: S.R. 867 & S. Landings Drive/Camelot Drive



Lanes, Volumes, Timings  
 6: S.R. 867 & S. Landings Drive/Camelot Drive

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Lane Group	SBT	SBR
Minimum Initial (s)	5.0	
Minimum Split (s)	24.8	
Total Split (s)	87.0	
Total Split (%)	58.0%	
Maximum Green (s)	80.2	
Yellow Time (s)	4.8	
All-Red Time (s)	2.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	6.8	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	3.0	
Recall Mode	C-Max	
Walk Time (s)	7.0	
Flash Dont Walk (s)	11.0	
Pedestrian Calls (#/hr)	0	
Act Effct Green (s)	114.6	
Actuated g/C Ratio	0.76	
v/c Ratio	0.39	
Control Delay	7.1	
Queue Delay	0.0	
Total Delay	7.1	
LOS	A	
Approach Delay	7.0	
Approach LOS	A	
Intersection Summary		

Queues

6: S.R. 867 & S. Landings Drive/Camelot Drive

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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	33	65	49	82	68	1689	51	1053
v/c Ratio	0.34	0.39	0.50	0.57	0.16	0.62	0.22	0.39
Control Delay	74.0	32.0	82.7	69.0	3.4	10.4	4.9	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.0	32.0	82.7	69.0	3.4	10.4	4.9	7.1
Queue Length 50th (ft)	31	18	47	64	9	369	7	173
Queue Length 95th (ft)	67	66	91	120	21	532	17	244
Internal Link Dist (ft)		312		611		248		306
Turn Bay Length (ft)								
Base Capacity (vph)	255	362	260	357	570	2713	381	2717
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	0.13	0.18	0.19	0.23	0.12	0.62	0.13	0.39

Intersection Summary