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US 17/92 PD&E Study

from Ivy Mist Lane to Avenue A in Osceola County, FL

Lighting Justification Report

DRAFT

FDOT Office
District Five

Authors
Vanasse Hangen Brustlin, Inc.

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

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Acronyms and Abbreviations

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
CARS	Crash Analysis Reporting System
CFX	Central Florida Expressway Authority
CR	County Road
FEMA	Federal Emergency Management Agency
FDM	FDOT Design Manual
FDOT	Florida Department of Transportation
LOS	Level of Service
MUTS	Manual on Uniform Traffic Studies
OFW	Outstanding Florida Waters
PSR	Pond Siting Report
PD&E	Project Development and Environment
ROW	Right-of-Way
SFWMD	South Florida Water Management District
SR	State Road

1.0 Introduction

The Florida Department of Transportation (FDOT) District 5 is conducting a Project Development and Environment (PD&E) Study to evaluate alternatives to widen US 17/92 from the existing two-lane roadway to a four-lane divided roadway from Ivy Mist Lane to Avenue A, a distance of 3.8 miles, in Osceola County. A prior Corridor Planning Study of US 17/92 from County Road (CR) 54 (Ronald Reagan Parkway) in Polk County to 1,900 feet west of Poinciana Boulevard at Avenue A in Osceola County was completed in 2018. This project traverses through the community of Poinciana, and the unincorporated community of Intercession City. **Figure 1** shows the US 17/92 PD&E Study limits (shown in light green) and previous Corridor Planning Study limits (shown in blue), along with the limits of adjacent projects mentioned below.

Two related projects overlap the western end of this PD&E Study:

- The segment of US 17/92 from west of Parker Road in Polk County to Ivy Mist Lane in Osceola County is included in the Central Florida Expressway Authority's (CFX) SR 538/Poinciana Parkway Extension to CR 532 project, which is under design and anticipated to be complete in late 2022 with construction beginning in mid-2023. The SR 538/Poinciana Parkway Extension project will include the widening of US 17/92 within these limits, as well as a proposed diverging diamond interchange with US 17/92 southwest of Ivy Mist Lane as shown in teal (**Figure 1**).
- Adjacent to the western end of the PD&E Study (shown in dark green) is a CFX study evaluating widening CR 532/Osceola Polk Line Road from two to four lanes from Old Lake Wilson Road to US 17/92 (**Figure 1**). This study includes design and is anticipated to begin construction in 2024.

One ongoing project abuts the eastern limits of this PD&E Study. FDOT District 5 is widening US 17/92 from two to four lanes, with limits from 1,900 feet west of Poinciana Boulevard (Avenue A) to CR 535 (Ham Brown Road) in Kissimmee (FPID: 239714-1). This project, shown in purple on **Figure 1**, is currently under construction and anticipated to be completed in 2022.

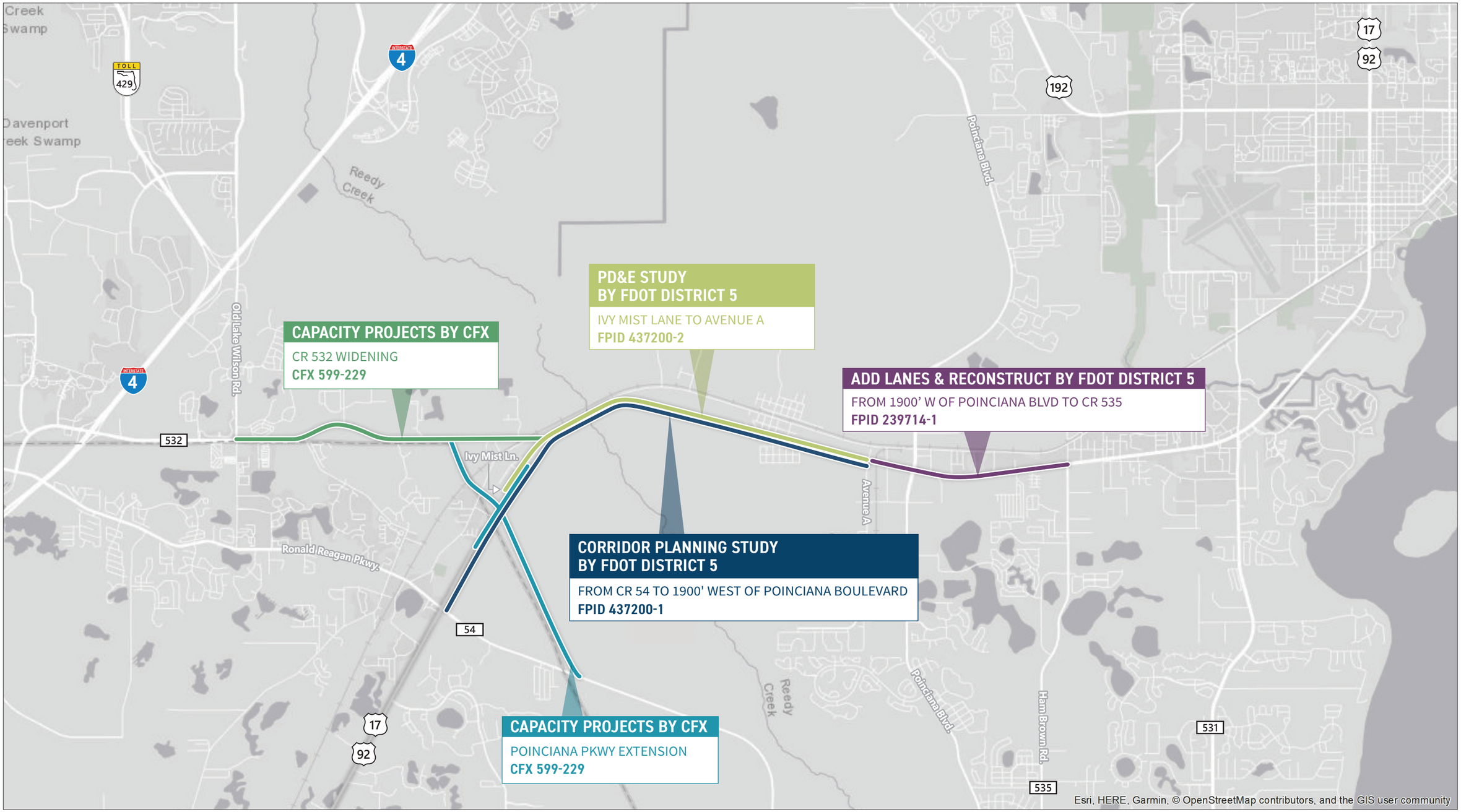

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Figure 1

Location Map
US 17/92 PD&E
FPID # 437200-2

1.1 Purpose and Need

The purpose of this project is to provide needed capacity through the design year 2045, enhance regional connectivity, and improve safety conditions along the study corridor. The project is needed to meet future traffic demand, provide satisfactory future traffic operations, improve corridor access management, and improve safety along the corridor.

The following sections describe the need for improvements based on transportation connectivity, future traffic demand, and existing crash data.

1.1.1 Transportation Connectivity

The US 17/92 study corridor is a vital east-west segment in the regional transportation network within western Osceola County and the primary thoroughfare through Intercession City. Regionally, the US 17/92 corridor serves as a major arterial connecting Kissimmee to the north and Polk County to the south. The study corridor will connect to the programmed SR 538/Poinciana Parkway Extension at the western end of the project, which will include an interchange connection to US 17/92 immediately southwest of Ivy Mist Lane. The SR 538/Poinciana Parkway Extension is planned to extend to I-4 in the vicinity of the State Road (SR) 429 interchange providing enhanced connectivity from US 17/92 to Osceola and Orange Counties. This project would provide a continuous four-lane section between the Poinciana Parkway Extension and Avenue A. The programmed widening of CR 532 from US 17/92 to Lake Wilson Road will complete a continuous four-lane connection to I-4. The corridor is designated an evacuation route by the Florida Division of Emergency Management (FEMA).

1.1.2 Future Traffic Demand

Future traffic analyses were conducted for the US 17/92 study corridor for three analysis years (2025, 2035, and 2045). Based on the intersection operational analysis, by 2045 most of the study intersections are anticipated to experience very high delays. Specifically, the high delays start from 2025 for the majority of unsignalized intersections and the signalized intersection at US 17/92 and CR 532. Capacity improvements are needed to accommodate future traffic demand and provide satisfactory traffic operations.

Based on the arterial operational analysis, the US 17/92 study corridor is expected to operate at target LOS D or better through the design year 2045, except for the northbound/eastbound approach south of CR 532, which is expected to fail in the 2035 and 2045 AM design hour. These results are due to the lack of signalized intersections between CR 532 and Poinciana Boulevard and the existing high posted speed limit. However, the signalized intersection at CR 532 is expected to experience very high approach delays and extensive queueing along US 17/92, which will impact the arterial operations. Additionally, all of the future AADTs along the study corridor will exceed the Maximum Service Volume of 18,590 for LOS D for a two-lane urbanized arterial starting in opening year 2025.

1.1.3 Safety

Crash data for a five-year period (2017-2021) obtained from FDOT Crash Analysis Reporting System (CARS) found a total of 150 crashes occurred along the study corridor. Of the 150 reported crashes, 95 involved injuries and one resulted in fatalities. The highest portion of crashes were rear-end (52.67%). The crash rates at the CR 532 (Osceola Polk Line Road) intersection, Old Tampa Highway intersection, Shepherd Lane/Nocatee Street intersection, and at the Avenue A intersection were found to be above the statewide crash rate. This project intends to increase capacity and improve access management, which is anticipated to reduce congestion and conflict points. This project will also provide pedestrian and bicycle facilities to

improve multimodal accommodations throughout the study corridor.

1.2 Report Purpose

The purpose of this report is to outline the warrants and justification of highway lighting for US 17/92 within the analysis limits. The American Association of State Highway and Transportation Officials (AASHTO) set warranting conditions for justifying roadway lighting. FDOT's Manual on Uniform Traffic Studies (MUTS) Chapter 14 provides a procedure for lighting justification. Lighting, if justified, will meet conventional roadway lighting standards described in Chapter 231 of the FDOT Design Manual (FDM).

2.0 Project Alternatives

2.1 No-Build Alternative

The No-Build Alternative assumes no improvements such as additional traffic lanes or other improvements will be made within the study area, except for programmed improvements to nearby or adjacent facilities. For this project, the No-Build Alternative includes the ongoing widening of US 17/92 from Avenue A to CR 535 (FPID: 239714-1) to four lanes, the programmed SR 538/Poinciana Parkway Extension, and the CR 532 widening.

The No-Build Alternative serves as the baseline for comparing the Build Alternative and remains a viable option throughout the PD&E study process. Based on programmed improvements, the existing typical section assumed for the No-Build Alternative remains a two-lane undivided rural typical section. At the eastern end of the project at Avenue A, the corridor transitions to a four-lane typical section. For the majority of the study limits, the existing typical section along US 17/92 within the study limits is provided below in **Figure 2**. The existing bridge typical section is provided as **Figure 3**.

Figure 2: Existing Typical Section

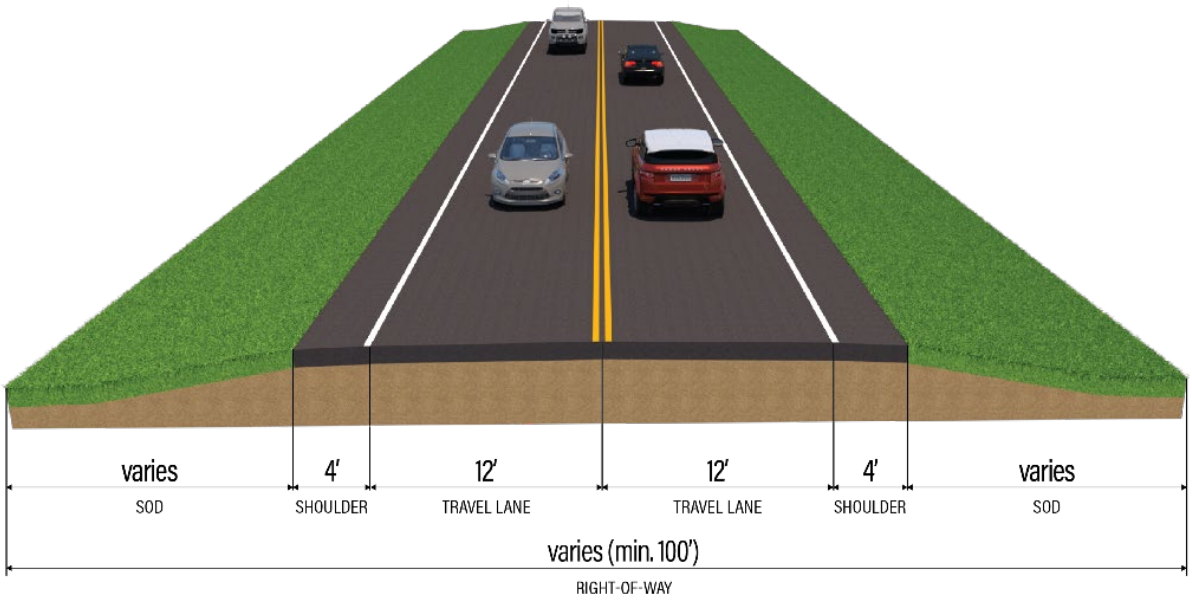
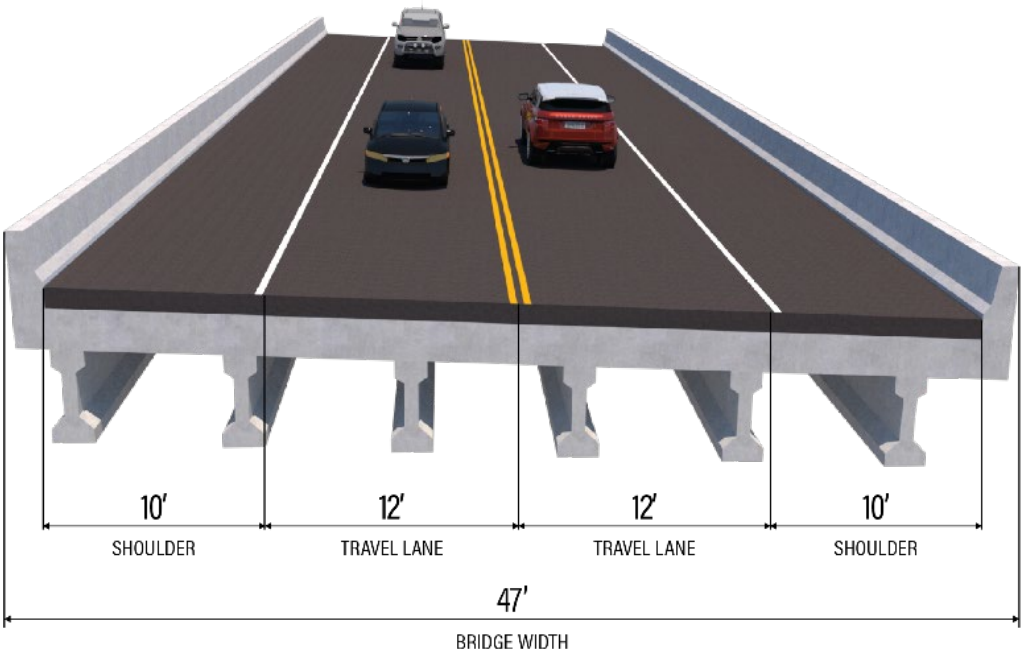


Figure 3: Existing Bridge Typical Section



2.2 Alternatives Considered

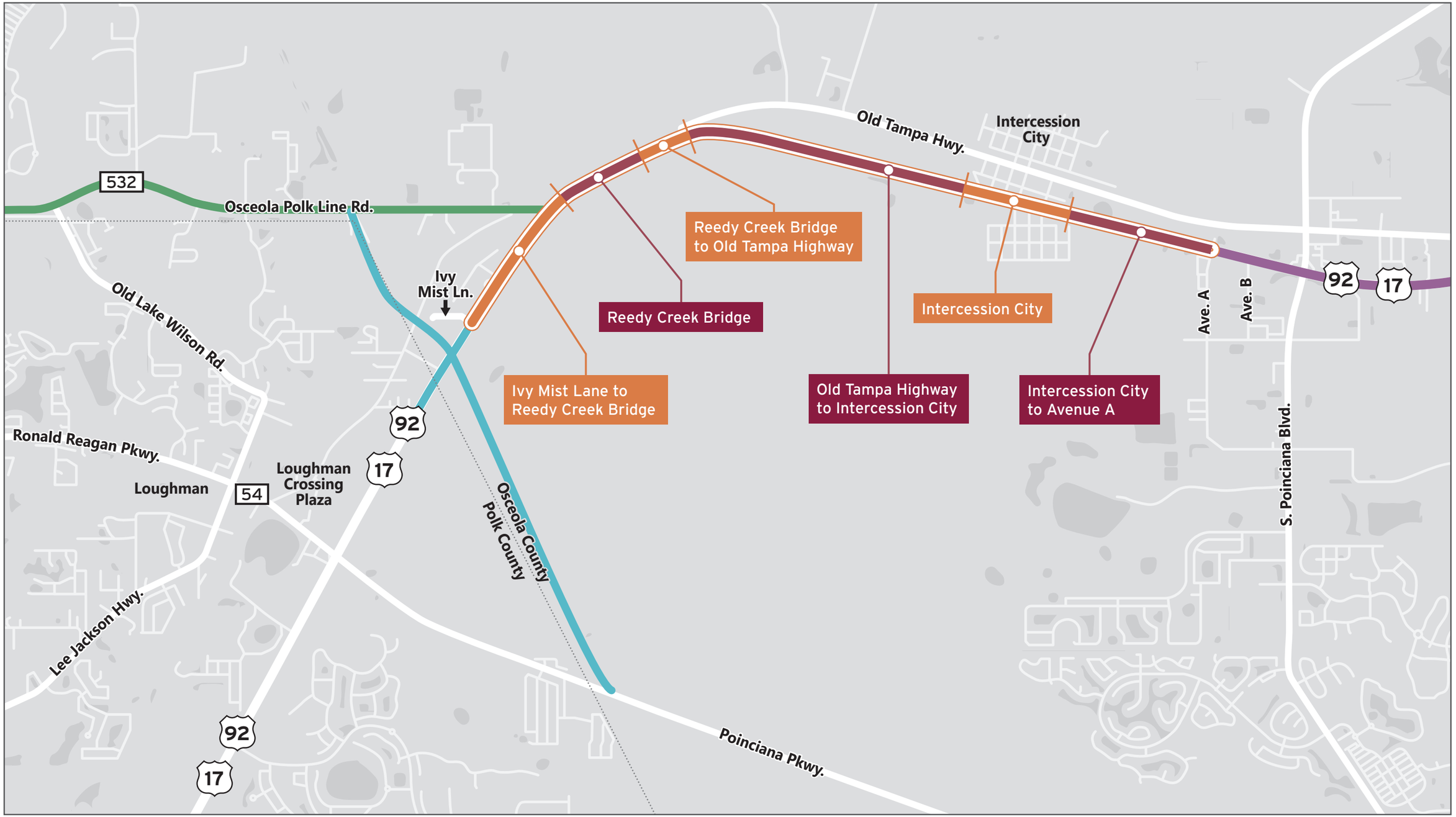
The Build Alternative widens US 17/92 to four lanes (two lanes per direction) throughout the study limits from Ivy Mist Lane to Avenue A. Due to alignment constraints from adjacent facilities and the existing bridge over Reedy Creek, the Build Alternative applied from Ivy Mist Lane to east of Old Tampa Highway is a best-fit alignment. From east of Old Tampa Highway to Avenue A, the study developed three alignments for alternatives comparison. The recommended alignment maximizes the existing Right-of-Way (ROW) and consists of widening to the south on the west end of the project corridor to align with the Poinciana Parkway Extension proposed improvements, then shifts to the south through the central portion of the project corridor to avoid the existing cemetery, widens to the north through Intercession City to avoid relocations, and aligns with the adjacent widening at the east end of the project corridor. The Preliminary Engineering Report prepared for the study summarizes the alternatives considered, the related analysis, and selection of the Preferred Alternative. The Preferred Alternative was developed to avoid and minimize environmental effects where feasible. Several stormwater treatment pond alternatives were evaluated, and the Pond Siting Report (PSR) discusses these alternatives and selection of the preferred pond sites.

2.3 Description of Preferred Alternative

The Preferred Alternative widens US 17/92 from Ivy Mist Lane to Avenue A from the existing two-lane rural facility to a four-lane divided facility. The Preferred Alternative includes access management modifications to improve safety. The Preferred Alternative adds continuous multimodal facilities along both sides of the roadway for the entire length of the study corridor, except at the Reedy Creek Bridge due to constraints along the existing bridge (proposed eastbound structure). A pedestrian crossing will be provided at the Osceola Polk Line Road and Old Tampa Highway intersections to provide pedestrians with a crossing over US 17/92 to the shared-use path.

The Preferred Alternative also involves the retention of the existing bridge over Reedy Creek to serve as the eastbound traffic lanes and the addition of a new bridge over Reedy Creek to serve as the westbound traffic lanes. The westbound bridge will have a 12-foot-wide shared-use path for the use of pedestrians and bicyclists travelling in both directions. In addition to the widening and multimodal improvements along US 17/92, this project includes intersection improvements at CR 532, Old Tampa Highway, and Avenue A. Five pond site locations have been recommended as part of the Preferred Alternative for a total of 25.9 acres of stormwater ponds.

The typical section for the Preferred Alternative is divided into six segments (shown in **Figure 4**).



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- Project Limits
- Poinciana Parkway Extension/Interstate 4 (I-4) Connector (in design)
- U.S. 17/92 Widening (under construction)
- Osceola Polk Line Road Widening (under construction)

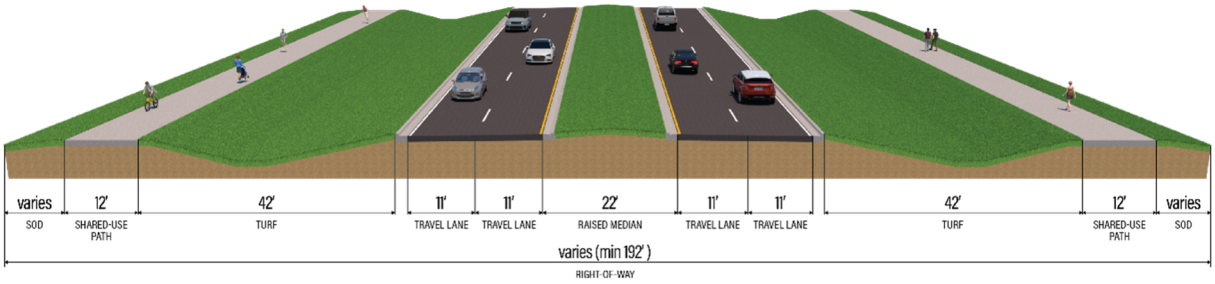
Figure 4

Study Segments
US 17/92 PD&E
FPID # 437200-2

Suburban Typical Section – Segments 1,4, and 6

An urban roadway typical section with swales is proposed for Segments 1, 4, and 6. The typical section (depicted in **Figure 5**) includes a 22-foot raised median, two 11-foot travel lanes in each direction, and a 12-foot shared-use path along both sides of the roadway. The shared-use paths are both separated from the roadway curb and gutter and 42-foot-wide drainage swales. The required ROW for the suburban roadway typical section varies with a minimum of 192 feet.

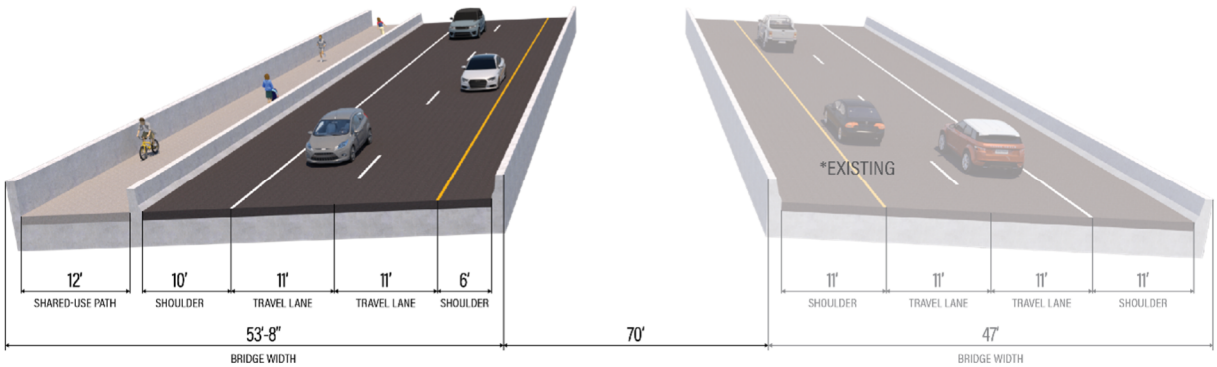
Figure 5: Suburban Typical Section (Segments 1, 4, and 6)



Bridge Typical Section – Segment 2

The typical section for the Reedy Creek Bridge, within Segment 2, includes two bridge structures (**Figure 6**). The existing bridge structure will serve eastbound traffic and a new bridge structure will serve the westbound traffic. The two bridge structures will be separated by a width of 70 feet. The existing eastbound bridge includes 11-foot inside and outside shoulders and two 11-foot travel lanes. The new westbound structure includes a six-foot inside shoulder, a 10-foot outside shoulder, two 11-foot travel lanes, and a 12-foot shared-use path separated from the roadway by a raised concrete barrier. The existing 244 feet ROW accommodates the proposed bridge structure. The existing eastbound bridge is located in a permanent easement on the south side of the FDOT ROW, which allows the new westbound bridge to be located fully within the existing ROW to the north.

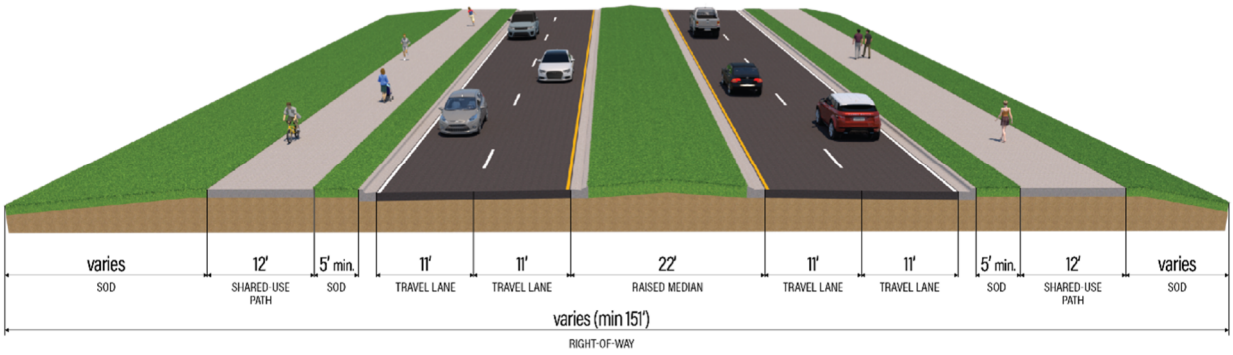
Figure 6: Bridge Typical Section (Segment 2)



Urban Typical Section – Segment 3

An urban typical section, as illustrated in **Figure 7**, is proposed for Segment 3 from the east end of the Reedy Creek Bridge to Old Tampa Highway. This typical section consists of two 11-foot travel lanes in each direction separated by a 22-foot raised median, and a 12-foot shared-use path along both sides of the roadway. The shared-use path is separated from the roadway by curb and gutter and a buffer varying in width with a minimum of five feet. The total ROW needed for this typical section varies with a minimum of 151 feet.

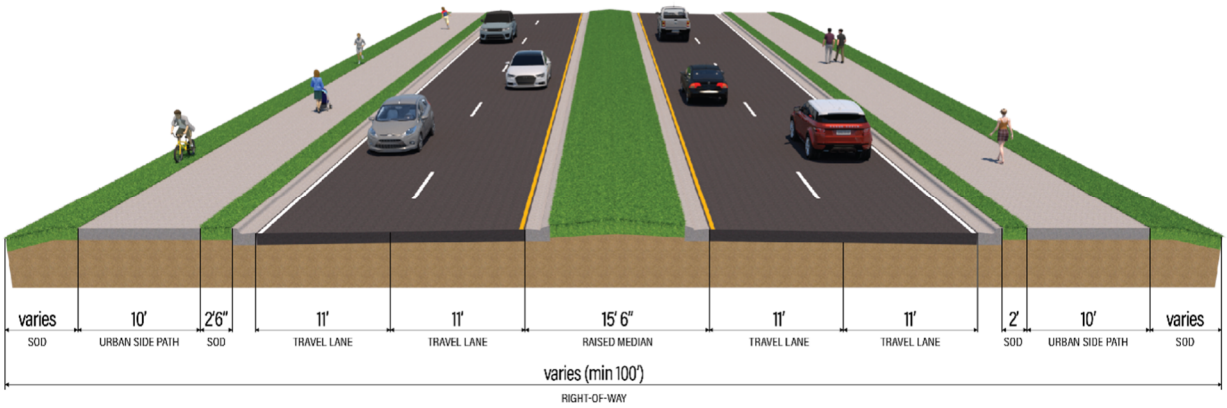
Figure 7: Urban Typical Section (Segment 3)



Urban Typical Section – Segment 5

An urban typical section is proposed for Segment 5 through Intercession City (**Figure 8**). This typical section includes a 15.5-foot raised median, two 11-foot travel lanes in each direction, and a 10-foot urban side path along both sides of the roadway. The urban side path is separated from the roadway by curb and gutter and a buffer with a width of two feet along the south side of the roadway and 2.5 feet along the north side of the roadway. The total ROW needed for this typical section varies with a minimum of 100 feet.

Figure 8: Urban Typical Section (Segment 5)



2.4 Crash Analysis

Crashes between Ivy Mist Lane and Avenue A were analyzed while determining if lighting may be considered for justification. Along the entire corridor, there were a total of 150 crashes from 2017 to 2021. Of these 150 crashes, 95 (63.33%) occurred during daylight conditions, while the remaining 55 crashes (36.67%) occurred during nighttime conditions. Rear end crashes were the most common crash type, accounting for 79 (52.67%) of the 150 crashes. Angle crashes were the next most frequent crash type, with 25 occurrences (16.67%). Table 3 through Table 9 in **Appendix A** show more detailed information regarding the total number of crashes, crash types, and daylight versus nighttime crashes. Crash data for the entire corridor between Ivy Mist Lane and Avenue A can be found in **Appendix B**.

3.0 Existing Lighting

The existing lighting along US 17/92 within the study limits is as follows, all distances given are approximate:

- LED lighting structures along the north side of US 17/92 between 500 feet west of Suwannee Avenue and 800 feet east of Shepherd Lane / Nocatee Street on existing power poles (Intercession City)
- Cobra head lighting structure on the south side of US 17/92 300 feet west of Suwannee Avenue on a dedicated lighting pole (Intercession City)
- LED lighting structures along the north side of US 17/92 between 800 feet west of Avenue A to Avenue A on dedicated shoulder mounted poles (Proposed; FPID: 239714-1)
- LED lighting structures along the south side of US 17/92 between 800 feet west of Avenue A to Avenue A on dedicated shoulder mounted poles (Proposed; FPID: 239714-1)

The preferred build alternative impacts some of the existing lighting structures within the study area. The lighting structures may be relocated to fit the widened typical section.

3.1 Roadway Lighting Methodology and Criteria

The warrants for highway lighting were used to provide minimum conditions under which lighting may be considered for justification. The first step defers to AASHTO's warranting system. AASHTO's warranting system is largely based on traffic volumes, lighting in adjacent areas, and night-to-day crash ratios. Form 750-020-20, from the FDOT MUTS, is a tool to preliminarily determine if further lighting analysis is warranted. A score of 60 and higher or a night-to-day crash ratio greater than 2.0 warrants the consideration for lighting.

The AASHTO warranting system recommends lighting on long bridges in urban and suburban areas as well as bridges with sidewalks for pedestrian movements. The Reedy Creek bridges are within a rural area and do not contain sidewalks. The southbound Reedy Creek bridge typical section will contain a shared-use path; however, use of the shared-use path at night is not anticipated. The Reedy Creek bridges are located within the South Florida Water Management District's Upper Lake Basin Watershed, which is an environmentally sensitive area. However, there are no wildlife areas of concern or protected species associated with the bridge crossings. Given the location of the bridges, environmental sensitivity, and the general lighting standards of shared-use paths, lighting for the Reedy Creek bridges is not recommended or further considered as part of this report.

3.2 Lighting Analysis Conclusions and Recommendations

Table 1 provides a detailed account of the lighting geometric and operational factors analysis form for the US 17/92 preferred build alternative. A lighting analysis was completed for the entire corridor excluding the Reedy Creek bridges.

The warranting points for the entire corridor between Ivy Mist Lane and Avenue A total 57.76, which is 2.24 points below the 60 points needed to further consider lighting. Further investigation of lighting for the overall limits of the project is not justified. As previously stated, lighting is also not recommended for the Reedy Creek bridges.

However, per FDM 231.3.2.1, lighting must be provided for all new or reconstructed intersections. Additionally, per FDM 231.3.3, lighting must be provided at roundabouts. Furthermore, per FDM 231.3.4,

lighting must be provided at all midblock crossings. Based on these criteria, lighting is required at the Osceola Polk Line Road and Old Tampa Highway intersections, the Tallahassee Blvd and Charity Street midblock crossings, and the roundabout at Avenue A. Existing lighting is recommended to be maintained throughout Intercession City. In addition, lighting at the eastern end of the project is recommended to be maintained, which is to be installed as part of the US 17/92 Widening Project (FPID: 239714-1).

Table 1: Lighting Geometric and Operational Factors between Ivy Mist Lane and Avenue A

State of Florida Department of Transportation

Form 750-020-20
TRAFFIC ENGINEERING
September 2020

LIGHTING GEOMETRIC AND OPERATIONAL FACTORS

Item No.	Classification Factor	Rating Factor "R"					Weight "W"	Enter "R" Here	Score "R"x"W"	
		1	2	3	4	5				
	Geometric Factors (See Note 6)									
1	Number of Lanes	≤4	5	6	7	≥8	0.15	1	0.15	
2	Lane Width (ft.)	>11.8	11.2 to 11.8	10.5 to 11.2	9.8 to 10.5	<9.8	0.35	3	1.05	
3	Median Openings/mile	<4 or 1-way	4 to 8	8 to 12	12 to 15	>15 or No Median	1.40	1	1.4	
4	Driveways and Entrances/mile	<32	32 to 64	64 to 97	97 to 129	>129	1.40	1	1.4	
5	Horizontal Curve Radius (ft.)	>1969	1476 to 1969	738 to 1476	574 to 738	<574	5.90	3	17.7	
6	Vertical Grades (%)	<3	3 to 4	4 to 5	5 to 7	>7	0.35	1	0.35	
7	Sight Distance (ft.)	>689	492 to 689	295 to 492	197 to 295	<197	0.15	2	0.3	
8	Parking	Prohibited	Loading	Off Peak	One Side	Both Sides	0.10	1	0.1	
								Subtotal Geometric Factors	22.45	G
	Operational Factors									
9	Signalized Intersections (%)	80 to 100	70 to 80	60 to 70	50 to 60	0 to 50	0.15	3	0.45	
10	Left Turn Lane	All Major Intersections or 1-way	Substantial Number of Major Intersections	Most Major Intersections	Half of the Intersections	Infrequent Number or TWTL (See Notes 1 & 3)	0.70	1	0.7	
11	Median Width (ft.)	> 32	20 to 32	10 to 20	4 to 10	0 to 4	0.35	2	0.7	
12	Operating or Posted Speed (mph) (See Note 5)	≤ 25	30	35	45	≥50	0.60	4	2.4	
13	Pedestrian and Bicycle Activity Level (See Note 2)			Low (< 10)	Medium (10 - 100)	High (> 100 ped)	3.15	3	9.45	
								Subtotal Environmental Factors	13.7	O
	Environmental Factors									
14	Percentage of Development Adjacent to Road (%) (See Note 4)	nil	nil to 30	30 to 60	60 to 90	>90	0.15	2	0.3	
15	Area Classification	Rural	Industrial	Residential	Commercial	Downtown	0.15	3	0.45	
16	Distance from Development to Roadway (ft) (See Note 4)	>200	150 to 200	100 to 150	50 to 100	<50	0.15	5	0.75	
17	Ambient (off Roadway) Lighting	Nil	Sparse	Moderate	Distracting	Intense	1.38	2	2.76	
18	Raised Curb Median	None	Continuous	At All Intersections (100%)	At Most Intersections (51% to 99%)	At Few Intersections (≤50%) (See Note 7)	0.35	2	0.7	
								Subtotal Environmental Factors	4.96	E
	Collision Factors									
19	Night-to-Day Collision Ratio	<1	1.0 to 1.2	1.2 to 1.5	1.5 to 2.0	>2.0 (See Note 1)	5.55	3	16.65	
								Subtotal Collision Factors	16.65	A

Notes: 1 Lighting Warranted
2 Pedestrian and Bicycle Activity Level
3 Two Way Left Turn Lane
4 Development defined as Commercial, Industrial or Residential Buildings
5 85th Percentile night speed should be used if available, otherwise posted Speed Limit shall be usec
6 Worst case geometric factors for a segment of roadway shall apply
7 Also includes isolated medians (non-continuous) between intersections

G + O + E + A = Total Warranting Points	57.76	
Warranting Condition	60.00	
Difference ±	-2.24	D

Appendix A – US 17/92 Crash Data

Table 2: Crash Data Summary US 17/92 from Ivy Mist Lane to Avenue A

No.	Crash ID	Mile Post	Roadway ID	Date	On Road	Manner Of Collision	Crash Severity (Fatal, Injury Only, PDO)	Fatalities	Injuries	Property Damage	Day/Night	Wet/Dry	Alcohol Drugs
1	854484630	3.246	92010000	1/12/2017	US 17	Hit Sign/Sign Post	PDO	0	0	$0	Dark-Lighted	Dry	No
2	854675870	2.08	92010000	1/23/2017	ORANGE BLOSSOM TRL	Angle	Injury	0	3	$0	Daylight	Dry	No
3	854695100	2.465	92010000	1/23/2017	US 441	Overturn/Rollover	Injury	0	1	$500	Dark-Lighted	Wet	No
4	854661810	3.322	92010000	2/10/2017	US 92	Rear End	PDO	0	0	$0	Daylight	Dry	No
5	854934200	4.108	92010000	3/4/2017	US 17	Rear End	Injury	0	1	$500	Dark-Not Lighted	Dry	No
6	854791780	3.36	92010000	3/25/2017	US 17	Other	Injury	0	1	$0	Dark-Not Lighted	Dry	No
7	854986510	3.436	92010000	4/5/2017	ORANGE BLOSSOM TRL	Angle	PDO	0	0	$500	Dark-Not Lighted	Dry	No
8	855262530	3.867	92010000	5/15/2017	US 17	Rear End	Injury	0	2	$750	Daylight	Dry	No
9	855313980	2.438	92010000	5/26/2017	US 92	Angle	Injury	0	3	$0	Daylight	Dry	No
10	855341310	3.541	92010000	6/15/2017	US 17	Rear End	PDO	0	0	$500	Daylight	Wet	No
11	855461280	3.21	92010000	7/8/2017	US 17	Hit Pedestrian	Fatality	1	0	$0	Dark-Not Lighted	Dry	Alcohol & Drugs
12	855619380	0.29	92010000	7/8/2017	US 17	Sideswipe	PDO	0	0	$750	Dark-Not Lighted	Dry	No
13	874136530	3.336	92010000	7/22/2017	ORANGE BLOSSOM TRS	Rear End	Injury	0	1	$0	Daylight	Dry	No
14	855762870	4.116	92010000	8/18/2017	US 17	Rear End	Injury	0	1	$50	Daylight	Dry	No
15	855829350	3.093	92010000	8/19/2017	ORANGE BLOSSOM TRL	Rear End	Injury	0	2	$700	Daylight	Dry	No
16	855783630	2.749	92010000	8/29/2017	US 92	Rear End	Injury	0	4	$0	Daylight	Dry	No
17	855723180	3.117	92010000	9/1/2017	US 17	Sideswipe	Injury	0	1	$100	Dark-Not Lighted	Dry	No
18	855611380	3.36	92010000	9/2/2017	ORANGE BLOSSOM TRL	Head On	Injury	0	2	$0	Daylight	Dry	No
19	855934970	2.749	92010000	9/6/2017	US 92	Ran Into Water/Canal	PDO	0	0	$0	Daylight	Dry	No
20	871045140	4.115	92010000	10/23/2017	US 17	Rear End	Injury	0	2	$0	Daylight	Dry	No
21	871225570	3.436	92010000	12/18/2017	US 17	Rear End	Injury	0	4	$0	Dark-Not Lighted	Dry	No
22	871354830	4.108	92010000	12/18/2017	ORANGE BLOSSOM TRL	Rear End	Injury	0	2	$0	Daylight	Dry	No
23	871514740	3.225	92010000	1/12/2018	US 17-92	Angle	Injury	0	1	$0	Dark-Not Lighted	Dry	No
24	871499560	3.344	92010000	1/25/2018	ORANGE BLOSSOM TRS	Rear End	PDO	0	0	$400	Daylight	Dry	No
25	871721710	2.881	92010000	2/22/2018	US 92	Head On	Injury	0	1	$0	Dark-Not Lighted	Dry	No
26	871565670	3.34	92010000	2/23/2018	US 17	Hit Sign/Sign Post	PDO	0	0	$650	Daylight	Dry	No
27	871565660	3.343	92010000	2/23/2018	US 17-92	Rear End	PDO	0	0	$500	Daylight	Dry	No
28	871582820	3.089	92010000	3/8/2018	ORANGE BLOSSOM TRL	Rear End	Injury	0	1	$600	Daylight	Dry	No
29	871915430	3.223	92010000	3/12/2018	US 17	Rear End	Injury	0	3	$200	Daylight	Dry	No
30	871834330	3.117	92010000	4/4/2018	US 17-92	Rear End	PDO	0	0	$900	Daylight	Dry	No

Table 2: Crash Data Summary US 17/92 from Ivy Mist Lane to Avenue A

No.	Crash ID	Mile Post	Roadway ID	Date	On Road	Manner Of Collision	Crash Severity (Fatal, Injury Only, PDO)	Fatalities	Injuries	Property Damage	Day/Night	Wet/Dry	Alcohol Drugs
31	871948720	0.517	92010000	5/14/2018	US 17-92	Other	Injury	0	1	$0	Daylight	Wet	No
32	871948720	0	92010100	5/14/2018	US 17-92	Other	Injury	0	1	$0	Daylight	Wet	No
33	872140430	3.091	92010000	5/15/2018	US 17-92	Sideswipe	PDO	0	0	$500	Daylight	Dry	No
34	872305260	3.332	92010000	6/5/2018	US 17-92	Rear End	Injury	0	1	$300	Daylight	Dry	No
35	872305520	3.343	92010000	6/16/2018	US 17-92	Ran Into Ditch/Water Canal	Injury	0	1	$0	Daylight	Dry	No
36	872262470	3.345	92010000	6/16/2018	US 17-92	Rear End	Injury	0	1	$600	Daylight	Dry	No
37	872206520	3.148	92010000	6/18/2018	US 17-92	Rear End	PDO	0	0	$0	Daylight	Dry	No
38	872288840	4.079	92010000	7/1/2018	ORANGE BLOSSOM TRL S	Hit Utility Pole	PDO	0	0	$0	Dark-Not Lighted	Dry	No
39	872571860	4.06	92010000	7/20/2018	US 17-92	Rear End	Injury	0	1	$500	Daylight	Wet	No
40	872517940	3.208	92010000	7/23/2018	US 17-92	Other	Injury	0	2	$0	Dark-Not Lighted	Wet	No
41	872418130	3.332	92010000	7/27/2018	US 17-92	Rear End	PDO	0	0	$500	Daylight	Dry	No
42	872601900	3.008	92010000	8/5/2018	ORANGE BLOSSOM TRL S	Angle	PDO	0	0	$0	Daylight	Dry	No
43	872528290	0.394	92010000	8/7/2018	US 17-92	Rear End	PDO	0	0	$500	Daylight	Dry	No
44	872528300	0.394	92010000	8/7/2018	US 17-92	Rear End	PDO	0	0	$500	Daylight	Dry	No
45	872528400	3.928	92010000	8/10/2018	US 17-92	Rear End	Injury	0	6	$0	Daylight	Dry	No
46	872528410	3.965	92010000	8/10/2018	US 17-92	Rear End	Injury	0	2	$0	Daylight	Dry	No
47	872572140	0.536	92010000	8/19/2018	US 17-92	Ran Into Ditch/Water Canal	Injury	0	1	$0	Dark-Not Lighted	Dry	No
48	872572140	0	92010100	8/19/2018	US 17-92	Ran Into Ditch/Water Canal	Injury	0	1	$0	Dark-Not Lighted	Dry	No
49	872741350	3.046	92010000	8/28/2018	ORANGE BLOSSOM TRL S	Rear End	Injury	0	6	$500	Daylight	Dry	No
50	872602090	4.108	92010000	8/28/2018	ORANGE BLOSSOM TRL S	Rear End	Injury	0	1	$500	Daylight	Dry	No
51	872875320	4.117	92010000	9/19/2018	AVE A	Rear End	PDO	0	0	$100	Daylight	Wet	No
52	880153440	1.074	92010100	10/6/2018	OLD TAMPA HWY	Hit Sign/Sign Post	PDO	0	0	$350	Daylight	Dry	No
53	880170310	4.117	92010000	10/15/2018	AVE A	Angle	PDO	0	0	$0	Dark-Not Lighted	Dry	No
54	872952860	3.159	92010000	10/25/2018	ORANGE BLOSSOM TRL S	Rear End	PDO	0	0	$0	Daylight	Dry	No
55	880279510	3.341	92010000	11/7/2018	US 17-92	Angle	Injury	0	1	$0	Dusk	Dry	No
56	880228040	0.365	92010100	11/9/2018	SR 600	Other	Injury	0	2	$0	Dark-Not Lighted	Dry	No
57	880427800	3.305	92010000	11/19/2018	ORANGE BLOSSOM TRL S	Rear End	Injury	0	2	$0	Daylight	Dry	No
58	880295330	3.157	92010000	12/5/2018	ORANGE BLOSSOM TRL S	Angle	PDO	0	0	$200	Daylight	Dry	No
59	880711210	3.225	92010000	1/8/2019	US 17	Angle	Injury	0	1	$0	Dark-Lighted	Dry	No

Table 2: Crash Data Summary US 17/92 from Ivy Mist Lane to Avenue A

No.	Crash ID	Mile Post	Roadway ID	Date	On Road	Manner Of Collision	Crash Severity (Fatal, Injury Only, PDO)	Fatalities	Injuries	Property Damage	Day/Night	Wet/Dry	Alcohol Drugs
60	880437720	3.23	92010000	1/11/2019	ORANGE BLOSSOM TRL	Hit Sign/Sign Post	PDO	0	0	$0	Dark-Not Lighted	Dry	No
61	880639500	0.365	92010100	1/15/2019	CR 532	Hit Tree	Injury	0	1	$500	Daylight	Dry	No
62	880723570	3.036	92010000	2/4/2019	US 92	Rear End	Injury	0	2	$850	Dark-Not Lighted	Dry	Alcohol
63	880862730	0.365	92010100	2/7/2019	CR 532	Rear End	Injury	0	1	$500	Daylight	Dry	No
64	880723600	0.365	92010100	2/8/2019	US 92	Angle	Injury	0	2	$800	Dark-Not Lighted	Dry	No
65	880862850	3.225	92010000	2/13/2019	ORANGE BLOSSOM TRL S	Angle	PDO	0	0	$500	Dark-Lighted	Dry	No
66	880723710	0.318	92010100	2/15/2019	US 92	Rear End	PDO	0	0	$500	Dark-Not Lighted	Dry	No
67	880711580	4.017	92010000	2/16/2019	US 17	Rear End	Injury	0	1	$0	Dark-Not Lighted	Dry	No
68	880639980	4.108	92010000	2/16/2019	US 92	Rear End	Injury	0	1	$0	Dark-Not Lighted	Dry	No
69	880791230	4.111	92010000	2/20/2019	ORANGE BLOSSOM TRL	Rear End	PDO	0	0	$0	Daylight	Dry	No
70	880791260	2.628	92010000	2/22/2019	ORANGE BLOSSOM TRL S	Sideswipe	PDO	0	0	$200	Dark-Not Lighted	Dry	No
71	880835580	0.536	92010000	3/1/2019	ORANGE BLOSSOM TRL	Sideswipe	PDO	0	0	$0	Dark-Not Lighted	Dry	No
72	880835580	0	92010100	3/1/2019	ORANGE BLOSSOM TRL	Sideswipe	PDO	0	0	$0	Dark-Not Lighted	Dry	No
73	880711880	2.724	92010000	3/6/2019	US 92	Sideswipe	Injury	0	1	$0	Daylight	Dry	Alcohol
74	880930820	0.535	92010000	3/7/2019	US 92	Rear End	Injury	0	3	$0	Dark-Not Lighted	Dry	No
75	880930820	0	92010100	3/7/2019	US 92	Rear End	Injury	0	3	$0	Dark-Not Lighted	Dry	No
76	880863270	3.388	92010000	3/8/2019	US 92	Sideswipe	Injury	0	5	$500	Daylight	Dry	No
77	881024460	0.365	92010100	3/11/2019	ORANGE BLOSSOM TRL S	Angle	Injury	0	5	$0	Daylight	Dry	No
78	880930920	3.341	92010000	3/15/2019	US 92	Angle	Injury	0	1	$0	Daylight	Dry	No
79	881062780	0.37	92010100	3/19/2019	US 17	Sideswipe	Injury	0	1	$500	Daylight	Wet	No
80	881000030	3.05	92010000	3/20/2019	US 92	Rear End	Injury	0	2	$0	Daylight	Wet	No
81	881104130	0.365	92010100	3/21/2019	CR 532	Rear End	Injury	0	1	$200	Daylight	Dry	No
82	880835810	1.169	92010100	4/4/2019	US 92	Head On	Injury	0	2	$0	Dark-Not Lighted	Dry	No
83	881000240	4.098	92010000	4/11/2019	US 92	Rear End	Injury	0	3	$0	Daylight	Dry	No
84	881063240	4.079	92010000	4/18/2019	ORANGE BLOSSOM TRL	Rear End	PDO	0	0	$350	Daylight	Dry	No
85	881063260	0.365	92010100	4/19/2019	CR 532	Rear End	PDO	0	0	$500	Daylight	Wet	No
86	881296260	3.341	92010000	4/22/2019	ORANGE BLOSSOM TRL	Angle	Injury	0	1	$850	Daylight	Dry	No
87	881038660	3.278	92010000	4/25/2019	US 92	Rear End	Injury	0	1	$500	Daylight	Dry	No
88	881170250	0.365	92010100	5/1/2019	US 92	Angle	Injury	0	1	$500	Daylight	Dry	No

Table 2: Crash Data Summary US 17/92 from Ivy Mist Lane to Avenue A

No.	Crash ID	Mile Post	Roadway ID	Date	On Road	Manner Of Collision	Crash Severity (Fatal, Injury Only, PDO)	Fatalities	Injuries	Property Damage	Day/Night	Wet/Dry	Alcohol Drugs
89	881104650	0.28	92010000	5/3/2019	US 92	Rear End	PDO	0	0	$775	Dark-Not Lighted	Dry	No
90	881090330	3.086	92010000	5/12/2019	US 92	Hit Pedestrian	Injury	0	1	$0	Dark-Not Lighted	Dry	No
91	881337520	0.308	92010100	5/29/2019	US 17	Rear End	Injury	0	1	$800	Daylight	Dry	No
92	881399320	3.168	92010000	7/1/2019	US 92	Rear End	PDO	0	0	$200	Daylight	Dry	No
93	881502470	0.362	92010100	7/16/2019	US 92	Rear End	PDO	0	0	$500	Daylight	Dry	No
94	881590440	3.341	92010000	7/31/2019	ORANGE BLOSSOM TRL	Angle	Injury	0	3	$500	Daylight	Dry	No
95	881590480	4.078	92010000	8/1/2019	ORANGE BLOSSOM TRL	Rear End	Injury	0	5	$500	Daylight	Dry	No
96	881695250	3.285	92010000	8/3/2019	US 92	Rear End	PDO	0	0	$300	Daylight	Wet	No
97	881695240	4.079	92010000	8/3/2019	US 92	Rear End	PDO	0	0	$500	Daylight	Dry	No
98	881827110	0.365	92010100	8/3/2019	US 17	Hit Guardrail	PDO	0	0	$500	Dark-Not Lighted	Wet	No
99	881782110	1.131	92010100	8/7/2019	US 92	Rear End	Injury	0	2	$0	Daylight	Dry	No
100	881699410	3.436	92010000	8/28/2019	US 92	Rear End	Injury	0	2	$200	Daylight	Dry	No
101	881866450	0.356	92010100	8/29/2019	US 17	Rear End	Injury	0	1	$500	Daylight	Dry	No
102	882070460	0.365	92010100	10/7/2019	CR 532	Sideswipe	Injury	0	1	$0	Daylight	Dry	No
103	882272480	0.374	92010100	10/11/2019	US 92	Rear End	Injury	0	1	$0	Dark-Not Lighted	Dry	No
104	882253330	1.027	92010100	10/14/2019	US 92	Hit Fixed Object	Injury	0	1	$500	Dark-Not Lighted	Dry	No
105	882211820	4.07	92010000	10/23/2019	ORANGE BLOSSOM TRL S	Sideswipe	Injury	0	1	$50	Dark-Not Lighted	Dry	No
106	882070590	1.055	92010100	11/1/2019	ORANGE BLOSSOM TRL S	Rear End	PDO	0	0	$400	Dusk	Dry	No
107	882255140	0.365	92010100	11/3/2019	US 92	Angle	Injury	0	2	$0	Dark-Lighted	Dry	No
108	882255180	3.36	92010000	11/9/2019	ORANGE BLOSSOM TRL	Rear End	PDO	0	0	$0	Dark-Lighted	Dry	No
109	882212180	2.929	92010000	11/18/2019	ORANGE BLOSSOM TRL S	Sideswipe	Injury	0	1	$600	Dawn	Dry	No
110	882374590	4.013	92010000	11/23/2019	US 92	Rear End	PDO	0	0	$700	Daylight	Dry	No
111	882502850	3.157	92010000	12/19/2019	US 17	Angle	Injury	0	1	$0	Daylight	Dry	No
112	882212610	0.374	92010100	12/19/2019	US 92	Rear End	PDO	0	0	$500	Daylight	Dry	No
113	882695950	4.041	92010000	12/20/2019	US 92	Rear End	PDO	0	0	$500	Daylight	Dry	No
114	882592790	3.572	92010000	12/28/2019	ORANGE BLOSSOM TRL S	Rear End	Injury	0	1	$200	Dark-Not Lighted	Dry	No
115	882277760	0.365	92010100	12/31/2019	CR 532	Angle	Injury	0	1	$100	Daylight	Dry	No
116	882638050	0.532	92010000	1/11/2020	ORANGE BLOSSOM TRL	Rear End	PDO	0	0	$0	Daylight	Dry	No
117	882638050	0	92010100	1/11/2020	ORANGE BLOSSOM TRL	Rear End	PDO	0	0	$0	Daylight	Dry	No
118	882609840	0.29	92010000	1/27/2020	US 17	Rear End	Injury	0	4	$0	Daylight	Dry	No

Table 2: Crash Data Summary US 17/92 from Ivy Mist Lane to Avenue A

No.	Crash ID	Mile Post	Roadway ID	Date	On Road	Manner Of Collision	Crash Severity (Fatal, Injury Only, PDO)	Fatalities	Injuries	Property Damage	Day/Night	Wet/Dry	Alcohol Drugs
119	882609830	0.299	92010000	1/27/2020	US 17	Angle	PDO	0	0	$0	Dark-Not Lighted	Dry	No
120	882379140	2.438	92010000	2/14/2020	ORANGE BLOSSOM TRL	Rear End	Injury	0	1	$0	Daylight	Dry	No
121	882930210	4.117	92010000	2/19/2020	US 17	Sideswipe	PDO	0	0	$600	Daylight	Dry	No
122	882926930	3.069	92010000	3/4/2020	US 17	Sideswipe	PDO	0	0	$0	Dark-Not Lighted	Dry	No
123	883129950	4.117	92010000	3/7/2020	US 17	Angle	Injury	0	3	$0	Dark-Not Lighted	Dry	No
124	883109420	0.531	92010000	3/20/2020	US 17	Rear End	Injury	0	1	$0	Daylight	Dry	No
125	883109420	0	92010100	3/20/2020	US 17	Rear End	Injury	0	1	$0	Daylight	Dry	No
126	883038840	3.53	92010000	5/8/2020	ORANGE BLOSSOM TRL S	Rear End	PDO	0	0	$700	Daylight	Dry	No
127	882942330	3.091	92010000	5/18/2020	US 17	Angle	PDO	0	0	$0	Daylight	Dry	No
128	883496680	4.098	92010000	7/2/2020	ORANGE BLOSSOM TRL	Rear End	Injury	0	2	$175	Daylight	Dry	No
129	882911690	4.079	92010000	7/8/2020	ORANGE BLOSSOM TRL	Rear End	Injury	0	1	$0	Daylight	Dry	No
130	883704070	3.279	92010000	7/19/2020	ORANGE BLOSSOM TRL	Rear End	Injury	0	3	$250	Daylight	Dry	No
131	883447230	0.301	92010000	7/27/2020	US 17	Rear End	PDO	0	0	$500	Daylight	Wet	No
132	883625940	3.225	92010000	8/13/2020	ORANGE BLOSSOM TRL	Rear End	Injury	0	1	$0	Daylight	Dry	No
133	883685920	3.341	92010000	9/11/2020	US 92	Angle	Injury	0	3	$200	Daylight	Wet	No
134	883446090	2.955	92010000	9/25/2020	US 17-92	Other	Injury	0	1	$0	Dark-Not Lighted	Dry	No
135	883607270	0.28	92010000	9/25/2020	US 17	Utility Pole/Light Support	Injury	0	2	$0	Daylight	Dry	No
136	883906300	4.022	92010000	10/3/2020	ORANGE BLOSSOM TRL	Rear End	Injury	0	1	$500	Daylight	Dry	No
137	883964410	3.341	92010000	10/9/2020	US 17	Angle	PDO	0	0	$0	Daylight	Dry	No
138	883717810	2.947	92010000	10/21/2020	US 17	Sideswipe	Injury	0	2	$500	Dawn	Wet	No
139	883843710	3.617	92010000	10/29/2020	ORANGE BLOSSOM TRL	Rear End	Injury	0	2	$0	Daylight	Dry	No
140	884077620	3.345	92010000	11/24/2020	US 17	Rear End	PDO	0	0	$300	Dark-Lighted	Dry	No
141	881845700	3.157	92010000	12/7/2020	US 92	Hit Pedestrian	Injury	0	1	$500	Dusk	Wet	No
142	884290080	3.127	92010000	12/29/2020	US 17	Rear End	PDO	0	0	$0	Dusk	Dry	No
143	884193790	0.365	92010100	1/1/2021	US 17	Head On	Injury	0	2	$0	Dusk	Dry	No
144	884476440	3.332	92010000	1/14/2021	US 17	Hit Sign/Sign Post	PDO	0	0	$500	Dark-Lighted	Dry	No
145	884240110	0.979	92010100	1/24/2021	SR 600	Rear End	Injury	0	6	$0	Daylight	Dry	No
146	884664540	0.474	92010100	3/17/2021	US 17	Rear End	Injury	0	3	$650	Daylight	Dry	No
147	884761730	1.036	92010100	5/18/2021	US 92	Hit Guardrail	Injury	0	1	$0	Daylight	Dry	No
148	883616930	0.366	92010100	8/29/2021	US 17	Hit Guardrail	Injury	0	1	$0	Dawn	Dry	No
149	885874970	0.403	92010100	10/17/2021	US 17	Head On	Injury	0	2	$500	Dark-Not Lighted	Dry	No
150	885723630	0.365	92010100	11/15/2021	US 17	Angle	Injury	0	1	$0	Daylight	Dry	No

Table 3 and Table 4: Crash Data from Ivy Mist Lane to Avenue A

Table 3: Crash Type from Ivy Mist Lane to Avenue A							
Crash Type	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**	**Percent**
Rear End	11	19	31	16	2	**79**	52.67%
Head on	1	1	1	0	2	**5**	3.33%
Sideswipe	1	1	9	3	0	**14**	9.33%
Overturn/Rollover	1	0	0	0	0	**1**	0.67%
Angle	3	5	11	5	1	**25**	16.67%
Utility Pole	0	1	0	1	0	**2**	1.33%
Sign Assembly	1	2	1	0	1	**5**	3.33%
Guardrail	0	0	1	0	2	**3**	2.00%
Barrier Wall	0	0	0	0	0	**0**	0.00%
Parked Vehicle	0	0	0	0	0	**0**	0.00%
Ran into Ditch / Water Canal	1	3	0	0	0	**4**	2.67%
Pedestrian & Bicycle	2	0	1	1	0	**4**	2.67%
Fixed object	0	0	2	0	0	**2**	1.33%
Animal	0	0	0	0	0	**0**	0.00%
Other	1	4	0	1	0	**6**	4.00%
Total	**22**	**36**	**57**	**27**	**8**	**150**	100%

Table 4: Crash Time of Day from Ivy Mist Lane to Avenue A							
Light Condition	**2017**	**2018**	**2019**	**2020**	**2021**	**Total**	**Percent**
Daylight	13	27	32	19	4	**95**	63.33%
Nighttime	9	9	25	8	4	**55**	36.67%
Total	**22**	**36**	**57**	**27**	**8**	**150**	100%

Appendix B – Traffic Counts and Calculations

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 0314 - ON US-17/92 (OBT), 0.009 MI. NE OF POLK CO LINE (RCLP)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	16400 C	E 8300	W 8100	9.00	53.20	10.10
2018	15000 C	E 7500	W 7500	9.00	53.60	7.70
2017	13600 C	E 7000	W 6600	9.00	52.80	11.60
2016	10500 C	E 5200	W 5300	9.00	52.50	10.10
2015	8600 C	E 4300	W 4300	9.00	52.70	11.90
2014	8100 C	E 4100	W 4000	9.00	52.80	11.00
2013	7300 C	E 3600	W 3700	9.00	53.00	9.20
2012	6900 C	E 3700	W 3200	9.00	53.10	12.40
2011	6700 C	E 3300	W 3400	9.00	53.10	8.10
2010	7300 C	E 3600	W 3700	9.12	53.51	7.70
2009	7700 C	E 4000	W 3700	9.10	53.73	9.80
2008	8300 C	E 4100	W 4200	8.66	53.12	13.10
2007	9100 C	E 4500	W 4600	9.20	54.21	11.00
2006	10100 C	E 5200	W 4900	9.12	53.26	13.50
2005	9700 C	E 5000	W 4700	9.00	55.80	13.20
2004	9000 C	E 4400	W 4600	9.60	60.50	13.20

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

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : March 5, 2019
Stop Date : March 5, 2019
County : 0
Location : US 17-92 (S.O.B.T.)Osceola Polk Line Rd (CR 532)

Start Time 00:00
Stop Time 24:00
Station Number 910
Equipment ID 100

5-Mar-19 **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	24	25	21	33	87	186	283	231	226	179	238
30	44	35	26	22	41	92	255	316	230	257	251	244
45	30	36	22	49	64	162	312	293	256	249	249	210
00	26	14	29	35	55	169	307	286	238	224	254	208
Hr Total	**136**	**109**	**102**	**127**	**193**	**510**	**1,060**	**1,178**	**955**	**956**	**933**	**900**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	220	211	210	233	213	259	262	169	104	78	75	57
30	226	270	237	233	209	285	196	163	111	103	91	53
45	225	210	221	224	237	238	256	153	100	81	58	72
00	183	218	218	215	188	238	135	126	78	85	64	42
Hr Total	**854**	**909**	**886**	**905**	**847**	**1,020**	**849**	**611**	**393**	**347**	**288**	**224**

24 Hour Total : 15,292
AM Peak Hour begins : 6:30
PM Peak Hour begins : 17:15

AM Peak Volume : 1,218
PM Peak Volume : 1,023

AM Peak Hour Factor : 0.96
PM PeaK Hour Factor : 0.90

5-Mar-19 **Westbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	26	21	25	47	79	121	208	239	173	172	189
30	39	13	22	26	56	81	187	221	190	207	207	170
45	38	20	25	43	58	120	188	248	209	169	178	205
00	26	27	33	35	89	102	216	211	223	174	183	206
Hr Total	**141**	**86**	**101**	**129**	**250**	**382**	**712**	**888**	**861**	**723**	**740**	**770**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	189	204	225	260	263	313	249	226	145	122	90	60
30	194	203	235	274	322	319	263	220	125	117	117	45
45	198	243	268	266	323	305	230	179	127	109	88	38
00	182	224	260	293	302	276	288	159	155	129	63	40
Hr Total	**763**	**874**	**988**	**1,093**	**1,210**	**1,213**	**1,030**	**784**	**552**	**477**	**358**	**183**

24 Hour Total : 15,308
AM Peak Hour begins : 7:15
PM Peak Hour begins : 16:15

AM Peak Volume : 919
PM Peak Volume : 1,260

AM Peak Hour Factor : 0.93
PM PeaK Hour Factor : 0.98

5-Mar-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	74	50	46	46	80	166	307	491	470	399	351	427
30	83	48	48	48	97	173	442	537	420	464	458	414
45	68	56	47	92	122	282	500	541	465	418	427	415
00	52	41	62	70	144	271	523	497	461	398	437	414
Hr Total	**277**	**195**	**203**	**256**	**443**	**892**	**1,772**	**2,066**	**1,816**	**1,679**	**1,673**	**1,670**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	409	415	435	493	476	572	511	395	249	200	165	117
30	420	473	472	507	531	604	459	383	236	220	208	98
45	423	453	489	490	560	543	486	332	227	190	146	110
00	365	442	478	508	490	514	423	285	233	214	127	82
Hr Total	**1,617**	**1,783**	**1,874**	**1,998**	**2,057**	**2,233**	**1,879**	**1,395**	**945**	**824**	**646**	**407**

24 Hour Total : 30,600
AM Peak Hour begins : 6:45
PM Peak Hour begins : 17:00

AM Peak Volume : 2,092
PM Peak Volume : 2,233

AM Peak Hour Factor : 0.97
PM PeaK Hour Factor : 0.92

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 0029 - ON US-17/92 (OBT), 0.2 MI. W OF OLD TAMPA HWY (RCLP)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	28000 C	E 13500	W 14500	9.00	53.20	9.30
2018	26500 C	E 12500	W 14000	9.00	53.60	9.50
2017	25000 C	E 12000	W 13000	9.00	52.80	14.20
2016	24000 C	E 11500	W 12500	9.00	52.50	10.20
2015	19400 C	E 8900	W 10500	9.00	52.70	9.70
2014	19100 C	E 9400	W 9700	9.00	52.80	11.30
2013	18300 C	E 9000	W 9300	9.00	53.00	10.90
2012	16800 C	E 8300	W 8500	9.00	53.10	9.30
2011	16600 C	E 8200	W 8400	9.00	53.10	9.70
2010	17400 C	E 8500	W 8900	9.12	53.51	10.00
2009	16900 C	E 8300	W 8600	9.10	53.73	11.70
2008	18000 C	E 8900	W 9100	8.66	53.12	13.60
2007	20000 C	E 10000	W 10000	9.20	54.21	12.00
2006	20000 C	E 10000	W 10000	9.12	53.26	14.80
2005	19600 C	E 9600	W 10000	9.00	55.80	15.60
2004	18100 C	E 8900	W 9200	9.60	60.50	15.60

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

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : April 16, 2019
Stop Date : April 16, 2019
County : 0
Location : US 17-92 (S.O.B.T.) W. of Poinciana Blvd.

Start Time 00:00
Stop Time 24:00
Station Number 914
Equipment ID 5

16-Apr-19 **Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	21	25	21	28	67	149	208	178	163	140	198
30	36	34	20	18	33	99	202	242	182	208	213	199
45	37	31	27	43	61	127	236	219	190	202	212	165
00	27	15	28	35	49	149	228	219	222	191	219	162
Hr Total	**130**	**101**	**100**	**117**	**171**	**442**	**815**	**888**	**772**	**764**	**784**	**724**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	172	174	185	204	163	193	219	141	87	64	63	56
30	208	217	200	193	175	243	186	137	108	105	90	49
45	206	185	195	199	174	206	189	144	89	59	54	69
00	151	189	177	171	160	212	148	120	80	92	56	40
Hr Total	**737**	**765**	**757**	**767**	**672**	**854**	**742**	**542**	**364**	**320**	**263**	**214**

24 Hour Total : 12,805
AM Peak Hour begins : 6:30
PM Peak Hour begins : 17:15

AM Peak Volume : 914
PM Peak Volume : 880

AM Peak Hour Factor : 0.94
PM PeaK Hour Factor : 0.91

16-Apr-19 **Southbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	20	24	23	51	78	121	180	190	168	176	168
30	34	16	22	27	67	75	160	200	195	181	185	153
45	31	20	27	46	58	101	174	220	163	153	159	177
00	26	24	27	31	87	101	207	207	204	157	171	185
Hr Total	**131**	**80**	**100**	**127**	**263**	**355**	**662**	**807**	**752**	**659**	**691**	**683**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	174	188	195	208	238	256	192	187	110	100	94	59
30	160	179	209	228	255	251	211	189	120	103	98	42
45	182	205	236	239	276	234	209	143	130	98	74	34
00	163	207	221	240	250	248	216	145	138	108	63	42
Hr Total	**679**	**779**	**861**	**915**	**1,019**	**989**	**828**	**664**	**498**	**409**	**329**	**177**

24 Hour Total : 13,457
AM Peak Hour begins : 7:15
PM Peak Hour begins : 16:15

AM Peak Volume : 817
PM Peak Volume : 1,037

AM Peak Hour Factor : 0.93
PM PeaK Hour Factor : 0.94

16-Apr-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	41	49	44	79	145	270	388	368	331	316	366
30	70	50	42	45	100	174	362	442	377	389	398	352
45	68	51	54	89	119	228	410	439	353	355	371	342
00	53	39	55	66	136	250	435	426	426	348	390	347
Hr Total	**261**	**181**	**200**	**244**	**434**	**797**	**1,477**	**1,695**	**1,524**	**1,423**	**1,475**	**1,407**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	346	362	380	412	401	449	411	328	197	164	157	115
30	368	396	409	421	430	494	397	326	228	208	188	91
45	388	390	431	438	450	440	398	287	219	157	128	103
00	314	396	398	411	410	460	364	265	218	200	119	82
Hr Total	**1,416**	**1,544**	**1,618**	**1,682**	**1,691**	**1,843**	**1,570**	**1,206**	**862**	**729**	**592**	**391**

24 Hour Total : 26,262
AM Peak Hour begins : 6:45
PM Peak Hour begins : 17:00

AM Peak Volume : 1,704
PM Peak Volume : 1,843

AM Peak Hour Factor : 0.96
PM PeaK Hour Factor : 0.93

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : March 5, 2019
Stop Date : March 5, 2019
County : 0
Location : US 17-92 (S.O.B.T.) E. of Poinciana Blvd.

Start Time 00:00
Stop Time 24:00
Station Number 922
Equipment ID 90

5-Mar-19 **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	27	20	23	46	60	108	182	183	143	173	190
30	42	25	34	23	44	80	142	188	208	204	179	192
45	47	39	19	47	53	83	156	174	164	180	188	183
00	46	18	40	34	40	106	142	137	184	164	194	178
Hr Total	**158**	**109**	**113**	**127**	**183**	**329**	**548**	**681**	**739**	**691**	**734**	**743**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	163	197	195	209	170	211	199	163	94	94	75	62
30	200	199	218	176	224	171	188	131	83	85	94	54
45	205	215	210	228	205	211	158	166	103	86	63	69
00	183	207	198	197	202	177	170	135	104	96	50	46
Hr Total	**751**	**818**	**821**	**810**	**801**	**770**	**715**	**595**	**384**	**361**	**282**	**231**

24 Hour Total : 12,494
AM Peak Hour begins : 10:30
PM Peak Hour begins : 16:15

AM Peak Volume : 764
PM Peak Volume : 842

AM Peak Hour Factor : 0.99
PM PeaK Hour Factor : 0.94

5-Mar-19 **Westbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	22	9	20	34	78	151	204	173	159	208	185
30	29	13	22	29	36	80	187	200	169	192	147	164
45	19	14	20	34	56	135	212	173	174	150	173	179
00	20	13	26	45	83	172	194	208	185	152	161	191
Hr Total	**92**	**62**	**77**	**128**	**209**	**465**	**744**	**785**	**701**	**653**	**689**	**719**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	182	202	230	196	150	131	127	143	115	106	107	48
30	191	199	197	198	182	203	161	186	144	92	75	41
45	172	219	232	197	155	120	194	153	115	113	87	43
00	179	194	178	188	126	180	149	136	123	97	71	33
Hr Total	**724**	**814**	**837**	**779**	**613**	**634**	**631**	**618**	**497**	**408**	**340**	**165**

24 Hour Total : 12,384
AM Peak Hour begins : 6:30
PM Peak Hour begins : 13:45

AM Peak Volume : 810
PM Peak Volume : 853

AM Peak Hour Factor : 0.96
PM PeaK Hour Factor : 0.92

5-Mar-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	49	29	43	80	138	259	386	356	302	381	375
30	71	38	56	52	80	160	329	388	377	396	326	356
45	66	53	39	81	109	218	368	347	338	330	361	362
00	66	31	66	79	123	278	336	345	369	316	355	369
Hr Total	**250**	**171**	**190**	**255**	**392**	**794**	**1,292**	**1,466**	**1,440**	**1,344**	**1,423**	**1,462**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	345	399	425	405	320	342	326	306	209	200	182	110
30	391	398	415	374	406	374	349	317	227	177	169	95
45	377	434	442	425	360	331	352	319	218	199	150	112
00	362	401	376	385	328	357	319	271	227	193	121	79
Hr Total	**1,475**	**1,632**	**1,658**	**1,589**	**1,414**	**1,404**	**1,346**	**1,213**	**881**	**769**	**622**	**396**

24 Hour Total : 24,878
AM Peak Hour begins : 11:45
PM Peak Hour begins : 13:45

AM Peak Volume : 1,482
PM Peak Volume : 1,683

AM Peak Hour Factor : 0.95
PM PeaK Hour Factor : 0.95

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : March 5, 2019
Stop Date : March 5, 2019
County : 0
Location : OSCEOLA-POLK LINE RD. E. of Old Lake Wilson Rd.

Start Time 00:00
Stop Time 24:00
Station Number 102
Equipment ID 202

5-Mar-19 **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	18	15	10	10	36	66	77	70	102	94	103
30	33	31	17	11	9	40	85	81	72	98	86	101
45	19	28	14	17	26	60	111	85	115	80	122	119
00	14	9	16	15	19	51	100	104	75	96	108	100
Hr Total	**90**	**86**	**62**	**53**	**64**	**187**	**362**	**347**	**332**	**376**	**410**	**423**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	111	105	136	138	167	150	101	58	63	62	49
30	109	139	130	123	120	166	127	98	74	57	57	38
45	100	112	124	137	132	141	140	87	72	56	39	52
00	84	111	115	132	136	169	103	83	52	51	38	25
Hr Total	**413**	**473**	**474**	**528**	**526**	**643**	**520**	**369**	**256**	**227**	**196**	**164**

24 Hour Total : 7,581
AM Peak Hour begins : 11:30
PM Peak Hour begins : 17:00

AM Peak Volume : 448
PM Peak Volume : 643

AM Peak Hour Factor : 0.93
PM PeaK Hour Factor : 0.95

5-Mar-19 **Westbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	13	15	16	31	91	125	222	199	155	119	120
30	21	11	13	31	57	77	160	211	195	142	144	108
45	26	14	11	38	48	89	189	179	163	149	128	140
00	16	22	21	29	83	99	203	213	179	108	123	131
Hr Total	**90**	**60**	**60**	**114**	**219**	**356**	**677**	**825**	**736**	**554**	**514**	**499**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	136	149	122	130	141	160	110	93	69	74	58	27
30	146	116	122	155	148	145	107	100	58	62	81	34
45	136	157	164	149	151	127	110	89	66	53	50	20
00	124	143	147	153	160	101	106	64	69	68	44	29
Hr Total	**542**	**565**	**555**	**587**	**600**	**533**	**433**	**346**	**262**	**257**	**233**	**110**

24 Hour Total : 9,727
AM Peak Hour begins : 6:30
PM Peak Hour begins : 16:15

AM Peak Volume : 825
PM Peak Volume : 619

AM Peak Hour Factor : 0.93
PM PeaK Hour Factor : 0.97

5-Mar-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	31	30	26	41	127	191	299	269	257	213	223
30	54	42	30	42	66	117	245	292	267	240	230	209
45	45	42	25	55	74	149	300	264	278	229	250	259
00	30	31	37	44	102	150	303	317	254	204	231	231
Hr Total	**180**	**146**	**122**	**167**	**283**	**543**	**1,039**	**1,172**	**1,068**	**930**	**924**	**922**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	256	260	227	266	279	327	260	194	127	137	120	76
30	255	255	252	278	268	311	234	198	132	119	138	72
45	236	269	288	286	283	268	250	176	138	109	89	72
00	208	254	262	285	296	270	209	147	121	119	82	54
Hr Total	**955**	**1,038**	**1,029**	**1,115**	**1,126**	**1,176**	**953**	**715**	**518**	**484**	**429**	**274**

24 Hour Total : 17,308
AM Peak Hour begins : 6:30
PM Peak Hour begins : 16:30

AM Peak Volume : 1,194
PM Peak Volume : 1,217

AM Peak Hour Factor : 0.99
PM PeaK Hour Factor : 0.93

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : March 5, 2019
Stop Date : March 5, 2019
County : 0

Start Time 00:00
Stop Time 24:00
Station Number 208
Equipment ID 28

Location : OLD TAMPA HWY. W. of Poinciana Blvd.

5-Mar-19 **Eastbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	1	1	5	9	46	112	82	70	42	56
30	5	0	1	3	1	20	65	120	100	64	49	64
45	1	2	0	5	5	13	102	116	66	86	58	70
00	1	1	4	4	9	34	107	95	108	75	55	54
Hr Total	**8**	**5**	**6**	**13**	**20**	**76**	**320**	**443**	**356**	**295**	**204**	**244**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	37	39	39	74	66	47	30	18	8	5	2
30	42	41	43	43	63	56	64	26	14	9	9	0
45	33	44	53	46	60	71	36	20	13	9	6	3
00	33	46	52	64	60	49	35	15	8	4	2	1
Hr Total	**154**	**168**	**187**	**192**	**257**	**242**	**182**	**91**	**53**	**30**	**22**	**6**

24 Hour Total : 3,574
AM Peak Hour begins : 6:45 — AM Peak Volume : 455 — AM Peak Hour Factor : 0.95
PM Peak Hour begins : 15:45 — PM Peak Volume : 261 — PM PeaK Hour Factor : 0.88

5-Mar-19 **Westbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	3	1	3	1	5	15	33	46	37	29	31
30	5	4	1	1	3	12	24	33	25	36	20	38
45	6	4	3	0	5	14	50	39	36	24	32	37
00	4	2	3	2	8	13	32	34	32	28	23	37
Hr Total	**23**	**13**	**8**	**6**	**17**	**44**	**121**	**139**	**139**	**125**	**104**	**143**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	44	58	77	88	123	98	79	29	20	12	8
30	34	55	54	79	108	119	84	43	27	28	19	5
45	46	57	66	96	113	115	97	48	18	23	15	2
00	42	34	71	77	111	86	97	33	28	20	6	7
Hr Total	**150**	**190**	**249**	**329**	**420**	**443**	**376**	**203**	**102**	**91**	**52**	**22**

24 Hour Total : 3,509
AM Peak Hour begins : 7:15 — AM Peak Volume : 152 — AM Peak Hour Factor : 0.83
PM Peak Hour begins : 16:45 — PM Peak Volume : 468 — PM PeaK Hour Factor : 0.95

5-Mar-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	5	2	4	6	14	61	145	128	107	71	87
30	10	4	2	4	4	32	89	153	125	100	69	102
45	7	6	3	5	10	27	152	155	102	110	90	107
00	5	3	7	6	17	47	139	129	140	103	78	91
Hr Total	**31**	**18**	**14**	**19**	**37**	**120**	**441**	**582**	**495**	**420**	**308**	**387**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	81	97	116	162	189	145	109	47	28	17	10
30	76	96	97	122	171	175	148	69	41	37	28	5
45	79	101	119	142	173	186	133	68	31	32	21	5
00	75	80	123	141	171	135	132	48	36	24	8	8
Hr Total	**304**	**358**	**436**	**521**	**677**	**685**	**558**	**294**	**155**	**121**	**74**	**28**

24 Hour Total : 7,083
AM Peak Hour begins : 6:45 — AM Peak Volume : 592 — AM Peak Hour Factor : 0.96
PM Peak Hour begins : 16:45 — PM Peak Volume : 721 — PM PeaK Hour Factor : 0.95

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : March 5, 2019
Stop Date : March 5, 2019
County : 0

Start Time 00:00
Stop Time 24:00
Station Number 201
Equipment ID 93

Location : POINCIANA BLVD. N. of US 17-92

5-Mar-19 **Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	21	19	39	79	176	389	453	437	308	257	264
30	31	21	26	40	124	242	429	489	404	279	250	243
45	27	22	24	67	126	249	435	454	420	294	232	221
00	29	19	23	68	136	315	441	532	328	285	221	239
Hr Total	**110**	**83**	**92**	**214**	**465**	**982**	**1,694**	**1,928**	**1,589**	**1,166**	**960**	**967**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	209	241	250	232	248	167	160	139	102	87	90	43
30	209	232	262	273	275	226	145	132	104	107	91	44
45	233	255	282	257	246	209	148	121	97	100	72	35
00	227	235	217	244	202	176	152	106	94	99	64	18
Hr Total	**878**	**963**	**1,011**	**1,006**	**971**	**778**	**605**	**498**	**397**	**393**	**317**	**140**

24 Hour Total : 18,207
AM Peak Hour begins : 7:00 AM Peak Volume : 1,928 AM Peak Hour Factor : 0.91
PM Peak Hour begins : 13:45 PM Peak Volume : 1,029 PM PeaK Hour Factor : 0.91

5-Mar-19 **Southbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	121	71	41	28	20	27	104	177	178	161	147	188
30	145	65	29	20	25	33	115	194	166	161	188	199
45	115	42	48	30	36	65	138	220	155	129	172	190
00	114	34	40	32	42	76	177	205	158	163	190	186
Hr Total	**495**	**212**	**158**	**110**	**123**	**201**	**534**	**796**	**657**	**614**	**697**	**763**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	188	218	303	359	445	406	401	343	211	197	180	184
30	216	264	278	354	461	433	456	283	237	202	195	177
45	201	262	314	411	429	422	460	296	229	202	194	172
00	227	253	343	420	451	429	375	244	195	217	137	185
Hr Total	**832**	**997**	**1,238**	**1,544**	**1,786**	**1,690**	**1,692**	**1,166**	**872**	**818**	**706**	**718**

24 Hour Total : 19,419
AM Peak Hour begins : 7:15 AM Peak Volume : 797 AM Peak Hour Factor : 0.91
PM Peak Hour begins : 16:00 PM Peak Volume : 1,786 PM PeaK Hour Factor : 0.97

5-Mar-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	144	92	60	67	99	203	493	630	615	469	404	452
30	176	86	55	60	149	275	544	683	570	440	438	442
45	142	64	72	97	162	314	573	674	575	423	404	411
00	143	53	63	100	178	391	618	737	486	448	411	425
Hr Total	**605**	**295**	**250**	**324**	**588**	**1,183**	**2,228**	**2,724**	**2,246**	**1,780**	**1,657**	**1,730**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	397	459	553	591	693	573	561	482	313	284	270	227
30	425	496	540	627	736	659	601	415	341	309	286	221
45	434	517	596	668	675	631	608	417	326	302	266	207
00	454	488	560	664	653	605	527	350	289	316	201	203
Hr Total	**1,710**	**1,960**	**2,249**	**2,550**	**2,757**	**2,468**	**2,297**	**1,664**	**1,269**	**1,211**	**1,023**	**858**

24 Hour Total : 37,626
AM Peak Hour begins : 7:00 AM Peak Volume : 2,724 AM Peak Hour Factor : 0.92
PM Peak Hour begins : 15:45 PM Peak Volume : 2,768 PM PeaK Hour Factor : 0.94

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : March 5, 2019
Stop Date : March 5, 2019
County : 0
Location : POINCIANA BLVD. N. of Reedy Creek School

Start Time 00:00
Stop Time 24:00
Station Number 202
Equipment ID 119

5-Mar-19 **Northbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	25	18	37	87	188	391	408	375	286	237	260
30	23	15	21	62	141	246	411	408	334	243	265	219
45	39	35	30	74	133	270	415	349	391	227	202	206
00	37	27	32	76	139	302	394	418	270	256	211	233
Hr Total	**117**	**102**	**101**	**249**	**500**	**1,006**	**1,611**	**1,583**	**1,370**	**1,012**	**915**	**918**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	208	218	285	248	277	205	146	161	97	111	97	55
30	215	231	303	274	261	203	155	149	91	93	91	49
45	206	248	305	310	277	252	144	120	112	105	67	35
00	238	213	226	283	192	187	184	118	88	91	45	34
Hr Total	**867**	**910**	**1,119**	**1,115**	**1,007**	**847**	**629**	**548**	**388**	**400**	**300**	**173**

24 Hour Total : 17,787
AM Peak Hour begins : 6:15 AM Peak Volume : 1,628 AM Peak Hour Factor : 0.98
PM Peak Hour begins : 15:15 PM Peak Volume : 1,144 PM PeaK Hour Factor : 0.92

5-Mar-19 **Southbound Volume**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	130	77	37	22	21	31	85	206	151	144	156	150
30	125	68	32	28	22	34	114	178	132	141	162	165
45	99	38	36	37	47	64	155	183	172	132	149	174
00	101	36	44	44	58	120	204	190	135	139	158	174
Hr Total	**455**	**219**	**149**	**131**	**148**	**249**	**558**	**757**	**590**	**556**	**625**	**663**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	190	201	259	295	356	311	344	338	221	201	198	164
30	194	198	267	273	299	362	307	353	244	191	167	162
45	203	211	279	273	301	301	390	308	229	187	193	162
00	198	235	261	281	293	367	298	257	200	215	144	120
Hr Total	**785**	**845**	**1,066**	**1,122**	**1,249**	**1,341**	**1,339**	**1,256**	**894**	**794**	**702**	**608**

24 Hour Total : 17,101
AM Peak Hour begins : 6:45 AM Peak Volume : 771 AM Peak Hour Factor : 0.94
PM Peak Hour begins : 17:45 PM Peak Volume : 1,408 PM PeaK Hour Factor : 0.90

5-Mar-19 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	148	102	55	59	108	219	476	614	526	430	393	410
30	148	83	53	90	163	280	525	586	466	384	427	384
45	138	73	66	111	180	334	570	532	563	359	351	380
00	138	63	76	120	197	422	598	608	405	395	369	407
Hr Total	**572**	**321**	**250**	**380**	**648**	**1,255**	**2,169**	**2,340**	**1,960**	**1,568**	**1,540**	**1,581**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	398	419	544	543	633	516	490	499	318	312	295	219
30	409	429	570	547	560	565	462	502	335	284	258	211
45	409	459	584	583	578	553	534	428	341	292	260	197
00	436	448	487	564	485	554	482	375	288	306	189	154
Hr Total	**1,652**	**1,755**	**2,185**	**2,237**	**2,256**	**2,188**	**1,968**	**1,804**	**1,282**	**1,194**	**1,002**	**781**

24 Hour Total : 34,888
AM Peak Hour begins : 6:30 AM Peak Volume : 2,368 AM Peak Hour Factor : 0.96
PM Peak Hour begins : 15:30 PM Peak Volume : 2,340 PM PeaK Hour Factor : 0.92

StreetLight TMC data

PEAK HOUR TURNING MOVEMENT COUNTS - US 17/92 Intersections from CR 54 to Avenue A

	CR 532						US 17/92			US 17/92			
Sep-19	EB			WB			NB			SB			Total
Time	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	
08: 7am (7am-8am)	366	0	42	0	0	0	180	796	0	0	325	503	2212
09: 8am (8am-9am)	289	0	27	0	0	0	95	621	0	0	285	528	1845
17: 4pm (4pm-5pm)	462	0	54	0	0	0	54	368	0	0	783	608	2329
18: 5pm (5pm-6pm)	667	0	92	0	0	0	58	495	0	0	791	494	2597

	US 17/92			US 17/92						Old Tampa Highway			
Sep-19	EB			WB			NB			SB			Total
Time	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	
08: 7am (7am-8am)	215	925	0	0	759	1	0	0	0	0	0	144	2044
09: 8am (8am-9am)	173	724	0	0	753	2	0	0	0	8	0	57	1717
17: 4pm (4pm-5pm)	103	729	0	0	1237	0	0	0	0	0	0	152	2221
18: 5pm (5pm-6pm)	153	940	0	0	1101	0	0	0	0	0	0	214	2408

	US 17/92			US 17/92			Tallahassee Blvd			Tallahassee Blvd			
Sep-19	EB			WB			NB			SB			Total
Time	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	
08: 7am (7am-8am)	77	850	0	0	732	16	0	0	0	27	0	17	1719
09: 8am (8am-9am)	51	733	0	0	725	10	0	0	0	15	0	16	1550
17: 4pm (4pm-5pm)	62	759	0	0	886	26	0	0	0	42	0	112	1887
18: 5pm (5pm-6pm)	70	864	0	0	933	41	0	0	0	12	0	144	2064

	US 17/92			US 17/92			Hope St			Manatee St			
Sep-19	EB			WB			NB			SB			Total
Time	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	
08: 7am (7am-8am)	13	902	0	18	741	0	5	7	14	34	16	3	1753
09: 8am (8am-9am)	3	668	1	6	701	15	1	0	8	11	0	1	1415
17: 4pm (4pm-5pm)	12	779	4	29	1201	32	0	5	7	9	17	7	2102
18: 5pm (5pm-6pm)	5	867	0	19	979	15	1	6	18	11	3	23	1947

	US 17/92			US 17/92			Shepherd Ln			Nocatee St			
Sep-19	EB			WB			NB			SB			Total
Time	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	
08: 7am (7am-8am)	32	869	17	4	748	5	5	5	20	9	5	2	1721
09: 8am (8am-9am)	29	699	10	8	779	0	5	20	38	0	14	20	1622
17: 4pm (4pm-5pm)	37	752	29	40	906	0	7	0	14	9	25	36	1855
18: 5pm (5pm-6pm)	85	803	18	42	934	13	7	30	11	5	7	56	2011

	US 17/92			US 17/92			Avenue A			Avenue A			
Sep-19	EB			WB			NB			SB			Total
Time	EB Left	EB Thru	EB Right	WB Left	WB Thru	WB Right	NB Left	NB Thru	NB Right	SB Left	SB Thru	SB Right	
08: 7am (7am-8am)	59	657	227	61	667	30	74	8	31	22	1	16	1853
09: 8am (8am-9am)	79	572	80	6	607	30	52	0	37	7	0	2	1472
17: 4pm (4pm-5pm)	40	563	74	51	1151	0	53	28	48	3	0	15	2026
18: 5pm (5pm-6pm)	48	700	122	9	910	19	56	0	40	13	0	20	1937

Previous Projects

US 17-92 (Orange Blossom) at CR-532
Wednesday TMC

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639 4851

Count Name: 1_US 17-92(Orange Blossom) at CR-532
Site Code: 1
Start Date: 09-12-2018

Turning Movement Data

Start Time	CR-532 (Osceola Polk Line Rd) Eastbound					US 17-92 (Orange Blossom) Northbound					US 17-92 (Orange Blossom) Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:00	0	87	3	0	90	0	57	208	0	265	0	88	113	0	201	556
7:15	0	114	8	0	122	0	57	199	0	256	0	95	156	0	251	629
7:30	0	99	5	0	104	0	40	215	0	255	0	100	134	0	234	593
7:45	0	68	9	0	77	0	37	148	0	185	0	84	162	0	246	508
Hourly Total	0	368	25	0	393	0	191	770	0	961	0	367	565	0	932	2286
8:00	0	51	0	0	51	0	22	129	0	151	0	63	151	0	214	416
8:15	0	84	1	0	85	0	25	152	0	177	0	105	134	0	239	501
8:30	0	61	3	0	64	0	24	174	0	198	0	92	136	0	228	490
8:45	0	132	10	0	142	0	10	108	0	118	0	71	127	0	198	458
Hourly Total	0	328	14	0	342	0	81	563	0	644	0	331	548	0	879	1865
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:00	0	139	11	0	150	0	12	86	0	98	0	141	118	0	259	507
16:15	0	147	10	1	157	0	7	87	0	94	0	210	129	0	339	590
16:30	0	141	21	0	162	0	10	103	0	113	0	223	108	0	331	606
16:45	0	184	15	0	199	0	12	85	0	97	0	231	125	0	356	652
Hourly Total	0	611	57	1	668	0	41	361	0	402	0	805	480	0	1285	2355
17:00	0	157	26	0	183	0	11	115	0	126	0	273	125	0	398	707
17:15	0	153	24	0	177	0	13	83	0	96	0	314	137	0	451	724
17:30	0	169	22	0	191	0	10	113	0	123	0	286	126	0	412	726
17:45	0	191	19	0	210	0	5	124	0	129	0	267	111	0	378	717
Hourly Total	0	670	91	0	761	0	39	435	0	474	0	1140	499	0	1639	2874
Grand Total	0	1977	187	1	2164	0	352	2129	0	2481	0	2643	2092	0	4735	9380
Light Vehicles	0	1817	167	1	1984	0	314	2016	0	2330	0	2527	1965	0	4492	8806
% Light Vehicles	-	91.9	89.3	100.0	91.7	-	89.2	94.7	-	93.9	-	95.6	93.9	-	94.9	93.9
Heavy Vehicles	0	159	20	0	179	0	38	113	0	151	0	116	127	0	243	573
% Heavy Vehicles	-	8.0	10.7	0.0	8.3	-	10.8	5.3	-	6.1	-	4.4	6.1	-	5.1	6.1
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	-	0.1	0.0	0.0	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0

US 17-92 (Orange Blossom) at CR-532
Wednesday TMC

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639 4851

Count Name: 1_US 17-92(Orange Blossom) at CR-532
Site Code: 1
Start Date: 09-12-2018

Turning Movement Peak Hour Data (7:00)

Start Time	CR-532 (Osceola Polk Line Rd) Eastbound					US 17-92 (Orange Blossom) Northbound					US 17-92 (Orange Blossom) Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:00	0	87	3	0	90	0	57	208	0	265	0	88	113	0	201	556
7:15	0	114	8	0	122	0	57	199	0	256	0	95	156	0	251	629
7:30	0	99	5	0	104	0	40	215	0	255	0	100	134	0	234	593
7:45	0	68	9	0	77	0	37	148	0	185	0	84	162	0	246	508
Total	0	368	25	0	393	0	191	770	0	961	0	367	565	0	932	2286
PHF	0.000	0.807	0.694	-	0.805	0.000	0.838	0.895	-	0.907	0.000	0.918	0.872	-	0.928	0.909
Light Vehicles	0	332	19	0	351	0	173	741	0	914	0	336	530	0	866	2131
% Light Vehicles	-	90.2	76.0	-	89.3	-	90.6	96.2	-	95.1	-	91.6	93.8	-	92.9	93.2
Heavy Vehicles	0	36	6	0	42	0	18	29	0	47	0	31	35	0	66	155
% Heavy Vehicles	-	9.8	24.0	-	10.7	-	9.4	3.8	-	4.9	-	8.4	6.2	-	7.1	6.8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0

US 17-92 (Orange Blossom) at CR-532
Wednesday TMC

Florida Transportation Engineering, Inc.
(FTE)
8250 Pascal Dr
Punta Gorda, Florida, United States 33950
(800) 639 4851

Count Name: 1_US 17-92(Orange Blossom) at CR-532
Site Code: 1
Start Date: 09-12-2018

Turning Movement Peak Hour Data (17:00)

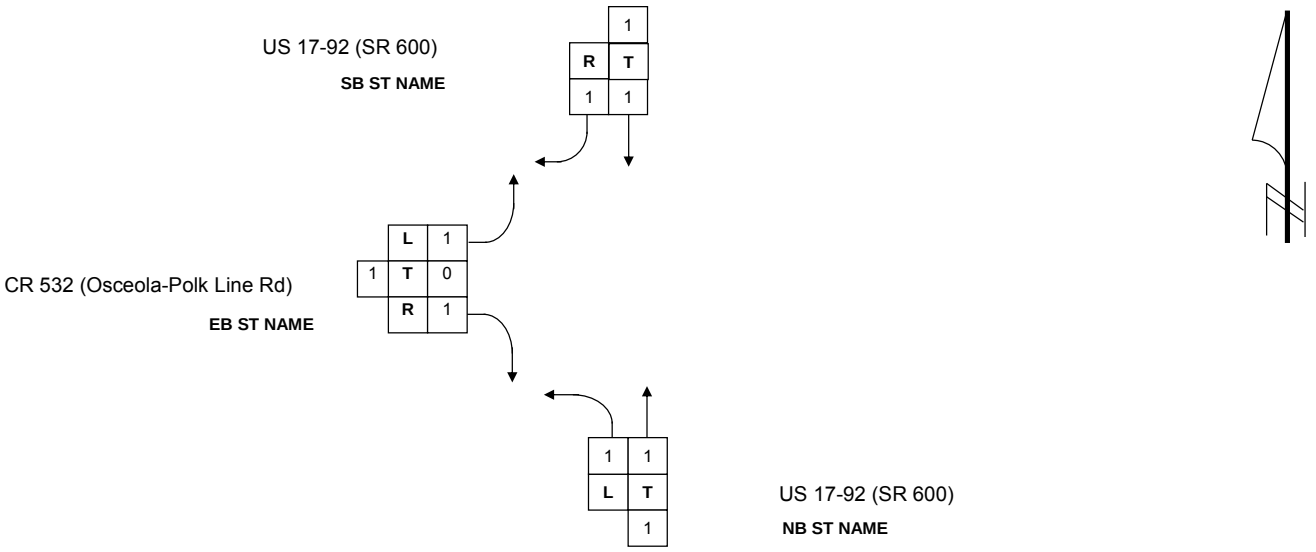
Start Time	CR-532 (Osceola Polk Line Rd) Eastbound					US 17-92 (Orange Blossom) Northbound					US 17-92 (Orange Blossom) Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
17:00	0	157	26	0	183	0	11	115	0	126	0	273	125	0	398	707
17:15	0	153	24	0	177	0	13	83	0	96	0	314	137	0	451	724
17:30	0	169	22	0	191	0	10	113	0	123	0	286	126	0	412	726
17:45	0	191	19	0	210	0	5	124	0	129	0	267	111	0	378	717
Total	0	670	91	0	761	0	39	435	0	474	0	1140	499	0	1639	2874
PHF	0.000	0.877	0.875	-	0.906	0.000	0.750	0.877	-	0.919	0.000	0.908	0.911	-	0.909	0.990
Light Vehicles	0	642	89	0	731	0	34	411	0	445	0	1106	480	0	1586	2762
% Light Vehicles	-	95.8	97.8	-	96.1	-	87.2	94.5	-	93.9	-	97.0	96.2	-	96.8	96.1
Heavy Vehicles	0	27	2	0	29	0	5	24	0	29	0	34	19	0	53	111
% Heavy Vehicles	-	4.0	2.2	-	3.8	-	12.8	5.5	-	6.1	-	3.0	3.8	-	3.2	3.9
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	-	0.1	0.0	-	0.1	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION	92010-100	**CITY**	N/A	**COUNTY**	Osceola
STATE ROUTE	US 17-92 (SR 600)	**INTERSECTING ROUTE**	CR 532 (Osceola-Polk Line Rd)		
OBSERVER	ICON	**DATE**	5/2/2017	**MILEPOST**	0.362
WEATHER	Clear	**ROAD CONDITION**	Good		
REMARKS					

FORM COMPLETED BY DH **DATE** 5/13/2017



TIME	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND			
BEGIN/END	**L**	**T**	**R**	**RTOR**	**L**	**T**	**R**	**RTOR**	**L**	**T**	**R**	**RTOR**	**L**	**T**	**R**	**RTOR**
7 - 8	262	598	-	-	-	267	394	105	296	-	26	8	-	-	-	-
8 - 9	139	411	-	-	-	257	372	104	341	-	13	7	-	-	-	-
11 - 12	59	309	-	-	-	234	204	50	308	-	16	14	-	-	-	-
12 - 1	23	299	-	-	-	325	199	51	349	-	35	11	-	-	-	-
2 - 3	50	257	-	-	-	264	184	189	341	-	17	17	-	-	-	-
3 - 4	42	193	-	-	-	285	214	129	282	-	12	18	-	-	-	-
4 - 5	33	149	-	-	-	491	352	117	490	-	26	17	-	-	-	-
5 - 6	13	268	-	-	-	515	221	137	711	-	57	37	-	-	-	-
TOTAL	621	2,484	-	-	-	2,638	2,140	882	3,118	-	202	129	-	-	-	-
Percentage	20%	80%				55%	45%		94%		6%					
Maximum	262	598				515	394		711		57					
Minimum	13	149				234	184		282		12					

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 92010-100 **CITY** N/A **COUNTY** Osceola
STATE ROUTE US 17-92 (SR 600) **INTERSECTING ROUTE** CR 532 (Osceola-Polk Line Rd)
OBSERVER ICON **DATE** 1/0/1900 **MILEPOST** 13.841

REMARKS

FORM COMPLETED BY DH **DATE** 05/13/17

US 17-92 (SR 600)
SB ST NAME

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

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

CR 532 (Osceola-Polk Line Rd)
EB ST NAME

N/A
WB ST NAME

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

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

US 17-92 (SR 600)
NB ST NAME

TOTAL PEDS
0

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 92010-100 **CITY** N/A **COUNTY** Osceola
STATE ROUTE US 17-92 (SR 600) **INTERSECTING ROUTE** CR 532 (Osceola-Polk Line Rd)
OBSERVER ICON **DATE** 1/0/1900 **MILEPOST** 13.841

REMARKS

FORM COMPLETED BY DH **DATE** 05/13/17

US 17-92 (SR 600)
SB ST NAME

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

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

CR 532 (Osceola-Polk Line Rd)
EB ST NAME

N/A
WB ST NAME

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

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

US 17-92 (SR 600)
NB ST NAME

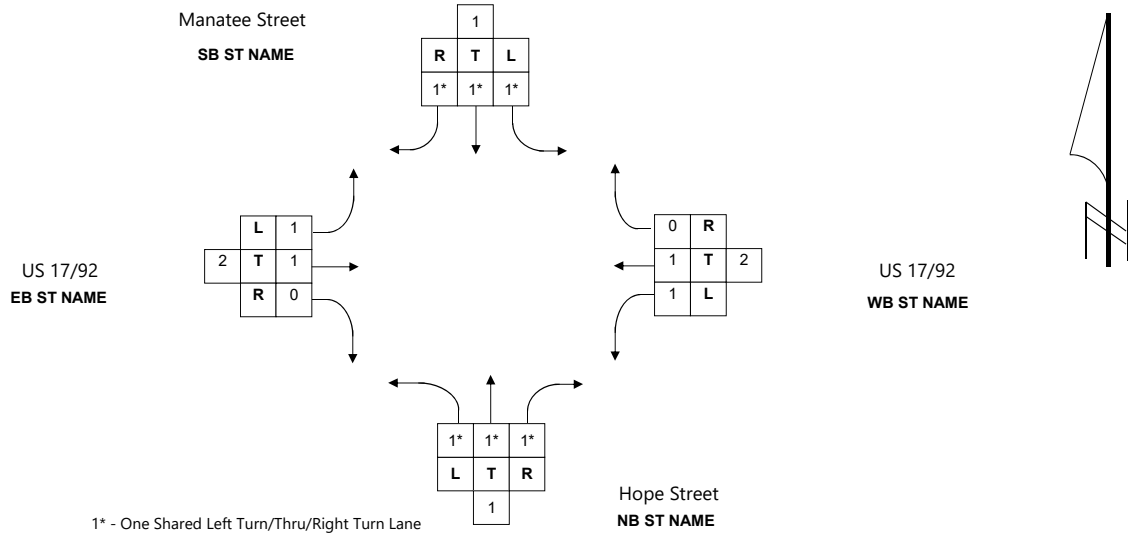
TOTAL BIKES
0

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION 92010 **CITY** Intercession City **COUNTY** Osceola
STATE ROUTE US 17/92 **INTERSECTING ROUTE** Manatee Street
OBSERVER Icon Consultant Group, Inc. **DATE** 8/16/2017 **MILEPOST** 3.225
WEATHER Clear **ROAD CONDITION** Dry
REMARKS

FORM COMPLETED BY DM **DATE** 09/06/17



1* - One Shared Left Turn/Thru/Right Turn Lane

TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
BEGIN/END	U	L	T	R	TOT	U	L	T	R	TOT	N/S	U	L	T	R	TOT	U	L	T	R	TOT	E/W
7 - 8	0	3	6	3	**12**	0	1	0	1	**2**	**14**	0	4	700	3	**707**	0	0	731	2	**733**	**1,440**
8 - 9	0	3	1	4	**8**	0	0	1	2	**3**	**11**	0	5	599	0	**604**	0	4	720	4	**728**	**1,332**
11 - 12	0	4	3	4	**11**	0	0	3	1	**4**	**15**	0	2	559	0	**561**	0	4	553	2	**559**	**1,120**
12 - 1	0	2	0	5	**7**	0	1	1	4	**6**	**13**	0	2	618	2	**622**	0	4	606	3	**613**	**1,235**
2 - 3	0	3	3	1	**7**	0	1	1	1	**3**	**10**	0	4	604	3	**611**	0	6	726	2	**734**	**1,345**
3 - 4	0	3	2	2	**7**	0	3	0	5	**8**	**15**	0	3	639	3	**645**	0	6	781	3	**790**	**1,435**
4 - 5	0	4	1	3	**8**	0	3	0	9	**12**	**20**	0	5	691	6	**702**	0	5	834	1	**840**	**1,542**
5 - 6	0	4	1	5	**10**	0	4	3	18	**25**	**35**	0	2	729	2	**733**	0	4	768	2	**774**	**1,507**
TOTAL	0	26	17	27	**70**	0	13	9	41	**63**	**133**	0	27	5,139	19	**5,185**	0	33	5,719	19	**5,771**	**10,956**
% Trucks			**2%**					**8%**						**4%**					**9%**			

Percentage	0%	37%	24%	39%		0%	21%	14%	65%			0%	1%	99%	0%		0%	1%	99%	0%		
Maximum	0	4	6	5		0	4	3	18			0	5	729	6		0	6	834	4		
Minimum	0	2	0	1		0	0	0	1			0	2	559	0		0	0	553	1		

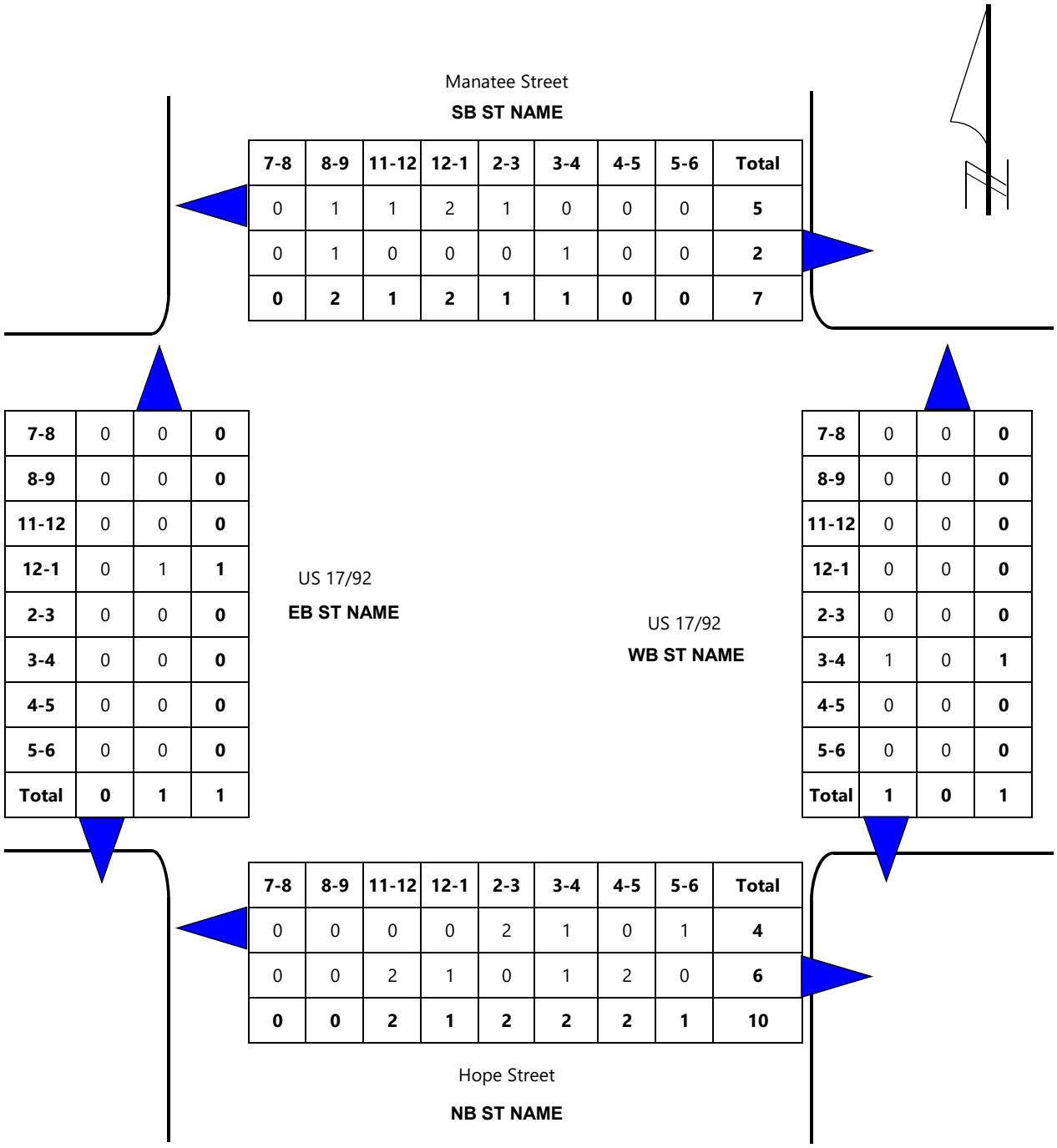
FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION 92010 **CITY** Intercession City **COUNTY** Osceola
STATE ROUTE US 17/92 **INTERSECTING ROUTE** Manatee Street
OBSERVER Icon Consultant Group, Inc. **DATE** 8/16/2017 **MILEPOST** 3.225

REMARKS

FORM COMPLETED BY DM **DATE** 09/06/17



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

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

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

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

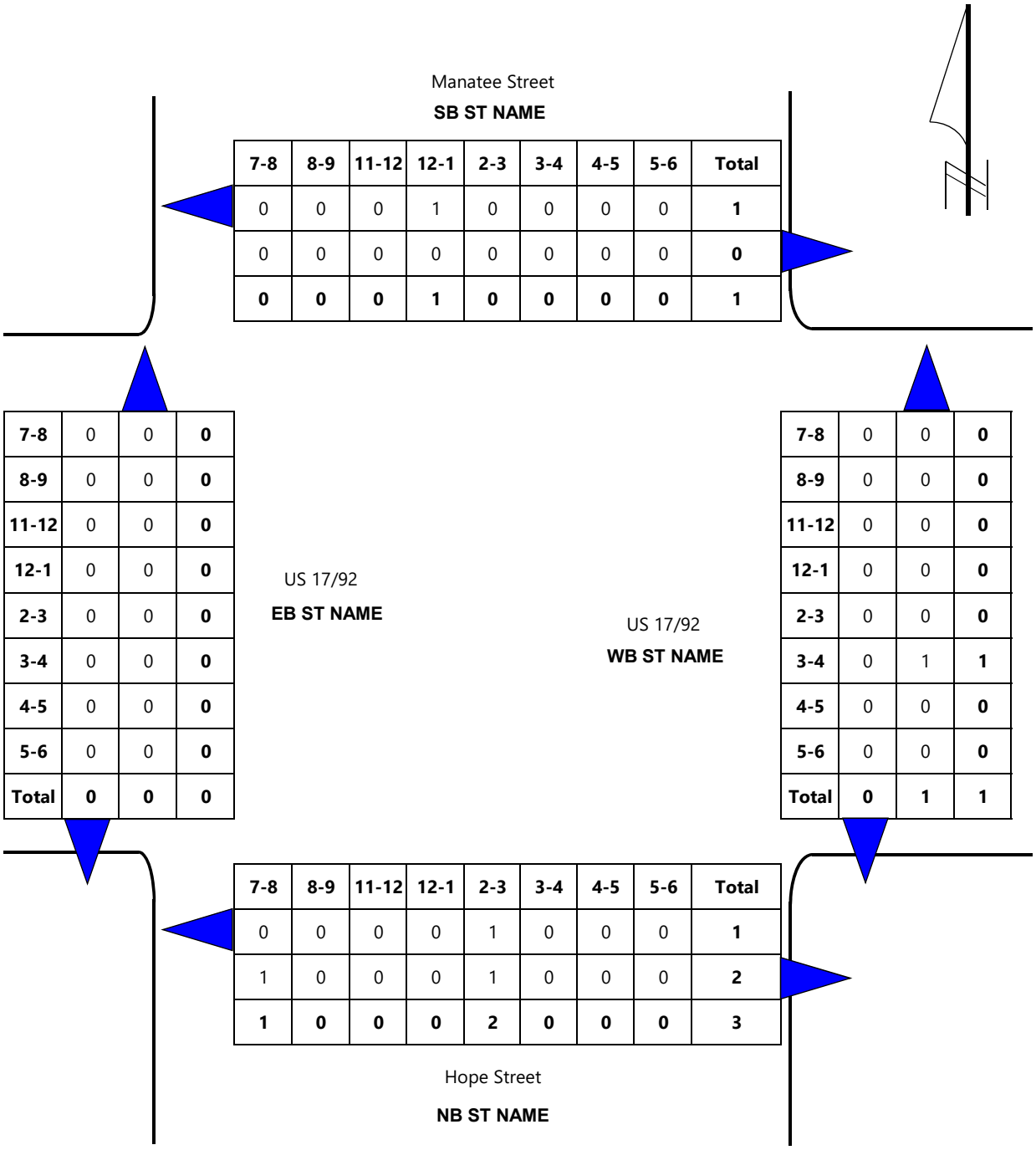
FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 92010 **CITY** Intercession City **COUNTY** Osceola
STATE ROUTE US 17/92 **INTERSECTING ROUTE** Manatee Street
OBSERVER Icon Consultant Group, Inc. **DATE** 8/16/2017 **MILEPOST** 3.225

REMARKS

FORM COMPLETED BY DM **DATE** 09/06/17



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

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

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

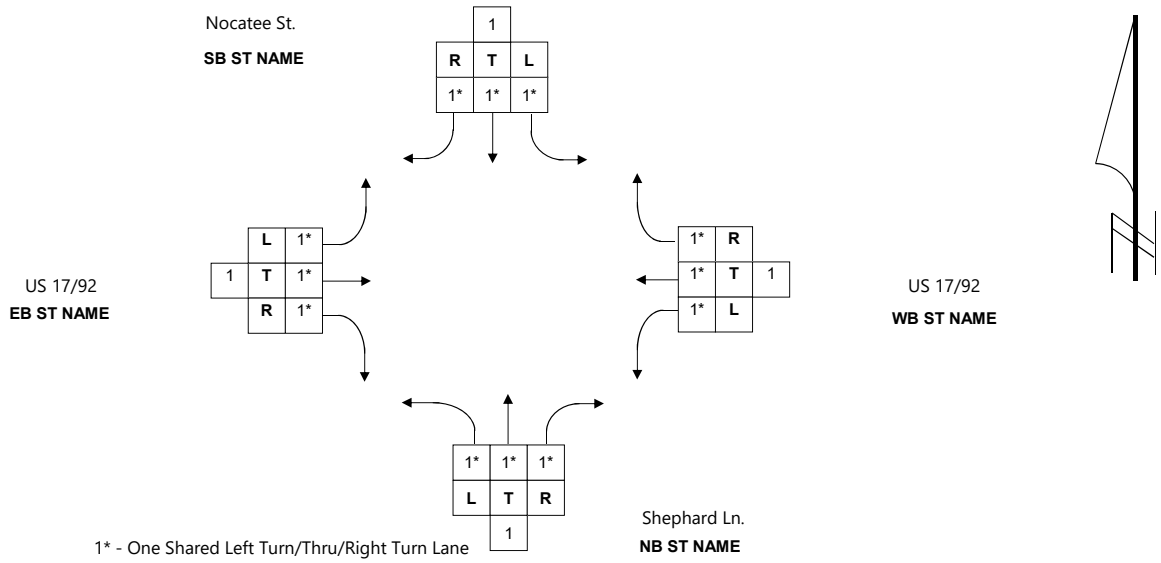
7-8	8-9	11-12	12-1	2-3	3-4	4-5	5-6	Total
0	0	0	0	1	0	0	0	**1**
1	0	0	0	1	0	0	0	**2**
1	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION 92010 **CITY** Intercession City **COUNTY** Osceola
STATE ROUTE US 17/92 **INTERSECTING ROUTE** Nocatee St.
OBSERVER Icon Consultant Group, Inc. **DATE** 8/9/2017 **MILEPOST** 3.341
WEATHER Clear **ROAD CONDITION** Dry
REMARKS

FORM COMPLETED BY DM **DATE** 09/06/17



TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
BEGIN/END	U	L	T	R	TOT	U	L	T	R	TOT	N/S	U	L	T	R	TOT	U	L	T	R	TOT	E/W
7 - 8	0	2	4	19	**25**	0	2	2	5	**9**	**34**	0	28	883	3	**914**	0	5	666	4	**675**	**1,589**
8 - 9	0	4	6	14	**24**	0	1	2	9	**12**	**36**	0	76	829	1	**906**	0	4	616	15	**635**	**1,541**
9 - 10	0	6	6	20	**32**	0	0	1	6	**7**	**39**	0	51	819	4	**874**	0	4	536	3	**543**	**1,417**
1 - 2	0	3	4	16	**23**	1	0	4	10	**15**	**38**	0	14	577	8	**599**	0	7	602	3	**612**	**1,211**
3 - 4	0	0	8	21	**29**	0	0	5	22	**27**	**56**	0	15	667	2	**684**	0	9	732	1	**742**	**1,426**
4 - 5	0	6	10	17	**33**	0	0	8	28	**36**	**69**	0	17	703	3	**723**	0	9	727	4	**740**	**1,463**
5 - 6	0	3	8	19	**30**	0	3	3	45	**51**	**81**	0	40	726	2	**768**	0	10	789	12	**811**	**1,579**
6 - 7	0	3	5	11	**19**	0	2	3	28	**33**	**52**	0	25	577	6	**608**	0	13	700	5	**718**	**1,326**
TOTAL	0	27	51	137	**215**	1	8	28	153	**190**	**405**	0	266	5,781	29	**6,076**	0	61	5,368	47	**5,476**	**11,552**
% Trucks			**5%**					**1%**						**6%**					**6%**			

Percentage	0%	13%	24%	64%		1%	4%	15%	81%			0%	4%	95%	0%		0%	1%	98%	1%		
Maximum	0	6	10	21		1	3	8	45			0	76	883	8		0	13	789	15		
Minimum	0	0	4	11		0	0	1	5			0	14	577	1		0	4	536	1		

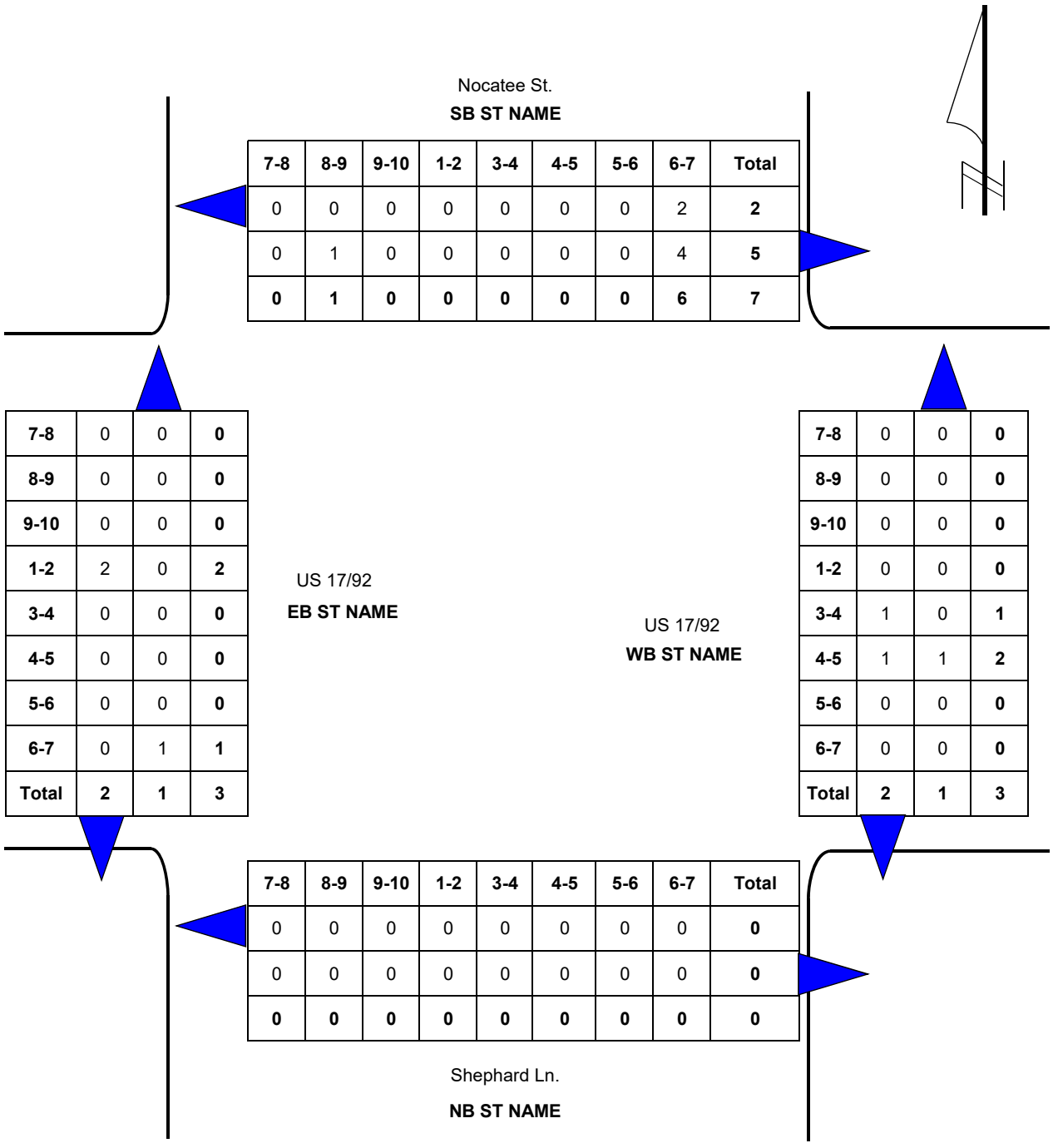
FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION	92010	**CITY**	Intercession City	**COUNTY**	Osceola
STATE ROUTE	US 17/92	**INTERSECTING ROUTE**	Nocatee St.		
OBSERVER	Icon Consultant Group, Inc.	**DATE**	8/9/2017	**MILEPOST**	3.341

REMARKS

FORM COMPLETED BY DM **DATE** 09/06/17



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

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

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

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

FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

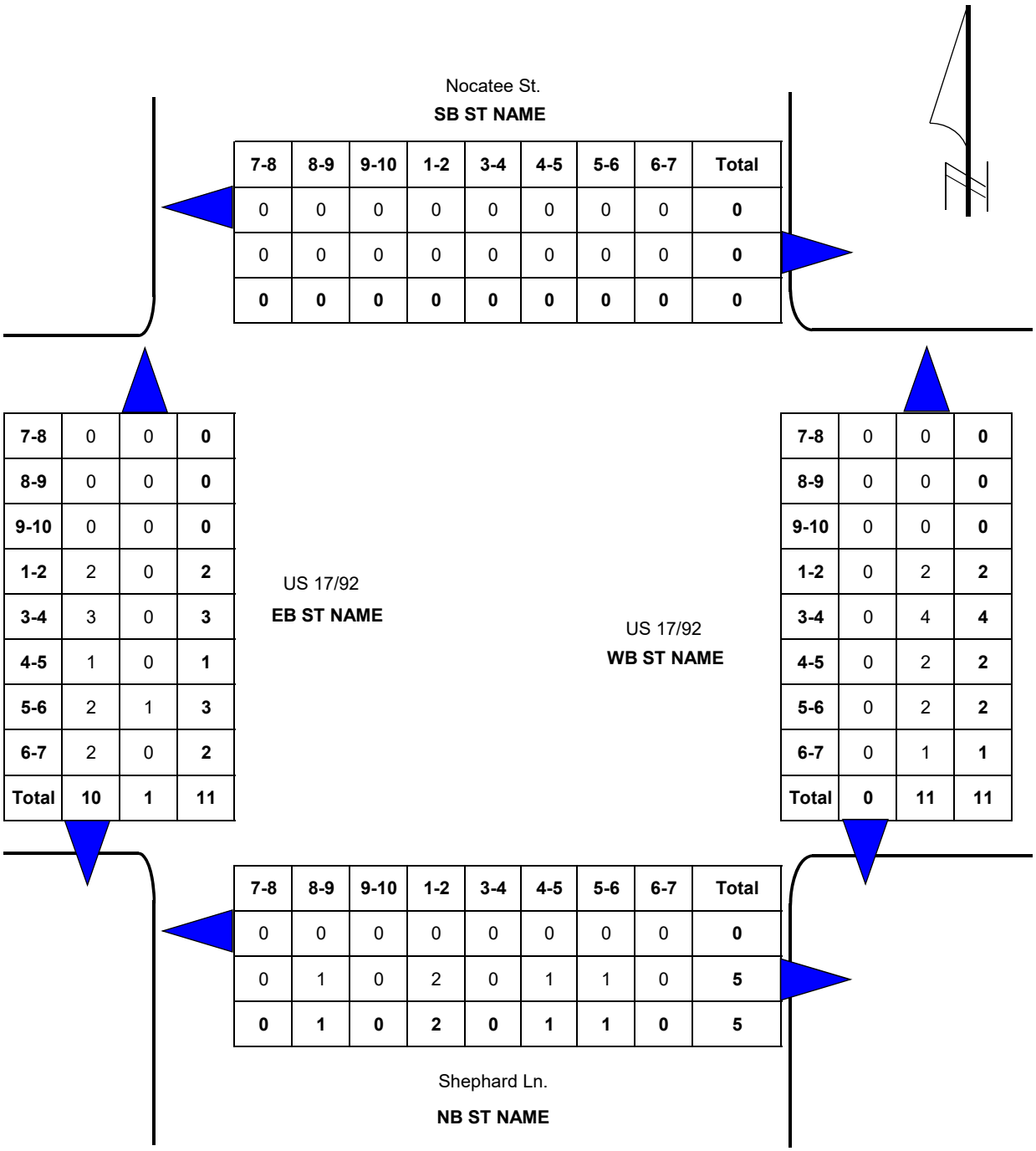
SECTION 92010 **CITY** Intercession City **COUNTY** Osceola

STATE ROUTE US 17/92 **INTERSECTING ROUTE** Nocatee St.

OBSERVER Icon Consultant Group, Inc. **DATE** 8/9/2017 **MILEPOST** 3.341

REMARKS

FORM COMPLETED BY DM **DATE** 09/06/17



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

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

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

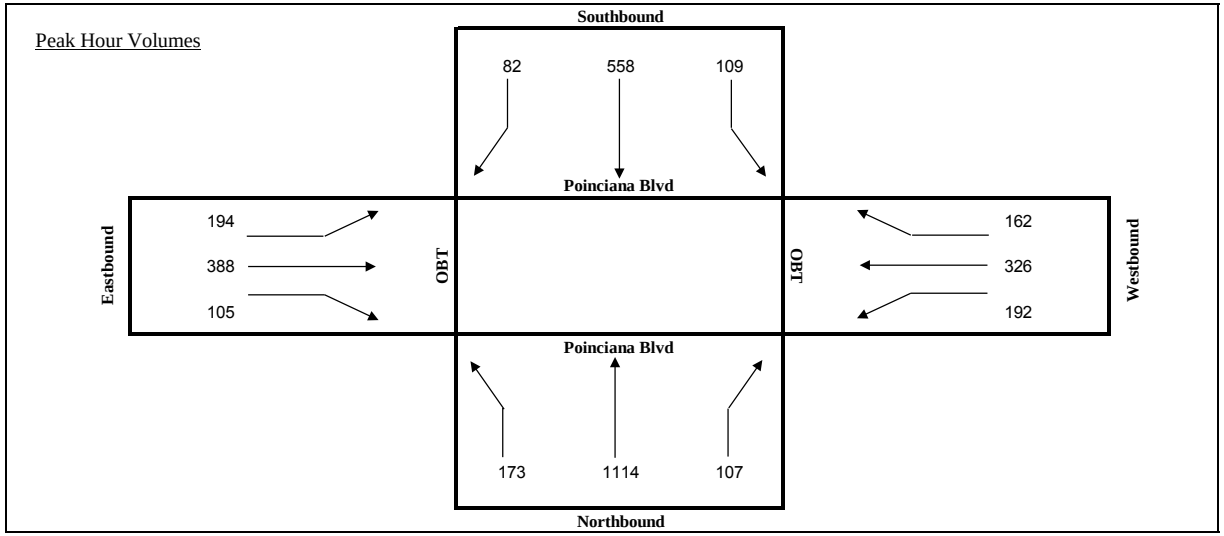
7-8	8-9	9-10	1-2	3-4	4-5	5-6	6-7	Total
0	0	0	0	0	0	0	0	**0**
0	1	0	2	0	1	1	0	**5**
0	**1**	**0**	**2**	**0**	**1**	**1**	**0**	**5**

TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Poinciana Blvd
Intersection (E/W): OBT
Date: 5/22/2019

		Poinciana Blvd			Poinciana Blvd			OBT			OBT			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
7:00 AM	7:15 AM	53	283	31	27	112	21	52	100	20	54	83	36	872
7:15 AM	7:30 AM	48	276	29	30	128	23	50	95	25	50	69	39	862
7:30 AM	7:45 AM	42	249	32	25	135	20	55	102	19	51	72	44	846
7:45 AM	8:00 AM	45	275	28	29	143	19	49	99	26	47	88	42	890
8:00 AM	8:15 AM	39	268	22	27	136	22	53	96	30	50	79	40	862
8:15 AM	8:30 AM	50	280	30	31	149	20	44	104	22	44	80	41	895
8:30 AM	8:45 AM	39	291	27	22	130	21	48	89	27	51	79	39	863
8:45 AM	9:00 AM	41	257	26	19	136	18	51	93	21	43	66	39	810
Total for:	7:00 AM	8:00 AM	188	1083	120	111	518	83	206	396	90	202	312	161	3470
Total for:	8:00 AM	9:00 AM	169	1096	105	99	551	81	196	382	100	188	304	159	3430
Tota Peak Hour:	7:45 AM	8:45 AM	173	1114	107	109	558	82	194	388	105	192	326	162	3510
Overall PHF:	0.98														

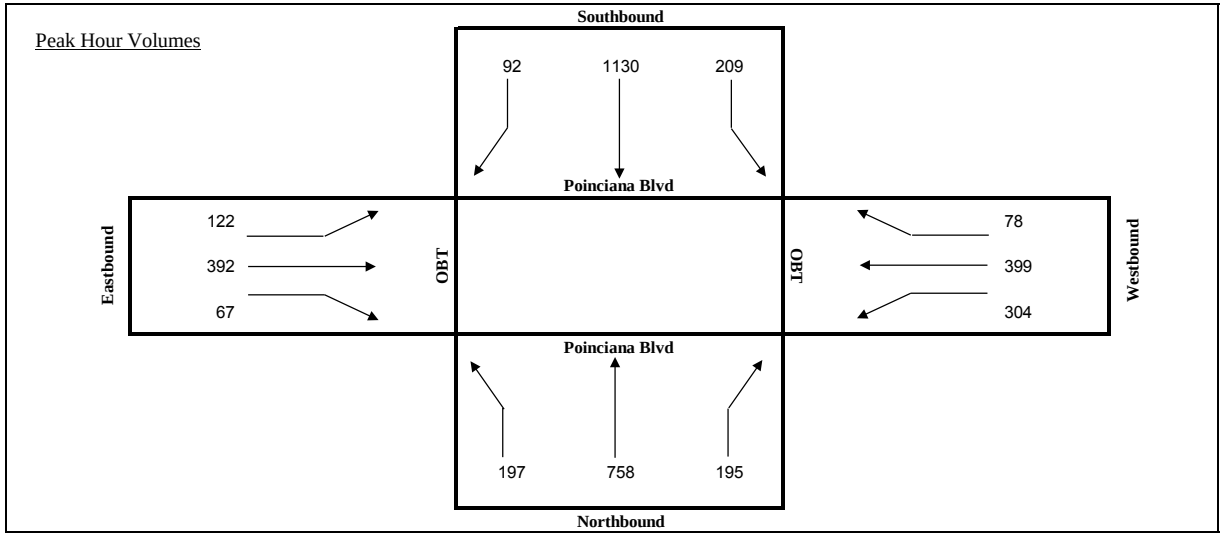


TURNING MOVEMENT COUNT ANALYSIS

AUTOS & TRUCKS

Intersection (N/S): Poinciana Blvd
Intersection (E/W): OBT
Date: 5/22/2019

		Poinciana Blvd			Poinciana Blvd			OBT			OBT			
		NB			SB			EB			WB			
Start	End	L	T	R	L	T	R	L	T	R	L	T	R	TOTAL
4:00 PM	4:15 PM	44	198	52	56	288	23	31	110	12	83	108	19	1024
4:15 PM	4:30 PM	48	176	49	50	271	25	28	96	15	75	95	21	949
4:30 PM	4:45 PM	55	188	50	48	288	20	33	99	20	80	100	20	1001
4:45 PM	5:00 PM	50	196	44	55	283	24	30	87	20	66	96	18	969
5:00 PM	5:15 PM	39	177	48	43	300	33	29	101	19	65	98	15	967
5:15 PM	5:30 PM	41	182	47	39	310	30	31	90	18	74	84	13	959
5:30 PM	5:45 PM	39	181	39	30	286	24	27	88	15	69	91	12	901
5:45 PM	6:00 PM	42	163	39	29	302	21	27	80	16	52	88	15	874
Total for:	4:00 PM	5:00 PM	197	758	195	209	1130	92	122	392	67	304	399	78	3943
Total for:	5:00 PM	6:00 PM	161	703	173	141	1198	108	114	359	68	260	361	55	3701
Tota Peak Hour:	4:00 PM	5:00 PM	197	758	195	209	1130	92	122	392	67	304	399	78	3943
Overall PHF:	0.96														

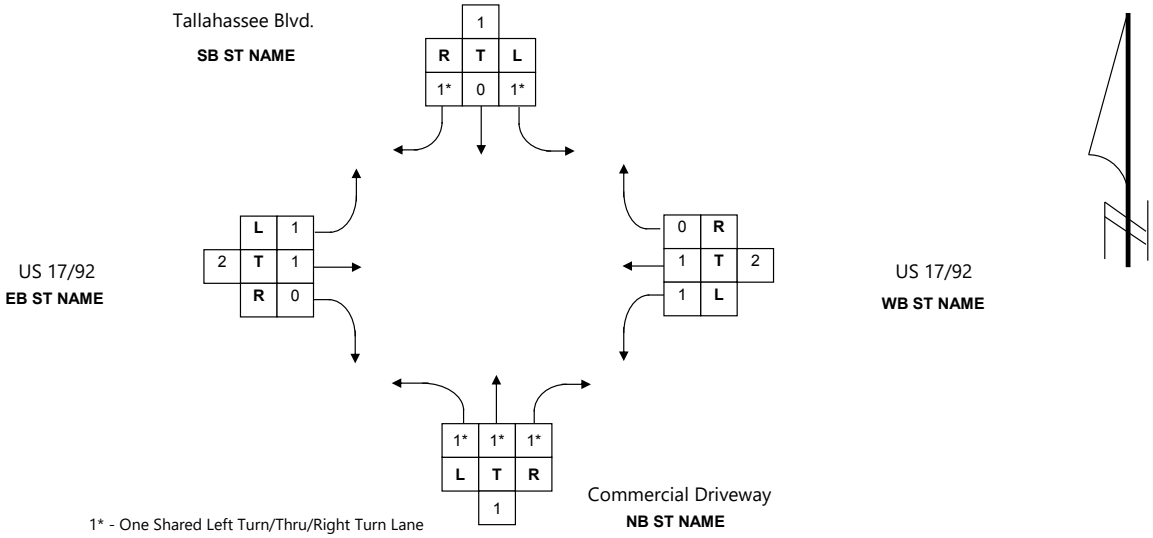


FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION	92010	**CITY**	Intercession City	**COUNTY**	Osceola
STATE ROUTE	US 17/92	**INTERSECTING ROUTE**	Tallahassee Blvd.		
OBSERVER	Icon Consultant Group, Inc.	**DATE**	8/9/2017	**MILEPOST**	3.157
WEATHER	Clear	**ROAD CONDITION**	Dry		
REMARKS					

FORM COMPLETED BY DM **DATE** 09/05/17



1* - One Shared Left Turn/Thru/Right Turn Lane

TIME	NORTHBOUND					SOUTHBOUND					TOTAL	EASTBOUND					WESTBOUND					TOTAL
BEGIN/END	**U**	**L**	**T**	**R**	**TOT**	**U**	**L**	**T**	**R**	**TOT**	**N/S**	**U**	**L**	**T**	**R**	**TOT**	**U**	**L**	**T**	**R**	**TOT**	**E/W**
8 - 9	0	0	0	1	**1**	1	24	0	15	**40**	**41**	0	63	910	2	**975**	0	0	630	12	**642**	**1,617**
11 - 12	0	0	0	2	**2**	0	19	0	18	**37**	**39**	0	12	556	0	**568**	0	1	547	23	**571**	**1,139**
2 - 3	0	0	0	1	**1**	3	22	0	34	**59**	**60**	0	18	601	0	**619**	1	0	741	23	**765**	**1,384**
3 - 4	2	0	0	0	**2**	2	12	0	38	**52**	**54**	0	17	695	3	**715**	0	0	733	23	**756**	**1,471**
4 - 5	3	0	0	1	**4**	0	15	0	54	**69**	**73**	0	39	729	0	**768**	1	1	749	12	**763**	**1,531**
5 - 6	0	0	0	0	**0**	1	19	0	77	**97**	**97**	1	36	783	1	**821**	0	0	838	20	**858**	**1,679**
6 - 7	0	0	0	0	**0**	3	8	0	59	**70**	**70**	0	22	608	0	**630**	0	0	714	14	**728**	**1,358**
7 - 8	0	0	0	0	**0**	0	11	0	43	**54**	**54**	0	10	500	0	**510**	0	0	628	13	**641**	**1,151**
TOTAL	5	0	0	5	**10**	10	130	0	338	**478**	**488**	1	217	5,382	6	**5,606**	2	2	5,580	140	**5,724**	**11,330**
% Trucks	**10%**					**3%**						**6%**					**5%**					

Percentage	50%	0%	0%	50%		2%	27%	0%	71%			0%	4%	96%	0%		0%	0%	97%	2%		
Maximum	3	0	0	2		3	24	0	77			1	63	910	3		1	1	838	23		
Minimum	0	0	0	0		0	8	0	15			0	10	500	0		0	0	547	12		

FLORIDA DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOVEMENT SUMMARY

SECTION	92010	**CITY**	Intercession City	**COUNTY**	Osceola
STATE ROUTE	US 17/92	**INTERSECTING ROUTE**	Tallahassee Blvd.		
OBSERVER	Icon Consultant Group, Inc.	**DATE**	8/9/2017	**MILEPOST**	3.157

REMARKS

FORM COMPLETED BY DM **DATE** 09/05/17

Tallahassee Blvd.

SB ST NAME

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

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

US 17/92

EB ST NAME

US 17/92

WB ST NAME

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

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

Commercial Driveway

NB ST NAME

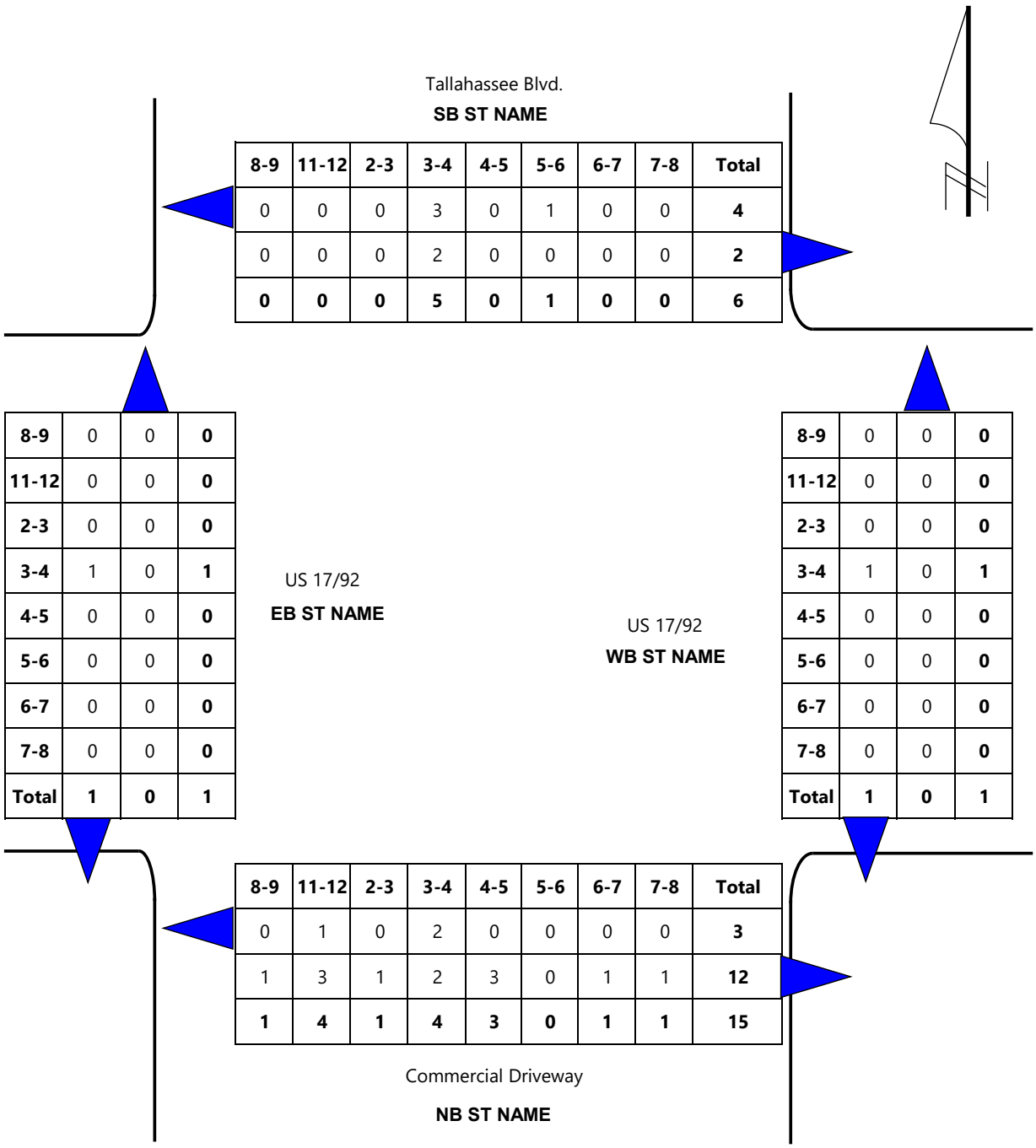
FLORIDA DEPARTMENT OF TRANSPORTATION

BICYCLE MOVEMENT SUMMARY

SECTION 92010 **CITY** Intercession City **COUNTY** Osceola
STATE ROUTE US 17/92 **INTERSECTING ROUTE** Tallahassee Blvd.
OBSERVER Icon Consultant Group, Inc. **DATE** 8/9/2017 **MILEPOST** 3.157

REMARKS

FORM COMPLETED BY DM **DATE** 09/05/17



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

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

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

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

Night-to-Day Collision Ratio between Ivy Mist Lane and Avenue A

Night-to-Day Collision Ratio

Accidents\Year	2017	2018	2019	2020	2021	Total	% AADT	Accident AADT	Accident Rate (R)
Total	22	36	57	27	8	150			
Nighttime	9	9	25	8	4	55	27.84%	7,377	1.07
Daytime	13	27	32	19	4	95	72.16%	19,123	0.72
AADT	26,500	26,500	26,500	26,500	26,500				
AVG AADT =	26,500					Night-to-Day Crash Ratio =			1.49

$$Accident\ Rate = \frac{1{,}000{,}000\ veh\ miles * total\ collisions}{(average\ AADT) * (\%AADT) * \left(\frac{365\ days}{year}\right) * (3.8\ miles) * 5\ years}$$

$$\boldsymbol{Nighttime\ Rate} = \frac{1{,}000{,}000\ vehicle\ miles * 55}{\left(\frac{26{,}500\ veh}{day}\right) * (27.84\%) * \left(\frac{365\ days}{year}\right) * (3.8\ miles) * 5\ years} = 1.07$$

$$\boldsymbol{Daytime\ Rate} = \frac{1{,}000{,}000\ vehicle\ miles * 95}{\left(\frac{26{,}500\ veh}{day}\right) * (72.16\%) * \left(\frac{365\ days}{year}\right) * (3.8\ miles) * 5\ years} = 0.72$$

$$\boldsymbol{Night\text{-}to\text{-}Day\ Collision\ Ratio} = \frac{1.07}{0.72} = 1.49$$