
DRAFT PROJECT TRAFFIC ANALYSIS REPORT

Florida Department of Transportation

District 5

SR 535 PD&E Study

from US 192 to North of World Center Drive (SR 536)

Orange and Osceola, Florida

Financial Management Number: 437174-2

ETDM Number: 14325

Date: March 2, 2023

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

This item has been digitally signed and sealed by
Stefan Escanes, PE, PTOE on 04/17/2022.

Printed copies of this document are not considered
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on any electronic copies.

Project Traffic Assumption Summary

Traffic forecast for the project was developed using:	
<input checked="" type="checkbox"/> Travel Demand Model	<input type="checkbox"/> Growth Rates
Type of Travel Demand Model Used: <input checked="" type="checkbox"/> Metropolitan Planning Model <input type="checkbox"/> Other Model _____	<i>Refer to appropriate section of Project Traffic Analysis Report that discusses growth rates</i>
Is the travel demand model based on the latest adopted Long Range Transportation Plan?	
<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
<u>12/9/2020</u> Date when MPO adopted the latest Long Range Transportation Plan	Explain why?
<u>2015</u> Base Year of Travel Demand Model	
<u>2045</u> Horizon Year of Travel Demand Model	
Long Range Transportation Plan documentation is available at (provide web address): https://metroplanorlando.org/plans/metropolitan-transportation-plan/	
Traffic Data and Factors	
Standard K = <u>varies 7.5-9.0; see Section 3.6</u> D Factor = <u>varies 52.2-56.6; see Section 3.6</u> T _{Daily} = <u>varies 4.0-10.6; see Section 3.6</u>	Data Collection Year = <u>2020</u> Opening Year = <u>2025</u> Interim Year = <u>N/A</u> Design Year = <u>2045</u>
Discuss any changes in land use, economics, population and employment data since the model was built <i>No significant changes in SE data since model was built.</i>	
Traffic Analysis Assumptions	
Discuss study area, data calibration/validation parameters, analysis tools, analysis periods and MOEs <i>Study area included SR 535 within the project limits as well as nearby side street signalized intersections. Analysis was performed using Trafficware's Synchro software for the AM and PM peak hours including, intersection and arterial MOEs as described in Section 1 of the report.</i>	

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1 Introduction

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study, State Financial Project Number 437174-2, to evaluate the widening of a 2.35-mile section of SR 535 from US 192 (in Osceola County) to north of SR 536/World Center Drive (in Orange County). The portion of SR 535 included in the study falls within section 92040000 located in Osceola County and section 75035001 located in Orange County.

This Project Traffic Analysis Report (PTAR) analyzed the existing and future conditions and assesses the need for future capacity improvements along this portion of the SR 535 study corridor. This study was conducted based on methods and procedures described in the *Florida Department of Transportation (FDOT) PD&E Manual*, the *2021 FDOT Traffic Analysis Handbook*, *2019 FDOT Safety Analysis Guidebook for PD&E Studies (Safety Analysis Guidebook)*, and the *Highway Safety Manual (HSM)*. The study area map is shown in **Figure 1-1**.



Figure 1-1 Study Segment

1.1 Description of Project

The SR 535 PD&E Study evaluates the additional capacity need of SR 535 from US 192 to north of SR 536/World Center Drive (SR 536). In the existing condition, SR 535 is an urban minor arterial, access class 3 facility with posted speeds ranging from 45 miles per hour (MPH) to 50 MPH. The roadway has four travel lanes (two in each direction) and a project length of approximately 2.35 miles from US 192 to north of SR 536. It should be noted that there is a third southbound travel lane from Calypso Cay Way to just north of Polynesian Isle Boulevard. The project is located in both Orange and Osceola Counties. The project study area of influence encompasses SR 535 from US 192 in Kissimmee to north of SR 536 in Orlando, and SR 536 from World Gateway Drive to the International Drive/SR 417 Ramps. The SR 535 segment between International Drive and north of SR 536 is currently six lanes (three lanes in each direction). As shown in **Figure 1-2**, SR 535 is designated under context classification C3C (suburban commercial). The purpose of this PD&E is to evaluate the need for any capacity and multimodal enhancements along the entire corridor.



Figure 1-2 Context Classification

There are two distinct clusters of developed parcels at either end of the study corridor separated by large areas of vacant land or conservation open spaces. The southern cluster from US 192 to the Orange County/Osceola County Line is characterized by strip suburban retail centers and hotels on the western side of the study corridor. The majority of land between the Orange County/Osceola County Line and SR 536/World Center Drive is vacant or marked as conservation or open space. Only a few commercial parcels like the Lake Buena Vista Factory Stores and a RaceTrac gas station are developed within this segment. The northern cluster from SR 536/World Center Drive to Vineland Avenue/I-4 (north of study corridor) is characterized by hotels, resorts, multi-family vacation rental apartment complexes, and retail development.

Due to the relatively high number of hotels and resorts present along the corridor, tourist activity is prevalent and plays a significant role in the recommendations from this traffic study. The PD&E Study Team interacted with tourists regarding the walking/driving conditions of SR 535 during initial field review activities.

1.1.1 Project Intersections

Data collection and operational analyses efforts for this PTAR include the 22 project intersections listed below.

1. SR 535 and US 192 (West Irlo Bronson Memorial Parkway)
2. SR 535 and Kyns Heath Road
3. SR 535 and Calypso Cay Way (unsignalized directional median opening)
4. SR 535 and Osceola Parkway EB On Ramp (signalized northbound and southbound left), northbound right turn movement to eastbound Osceola Parkway occurs at Calypso Cay Road
5. SR 535 and North Poinciana Boulevard
6. SR 535 and Polynesian Isle Boulevard
7. SR 535 and LBV Factory Stores Drive
8. SR 535 and International Drive
9. SR 535 and SR 536/World Center Drive (SR 536 west of SR 535; World Center Drive east of SR 535)
10. SR 535 and Lake Bryan Beach Boulevard (unsignalized intersection)
11. World Center Drive and International Drive
12. SR 536 and World Gateway Drive/World Center Drive
13. US 192 and Storey Lake Boulevard
14. Median opening between Poinciana Blvd and Polynesian Isle Boulevard (unsignalized bi-directional median opening)
15. Median opening between Polynesian Isle Boulevard and LBV Factory Stores Drive (unsignalized southbound directional median opening)
16. Poinciana Boulevard and Osceola Parkway Westbound On Ramp
17. US 192 and North Poinciana Boulevard
18. Poinciana Boulevard and Osceola Parkway Westbound Off Ramp

19. Poinciana Boulevard and Osceola Parkway Eastbound Off Ramp
20. International Drive and World Gateway Drive (unsignalized intersection)
21. World Center Drive and Buena Vista Suites (unsignalized intersection)
22. World Center Drive and Caribe Royale Driveway (unsignalized intersection)

1.2 Purpose and Need

The purpose and need of the project is to accommodate future projected traffic demand and improve safety. The purpose and need was established using data from the Efficient Transportation Decision Making process at the onset of the project. Details of the transportation demand and safety needs are described below.

1.2.1 Transportation Demand

In the existing condition, the section of SR 535 from US 192 to Kyngs Heath Road operates at LOS D with an AADT of 28,300; the section from Kyngs Heath Road to Poinciana Boulevard operates at LOS D with an AADT of 26,900; the section from Poinciana Boulevard to Polynesian Isle Boulevard operates at LOS D with an AADT of 46,800; the section from Polynesian Isle Boulevard to World Center Drive operates at LOS D with an AADT of 44,300. It should be noted that there is a third southbound travel lane from Calypso Cay Way to just north of Polynesian Isle Boulevard which increases the southbound capacity of the roadway facility.

In the future year (2045) No Build condition, the section of SR 535 from US 192 and Kyngs Heath Road is projected to operate at LOS F with an AADT of 42,000; the section from Kyngs Heath Road to Poinciana Boulevard is projected to operate at LOS E with an AADT of 40,000; the section from Poinciana Boulevard to Polynesian Isle Boulevard is projected to operate at LOS F with an AADT of 69,000; the section from Polynesian Isle Boulevard to World Center Drive is projected to operate at LOS F with an AADT of 66,000.

1.2.2 Safety

A total of 981 crashes were reported on SR 535 from US 192 to Lake Bryan Beach Boulevard in the five-year period from 2014 through 2018. Of those reported crashes, 463 (47%) resulted in injury and four (4) resulted in a fatality. The most frequent crash type was rear end with 605 (62%) total crashes, indicating congestion. Sideswipe crashes were the second highest with 106 (11%), followed by left-turn with 93 (9%) total crashes. Of the 981 crashes, 602 (61%) crashes occurred during daylight conditions. The crash rates along this segment of SR 535 exceed the FDOT statewide averages for similar facilities.

1.3 Methodology

The methodology used for the development of this PTAR is based on methods and procedures described in the latest *FDOT PD&E Manual, 2021 Traffic Analysis Handbook*, and the procedures outlined in the *2019 FDOT Project Traffic Forecasting (PTF) Handbook*. Prior to initiating this traffic study, the proposed traffic analysis methodology was documented in a memorandum and discussed with the project team, local agencies, and stakeholders. A copy of the approved *Traffic Analysis Methodology Memorandum* is included in **Appendix A**.

1.3.1 Study Area

The project study area of influence encompasses SR 535 from US 192 in Kissimmee to north of SR 536 in Orlando, and SR 536/World Center Drive from World Gateway Drive to the International Drive/SR 417 Ramps. A total of fourteen (14) signalized and eight (8) unsignalized intersections/median openings are present within the project study limits.

1.3.2 Data Requirements

This section presents the data collected for this PTAR.

1.3.2.1 Transportation System Data

FDOT Straight-Line Diagrams (SLDs), Roadway Characteristics Inventory (RCI) and field observations are used along with the historical crash data, signal timings and prior studies.

1.3.2.2 Traffic Counts

The following data was collected in the field and supplemented with Florida Traffic Online (FTO) count data:

- 48-hour bi-directional classification counts (13 locations)
- 72-hour classification counts (5 locations)
- 8-hour (7:00-11:00 AM and 3:00-7:00 PM) intersection turning movement counts for AM and PM peak periods (22 locations)

1.3.2.3 Crash Data

The following crash data was collected for the safety analysis:

- Years: five-year period of January 1, 2014, through December 31, 2018
- Source: *FDOT Crash Analysis Reporting (CAR) System* database and *Signal Four Analytics (University of Florida)*

1.3.2.4 Land Use Data

The current land uses within the study area were identified through field reviews and aerial photography. Further, comprehensive plans and future land use maps were referenced to verify the proposed land uses in the approved regional planning model.

1.3.2.5 Planned and Programmed Projects

This study considers programmed and planned roadway improvements in the study area and is consistent with regional transportation plans including the following:

- FDOT Five Year Work Program
- FDOT Strategic Intermodal System (SIS) Plans
- Developer Partnership projects from local agencies
- Adopted LRTPs and Comprehensive Plans

1.3.3 Analysis Years

The following analysis years are used in this PTAR.

1.3.3.1 Traffic Forecasting

The corridor project traffic was forecasted for the following years:

- Existing Year 2020
- Opening Year 2025
- Design Year 2045

1.3.3.2 Traffic Operational Analysis

The corridor project traffic was forecasted for the following years:

- Existing Year 2020
- Opening Year 2025
- Design Year 2045

1.3.4 Project Alternatives

The following alternatives were evaluated as part of this study.

- No Build Alternative – The No Build alternative will represent the existing roadway and intersection configuration and any committed improvements within the area of influence.
- Build Alternatives – This PTAR evaluates vehicular traffic operational improvements of study build alternatives. TSM&O and multi-modal improvements including signal control and transit enhancements will be evaluated as part of the PD&E Study.

1.3.5 Traffic Operational Analysis

1.3.5.1 LOS Targets

Level of Service Targets per the State Highway System, Policy No. 000-525-006c, effective April 19, 2017, are summarized below:

- SR 535, SR 536/World Center Drive, US 192: LOS D

1.3.5.2 Analysis Tools & Measures of Effectiveness (MOEs)

Synchro 11 was used to perform the intersection operational analyses for the study intersections and SR 535 roadway segments. The intersection operational analyses were conducted for both the signalized and unsignalized study intersections. The intersection results using the Synchro percentile delay method were found to better reflect field conditions and queues observed when compared to the *Highway Capacity Manual (HCM) 6th Edition* reports. Therefore, the Synchro delay and queues are reported. Roadway segment LOS for the auto mode was computed using Synchro reported average speed and criteria from *Exhibit 18-1* of the *HCM 6th Edition*. The following MOEs are reported from Synchro.

- Movement: LOS, delay and 95th percentile queue lengths
- Overall Intersection: LOS and delay
- Arterial Analysis: Speed and LOS

The individual methodology steps followed in this PTAR are illustrated in **Figure 1-3** below.

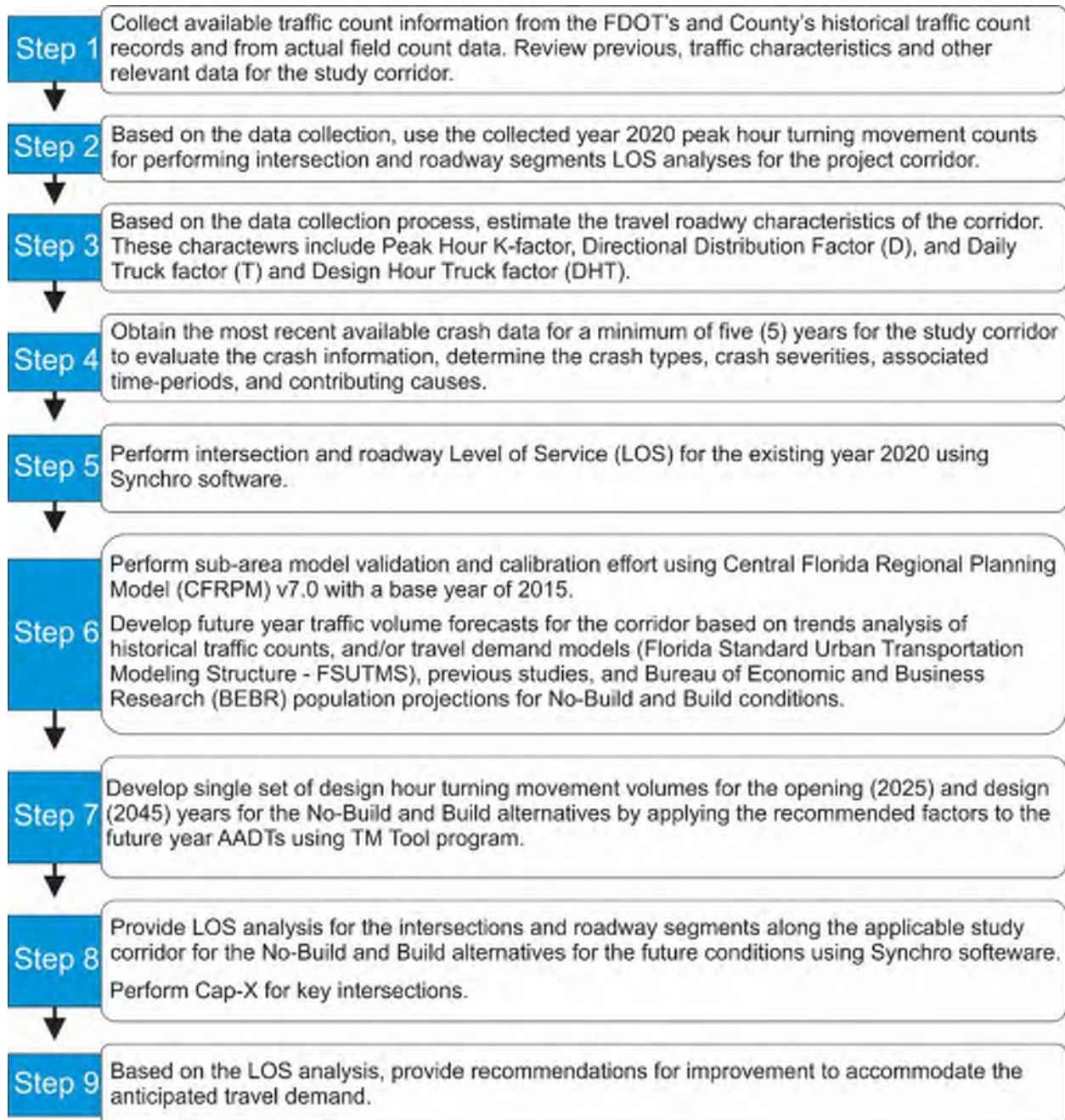


Figure 1-3 Traffic Analysis Methodology

1.3.6 Existing Transit Service

The existing LYNX Transit System bus routes that run within the study area can be seen on **Figure 1-4**. The following information describes the existing LYNX bus routes:

LYNX Bus Route 304 operates along SR 535 just north of the study limits where it also travels along World Center Drive (SR 536). This route connects the LYNX Central Station in Downtown Orlando to the Disney Springs West Side Transfer Station. Route 304 operates three (3) daily

buses (2 westbound and 1 eastbound). There are no current bus routes serving SR 535 south of World Center Drive (SR 536).

LYNX Bus Routes 55 and 56 operate along US 192 and feature bus stops just west of the SR 535/US 192 intersection (the project's beginning). Route 55 connects the Kissimmee Intermodal Station and the Four Corners Walmart while Route 56 connects the Kissimmee Intermodal Station and Disney's Magic Kingdom. Both bus routes rank among the top 10 routes in the LYNX system for Saturday ridership.

LYNX Bus Route 306 operates along US 192 and W Osceola Parkway. Route 306 connects to the Disney Springs transfer center and features a stop along US 192. Route 306 operates one (1) trip per direction which include one northbound AM service and one southbound PM service.

In addition to the existing routes, the LYNX master plan shows future LYNX services that are planned to traverse along the study area. The plans call for a traditional fixed-route and a limited-stop route, both traveling along the study having endpoints between the LYNX Kissimmee Intermodal Station and Disney Springs. There are also plans for an express route with service from Disney Springs to Poinciana SunRail and the Poinciana Walmart. Per coordination with LYNX staff members, there is no timeline for when these services will be implemented as well as no known bus stop locations within the project study area at this time. Coordination with LYNX will continue throughout the study.

The existing roadway characteristics that are relevant to this study, and Straight-Line Diagrams (SLDs) are provided in **Appendix B** of this report.

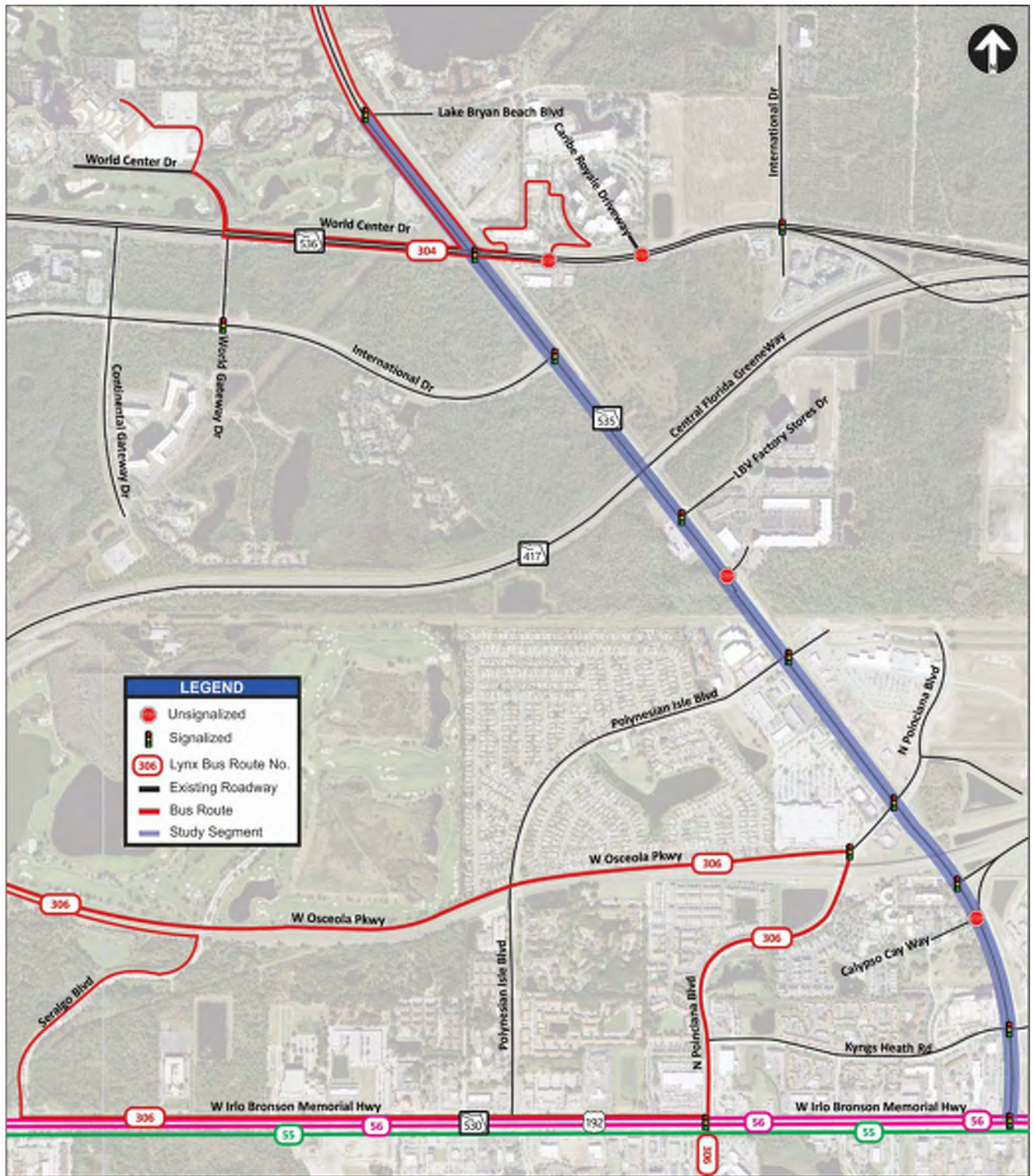


Figure 1-4 Existing Transit Routes

2 Existing Conditions

The purpose of the existing traffic conditions analysis is to gain an understanding of the corridor's existing performance and operations within the PD&E Study limits. Topics addressed include roadway characteristics and evaluation of existing traffic operations conditions.

2.1 Traffic Count Information

The project data collection within the study area mainly occurred between January 2020 and February 2020 with additional traffic counts (turning movement count locations #17 through #22) collected in August 2021. The project traffic count data collection included 48-hour bi-directional classification counts, 72-hour bi-directional classification counts, and 8-hour Turning Movement Counts (TMCs), the counts are included in **Appendix C**. Traffic data was also obtained from local agencies and included in **Appendix C**. Field visits were conducted to collect information on existing geometry, storage lengths, traffic signal heads, and to determine/verify signal phasing information, such as protected/permitted left-turn operations, right-turn-on-red restrictions, phase overlaps, etc.

Traffic data collected included 13 locations for 48-hour bi-directional classification counts, five (5) locations for 72-hour bi-directional classification counts and 22 locations for 8-hour turning movement/pedestrian counts (TMC's) collected during a 4-hour morning (AM) (7:00-11:00 am) and 4-hour afternoon (PM) (3:00-7:00 pm) period, as listed below and graphically depicted in **Figure 2-1** and **Figure 2-2**. Seasonal Factors (SF) were applied to counts corresponding with the data collection date; peak season factor category reports, extracted from FTO, are included in **Appendix C** for reference.

72-Hour Bi-Directional Classification Counts:

1. SR 535 between US 192 and the Eastbound On Ramp to Osceola Parkway
2. SR 535 between Poinciana Boulevard and Polynesian Isle Boulevard
3. SR 535 between LBV Factory Stores Drive and International Drive
4. SR 535 between International Drive and SR 536/World Center Drive
5. SR 535 between SR 536/World Center Drive and Lake Bryan Beach Boulevard

48-Hour Bi-Directional Classification Counts:

6. US 192, east of SR 535
7. US 192, west of SR 535

8. Kyngs Heath Road, west of SR 535
9. Calypso Cay Way, west of SR 535 Eastbound On Ramp to Osceola Parkway from SR 535
10. Eastbound On Ramp to Osceola Parkway
11. Poinciana Boulevard, west of SR 535
12. Poinciana Boulevard, east of SR 535
13. Polynesian Isle Boulevard, west of SR 535
14. LBV Factory Stores Drive, east of SR 535
15. International Drive, west of SR 535
16. SR 536, west of SR 535
17. World Center Drive, east of SR 535
18. Lake Bryan Beach Boulevard, east of SR 535

8 Hour Turning Movement Counts at the following Intersections:

1. SR 535 and US 192 (West Irló Bronson Memorial Parkway)
2. SR 535 and Kyngs Heath Road
3. SR 535 and Calypso Cay Way (unsignalized directional median opening)
4. SR 535 and Osceola Parkway Eastbound On Ramp (signalized northbound and southbound Left), northbound right turn movement to eastbound Osceola Parkway occurs at Calypso Cay Road
5. SR 535 and North Poinciana Boulevard
6. SR 535 and Polynesian Isle Boulevard
7. SR 535 and LBV Factory Stores Drive
8. SR 535 and International Drive
9. SR 535 and SR 536/World Center Drive
10. SR 535 and Lake Bryan Beach Boulevard (unsignalized intersection)
11. World Center Drive and International Drive
12. SR 536 and World Gateway Drive/World Center Drive
13. US 192 and Storey Lake Boulevard

14. SR 535 median opening between Poinciana Blvd and Polynesian Isle Boulevard (unsignalized bi-directional median opening)
15. SR 535 median opening between Polynesian Isle Boulevard and LBV Factory Stores Drive (unsignalized SB directional median opening)
16. Poinciana Boulevard and Osceola Parkway Westbound On Ramp
17. US 192 and North Poinciana Boulevard
18. Poinciana Boulevard and Osceola Parkway Westbound Off Ramp
19. Poinciana Boulevard and Osceola Parkway Eastbound Off Ramp
20. International Drive and World Gateway Drive (unsignalized intersection)
21. World Center Drive and Buena Vista Suites (unsignalized intersection)
22. World Center Drive and Caribe Royale Driveway (unsignalized intersection)

Daily traffic data was also obtained from available sources, including the 2019 FDOT Florida Traffic Online (FTO), the 2019 Osceola County count program, and the 2019 Orange County count program. The data from various sources is graphically depicted and summarized; and included in **Appendix C**. Existing data sources have been summarized in **Table 2-1**

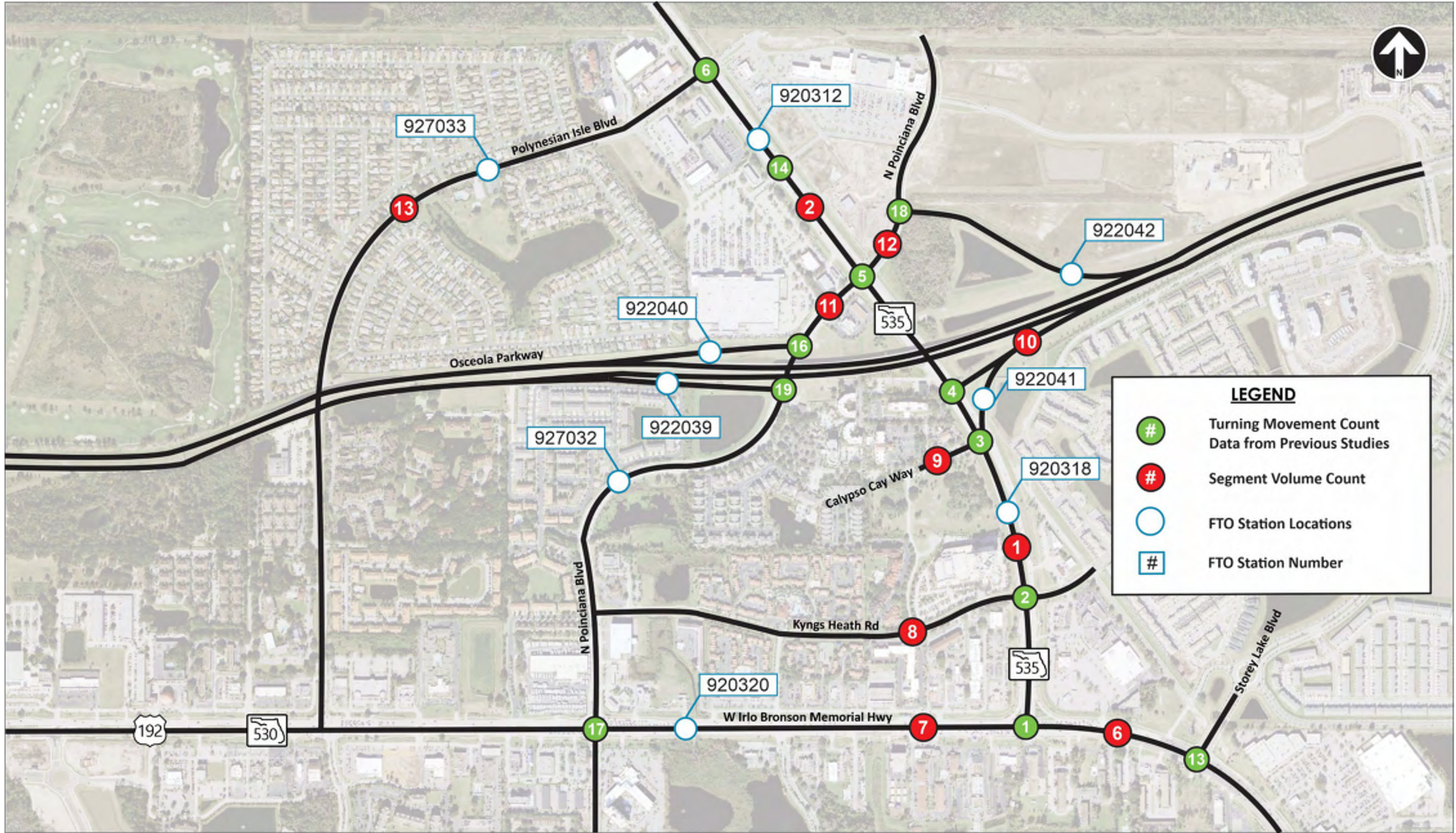


Figure 2-1 Project Data Collection Locations (1 of 2)

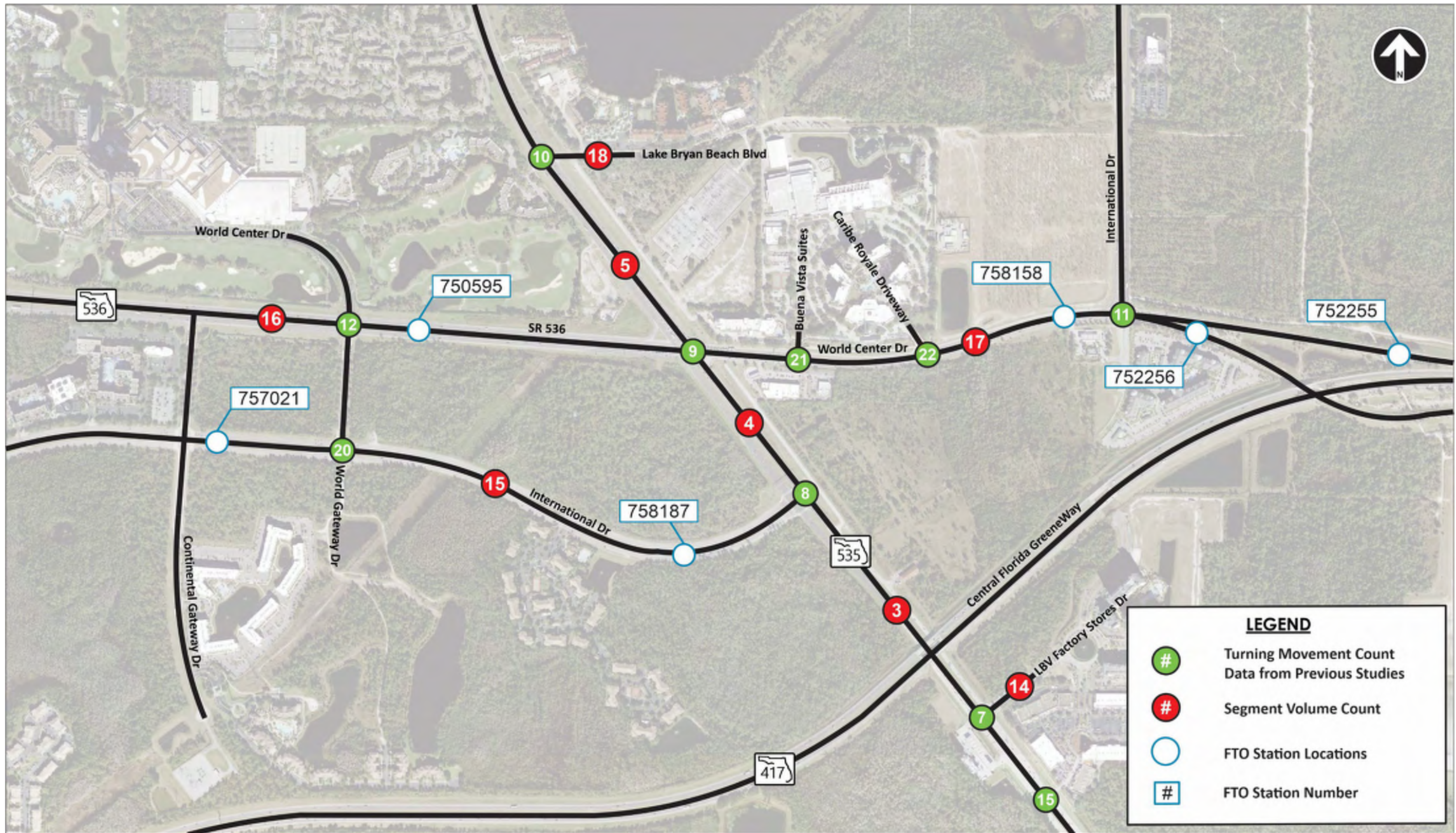


Figure 2-2 Project Data Collection Locations (2 of 2)

Table 2-1 Existing Data Sources Summary

Roadway	Segment	AADT/ADT				Site ID				Count Collection Date (Period)				Count Type				
		FTO (2019)	Data Collection (2020)	Orange County (2019)	Osceola County (2019)	FTO	Data Collection	Orange County	Osceola County	FTO	Data Collection	Orange County	Osceola County	FTO	Data Collection	Orange County	Osceola County	
SR 535	US 192 and EB On Ramp to Osceola Pkwy	32,000	32,000	-	-	920318	1	-	-	5/21/2019	1/28/2020 to 1/30/2020	-	-	Volume Count	72-hr Class Count	-	-	
	Poinciana Blvd to Polynesian Isle Blvd	53,000	42,500	-	50,300	920312	2	-	923	7/9/2019	1/28/2020 to 1/30/2020	-	3/7/2019	Classification Count	72-hr Class Count	-	24-hr Volume Count	
	LBV Factory Stores Dr to International Dr	-	51,000	63,756	-	-	3	163	-	-	1/28/2020 to 1/30/2020	10/29/2019 to 10/31/2019	-	-	-	72-hr Class Count	72-hr Volume Count	-
	International Dr to SR 536/World Center Dr	-	47,500	-	-	-	4	-	-	-	1/28/2020 to 1/30/2020	-	-	-	72-hr Class Count	-	-	
	SR 536/World Center Dr to Lake Bryan Beach Blvd	-	44,000	-	-	-	5	-	-	-	1/28/2020 to 1/30/2020	-	-	Volume Count	72-hr Class Count	-	-	
	North of Lake Bryan Beach Blvd	50,500	-	49,841	-	750630	-	167	-	3/4/2019	1/28/2020 to 1/30/2020	10/29/2019 to 10/31/2019	-	-	Volume Count	72-hr Class Count	72-hr Volume Count	-
SR 536	West of SR 535	37,500	37,500	40,338	-	750595	16	595	-	2/11/2019	2/12/2020 to 2/13/2020	10/1/2019 to 10/3/2019	-	Classification Count	48-hr Class Count	-	-	
World Center Drive	SR 535 to International Dr	22,000	36,000	43,719	-	758158	17	347	-	-	2/26/2020 to 2/27/2020	-	-	Second Year Estimate	48-hr Class Count	72-hr Volume Count	-	
	SR 417 On Ramp/East of International Dr	21,000	-	-	-	752256	-	-	-	-	-	-	-	Computed	-	-	-	
	SR 417 Off Ramp/East of International Dr	15,000	-	-	-	752255	-	-	-	-	-	-	-	Computed	-	-	-	
US 192	SR 535 to Storey Lake Blvd	-	49,000	-	-	-	6	-	-	-	2/12/2020 to 2/13/2020	-	-	-	48-hr Class Count	-	-	
	East of Storey Lake Blvd	59,500	-	-	55,724	920313	-	-	904	5/21/2019	-	-	3/5/2019	Volume Count	-	-	24-hr Volume Count	
	Poinciana Blvd to SR 535	39,500	37,000	-	-	920320	7	-	-	-	2/12/2020 to 2/13/2020	-	-	First Year Estimate	48-hr Class Count	-	-	

Note: Seasonal Factors have been applied to counts corresponding with the data collection date; peak season factor category reports are provided in Appendix D.

Table 2-1 Existing Data Sources Summary (Continued)

Roadway	Segment	AADT/ADT				Site ID				Count Collection Date (Period)				Count Type			
		FTO (2019)	Data Collection (2020)	Orange County (2019)	Osceola County (2019)	FTO	Data Collection	Orange County	Osceola County	FTO	Data Collection	Orange County	Osceola County	FTO	Data Collection	Orange County	Osceola County
Kyngs Heath Rd	West of SR 535	-	1,900	-	-	-	8	-	-	-	2/4/2020 to 2/5/2020	-	-	-	48-hr Class Count	-	-
	East of SR 535	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Calypso Cay Way	West of SR 535	-	1,800	-	-	-	9	-	-	-	2/4/2020 to 2/5/2020	-	-	-	48-hr Class Count	-	-
Osceola Pkwy Ramps	EB On Ramp (E. of SR 535)	4,300	5,000	-	-	922041	10	-	-	6/6/2019	-	-	-	Volume Count	48-hr Class Count	-	-
	WB Off Ramp (E. of SR 535)	3,400	-	-	-	922042	-	-	-	6/18/2019	-	-	-	Volume Count	-	-	-
	EB Off Ramp (W. of SR 535)	1,700	-	-	-	922039	-	-	-	6/6/2019	-	-	-	Volume Count	-	-	-
	WB On Ramp (W. of SR 535)	2,000	-	-	-	922040	-	-	-	6/6/2019	-	-	-	Volume Count	-	-	-
Poinciana Blvd	West of SR 535	25,500	21,500	-	25,699	927032	11	-	159	-	2/13/2020 to 2/14/2020	-	3/5/2019	First Year Estimate	48-hr Class Count	-	-
	East of SR 535	-	7,200	-	-	-	12	-	-	-	2/4/2020 to 2/5/2020	-	-	-	48-hr Class Count	-	-
Polynesian Isle Blvd	West of SR 535	11,100	12,000	-	11,515	927033	13	-	158	-	2/4/2020 to 2/5/2020	-	4/3/2019	First Year Estimate	48-hr Class Count	-	24-hr Volume Count
	East of SR 535	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LBV Factory Stores	East of SR 535	-	4,900	-	-	-	14	-	-	-	2/13/2020 to 2/14/2020	-	-	-	48-hr Class Count	-	24-hr Volume Count
International Dr	West of SR 535	5,000	6,400	-	-	758187	15	-	-	-	2/13/2020 to 2/14/2020	-	-	Second Year Estimate	48-hr Class Count	-	-
	North of World Center Dr	-	-	24,983	-	-	-	8175	-	-	-	10/29/2019 to 10/31/2019	-	-	-	72-hr Volume Count	-
Lake Bryan Beach Blvd	East of SR 535	-	1,400	-	-	-	18	-	-	-	2/4/2020 to 2/5/2020	-	-	-	48-hr Class Count	-	-

Note: Seasonal Factors have been applied to counts corresponding with the data collection date; peak season factor category reports are provided in **Appendix D**.

2.2 Existing Traffic Patterns and Observations

2.2.1 Existing Conditions Observations

Operational issues existed in both the AM and PM peak periods, with queuing extending more than a mile in certain areas along SR 535. Below is a summary of these issues during morning and evening peak periods observed. Note that these observations were made in January 2020, prior to the beginning of the COVID-19 pandemic.

AM Peak Period:

- During the AM peak hour, SR 535 from south of Poinciana Boulevard to LBV Factory Stores Drive experienced maximum queues reaching past the Osceola Parkway overpass in the northbound direction, approximately 800 feet.
- Eastbound queuing during the AM peak hour at the Poinciana Boulevard intersection extended approximately 850 feet west of SR 535.
- Northbound through vehicles were observed departing the Polynesian Isle Boulevard intersection and arriving at the back of the LBV Factory Stores Drive queue, approximately 1,600 feet long. It was observed several times that the signal was still showing a red indication for the northbound through movements, indicating phase failures.
- Westbound traffic along US 192 approaching SR 535 during the morning peak had maximum queues that exceeded 800 feet beyond the length of the westbound right turn lane.

PM Peak Period:

- Due to southbound queue spillback, the westbound left and eastbound right turn movements were not fully served leading to vehicles blocking the SR 536/World Center Drive intersection. Westbound left turn queue extended approximately 700 feet and spilled beyond the left turn queue storage.
 - Eastbound queueing extended approximately 0.30 miles; thus, the eastbound left turn lane was not being fully utilized because left turning vehicles had to wait behind eastbound through vehicles.
 - Both the eastbound right and westbound left turners utilized all three southbound lanes when making the turn, even though the inside left turn lane is a merge lane approximately 700 feet to 1,000 feet downstream.

- Slow moving traffic flow and congestion included northbound queuing in the PM peak hour extending from LBV Factory Stores Drive to Polynesian Isle Boulevard, a distance of approximately 1,500 feet (0.30 miles).
- Southbound SR 535 queuing in the PM peak hour from the US 192 intersection for left turning vehicles extended to the Osceola Parkway overpass, a distance of approximately 3,200 feet (0.60 miles). Aerial drone photos of these queues are shown in **Figure 2-3** and **Figure 2-4**.



Figure 2-3 Aerial Photograph looking south along SR 535 at US 192 intersection



Figure 2-4 Aerial Photograph looking south along SR 535 from Poinciana Blvd

2.3 Existing Geometry

Figure 2-5 and **Figure 2-6** show the existing year (2020) intersection geometry for all the intersections evaluated in this study. The existing year intersection geometry information was obtained and verified from field visits and aerial photographs. The existing geometry plays a vital role in assessing the intersection Level of Service (LOS). LOS is a qualitative measure of the traffic operations. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. The existing geometry will be considered as one of the factors in determining potential intersection improvements to accommodate the travel demand.

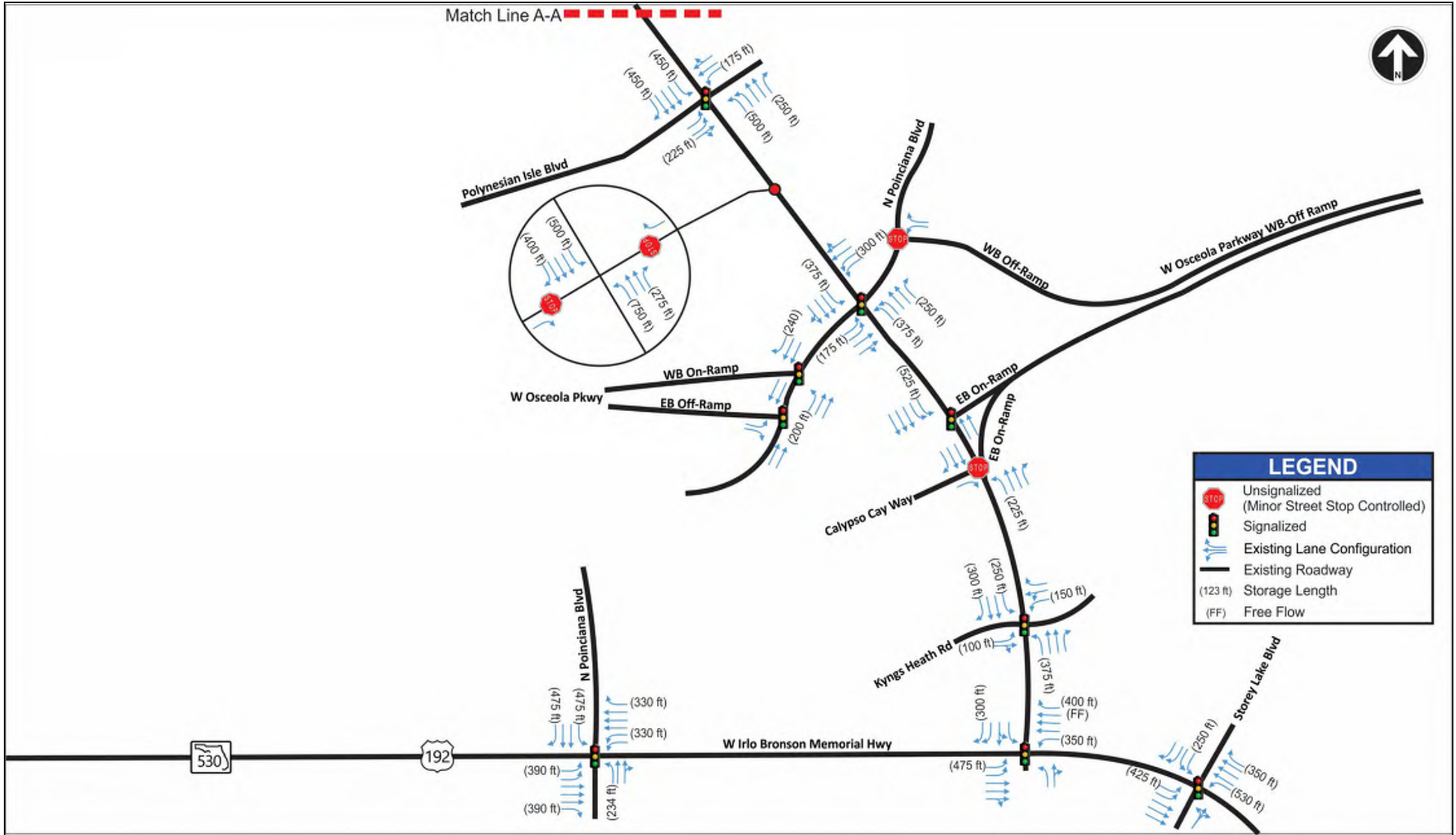


Figure 2-5 Existing Lane Geometry (1 of 2)

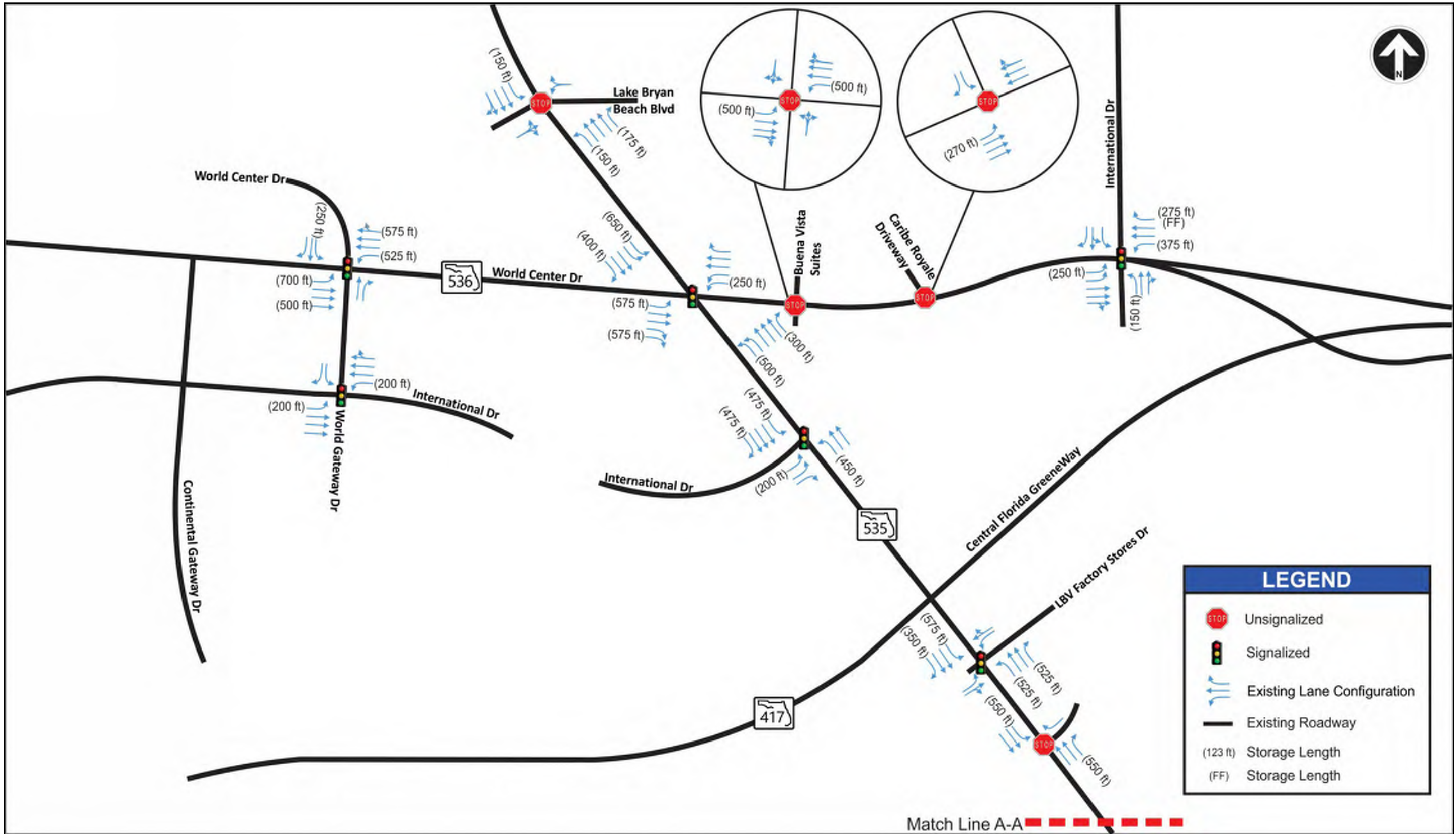


Figure 2-6 Existing Lane Geometry (2 of 2)

2.4 Existing AADT

The traffic count information available from the data collection effort was used to develop existing traffic characteristics for the SR 535 study corridor and the side streets. Based on **Table 2-2**, the following observations were made:

- Several Orange County sites show that the Average Daily Traffic (ADT) data collected in the month of October 2019 is significantly higher than FTO and data from other sources within the study area.
- SR 535 data between SR 536 and Osceola Parkway appear to be consistent between different data sources (FTO and County sources), indicating less variability between different times of the year.
- SR 535 volume and classification counts between Osceola Parkway and US 192 appear to show variability in AADT compared to FTO and County sources. It was also observed that the 72-hour classification count between Poinciana Boulevard and Polynesian Isle Boulevard (42,500) was lower than both FTO and Osceola County AADT.
- For a majority of the locations, the 2019 AADT from FTO or County were generally higher than the traffic data collected during 2020.

Based on above findings and observations, FTO counts were used along SR 535. **Table 2-2** summarizes the recommended existing (2020) AADTs and source for all roadways within the study area. **Figure 2-7** graphically shows the information. Growth rates, based on appropriate trends, were applied to 2019 FTO traffic data to develop 2020 AADTs. Appropriate seasonal factors were applied to collected traffic data for 2020 AADTs based on collected data. Seasonal factors ranged from 0.98 to 1.02 depending on the date of collection and location (Orange or Osceola Counties).

Table 2-2 Existing 2020 Annual Average Daily Traffic (AADT)

Intersection	Segments	2020 AADT	Collected (C) or Estimated (E)*
SR 535 @ Lake Bryan Beach Blvd	Lake Bryan Beach Blvd, west of SR 535	500	E
	Lake Bryan Beach Blvd, East of SR 535	1,400	C
	SR 535, North of Lake Bryan Beach Blvd	50,000	C
	SR 535, South of Lake Bryan Beach Blvd	51,500	C
SR 535 @ World Center Dr	World Center Dr, west of SR 535	37,500	C
	World Center Dr, East of SR 535	36,000	C
	SR 535, North of World Center Dr	51,500	C
	SR 535, South of World Center Dr	49,500	C
SR 535 @ International Dr S	International Dr S, West of SR 535	6,400	C
	International Dr S, East of SR 535	-	-
	SR 535, North of International Dr S	49,500	C
	SR 535, South of International Dr S	48,000	C
SR 535 @ LBV Factory Stores Dr	LBV Factory Stores Dr, west of SR 535	500	C
	LBV Factory Stores Dr, East of SR 535	4,900	C
	SR 535, North of LBV Factory Stores Dr	48,000	C
	SR 535, South LBV Factory Stores Dr	56,000	C
SR 535 @ Median Opening N	Median Opening North, East of SR 535	1,500	E
	SR 535, North of Median Opening North	56,000	C
	SR 535, South of Median Opening North	56,000	C
SR 535 @ Polynesian Isle Blvd	Polynesian Isle Blvd, west of SR 535	12,000	C
	Polynesian Isle Blvd, East of SR 535	4,300	C
	SR 535, North of Polynesian Isle Blvd	56,000	C
	SR 535, South of Polynesian Isle Blvd	54,000	C
SR 535 @ Median Opening S	Median Opening S, West of SR 535	3,400	E
	Median Opening S, East of SR 535	1,900	E
	SR 535, North of Median Opening S	54,000	C
	SR 535, South of Median Opening S	54,000	C
SR 535 @ Poinciana Blvd	Poinciana Blvd, west of SR 535	21,500	C
	Poinciana Blvd, East of SR 535	7,200	C
	SR 535, North of Poinciana Blvd	54,000	C
	SR 535, South of Poinciana Blvd	39,500	C
SR 535 @ Osceola Pkwy On Ramps (North)	Osceola Pkwy EB On Ramp	5,100	C
	SR 535, North of Osceola Pkwy On Ramps	39,500	C
	SR 535, South of Osceola Pkwy On Ramps	33,500	C
SR 535 @ Osceola Pkwy On Ramps (South)	Calypso Cay Way, west of SR 535	1,800	C
	Osceola Pkwy On Ramp (WB), East of SR 535	2,000	C
	SR 535, North of Osceola Pkwy On Ramp	33,500	C
	SR 535, South of Osceola Pkwy On Ramp	32,500	C

*Estimated AADTs are calculated based on collected turning movement counts and recommended traffic factors provided in Section 3.

Table 2-2 Existing 2020 AADT (Continued)

Intersection	Segments	2020 AADT	Collected (C) or Estimated (E)*
SR 535 @ Kyngs Heath Rd	Kyngs Heath Rd, west of SR 535	1,900	C
	Kyngs Heath Rd, East of SR 535	2,700	C
	SR 535, North of Kyngs Heath Rd	32,500	C
	SR 535, South of Kyngs Heath Rd	29,500	C
SR 535 @ US 192	US 192, west of SR 535	37,000	C
	US 192, East of SR 535	49,000	C
	SR 535, North of US 192	29,500	C
	SR 535, South of US 192	200	E
World Center Dr @ International Dr	World Center Dr, West of International Dr	36,000	C
	SR 417 Ramp	38,500	C
	International Dr, North of World Center Dr	25,000	C
	International Dr, South of World Center Dr	4,500	E
US 192 @ Storey Lake Blvd	US 192, west of Storey Lake Blvd	49,000	C
	US 192, east of Storey Lake Blvd	60,000	C
	Storey Lake Blvd, north of US 192	3,000	C
US 192 @ N Poinciana Blvd	US 192, west of Poinciana Blvd	45,000	E
	US 192, east of Poinciana Blvd	37,000	C
	Poinciana Blvd, north of US 192	17,500	E
	Poinciana Blvd, south of US 192	27,000	E
W Osceola Ramp @ N Poinciana Blvd (W of SR 535)	Osceola ramp, north of Poinciana Blvd	3,700	C
	Poinciana Blvd, east of Osceola On Ramp	21,500	C
	Poinciana Blvd, west of Osceola Off Ramp	25,500	C
W Osceola Off Ramp @ N Poinciana Blvd (WB)	Osceola Off ramp, South of Poinciana Blvd	3,400	C
	Poinciana Blvd, East of Osceola Off Ramp	5,500	E
	Poinciana Blvd, West of Osceola Off Ramp	7,200	C
World Gateway Drive @ World Center Drive	SR 536, west of World Gateway Dr	40,500	E
	SR 536, east of World Gateway Dr	37,500	C
	World Gateway Dr, north of SR 536	9,600	E
	World Gateway Dr, south of SR 536	16,700	E
World Gateway Drive @ International Drive	International Dr, west of World Gateway Dr	10,500	C
	International Dr, east of World Gateway Dr	6,400	C
	World Gateway Dr, north of International Dr	9,600	E
World Center Dr @ Buena Vista Suites	World Center Dr, west of Buena Vista Suites	36,000	C
	World Center Dr, east of Buena Vista Suites	36,000	C
	Buena Vista Suites, north of World Center Dr	1,000	E
	Buena Vista Suites, south of World Center Dr	1,300	E
World Center Dr @ Caribe Royale Orlando	World Center Dr, west of Caribe Royale Orlando	36,000	C
	World Center Dr, east of Caribe Royale Orlando	36,000	C
	Caribe Royale Orlando, North of World Center Dr	1,650	E

*Estimated AADTs are calculated based on collected turning movement counts and recommended traffic factors provided in Section 3.

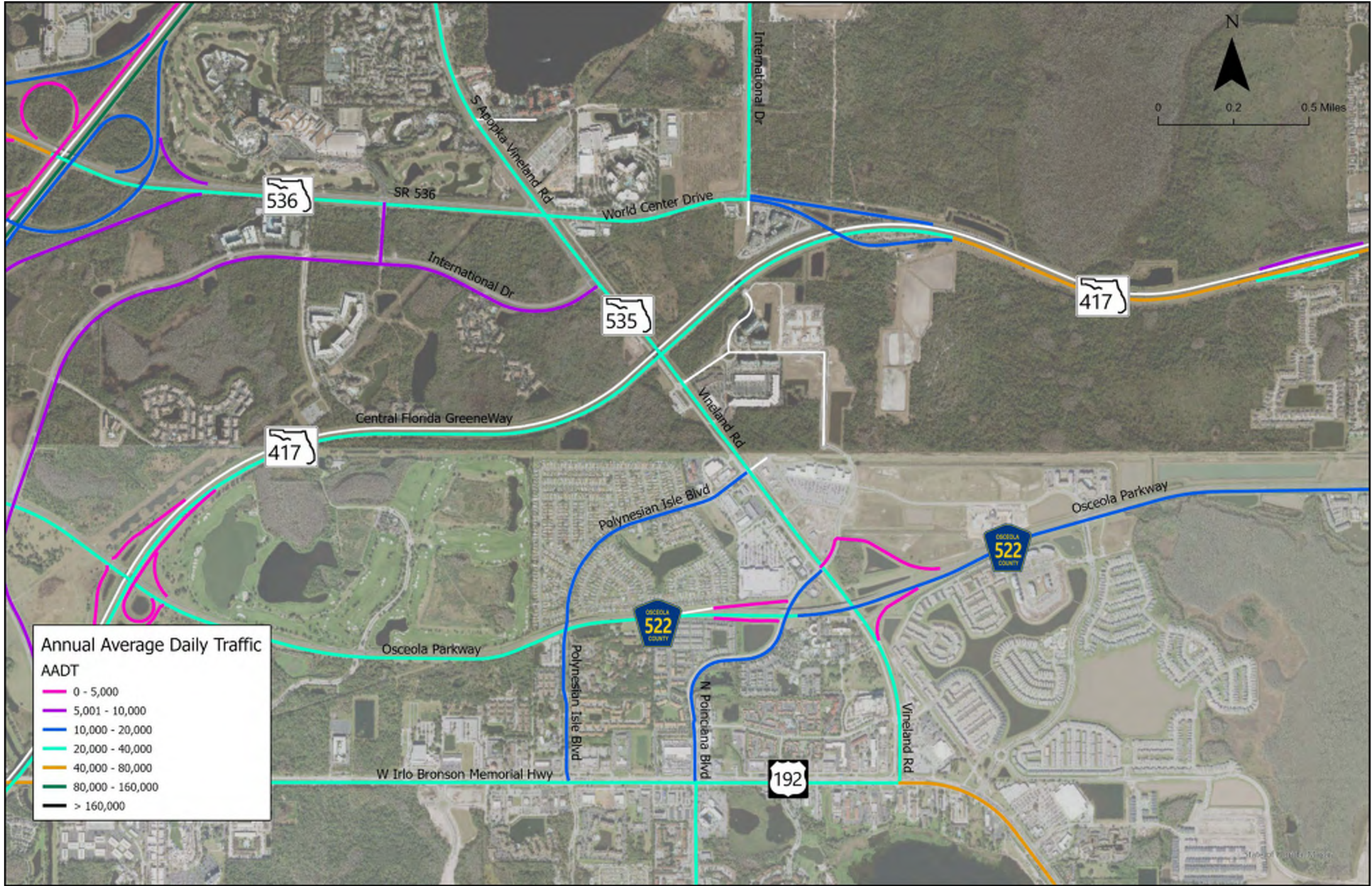


Figure 2-7 Existing 2020 AADT

2.5 Signal Timing Data

The existing traffic signal timings for signalized intersections were obtained from Orange and Osceola Counties and are included in **Appendix C**. Portions of the study area intersections are operating using InSync Adaptive Traffic Signal Technology (Rhythm) to provide real-time dynamic coordinated signal control. For these intersections, the traffic signal splits in Synchro were estimated based on the available back-up timings from Orange County for the adjacent adaptive signals and were optimized and considered to run the same cycle length.

2.6 Existing Year (2020) Turning Movement Counts

Global peak hours were determined for the AM and PM peak periods; the global AM peak hour begins at 7:30 AM while the global PM peak hour begins at 4:30 PM. The turning movement volumes for the network were seasonally adjusted and balanced. Unbalanced and balanced worksheets are provided in **Appendix C**. The balanced 2020 turning movement volumes are shown in **Figure 2-8** and **Figure 2-9**.

2.7 Existing Year (2020) Level of Service (LOS) Analysis

As previously mentioned in **Section 1.3**, Synchro 11 was used to perform the intersection operational analyses for the study intersections and SR 535 roadway segments. The intersection operational analyses were conducted for both the signalized and unsignalized study intersections. Synchro results provide delays, LOS, and queues which are summarized in the following section. Arterial operations were evaluated based on arterial LOS outputs (average speed, segment length, and travel time) provided by Synchro, and calculated using criteria from *Exhibit 18-1 of the HCM 6th Edition*.

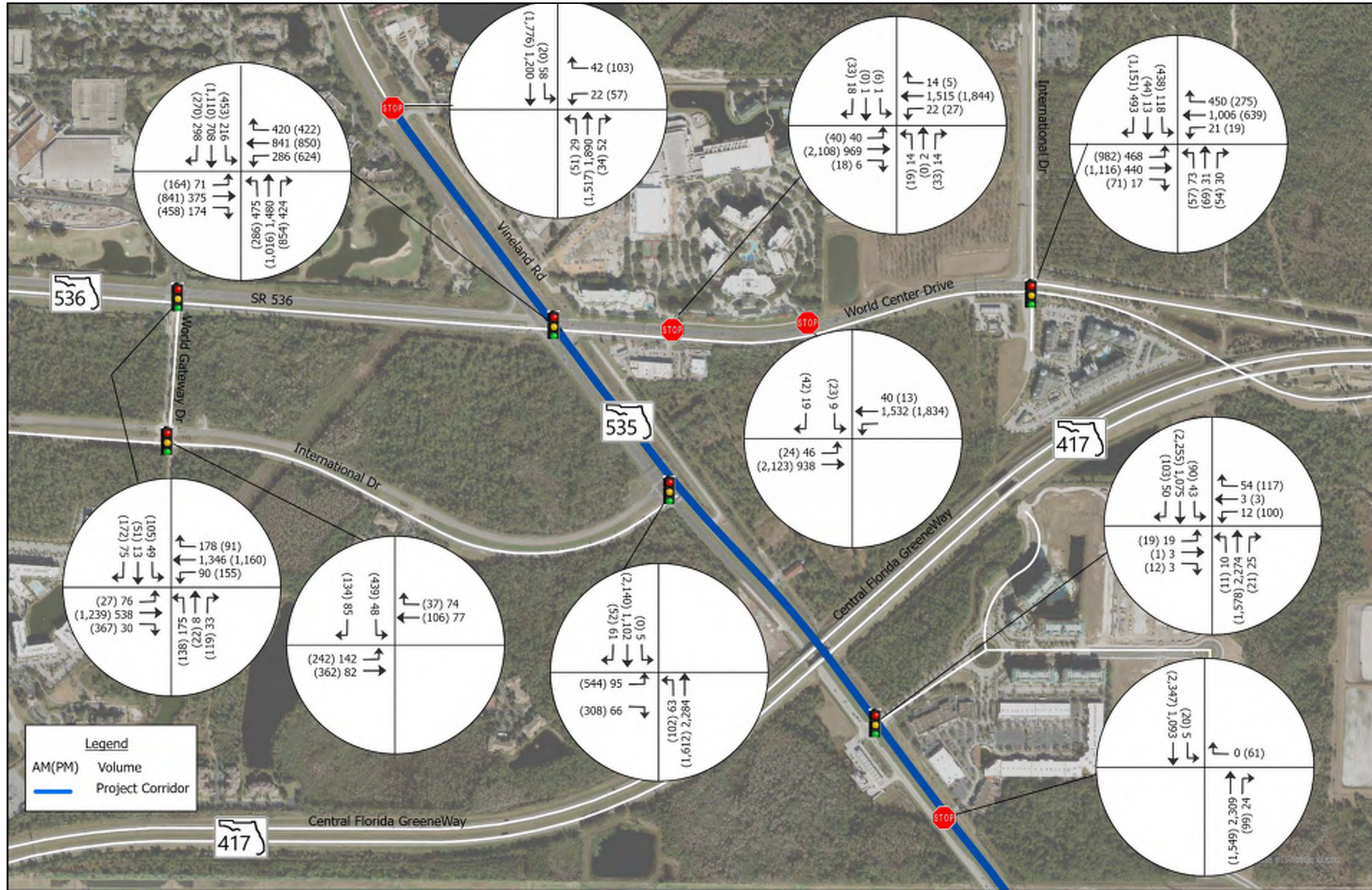


Figure 2-8 Existing Turning Movement Volumes (1 of 2)

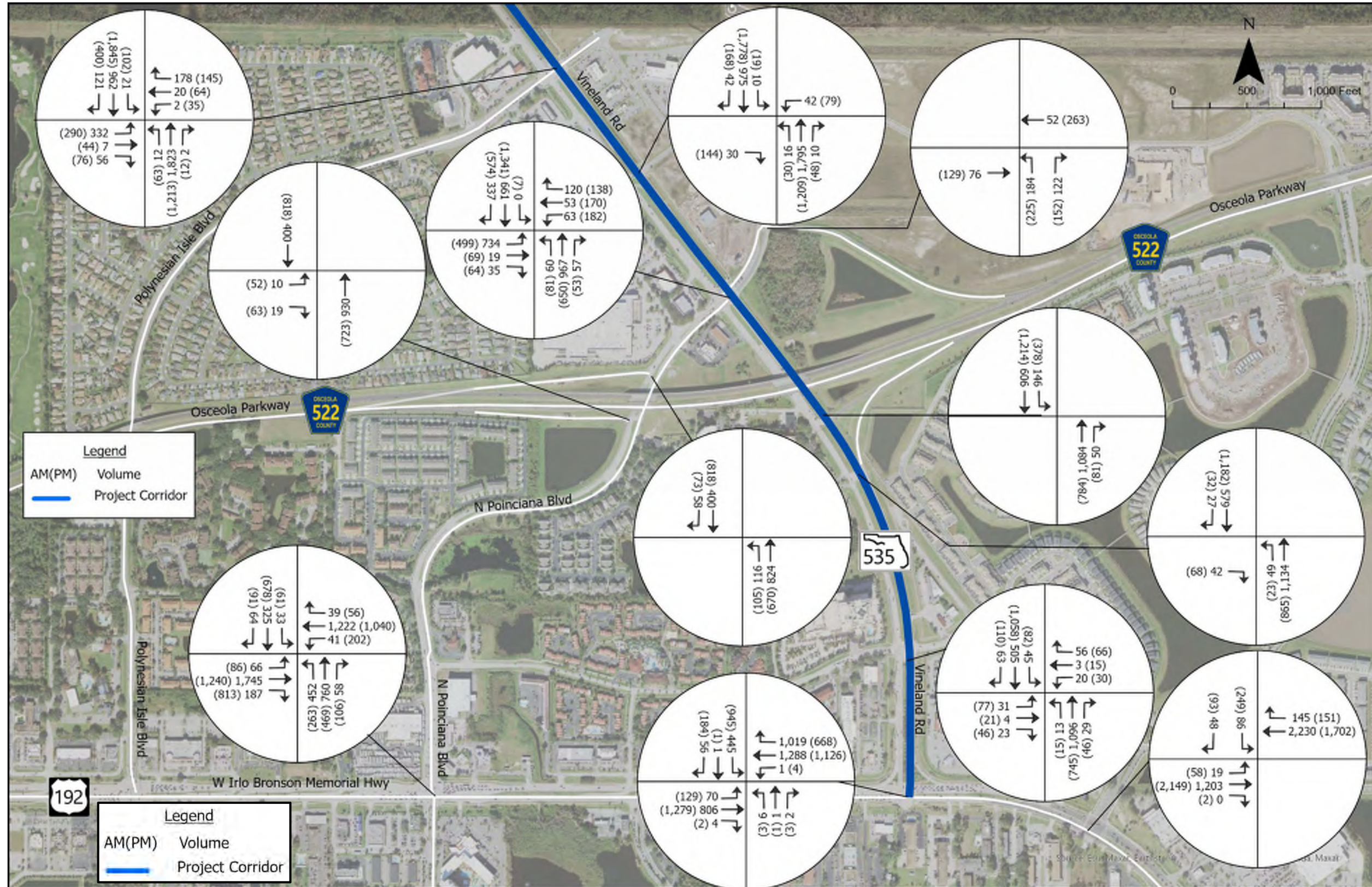


Figure 2-9 Existing Turning Movement Volumes (2 of 2)

2.7.1 Existing Year (2020) Intersection LOS analysis

Intersection capacity analyses were conducted to assess the existing quality of flow at intersections in the study area using the existing year turning movement volumes with existing geometry and signal timings. Existing signal timings were obtained from the Orange and Osceola County Traffic Operations Divisions (provided in **Appendix C**). The existing Peak Hour Factor (PHF) was calculated from the existing turning movement counts for each intersection during AM and PM peak hours.

A summary of the signalized intersection analysis is included in **Table 2-3**. Detailed Synchro movement delay, LOS and 95th percentile queue length for the AM and PM peak hours for 2020 Existing Conditions are included in **Appendix D**. The analysis shows all intersections are generally operating at the target LOS D or better in the AM peak hour, with the exception of the intersection of US 192 at North Poinciana Boulevard which operates at an overall LOS E. In the PM peak hour, all intersections are operating at the target LOS D or better, with the exception of the intersections of SR 535 at SR 536/World Center Drive and US 192 at North Poinciana Boulevard. The presence of a third southbound travel lane from Calypso Cay Way to just north of Polynesian Isle Boulevard increases the intersection capacity for those subject intersections thus generally resulting in better operations than the northbound direction.

A summary of the unsignalized intersection analysis is included in **Table 2-4**. Summarized results include the storage length, 95th percentile queue length, volume, v/c ratio, delay, and LOS for each stop-controlled movement based on Synchro output reports which employ *HCM 6th Edition Two-Way Stop Controlled (TWSC)* methodology. Detailed reports are included in **Appendix D**. The analysis shows that the AM peak hour performs better than the PM peak hour. During the AM peak hour, five (5) of 23 movements do not meet the LOS D Target while 11 of 23 movements do not meet the LOS D Target during the PM peak hour. Deficient operations are generally occurring on side street movements.

Table 2-3 Existing Signalized Intersection LOS

Study Intersection	Existing Conditions 2020 AM											Existing Conditions 2020 PM										
	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Approach Delay	Approach LOS	Intersection Delay	Intersection LOS	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Approach Delay	Approach LOS	Intersection Delay	Intersection LOS
SR 535 & US 192	EBL	475	78	70	0.52	101.3	F	18.2	B	26.9	C	EBL	475	140	129	0.68	113.7	F	25.8	C	54.6	D
	EBT	-	226	806	0.24	11.1	B					EBT	-	571	1279	0.51	16.9	B				
	WBL	350	m1	1	0.04	108.0	F	13.5	B			WBL	350	22	4	0.09	103.8	F	15.5	B		
	WBT	-	m686	1288	0.41	16.6	A					WBT	-	529	1126	0.52	23.8	C				
	WBR	400	m533	1019	0.69	9.5	A	85.7	F			WBR	400	0	668	0.46	1.0	A	83.3	F		
	NBL	-	28	6	0.12	94.7	F					NBL	-	19	3	0.06	101.7	F				
	NBT	-	15	1	0.05	67.7	E	102.3	F			NBT	-	18	1	0.08	69.5	E	152.7	F		
	SBL	-	427	445	0.87	113.3	F					SBL	-	822	945	0.77	179.1	F				
	SBT	-	431	1	0.88	113.9	F	12.6	B			SBT	-	823	1	0.77	179.9	F				
	SBR	300	11	56	0.09	12.6	B					SBR	300	49	184	0.14	14.9	B				
SR 535 & Kyngs Heath Road	EBL	100	83	31	0.42	103.4	F	74.6	E	18.7	B	EBL	100	163	77	0.65	107.6	F	75.5	E	21.8	C
	EBT	-	43	4	0.30	40.6	D					EBT	-	83	21	0.43	38.5	D				
	EBR	-	23	20	0.24	99.6	F	34.5	C			WBL	150	69	30	0.36	102.4	F	48.8	D		
	WBL	150	43	3	0.23	98.3	F					WBT	-	69	15	0.34	100.1	F				
	WBT	-	43	56	0.39	8.2	A	15.5	B			WBR	-	22	66	0.43	12.8	B	15.5	B		
	WBR	-	5	13	0.23	85.5	F					NBL	375	51	15	0.25	97.9	F				
	NBL	375	m26	1096	0.43	15.1	B	17.2	B			NBT	-	310	745	0.33	14.8	B	17.3	B		
	NBT	-	450	29	0.03	0.0	A					NBR	-	0	46	0.05	0.1	A				
	NBR	-	m0	45	0.52	83.4	F	5.9	A			SBL	250	172	82	0.65	107.5	F	2.7	A		
	SBL	250	111	505	0.20	12.7	B					SBT	-	412	1058	0.43	11.8	B				
SBT	-	250	63	0.05	5.9	A	3.2	A	SBR	300	33	110	0.10	2.7	A	7.2	A					
SBR	300	39	0	0.00	0.0	0			NBT	-	143	784	0.36	7.2	A							
SR 535 & Osceola Pkwy On-Ramp	NBR	-	0	0	0.00	0.0	0	3.2	A	5.2	A	NBR	-	0	0	0.00	0.0	0	7.2	A	8.8	A
	SBL	525	111	146	0.50	41.2	D					8.0	A	SBL	525	145	378	0.70					39.9	D	9.6	A
	SBT	-	0	606	0.13	0.1	A	SBT	-					0	1214	0.25	0.1	A				
	SBT	-	0	606	0.13	0.1	A	SBT	-			0	1214	0.25	0.1	A						
SR 535 & Poinciana Blvd	EBL	175	550	734	0.88	81.2	F	77.0	E	42.9	D	EBL	175	386	499	0.85	88.2	F	76.4	E	42.5	D
	EBT	-	28	19	0.07	19.6	B					EBT	-	71	69	0.20	32.2	C				
	EBR	-	35	63	0.45	96.8	F	67.0	E			EBR	-	64	64	0.20	32.2	C	84.3	F		
	WBL	300	74	53	0.74	56.2	E					WBL	300	167	182	0.69	97.4	F				
	WBT	-	102	60	0.45	103.9	F	27.4	C			WBT	-	209	170	0.82	76.6	E	28.5	C		
	NBL	375	65	967	0.54	24.3	C					NBL	375	87	81	0.54	100.2	F				
	NBT	-	554	57	0.07	0.3	A	27.0	C			NBT	-	352	650	0.33	21.9	C	26.3	C		
	NBR	250	4	661	0.49	27.0	C					NBR	250	0	53	0.06	0.1	A				
SBT	-	225	661	0.49	27.0	C	SBT	-	438	1341	0.79	26.1	C									
SR 535 & Polynesian Isle Blvd	EBL	-	270	332	0.81	96.6	F	83.8	F	36.4	D	EBL	-	248	290	0.79	97.1	F	86.3	F	36.3	D
	EBT	-	55	7	0.17	16.3	B					EBT	-	182	44	0.49	60.2	E				
	WBL	175	14	2	0.06	93.5	F	59.2	E			WBL	175	91	35	0.47	106.5	F	48.2	D		
	WBT	-	118	20	0.95dr	58.9	E					WBT	-	93	64	0.68	38.4	D				
	NBL	500	m13	12	0.14	100.7	F	36.7	D			NBL	500	m72	63	0.46	96.0	F	42.6	D		
	NBT	-	1262	1823	0.81	36.3	D					NBT	-	874	1213	0.61	40.2	D				
	NBR	250	m0	2	0.00	0.0	A	14.9	B			NBR	250	m0	12	0.01	0.0	A	22.8	C		
	SBL	450	62	21	0.35	103.9	F					SBL	450	206	102	0.73	110.2	F				
SBT	-	268	962	0.30	14.6	B	1.8	A	SBT	-	646	1845	0.60	22.4	C							
SBR	450	24	121	0.12	1.8	A			SBR	450	50	400	0.37	2.2	A							

Table 2-3 Existing Signalized Intersection LOS (2 of 3)

Study Intersection	Existing Conditions 2020 AM											Existing Conditions 2020 PM										
	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Approach Delay	Approach LOS	Intersection Delay	Intersection LOS	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Approach Delay	Approach LOS	Intersection Delay	Intersection LOS
SR 535 & LBV Factory Stores	EBL	-	53	19	0.32	84.6	F	78.4	E	21.9	C	EBL	-	48	19	0.19	67.2	E	51.9	D	38.2	D
	EBT	-	20	3	0.08	56.4	E					EBT	-	23	1	0.07	28.4	C				
	WBL	-	37	12	0.16	75.2	E	35.4	D			WBL	-	167	100	0.68	90.1	F	56.8	E		
	WBT	-	54	3	0.45	27.1	C					WBT	-	101	3	0.51	29.1	C				
	NBL	525	34	10	0.15	77.9	E	24.6	C			NBL	525	34	11	0.15	77.9	E	24.0	C		
	NBT	-	#1595	2274	0.91	24.7	C					NBT	-	763	1578	0.73	23.9	C				
	NBR	525	0	25	0.02	0.0	A	14.4	B			NBR	525	0	21	0.02	0.0	A	45.7	D		
	SBL	575	101	43	0.44	60.5	E					SBL	575	m101	90	0.44	50.9	D				
	SBT	-	373	1075	0.41	13.1	B					SBT	-	#1473	2255	0.85	47.2	D				
SBR	350	15	50	0.04	2.2	A			SBR	350	m58	103	0.09	8.6	A							
SR 535 & International Dr	EBL	200	88	95	0.48	79.2	E	55.6	E	18.4	B	EBL	200	346	544	0.81	69.3	E	60.4	E	40.7	D
	EBR	-	54	66	0.43	21.9	C					EBR	-	296	308	0.74	44.7	D				
	NBL	450	m74	63	0.53	93.8	F	12.1	B			NBL	450	m137	102	0.58	85.9	F	13.6	B		
	NBT	-	#1591	2284	0.87	9.8	A					NBT	-	713	1612	0.70	9.1	A				
	SBL	475	m11	5	0.07	47.0	D	25.9	C			SBL	475	0	0	0.00	0.0	0	54.1	D		
	SBT	-	363	1102	0.35	26.4	C					SBT	-	m#945	2140	0.84	55.0	E				
	SBR	475	m58	61	0.06	15.8	B					SBR	475	m23	52	0.07	17.9	B				
SR 535 & SR 536/World Center Dr	EBL	575	#181	71	0.76	135.7	F	43.1	D	52.9	D	EBL	575	#366	164	0.80	103.9	F	95.2	F	86.1	F
	EBT	-	169	375	0.46	44.2	D					EBT	-	#708	841	1.15	130.4	F				
	EBR	575	0	174	0.19	2.6	A	48.2	D			EBR	575	244	458	0.55	27.3	C	55.1	E		
	WBL	250	211	286	0.74	98.2	F					WBL	250	#509	624	0.89	83.9	F				
	WBT	-	420	841	0.81	55.1	E	56.9	E			WBT	-	475	850	0.82	61.2	E	37.8	D		
	WBR	-	0	420	0.28	0.4	A					WBR	-	0	422	0.29	0.4	A				
	NBL	500	m314	475	0.58	70.5	E	56.1	E			NBL	500	200	286	0.73	78.2	E	167.6	F		
	NBT	-	658	1480	0.88	68.7	E					NBT	-	390	1016	0.75	57.3	E				
	NBR	300	m0	424	0.29	0.2	A	56.1	E			NBR	300	0	854	0.56	1.1	A	470.1	F		
	SBL	650	#198	216	0.78	91.0	F					SBL	650	#509	453	1.93	470.1	F				
SBT	-	302	708	0.78	69.0	E	SBT			-	#551	1110	0.99	84.8	F							
SBR	400	0	298	0.21	0.3	A			SBR	400	0	270	0.18	0.3	A							
World Gateway Dr & SR 536	EBL	700	144	76	0.58	85.8	F	27.9	C	24.7	C	EBL	700	66	27	0.34	82.8	F	28.6	C	26.4	C
	EBT	-	172	538	0.23	21.2	C					EBT	-	467	1239	0.59	34.6	C				
	EBR	500	0	30	0.04	0.1	A	18.7	B			EBR	500	67	367	0.43	4.0	A	17.4	B		
	WBL	525	m136	90	0.60	85.5	F					WBL	525	m241	155	0.55	74.2	E				
	WBT	-	284	1346	0.54	16.4	B	56.5	E			WBT	-	178	1160	0.41	11.1	B	39.6	D		
	WBR	575	m51	178	0.21	2.5	A					WBR	575	m11	91	0.10	1.2	A				
	NBL	-	255	175	0.63	63.8	E	30.1	C			NBL	-	194	138	0.54	57.0	E	43.0	D		
	NBT	-	51	8	0.17	25.7	C					NBT	-	98	22	0.56	22.7	C				
	SBL	250	80	49	0.31	53.3	D					SBL	250	144	105	0.48	56.1	E				
	SBT	-	40	13	0.20	79.5	E					SBT	-	104	51	0.47	84.3	F				
SBR	-	0	75	0.42	6.5	A			SBR	-	84	172	0.68	22.7	C							

Table 2-3 Existing Signalized Intersection LOS (3 of 3)

Study Intersection	Existing Conditions 2020 AM											Existing Conditions 2020 PM																		
	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Approach Delay	Approach LOS	Intersection Delay	Intersection LOS	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Approach Delay	Approach LOS	Intersection Delay	Intersection LOS								
International Dr & World Center Dr/SR 536	EBL	250	320	468	0.80	46.4	D	34.8	C	29.6	C	EBL	250	m#702	982	0.84	34.4	C	33.7	C	34.4	C								
	EBT	-	300	440	0.23	22.9	C					EBT	-	m585	1116	0.60	33.2	C												
	WBL	375	56	21	0.31	82.6	F	26.7	C			WBL	375	51	19	0.25	82.6	F	45.0	D			34.4	C						
	WBT	-	610	1006	0.70	37.1	D					WBT	-	350	639	0.78	63.1	E												
	WBR	275	0	450	0.34	0.6	A	75.4	E			WBR	275	0	275	0.17	0.2	A	58.7	E					34.4	C				
	NBL	150	#175	73	0.71	103.1	F					NBL	150	109	57	0.51	87.0	F												
	NBT	-	44	31	0.28	42.3	D	19.0	B			NBT	-	72	69	0.48	45.6	D	26.6	C							34.4	C		
	SBL	-	133	118	0.57	87.1	F					SBL	-	351	438	0.81	82.7	F												
	SBT	-	134	13	0.57	86.8	F	493	A			SBT	-	350	44	0.80	82.3	F	3.2	A									34.4	C
	SBR	-	0	493	0.42	0.9	A					SBR	-	0	1151	0.74	3.2	A												
US 192 & Storey Lake Blvd	EBL	425	m26	19	0.17	90.2	F	4.6	A	9.1	A	EBL	425	79	58	0.43	116.4	F	10.1	B	16.7	B								
	EBT	-	212	1203	0.30	3.2	A					EBT	-	429	2149	0.53	7.2	A												
	WBL	530	-	0	-	-	-	8.5	A			WBL	530	-	0	-	-	-	11.7	B			16.7	B						
	WBT	-	532	2230	0.59	8.9	A					WBT	-	460	1702	0.47	12.6	B												
	WBR	350	26	145	0.12	1.3	A	-	-			WBR	350	40	151	0.13	2.3	A	-	-					16.7	B				
	NBT	-	-	0	-	-	-					NBT	-	-	0	-	-	-												
	SBL	250	94	86	0.49	95.4	F	62.0	E			SBL	250	258	249	0.77	115.7	F	85.6	F							16.7	B		
	SBT	-	-	0	0.17	2.3	A					SBT	-	11	0	0.23	5.3	A												
SBR	-	-	48	0.16	2.2	A	-	-	SBR	-	11	93	0.23	5.0	A	-	-	16.7	B											
Poinciana Blvd & Osceola Pkwy WB On Ramp	NBL	-	112	116	0.58	52.2			D	6.6	A	6.2	A	NBL	-					103	105	0.56							50.9	D	7.0	A	7.7	A
	NBT	-	0	824	0.24	0.2	A	NBT	-					0	670	0.20	0.1			A										
	SBT	-	89	400	0.20	5.6	A	SBT	-					213	818	0.40	8.2			A										
N Poinciana Blvd & US 192	EBL	390	75	66	0.42	97.1	F	57.1	E	56.2	E	EBL	390	105	86	0.53	117.6			F	113.0	F	79.6	E						
	EBT	-	896	1745	0.89	60.1	E					EBT	-	742	1240	0.81	78.3			E										
	EBR	390	122	187	0.28	14.5	B	50.9	D			EBR	390	#1588	813	1.25	165.5			F	70.3	E			79.6	E				
	WBL	330	52	41	0.30	95.5	F					WBL	330	211	202	0.72	117.0			F										
	WBT	-	560	1222	0.65	51.0	D	66.6	E			WBT	-	563	1040	0.61	64.8	E	43.2	D	79.6	E								
	WBR	330	0	39	0.06	0.2	A					WBR	330	17	56	0.10	3.2	A												
	NBL	234	#783	452	1.04	98.0	F	37.6	D			NBL	234	303	263	0.75	46.3	D	44.8	D							79.6	E		
	NBT	-	557	760	0.62	49.2	D					NBT	-	370	469	0.38	41.9	D												
	SBL	475	49	33	0.18	31.2	C	-	-			SBL	475	80	61	0.17	29.0	C	-	-									79.6	E
	SBT	-	212	325	0.28	45.6	D					SBT	-	480	678	0.48	51.8	D												
SBR	475	0	64	0.10	0.3	A	-	-	SBR	475	30	91	0.13	3.8	A	-	-	79.6	E											
Poinciana Blvd & Osceola Pkwy EB Off Ramp	EBL	-	37	19	0.19	49.8			D	42.2	D	2.5	A	EBL	-					73			52	0.39							52.9	D	34.4	C	4.6	A
	EBR	-	17	10	0.12	26.8	C	EBR	-					41	63	0.42	19.3			B										
	NBT	-	67	930	0.30	1.4	A	NBT	-					65	723	0.25	1.9			A										
	SBT	-	16	400	0.17	2.2	A	SBT	-					29	818	0.37	2.7			A										

Table 2-4 Existing Unsignalized Major Movement LOS

Study Intersection	2020 AM							2020 PM						
	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS
SR 535 & Calypso Cay Way/Osceola Pkwy On Ramp	EBR	-	5	42	0.07	10.6	B	EBR	-	15	68	0.18	15.4	C
	NBL	225	5	49	0.06	9.1	A	NBL	225	2.5	23	0.05	11.9	B
SR 535 & Lake Bryan Beach Blvd	WBL	-		22	1.94	693.0	F	WBL	-		57	3.37	1236.9	F
	WBT	-	185	0				WBT	-	457.5	0			
	WBR	-		42				WBR	-		103			
	NBL	150	7.5	29	0.10	18.1	C	NBL	150	37.5	51	0.36	42.2	E
	SBL	150	55	58	0.48	57.8	F	SBL	150	10	20	0.12	28.2	D
SR 535 & Median Opening S	EBR	-	7.5	30	0.08	14.7	B	EBR	-	120	144	0.73	55.7	F
	WBR	-	17.5	42	0.19	23.0	C	WBR	-	20	79	0.21	16.2	C
	NBL	750	5	16	0.05	16.0	C	NBL	750	22.5	30	0.24	40.1	E
	SBL	500	2.5	10	0.04	19.7	C	SBL	500	2.5	19	0.04	12.5	B
SR 535 & Median Opening N	WBR	-	0	0	0.00	0.0	A	WBR	-	20	61	0.21	19.5	C
	SBL	550	2.5	5	0.04	33.0	D	SBL	550	5	20	0.06	15.8	C
Poinciana Blvd & Westbound Off Ramp	WBL	-	20	184	0.22	10.2	B	WBL	-	37.5	225	0.34	12.8	B
	WBR	-	10	122	0.13	9.0	A	WBR	-	15	152	0.16	9.4	A
International Dr & World Gateway Dr	EBL	200	17.5	142	0.19	9.6	A	EBL	200	27.5	242	0.26	10.0	B
	SBL	-	12.5	48	0.14	14.7	B	SBL	-	705	439	1.61	319.2	F
	SBR	-	12.5	85	0.13	10.2	B	SBR	-	15	134	0.17	10.3	B
World Center Dr & Buena Vista Suites	EBL	500	17.5	40	0.20	26.7	D	EBL	500	30	40	0.31	43.0	E
	WBL	500	5	22	0.06	14.6	B	WBL	500	25	27	0.27	53.0	F
	NBL	-		14	0.38	74.2	F	NBL	-		19	3.35	1545.6	F
	NBT	-	37.5	2				NBT	-	185	0			
	NBR	-		14				NBR	-		33			
	SBL	-		1	0.15	36.4	E	SBL	-		6	0.94	262.4	F
	SBT	-	12.5	1				SBT	-	92.5	0			
	SBR	-		18				SBR	-		33			
World Center Dr & Caribe Royale Orlando	EBL	-	25	46	0.25	30.5	D	EBL	-	17.5	24	0.19	38.5	E
	SBL	-	20	9	0.24	124.0	F	SBL	-	62.5	23	0.75	263.7	F
	SBR	-	5	19	0.07	19.3	C	SBR	-	17.5	42	0.20	25.4	D

2.7.2 Existing Year (2020) Arterial LOS analysis

The roadway arterial operational analysis was performed for the existing year traffic conditions for AM and PM peak hours using Synchro 11 software. **Table 2-5**, summarizes the speed and arterial LOS for the SR 535 study corridor. Detailed Synchro Arterial LOS reports are provided in **Appendix D**.

During the AM peak hour condition, five (5) segments show deficient operations; three (3) of which are noted on northbound segments while two (2) are noted on southbound segments. Overall, the northbound and southbound SR 535 arterial segments operate at LOS E and LOS D, respectively. During the PM peak hour condition, six (6) segments show deficient operations; three (3) of which are noted on northbound segments and three (3) are noted on southbound segments. Overall, northbound SR 535 arterial segments operate at LOS D while southbound SR 535 operates at LOS E. In general, the southbound SR 535 segments between Calypso Cay Way and Polynesian Isle Boulevard operate at LOS D or better, which may be attributed to the third southbound lane.

Table 2-5 Existing Arterial LOS – SR 535 Segments

Time of Day	Arterial Segment	From	To	Section Length ¹ (ft)	Speed Limit (mph)	Travel Time (sec)	Arterial Speed		
							(mph)	%	LOS
AM	Northbound								
		US 192	Kyngs Heath Road	1003	45	28.7	23.6	43%	D
		Kyngs Heath Road	Osceola Pkwy on-ramp	1637	50	33.0	33.6	68%	B
		Osceola Pkwy on-ramp	Poinciana Blvd	1056	50	40.7	17.9	33%	E
		Poinciana Blvd	Polynesian Isle Blvd	1901	50	70.6	18.5	38%	E
		Polynesian Isle Blvd	LBV Factory Stores	1742	50	54.6	21.7	43%	D
		LBV Factory Stores	International Dr	2112	50	43.8	32.5	65%	C
		International Dr	SR 536/World Center Dr	1373	50	95.0	10.0	20%	F
			Total	2.05	50	366.4	17.8	39%	E
		Southbound							
		Entry Link	SR 536/World Center Dr	4594	50	131.7	23.8	48%	D
		SR 536/World Center Dr	International Dr	1373	50	52.7	18.0	36%	E
		International Dr	LBV Factory Stores	2112	50	47.1	30.3	61%	C
		LBV Factory Stores	Polynesian Isle Blvd	1742	50	44.5	26.6	53%	C
		Polynesian Isle Blvd	Poinciana Blvd	1901	50	60.1	21.8	44%	D
	Poinciana Blvd	Osceola Pkwy on-ramp	1056	50	20.3	35.9	72%	B	
	Osceola Pkwy on-ramp	Kyngs Heath Road	1637	50	42.0	26.4	53%	C	
	Kyngs Heath Road	US 192	1003	45	133.5	5.1	14%	F	
		Total	2.92	50	531.9	19.8	42%	E	
PM	Northbound								
		US 192	Kyngs Heath Road	1003	45	34.4	19.7	44%	D
		Kyngs Heath Road	Osceola Pkwy on-ramp	1637	50	36.5	30.4	61%	C
		Osceola Pkwy on-ramp	Poinciana Blvd	1056	50	42.1	17.3	35%	E
		Poinciana Blvd	Polynesian Isle Blvd	1901	50	73.3	17.9	36%	E
		Polynesian Isle Blvd	LBV Factory Stores	1742	50	53.8	22.0	44%	D
		LBV Factory Stores	International Dr	2112	50	43.1	33.1	66%	C
		International Dr	SR 536/World Center Dr	1373	50	83.6	11.3	23%	F
			Total	2.05	50	366.8	17.7	40%	E
		Southbound							
		Entry Link	SR 536/World Center Dr	4594	50	147.5	21.2	42%	D
		SR 536/World Center Dr	International Dr	1373	50	81.3	11.6	23%	F
		International Dr	LBV Factory Stores	2112	50	81.2	17.5	35%	E
		LBV Factory Stores	Polynesian Isle Blvd	1742	50	52.3	22.6	45%	D
		Polynesian Isle Blvd	Poinciana Blvd	1901	50	59.2	22.1	44%	D
	Poinciana Blvd	Osceola Pkwy on-ramp	1056	50	20.3	35.9	72%	B	
	Osceola Pkwy on-ramp	Kyngs Heath Road	1637	50	41.1	27.0	54%	C	
	Kyngs Heath Road	US 192	1003	45	199.5	3.4	18%	F	
		Total	2.92	50	682.4	15.4	37%	F	

¹ Length based on Arterial LOS Synchro Report length converted from miles to feet

² LOS based on HCM 6th Edition methodology (Avg. Travel Speed Threshold by Base FFS [Speed Limit]). Arterial LOS Synchro Report is based on HCM 2000 methodology; therefore, results may vary.

3 Development of Design Traffic Characteristics

The traffic factors established in this section were used in developing design hour volumes (DHV's) at the study intersections for the future conditions. These characteristics are determined based on the procedures outlined in the *2019 FDOT PTF Handbook*. These factors are important as they play a role in determining the appropriate number of lanes along a facility or design features such as pavement thickness. Key traffic factors include K-factor, Directional Distribution Factor (D-factor), and percentage of trucks for both the design hour and daily demand (DHT and T-Daily) which are further described in this section.

3.1 Standard K Factor and Alternate K Factor

In general terms, the K-factor is the percentage of the daily traffic volume that occurs during the peak hour of the day. Specifically, the K-factor is used to convert an AADT volume into a two-way DHV for a given roadway segment. The FDOT has implemented standardized K-factors to be used in traffic forecasting statewide. The Standard K-factor is dependent upon the area type and facility type for a given project. A standard K-factor of 9 percent is typically used for most urban arterials. This means that 9 percent of the daily traffic occurs in the design hour. The 2019 FDOT PTF Handbook states that there are also cases where Standard K Factors may not directly apply, and it recommends the project team coordinate with FDOT Central Office for approval of an Alternate K Factor. The selection of an Alternate K Factor for study roadways is discussed in **Section 3.4**.

3.2 D Factor

The D-factor represents the percentage of traffic traveling in the peak direction along a roadway segment during the design hour. By applying a D-factor to the previously developed two-way design hour volume, the Directional Design Hourly Volumes (DDHVs) will be calculated for a given roadway segment. These segment DDHVs for each leg of an intersection will be utilized in developing design hour intersection volumes.

3.3 T and DHT Factors

The ratio of passenger vehicles and larger trucks is also important in the analysis and design of roadway improvements. T-Daily (T) factor is the percentage of trucks over the course of an average day. DHT is defined as one-half of the T-Daily factor.

3.4 Traffic Factors from Project Data Collection

K-factor, D-factor and T-Daily from 72-hour and 48-hour classification counts were reviewed and summarized in **Table 3-1**; indicating that the K-factor varies between 5.2 percent and 6.2 percent for the segments on SR 535. Similarly, the K-factor for major roadways including SR 536 and US 192 are below seven percent (<7%). The K-factor for all remaining arterials varies between 4.4 percent and 12.8 percent during peak hours. The lower K-factor represents the prevailing multi-hour peak period rather than a single peak hour within the study area. The prevailing multi-hour peak period within the SR 535 corridor area is due to the unique location. The SR 535 study area is located within close proximity to the heavy tourist area in Orlando which includes Disney World (including its four parks and Disney Springs), Sea World, and Universal Studios Resort generating a significant amount of tourist traffic as well as “shift work” trips. These types of trips do not have the same peaking characteristics as the more traditional residential and commercial areas which are directional in nature and typically peak during the morning and afternoon commute time periods. The tourist and shift work trips are dispersed and directionally balanced in their peaks and thus generate a longer peak with more total traffic rather than more directional traffic.

Table 3-1 Traffic Factors from 72-Hr and 48-Hr Classification Counts

Road Name	Segment	K-Factor (K)		D-Factor (D)				T-Daily (T)
		AM PEAK	PM PEAK	AM PEAK	DIRECTION	PM PEAK	DIRECTION	
72-Hr Classification Count								
SR 535	Kyngs Heath Rd to Calypso Cay Way	5.20%	6.20%	62.50%	NB	52.90%	SB	8.30%
	Poinciana Blvd to Polynesian Isle Blvd	5.40%	5.70%	62.30%	NB	52.30%	SB	10.20%
	LBV Factory Stores to International DR	5.30%	5.70%	64.40%	NB	51.10%	SB	8.40%
	International Dr to SR 536	5.30%	6.00%	63.80%	NB	52.70%	SB	8.40%
	SR 536 to Lake Bryan Beach Blvd	6.00%	5.90%	51.80%	NB	52.20%	SB	11.60%
	Average		5.40%	5.90%	60.90%	-	-	-
48-Hr Classification Count								
US 192	West of SR 535 and East of Poinciana Blvd	5.40%	6.30%	58.90%	WB	53.00%	EB	4.50%
	SR 535 to Storey Lake Blvd	5.50%	6.40%	63.50%	WB	54.80%	EB	7.60%
	Average	5.50%	6.40%	61.20%	-	53.90%	-	6.10%
SR 536	West of SR 535	5.70%	6.80%	57.10%	WB	56.60%	EB	6.00%
World Center Dr	SR 535 to International Dr	5.50%	6.40%	51.20%	WB	52.60%	EB	6.20%
Osceola Pkwy EB On Ramp	EB On Ramp (east of SR 535)	4.40%	9.30%	100.00%	EB	100.00%	EB	10.60%
Other Roadways								
Kyngs Heath Rd	West of SR 535	4.8%	7.7%	5.4%	WB	50.8%	WB	1.6%
Calypso Cay Wy	West of SR 535	7.1%	5.9%	72.2%	WB	56.7%	EB	1.1%
Poinciana Blvd	West of SR 535	4.6%	5.9%	64.6%	EB	56.4%	WB	8.2%
	East of SR 535	4.5%	8.3%	74.3%	WB	67.8%	WB	4.0%
Polynesian Isle Blvd	West of SR 535	5.1%	7.1%	60.1%	EB	56.1%	WB	5.6%
LBV Factory Stores Dr	East of SR 535	6.1%	7.6%	51.5%	EB	55.6%	WB	4.3%
International Dr	West of SR 535	4.9%	12.8%	59.1%	EB	79.5%	EB	4.0%
Lake Bryan Beach Blvd	East of SR 535	6.9%	6.2%	53.9%	EB	55.6%	WB	5.7%
Average (Other Roadways)		5.5%	7.7%	60.8%	-	59.8%	-	4.3%

3.5 Historic K, D and T-Daily factors

Historical information obtained from FTO count stations were reviewed to estimate historic K, D and T-Daily factors. Historic K-factors were reviewed from FTO synopsis reports for FTO count stations on SR 535, SR 536 and US 192 roadway segments for entire day and presented in **Appendix E**. Additionally, AM and PM peak-hours between 7 AM and 9 AM and 4 PM and 6 PM were reviewed and summarized in **Table 3-2**. The peak-hour K-factor varies between 5.3 percent and 7 percent based on data shown in **Table 3-2**. Historical data indicates a K-factor below 7.5 percent for SR 535 count locations. **Table 3-3** summarizes historical D factors and T-Daily factors from FTO count locations.

Table 3-2 K-Factor (in Percentages) from Historical Data

Year	SR 535			SR 536	US 192	
	Station 750630	Station 920312	Station 920318	Station 750595	Station 920320	Station 920313
	North of Lake Bryan Beach Blvd	Poinciana Blvd to Polynesian Isle Blvd	Kyngs Heath Rd to Calypso Cay Wy	West of SR 535	West of SR 535 and East of Poinciana Blvd	East of Storey Lake Blvd
AM Peak Hour						
2019	6.0%	5.4%	5.4%	5.5%	-	6.7%
2018	5.9%	4.1%	-	5.7%	5.9%	5.6%
2017	5.1%	-	5.7%	5.8%	5.3%	5.8%
2016	5.1%	6.2%	5.7%	5.6%	5.4%	5.9%
2015	5.5%	5.6%	5.3%	5.7%	5.2%	5.7%
2014	5.8%	6.2%	5.7%	5.7%	5.3%	6.1%
2013	5.1%	5.9%	5.2%	5.2%	5.0%	5.9%
2012	5.4%	4.5%	5.9%	5.3%	5.0%	5.9%
Average	5.5%	5.4%	5.5%	5.6%	5.3%	6.0%
PM Peak Hour						
2019	6.2%	5.6%	6.8%	6.7%	-	6.7%
2018	6.3%	6.1%	-	6.4%	7.0%	6.3%
2017	6.7%	-	6.8%	6.2%	6.7%	7.0%
2016	6.9%	6.7%	7.0%	7.9%	7.1%	7.0%
2015	6.9%	6.8%	6.7%	6.3%	6.9%	7.9%
2014	6.7%	6.5%	6.7%	7.1%	7.2%	7.4%
2013	6.8%	6.8%	6.3%	7.1%	7.3%	7.2%
2012	6.4%	7.2%	7.0%	7.4%	6.8%	6.7%
Average	6.6%	6.5%	6.8%	6.9%	7.0%	7.0%

Table 3-3 D & T-Daily Factors (in Percentages) from Historical Data

Year	SR 535			SR 536	World Center Dr			International Dr	Polynesian Isle Blvd	Poinciana Blvd	US 192	
	Station 750630	Station 920312	Station 920318	Station 750595	Station 758158	Station 752256	Station 752255	Station 758187	Station 927033	Station 927032	Station 920320	Station 920313
	North of Lake Bryan Beach Blvd	Poinciana Blvd to Polynesian Isle Blvd	Kyngs Heath Rd to Calypso Cay Wy	West of SR 535	SR 535 to International Dr	SR 417 On-ramp/East of International Dr	SR 417 Off-ramp/East of International Dr	West of SR 535	West of SR 535	West of SR 535	West of SR 535 and East of Poinciana Blvd	East of Storey Lake Blvd
AM Peak Hour												
2019	52.6	53.2	53.2	52.6	52.6	100	100	52.6	53.2	53.2	53.2	53.2
2018	53.2	53.6	53.6	53.2	53.2	100	100	53.2	53.6	53.6	53.6	53.6
2017	52.6	52.8	52.8	52.6	52.6	100	100	52.6	52.8	52.8	52.8	52.8
2016	52.5	52.5	52.5	52.5	52.5	100	100	52.5	52.5	52.5	52.5	52.5
2015	53.2	52.7	52.7	53.2	53.2	100	100	53.2	52.7	52.7	52.7	52.7
2014	53.2	52.8	52.8	53.2	53.2	100	100	53.2	52.8	52.8	52.8	52.8
2013	53.3	53	53	53.3	53.3	-	-	53.3	53	53	53	53
2012	52.9	53.1	53.1	52.9	52.9	-	-	52.9	53.1	53.1	53.1	53.1
2011	52.7	53.1	53.1	52.7	52.7	-	-	52.7	53.1	53.1	53.1	53.1
2010	52.8	53.5	53.5	52.8	-	-	-	-	53.5	53.5	53.5	53.5
Average	52.9	53	53	52.9	52.9	100	100	52.9	53	53	53	53
PM Peak Hour												
2019	4.1	7.8	6.1	4.4	3.8	4.1	4.1	2.1	1.3	5.2	4	5.8
2018	4.1	7.9	6.1	4.2	4.3	5.8	5.8	2.1	1.3	5.2	4	5.8
2017	4.4	3.9	3.7	3.4	3.9	6.2	6.2	2.1	7.3	34.2	3.9	3.9
2016	4.1	3.9	4.1	4.3	5.7	6	6	2.2	7.3	27.8	5.9	5.9
2015	4.9	3.8	4.9	6	4.4	7.2	7.2	2.2	7.3	4.2	5.8	5.8
2014	4.4	3.4	4.4	5.4	3.8	5.7	5.7	3.8	1.8	4.2	3.8	3.8
2013	3.6	3.1	3.6	4.1	4.1	-	-	4.1	1.8	4.2	3.9	3.9
2012	3.5	3	3.5	4	3.6	-	-	3.6	24.5	24.5	5.6	5.6
2011	3.6	3.1	3.6	4.1	3.5	-	-	3.5	20.9	20.9	4.6	4.6
2010	3.1	3	3.1	3.1	-	-	-	-	25.3	25.3	3.7	3.7
Average	4	4.3	4.3	4.3	4.1	5.8	5.8	2.9	9.9	15.6	4.5	4.9

3.6 Recommended Design Traffic Characteristics

The recommended K, D, and T factors were selected based on a review of the available historical, data collection counts and input from the FDOT Central Office. All recommended traffic factors are summarized in **Table 3-4**.

- A K-factor of 7.5% is recommended for the major roadways including SR 535, US 192 and SR 536 based on prevailing traffic conditions as seen from the data collection counts and historic information. For the remaining roadways, an alternate K-factor (mostly based on field collected PM peak-hour data) is recommended.
- A D-factor of 52.2% is recommended for SR 535, 53.9 % for US 192, 56.6 % for SR 536 and 52.6 % for World Center Drive. For the remaining roadways, a D-factor mostly based on field collected PM peak-hour data is recommended.
- A T-Daily factor of 9.4% was recommended for SR 535 based on the average of all field-collected data. The T-Daily factor all the remaining roadways were obtained from the field-collected count stations.
- For all new roadways, K, D, and T-Daily factors from adjacent and similar roadways will be utilized.

Table 3-4 Recommended Traffic Factors

Intersection	Segments	K	D	T
SR 535 @ Lake Bryan Beach Blvd	Lake Bryan Beach Blvd, west of SR 535 (Local)	6.20%	55.60%	5.70%
	Lake Bryan Beach Blvd, East of SR 535 (Local)	6.20%	55.60%	-
	SR 535, North of Lake Bryan Beach Blvd (Regional)	7.50%	52.20%	-
	SR 535, South of Lake Bryan Beach Blvd (Regional)	7.50%	52.20%	9.40%
SR 535 @ World Center Dr	World Center Dr, west of SR 535 (Regional)	7.50%	56.60%	6.00%
	World Center Dr, East of SR 535 (Regional)	7.50%	52.60%	6.20%
	SR 535, North of World Center Dr (Regional)	7.50%	52.20%	9.40%
	SR 535, South of World Center Dr (Regional)	7.50%	52.20%	9.40%
SR 535 @ International Dr S	International Dr S, West of SR 535 (Regional)	9.00%	57.90%	4.00%
	International Dr S, East of SR 535 (Regional)	9.00%	57.90%	-
	SR 535, North of International Dr S (Regional)	7.50%	52.20%	9.40%
	SR 535, South of International Dr S (Regional)	7.50%	52.20%	9.40%
SR 535 @ LBV Factory Stores Dr	LBV Factory Stores Dr, west of SR 535 (Local)	-	-	-
	LBV Factory Stores Dr, East of SR 535 (Local)	7.60%	55.60%	4.30%
	SR 535, North of LBV Factory Stores Dr (Regional)	7.50%	52.20%	9.40%
	SR 535, South LBV Factory Stores Dr (Regional)	7.50%	52.20%	9.40%
SR 535 @ Median Opening N	Median Opening North, East of SR 535 (Local)	7.60%	55.60%	-
	SR 535, North of Median Opening North (Regional)	7.50%	52.20%	9.40%
	SR 535, South of Median Opening North (Regional)	7.50%	52.20%	9.40%
SR 535 @ Polynesian Isle Blvd	Polynesian Isle Blvd, west of SR 535 (Local)	7.10%	56.10%	5.60%
	Polynesian Isle Blvd, East of SR 535 (Local)	7.10%	56.10%	-
	SR 535, North of Polynesian Isle Blvd (Regional)	7.50%	52.20%	9.40%
	SR 535, South of Polynesian Isle Blvd (Regional)	7.50%	52.20%	9.40%
SR 535 @ Median Opening S	Median Opening S, West of SR 535 (Local)	7.10%	56.10%	-
	Median Opening S, East of SR 535 (Local)	7.10%	56.10%	-
	SR 535, North of Median Opening S (Regional)	7.50%	52.20%	9.40%
	SR 535, South of Median Opening S (Regional)	7.50%	52.20%	9.40%
SR 535 @ Poinciana Blvd	Poinciana Blvd, west of SR 535 (Regional)	5.90%	56.40%	8.20%
	Poinciana Blvd, East of SR 535 (Local)	8.30%	57.90%	4.00%
	SR 535, North of Poinciana Blvd (Regional)	7.50%	52.20%	9.40%
	SR 535, South of Poinciana Blvd (Regional)	7.50%	52.20%	9.40%
SR 535 @ Osceola Pkwy On Ramps (North)	Osceola Pkwy EB On Ramp	9.00%	99.90%	10.60%
	SR 535, North of Osceola Pkwy On Ramps (Regional)	7.50%	52.20%	-
	SR 535, South of Osceola Pkwy On Ramps (Regional)	7.50%	52.20%	-
SR 535 @ Osceola Pkwy On Ramps (South)	Calypso Cay Way, west of SR 535 (Local)	7.10%	56.70%	1.10%
	SR 535, North of Osceola Pkwy On Ramp (Regional)	7.50%	52.20%	-
	SR 535, South of Osceola Pkwy On Ramp (Regional)	7.50%	52.20%	-
SR 535 @ Kyngs Heath Rd	Kyngs Heath Rd, west of SR 535 (Local)	7.70%	50.80%	1.60%
	Kyngs Heath Rd, East of SR 535 (Local)	7.70%	50.80%	-
	SR 535, North of Kyngs Heath Rd (Regional)	7.50%	52.20%	9.40%
	SR 535, South of Kyngs Heath Rd (Regional)	7.50%	52.20%	9.40%

Table 3-4 Recommended Traffic Factors (Continued)

Intersection	Segments	K	D	T
SR 535 @ US 192	US 192, west of SR 535 (Regional)	7.50%	53.90%	4.50%
	US 192, East of SR 535 (Regional)	7.50%	53.90%	7.60%
	SR 535, North of US 192 (Regional)	7.50%	52.20%	9.40%
	SR 535, South of US 192 (Local)	7.50%	53.90%	9.40%
World Center Dr @ International Dr	World Center Dr, West of International Dr (Regional)	7.50%	52.60%	6.20%
	SR 417 Ramp	7.50%	52.60%	5.50%
	International Dr, North of World Center Dr (Regional)	9.00%	57.90%	-
	International Dr, South of World Center Dr (Regional)	9.00%	57.90%	-
US 192 @ Storey Lake Blvd	US 192, west of Storey Lake Blvd (Regional)	7.50%	53.90%	7.60%
	US 192, east of Storey Lake Blvd (Regional)	7.50%	53.90%	-
	Storey Lake Blvd, north of US 192 (Local)	7.70%	50.80%	-
US 192 @ N Poinciana Blvd	US 192, west of Poinciana Blvd (Regional)	7.50%	53.90%	-
	US 192, east of Poinciana Blvd (Regional)	7.50%	53.90%	4.50%
	Poinciana Blvd, north of US 192 (Local)	9.00%	53.20%	-
	Poinciana Blvd, south of US 192 (Local)	9.00%	53.20%	-
W Osceola Ramp @ N Poinciana Blvd (W of SR 535)	Osceola Ramp, north of Poinciana Blvd (Regional)	5.90%	56.40%	4.90%
	Poinciana Blvd, east of Osceola On Ramp (Local)	5.90%	56.40%	8.20%
	Poinciana Blvd, west of Osceola Off Ramp (Local)	5.90%	56.40%	4.00%
W Osceola Off Ramp @ N Poinciana Blvd (E of SR 535)	Osceola Off ramp, South of Poinciana Blvd (Regional)	9.00%	99.90%	10.60%
	Poinciana Blvd, East of Osceola Off Ramp (Local)	8.30%	57.90%	-
	Poinciana Blvd, West of Osceola Off Ramp (Local)	8.30%	57.90%	-
World Gateway Drive @ World Center Drive	SR 536, west of World Gateway Dr (Regional)	7.50%	56.60%	-
	SR 536, east of World Gateway Dr (Regional)	7.50%	56.60%	-
	World Gateway Dr, north of SR 536 (Local)	9.00%	52.60%	-
	World Gateway Dr, south of SR 536 (Local)	9.00%	52.60%	-
World Gateway Drive @ International Drive	International Dr, west of World Gateway Dr (Regional)	9.00%	52.60%	4.00%
	International Dr, east of World Gateway Dr (Regional)	9.00%	57.90%	-
	World Gateway Dr, north of International Dr (Local)	9.00%	52.60%	-
World Center Dr @ Buena Vista Suites	World Center Dr, west of Buena Vista Suites	7.50%	52.60%	6.20%
	World Center Dr, east of Buena Vista Suites	7.50%	52.60%	6.20%
	Buena Vista Suites, north of World Center Dr	7.50%	53.90%	-
	Buena Vista Suites, south of World Center Dr	7.50%	53.90%	-
World Center Dr @ Caribe Royale Orlando	World Center Dr, west of Caribe Royale Orlando	7.50%	52.60%	6.20%
	World Center Dr, east of Caribe Royale Orlando	7.50%	52.60%	6.20%
	Caribe Royale Orlando, North of World Center Dr	7.50%	53.90%	-

4 Crash Data Review

Crash data for the five-year period of January 1, 2014 through December 31, 2018 was obtained from the FDOT Crash+ Analysis Reporting (CAR) System database and Signal Four Analytics. **Figure 4-1** shows the breakdown of intersections and segments analyzed. In addition to the five-year crash summaries, the analysis utilized crash rates, statewide average crash rates and High Crash Location lists to identify high crash locations. Detailed crash data and collision diagrams are provided in the SR 535 PD&E Existing Safety Report in **Appendix F**.

4.1 Crash Summary by Year and Conditions

Based on the crash data obtained from CAR System and Signal Four Analytics for the five-year period, a total of 1,809 crashes were identified within the study area. Three-hundred-and-four (304) crashes were reported in 2014, 358 crashes in 2015, 391 crashes in 2016, 413 crashes in 2017, and 343 crashes in 2018. The project crash statistics are summarized in **Table 4-1** and graphically presented in **Figure 4-1**. Six-hundred and sixty-eight (668) crashes involving injuries were reported during the five-year period. In addition, three (3) fatal crashes were recorded in 2014, one (1) in 2015, and two (2) in 2016. Rear-end crashes were the most reported crash type, accounting for 1,006 crashes (56% of all crashes). Left Turn crashes were the second highest type of crashes accounting for 256 crashes (14% of all crashes). Most of the crashes (64%) occurred during the daytime and the majority of crashes (89%) under dry conditions. **Figure 4-2** through **Figure 4-7** illustrate the concentration of key crash statistics with heat maps. **Figure 4-8** illustrates the location of pedestrian and bicycle crashes.

Within the project limits, a total of 981 crashes were reported on SR 535 from US 192 to Lake Bryan Beach Boulevard in the five-year period from 2014 through 2018. Of those reported crashes, 463 (47%) resulted in injury and four (4) resulted in a fatality. The most frequent crash type was rear end with 605 (62%) total crashes, indicating congestion. Sideswipe crashes were the second highest with 106 (11%), followed by left-turn with 93 (9%) total crashes. Of the 981 crashes, 602 (61%) crashes occurred during daylight conditions. The crash rates along this segment of SR 535 exceed the FDOT statewide averages for similar facilities.

4.2 Potential Safety Countermeasures

Based on the identified contributing factors for each intersection and segment, the following countermeasures are recommended for consideration during the development of alternatives:

- Signalization
 - Review yellow and all-red clearance intervals

- Improve signal progression
- Review left turn phase operations
- Improve visibility of signal heads through improvements such as retroreflective backplates or additional signal heads (especially at large intersections)
- Provide pedestrian and bicycle detection
- Geometric
 - Reduce conflict points by the addition of indirect left-turns (median U-turns, quadrant roads, etc.)
 - Increase left turn storage and/or capacity
 - Increase through lane capacity
 - Improve signage
 - Provide pedestrian and bicycle facilities
 - Driveway consolidation/access management enhancements
 - Improve horizontal curvature
 - Remove/relocate fixed objects

Table 4-1 Crash Summary

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
Severity	Fatal	3	1	2	0	0	6
	Injury	96	151	131	146	144	668
	PDO	205	206	258	267	199	1135
Crash Type	Rear-End	176	196	235	220	179	1006
	Head-On	1	1	1	0	0	3
	Angle	21	28	22	26	30	127
	Left-Turn	33	48	41	75	59	256
	Right-Turn	4	6	3	4	4	21
	Sideswipe	31	44	43	45	41	204
	Backed Into	0	0	0	0	1	1
	Pedestrian	5	0	3	2	1	11
	Pedalcycle	1	2	3	3	0	9
	Fixed Objects	9	5	11	8	8	41
	Other Non-Fixed Objects	1	2	0	1	0	4
	Non-Collisions	2	5	5	3	1	16
	Other	20	21	24	26	19	110
Overall		304	358	391	413	343	1809

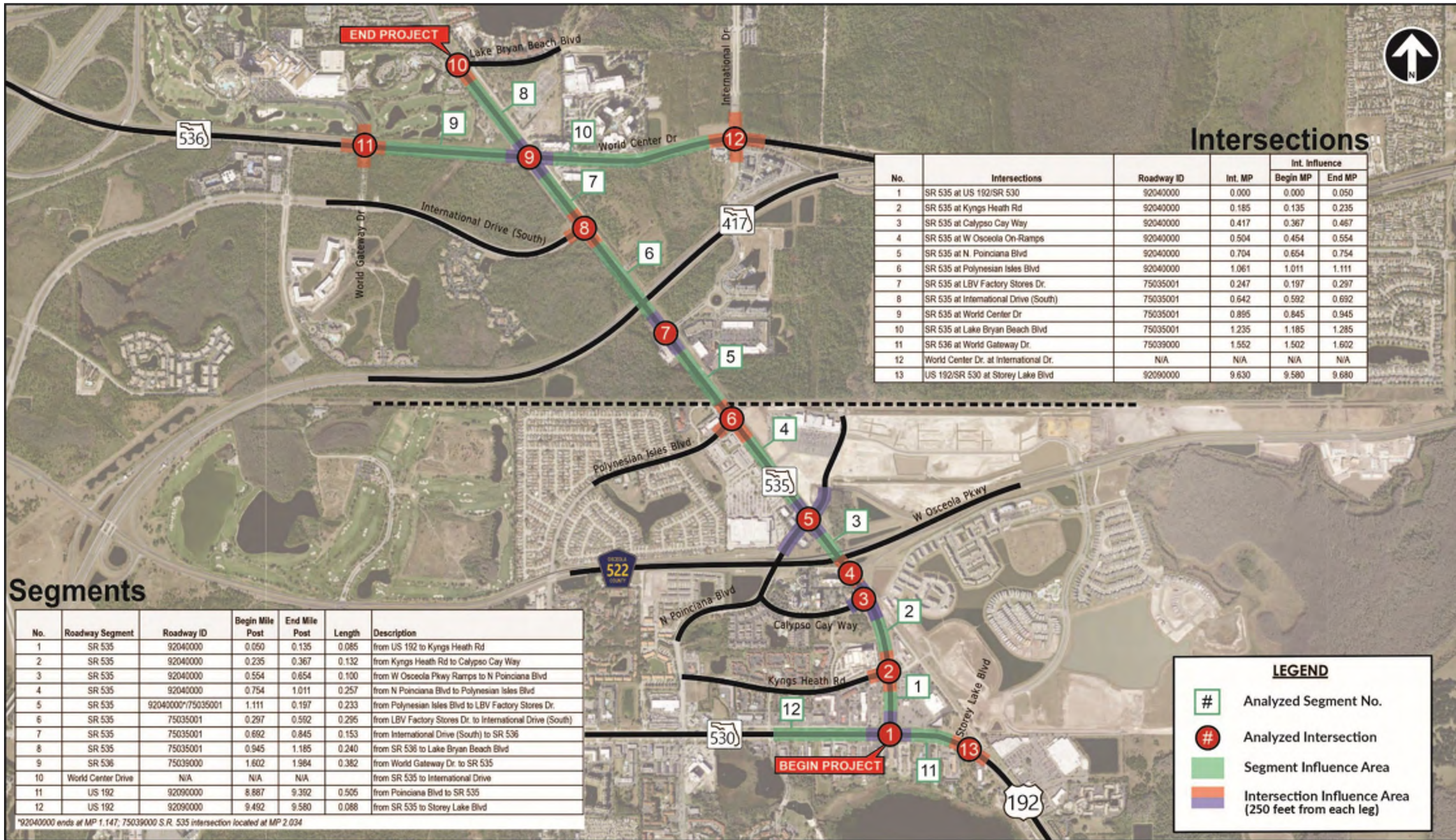


Figure 4-1 Crash Analysis Segmentation

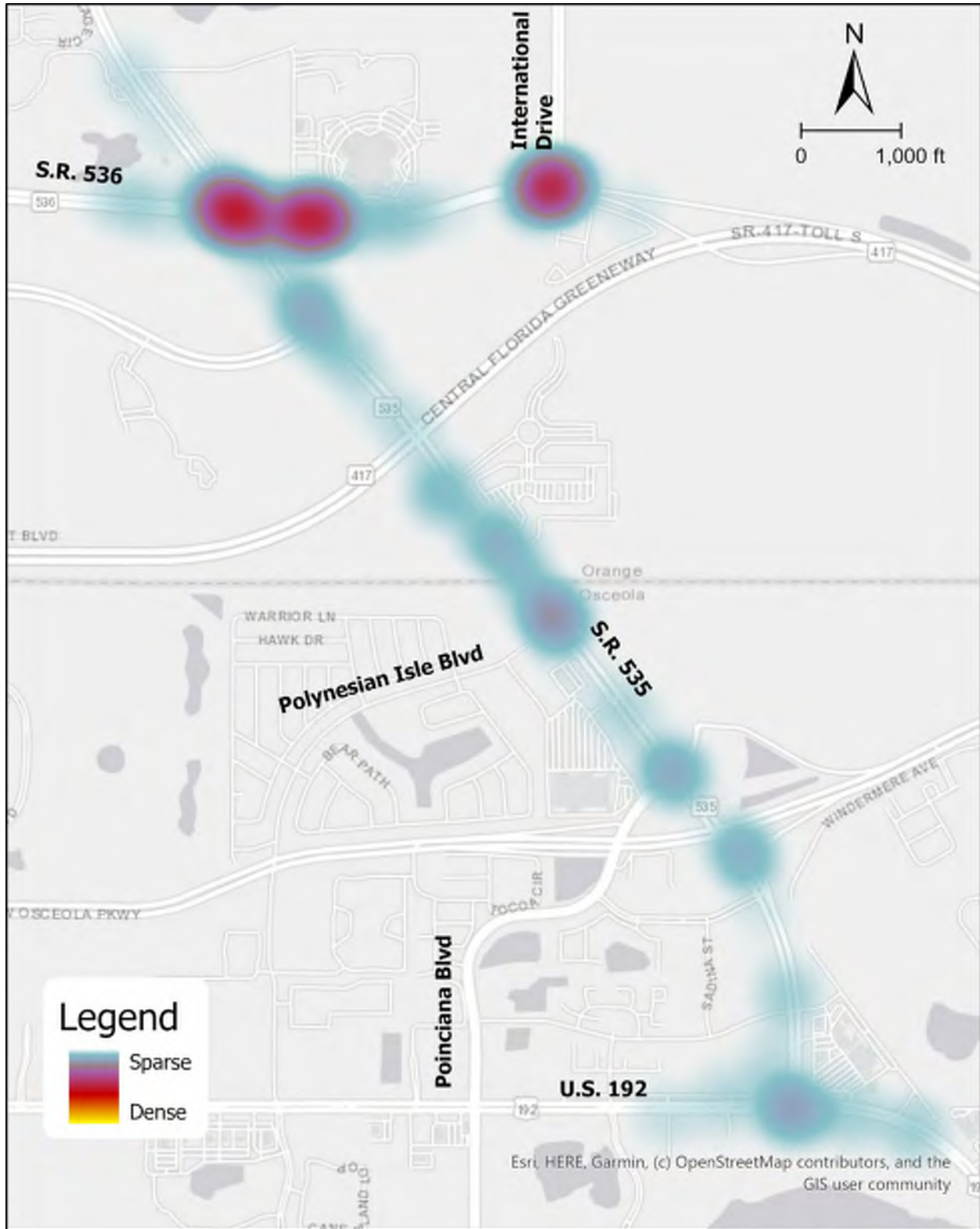


Figure 4-2 Angle/Left Turn Crashes Heat Map

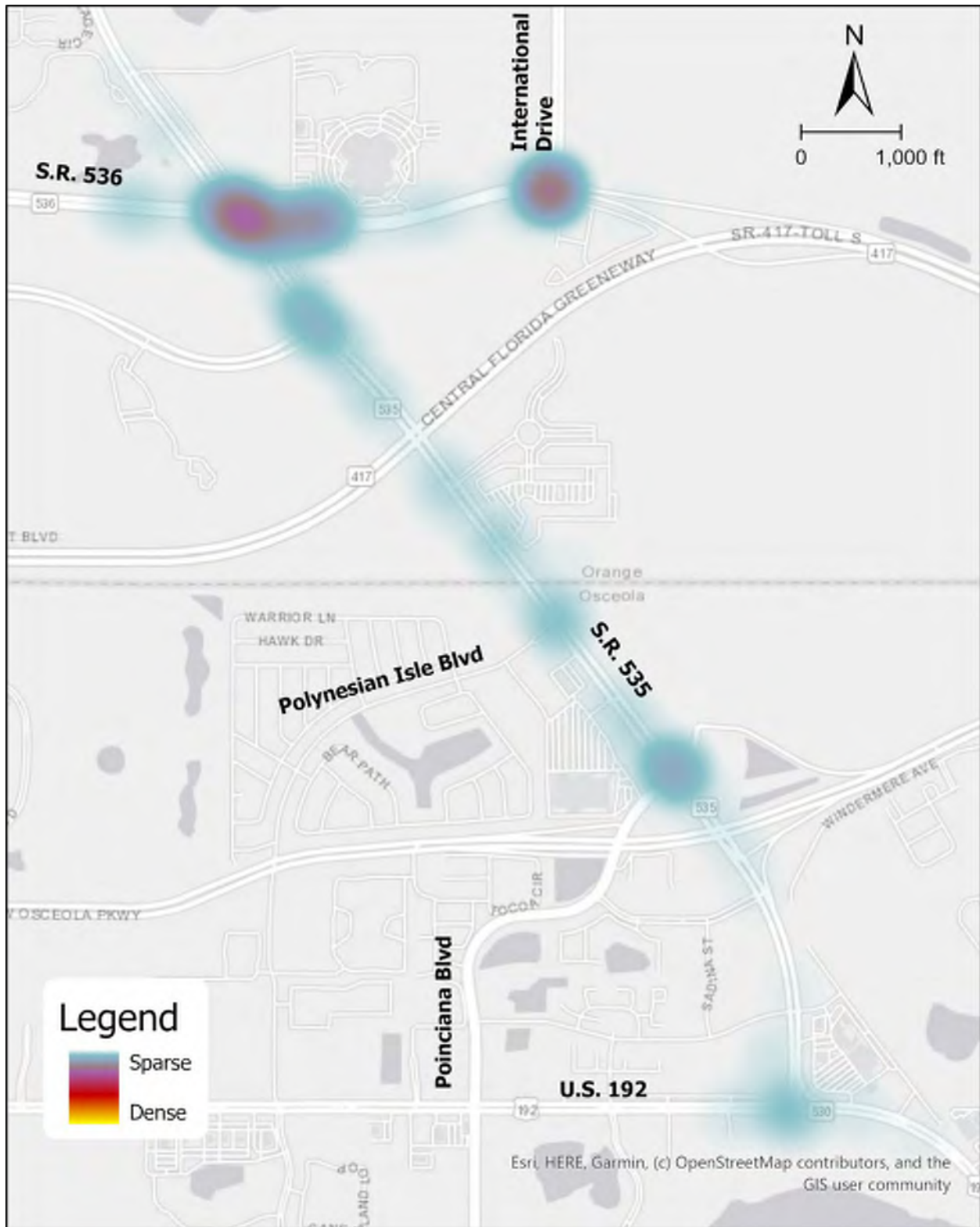


Figure 4-3 Sideswipe Crashes Heat Map

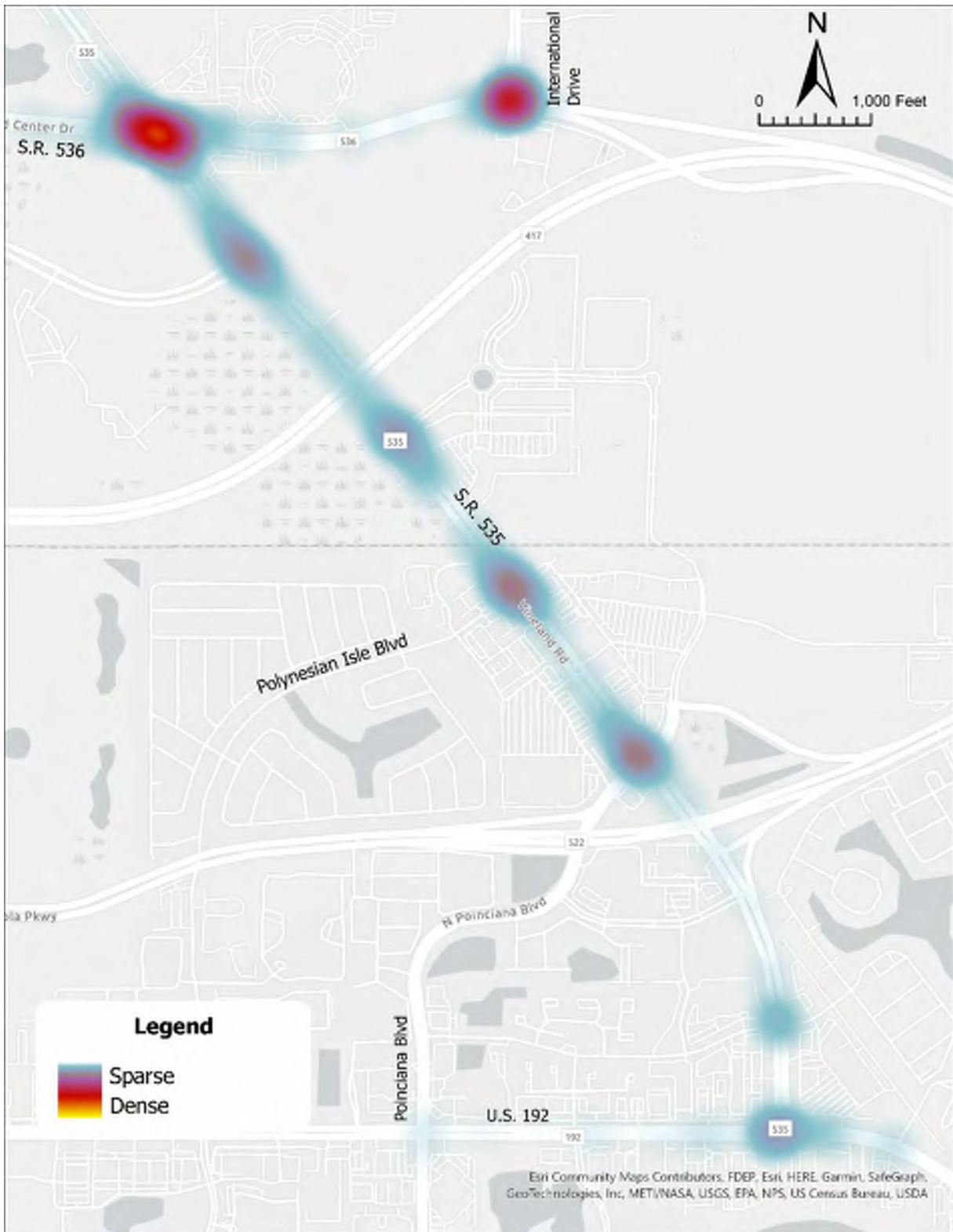


Figure 4-4 Rear End Crashes Heat Map

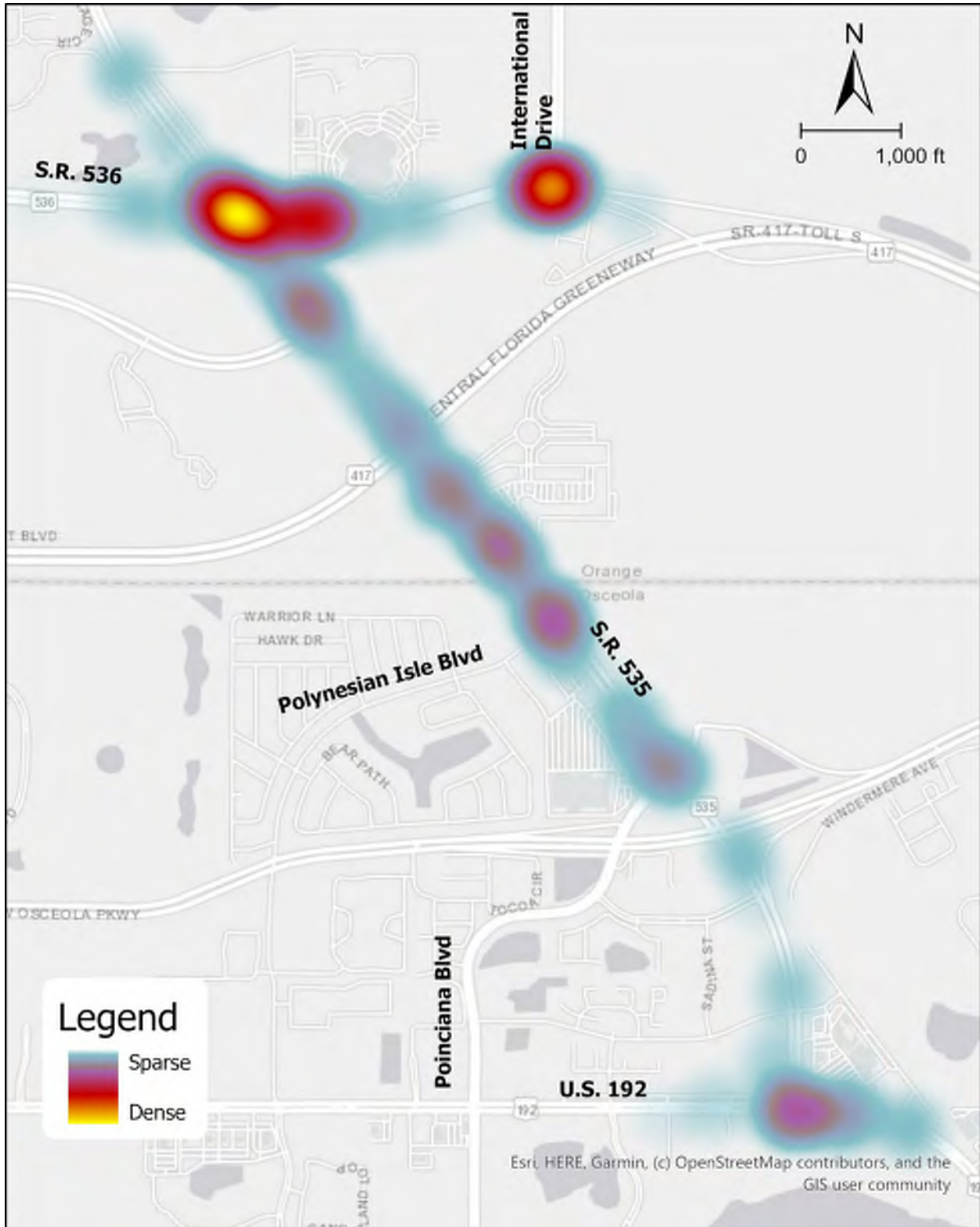


Figure 4-5 Crashes Involving Injuries Heat Map



Figure 4-6 Crashes Under Wet Road Surface Conditions Heat Map

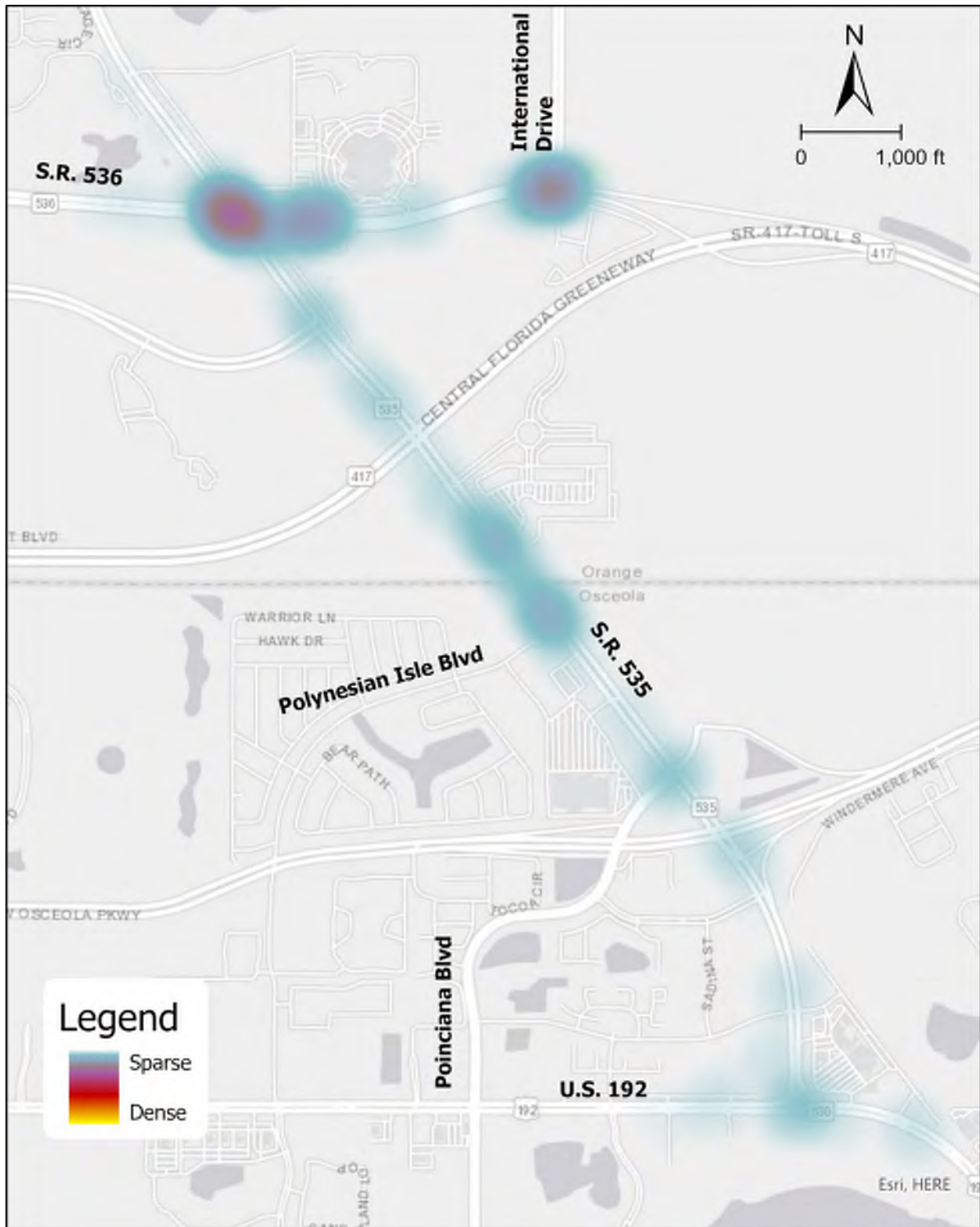


Figure 4-7 Crashes Under Dark Lighting Conditions Heat Map

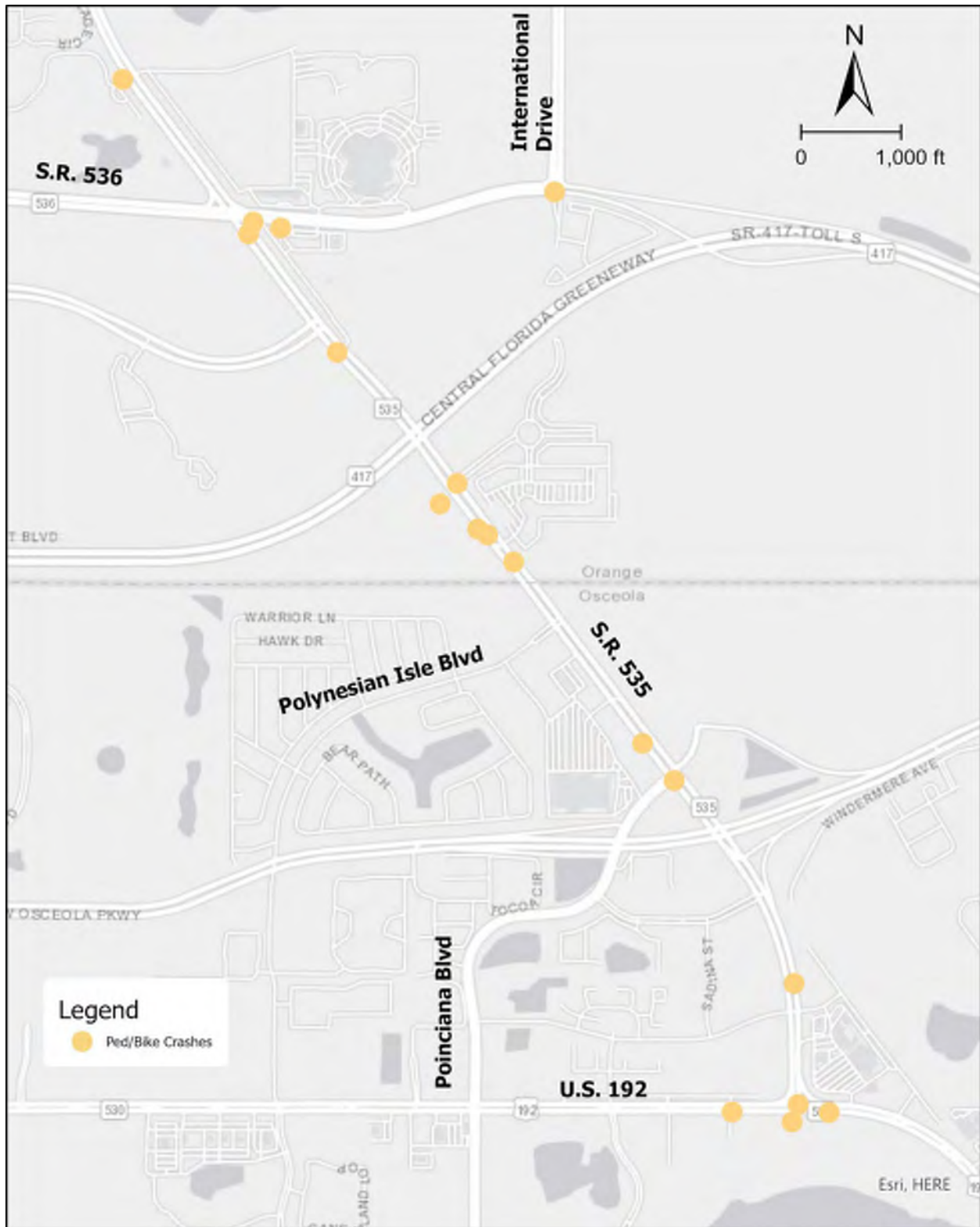


Figure 4-8 Pedestrian/Bicycle Crash Locations

4.3 Crash Rate Comparison

Table 4-2 and **Table 4-3** provide a comprehensive summary of the five-year crash totals, crash rates and identified locations on the FDOT High Crash Location List. Crash rates were calculated per million entering vehicles (MEV) for intersections and per million vehicle miles traveled (MVMT) for segments. Intersection and segment crash rate categories were determined based on the coded category within the obtained crash data. Crash rate categories were modified as needed based on intersection or segment characteristics. The following crash rate categories were used in the analysis and are referenced in **Table 4-2** and **Table 4-3**.

- 21 – Suburban 4-5 Lane Divided Raised
- 27 – Urban 6+ Lane Divided Raised
- 30 – Suburban 6+ Lane Divided Raised

The SR 535 PD&E Existing Safety Analysis report included in **Appendix F** summarizes the crash data, crash types and severities, crash rates, and safety ratio results in greater detail for each of the study intersections and includes a comparison of the crash rates against statewide averages and ranked crash lists.

Table 4-2 Intersection Crash Rates and Safety Ratios (2014 - 2018)

No.	Roadway	Roadway ID	Intersection MP	Influence Begin MP	Influence End MP	No. of Crashes	Annual Crash Frequency	AADT	Crash Rate (per MEV)	Crash Rate Category Code	Number of Legs	Statewide Crash Rates	On High Crash List
1	SR 535 at US 192/SR 530	92040000	0.000	0.000	0.050	72	14.4	57,300	0.689	30	4	0.744	Yes
2	SR 535 at Kyngs Heath Rd	92040000	0.185	0.135	0.235	34	6.8	33,000	0.565	21	4	0.526	No
3	SR 535 at Calypso Cay Way	92040000	0.417	0.367	0.467	7	1.4	33,710	0.114	21	3	0.270	Yes
4	SR 535 at W Osceola EB On-Ramps	92040000	0.504	0.467	0.554	31	6.2	41,530	0.409	21	3	0.270	Yes
5	SR 535 at N. Poinciana Blvd	92040000	0.704	0.654	0.754	101	20.2	60,730	0.911	21	4	0.526	Yes
6	SR 535 at Polynesian Isles Blvd	92040000/75035001	1.061	1.011	1.111	95	19.0	68,150	0.764	21	4	0.526	Yes
7	SR 535 at LBV Factory Stores Dr.	75035001	0.247	0.197	0.297	57	11.4	52,450	0.595	21	4	0.526	Yes
8	SR 535 at International Drive (South)	75035001	0.642	0.592	0.692	102	20.4	50,950	1.097	21	3	0.270	Yes
9	SR 535 at SR 536/World Center Dr.	75035001	0.895	0.845	0.945	260	52.0	88,700	1.606	30	4	0.744	Yes
10	SR 535 at Lake Bryan Beach Blvd	75035001	1.235	1.185	1.285	12	2.4	51,450	0.128	30	4	0.744	No
11	SR 536 at World Gateway Dr.	75039000	1.552	1.502	1.602	71	14.2	46,600	0.835	30	4	0.744	Yes
12	World Center Dr. at International Dr.	75039000	N/A	N/A	N/A	160	32.0	36,850	2.379	30	4	0.744	N/A
13	US 192/SR 530 at Storey Lake Blvd	92090000	9.63	9.580	9.680	44	8.8	55,620	0.433	30	4	0.744	No

Table 4-3 Segment Crash Rates and Safety Ratio (2014 - 2018)

No.	Segment	Roadway ID	Begin MP	End MP	Length (mi)	No. of Crashes	Annual Crash Frequency	AADT	Crash Rate (per MEV)	Crash Rate Category Code	Statewide Crash Rates	On High Crash List
1	SR 535 from US 192 to Kyngs Heath Rd	92040000	0.050	0.135	0.085	2	0.4	29,500	0.437	30	2.754	Yes
2	SR 535 from Kyngs Heath Rd to Calypso Cay Way	92040000	0.235	0.367	0.132	6	1.2	32,500	0.766	21	1.747	Yes
3	SR 535 from W Osceola Pkwy Ramps to N Poinciana Blvd	92040000	0.554	0.654	0.100	15	3.0	39,500	2.081	21	1.747	Yes
4	SR 535 from N Poinciana Blvd to Polynesian Isles Blvd	92040000	0.754	1.011	0.257	51	10.2	54,000	2.014	21	1.747	Yes
5	SR 535 from Polynesian Isles Blvd to LBV Factory Stores Dr.	75035001	1.111	0.197	0.233	44	8.8	56,000	1.848	21	1.747	Yes
6	SR 535 from LBV Factory Stores Dr. to International Drive (South)	75035001	0.297	0.592	0.295	41	8.2	48,000	1.587	21	1.747	Yes
7	SR 535 from International Drive (South) to SR 536/World Center Dr.	75035001	0.692	0.845	0.153	37	7.4	49,500	2.677	21	1.747	Yes
8	SR 535 from SR 536 to Lake Bryan Beach Blvd	75035001	0.945	1.185	0.240	14	2.8	51,500	0.621	21	1.747	Yes
9	SR 536 from World Gateway Dr. to SR 535	75039000	1.602	1.984	0.382	74	14.8	37,500	2.831	27	4.903	Yes
10	World Center Drive from SR 535 to International Drive	N/A	N/A	N/A	0.515	429	85.8	36,000	12.679	27	4.903	N/A
11	US 192 from Poinciana Blvd to SR 535	92090000	8.887	9.392	0.505	34	6.8	37,000	0.997	27	4.903	Yes
12	US 192 from SR 535 to Storey Lake Blvd	92090000	9.492	9.580	0.088	16	3.2	49,000	2.033	27	4.903	Yes

FORMULAS

$$\text{Crash Rates: Intersection: } ACR = \frac{1,000,000 \times C}{365 \times N \times V}$$

$$\text{Segment: } ACR = \frac{1,000,000 \times C}{365 \times N \times V \times L}$$

Where (MVMT used for segments and MEV for intersections):

ACR = Crash rate expressed as crashes per million entering vehicles (MEV) (million vehicle miles traveled [MVMT] for segments).

C = Total number of intersection/segment crashes in the study period.

N = Number of years of data.

V = AADT

L = Segment Length (miles)

See **Appendix F** for additional details.

5 Base Year Model Validation

The latest adopted Central Florida Regional Planning Model (CFRPM) v7.0 was utilized for *SR 535 PD&E Study Project Traffic Analysis from US 192 to North of World Center Drive (SR 536) Orange and Osceola Counties*. The CFRPM v7.0 was developed in accordance with the Long-Range Transportation Plans (LRTP) throughout FDOT District 5, which was validated for year 2015.

The subarea and study corridor for the *SR 535 PD&E Study* are shown in **Figure 5-1** and **Figure 5-2**. The model refinement was performed by fine-tuning the network using the guidelines identified in the *FDOT Project Traffic Forecasting Handbook (2019)*. The handbook establishes the acceptable standards of volume over count ratios for divided and undivided arterials at $\pm 15\%$, and collectors at $\pm 25\%$; the acceptable areawide Root Mean Square Error (RMSE) should be no more than 45% according to the handbook. These validation thresholds were used to refine model performance.



Figure 5-1 SR 535 Subarea



Figure 5-2 SR 535 Study Corridor

5.1 Base Year 2015 Model Calibration and Validation

The goal of base year model calibration and validation is to improve the correlation between model estimates and observed conditions on the roadways within the study area. The 2015 FTO AADT data was used for the model validation. When the model forecasts for the known condition correlate with actual traffic counts within acceptable tolerance, confidence will be established in the model's validity, and it will be considered ready to conduct various scenario analyses.

5.1.1 Base Year 2015 Network Update

The physical and operational features of the area roadway networks are among the important data that must conform to the actual conditions of the validation year. The network review is focused on roadway characteristics, such as area type (AT), facility type (FT), number of lanes, speed and turn penalty.

First, reviews of the appropriate physical roadway conditions in 2015 including number of lanes, travel speeds, and available traffic counts, checking on the AT, FT, number of lanes and turn penalties were conducted to the CFRPM v7.0 model network. The following adjustments were applied to the SR 535 mainline study corridor to reflect field conditions and improve sub-area calibration:

- Posted speed on links between World Center Drive to US 192 were increased by 5 mph.
- Southbound segment between Poinciana Boulevard and Osceola Parkway on ramp were modified to three lanes, based on Google Earth.
- Turn Penalty at SR 535 and World Center Drive intersection were adjusted from 0.11 to 0.25 in off peak period and from 0.13 to 0.50 in peak period to improve the calibration of World Center Drive and SR 535.

Additionally, the following 13 side street segments that intersect with SR 535 were added to model network to be consistent with the data collection and traffic analysis plan:

1. Lake Bryan Beach Boulevard, west of SR 535
2. Lake Bryan Beach Boulevard, east of SR 535
3. LBV Factory Stores Drive, west of SR 535
4. LBV Factory Stores Drive, east of SR 535
5. Median Opening North, west of SR 535
6. Polynesian Isle Boulevard, east of SR 535
7. Median Opening South, west of SR 535

8. Median Opening South, east of SR 535
9. Calypso Cay Way, west of SR 535
10. Kyngs Health Road, west of SR 535
11. Kyngs Health Road, east of SR 535
12. SR 535, south of US 192
13. International Drive, south of World Center Drive

Finally, centroids and centroid connectors were added to the model network to reflect the physical roadway conditions in 2015. Additional supporting documentation of base year model updates are provided in **Appendix G**.

5.2 Model Validation Result

The validation of a travel demand model involves verifying the accuracy of the model generated volumes using various statistical means against actual traffic counts taken on network links throughout the sub-area. Two measures of effectiveness: the assigned volume to count (V/C) ratio on individual roadway links, and Root Mean Square Error (RMSE) by link volume groups, were used in the validation; to evaluate whether the base year 2015 model is a valid predictor of trips when compared against actual traffic counts within acceptable statistical tolerances.

5.2.1 Volume to Count Ratios

The model V/C ratios were used as a measurement for accuracy of the forecasting model. The V/C ratios were summarized by facility type at the SR 535 subarea (**Table 5-1**) and corridor level (**Table 5-2**). The subarea level overall V/C were both 0.99 for baseline and the post-calibration scenario. Since the post-calibration scenario shows a better RMSE, the subarea validation result is considered improved after the sub-area model calibration. The corridor level overall V/C was 0.97 in the baseline and 0.96 in the post-calibration scenario. Since the post-calibration scenario shows a better RMSE, the corridor validation result is considered improved after the sub-area model calibration. Moreover, a majority of the individual roadway segments performed within acceptable statistical standards for model validation.

Table 5-1: SR 535 Subarea Level V/C by Facility Type

Facility Type	Standard		Number of Links	Count	Baseline		After Calibration	
	Acceptable	Preferable			Volume	V/C	Volume	V/C
Freeway	+/-6%	+/-5%	12	339,284	322,782	0.95	325,424	0.96
Divided Arterial	+/-10%	+/-7%	38	655,140	645,167	0.98	641,721	0.98
Undivided Arterial	+/-10%	+/-7%	2	19,114	15,003	0.78	14,990	0.78
Collector	+/-15%	+/-10%	16	61,577	60,321	0.98	59,863	0.97
Ramps	-	-	15	100,427	124,534	1.24	120,602	1.20
Overall	-	-	83	1,175,542	1,167,807	0.99	1,162,600	0.99

Table 5-2: SR 535 Corridor Level V/C by Facility Type

Facility Type	Standard		Number of Links	Count	Baseline		After Calibration	
	Acceptable	Preferable			Volume	V/C	Volume	V/C
Divided Arterial	+/-10%	+/-7%	20	339,217	331,103	0.98	326,342	0.96
Collector	+/-15%	+/-10%	2	9,243	7,483	0.81	7,051	0.76
Overall	-	-	22	348,460	338,586	0.97	333,393	0.96

5.2.2 RMSE

The RMSE is an aggregate measure of how well the model compares against the ground counts within the study area. The base year 2015 model generates a RMSE of 24% in the SR 535 subarea level (**Table 5-3**) for the baseline. After sub-area calibration and validation, the RMSE for the subarea improved to 21%. The corridor level RMSE (**Table 5-4**) was improved from 26% in baseline to 20% after calibration. Both subarea-level and corridor-level overall RMSE meet the FDOT preferable standards. The RMSE measurements show that the validated 2015 CFRPM v7.0 with an enhanced roadway network in SR 535 subarea is fine-tuned to generate traffic volumes that reasonably reflect base year traffic counts.

Table 5-3: SR 535 Subarea Level RMSE (%)

Volume Range	Standards (%)		Number of Links	Baseline %	After Calibration %
	Acceptable	Preferable			
< 5,000	100	45	26	88	88
5,000 – 9,999	45	35	15	52	49
1,0000 – 14,999	35	27	10	30	27
15,000 – 19,999	30	25	10	29	22
20,000 – 29,999	27	15	17	12	11
30,000 – 49,999	25	15	1	21	19
50,000 – 59,999	20	10	1	1	2
60,000+	19	10	3	5	5
Overall	45	35	83	24	21

Table 5-4: SR 535 Corridor Level RMSE (%)

Volume Range	Standards (%)		Number of Links	Baseline %	After Calibration %
	Acceptable	Preferable			
< 5,000	100	45	6	58	51
1,0000 – 14,999	35	27	2	9	7
15,000 – 19,999	30	25	7	32	23
20,000 – 29,999	27	15	6	14	11
30,000 – 49,999	25	15	1	21	19
Overall	45	35	22	26	20

6 Future Year Model Development

The Year 2045 Build scenario was developed in the validated travel demand model CFRPM v7.0 for the study, by carrying forward all modifications made to the base year network.

Consistent with the approved methodology, a single set of future demand volumes was used to evaluate the No Build and Build conditions. The 2045 CFRPM v7.0 Cost Feasible model shows a constrained network under the existing four-lane condition; therefore, inclusion of the proposed widening of SR 535 to six-lanes from US 192 to SR 536 in the future 2045 model provides a clearer understanding of the demand volumes along SR 535 and the needs of the corridor.

6.1 Future Year Network Update

To develop the 2045 Build network, all modifications made to the base year network were carried forward to the CFRPM v7.0 2045 Cost Feasible network which already reflects most of the future roadway developments in the study area. Based on coordination with the Department, the following three Developer Partnership Projects were added to the Build network since they are not in the CFRPM v7.0 2045 Cost Feasible network:

- International Drive Extension (SR 535 to World Center Drive)
- Poinciana Boulevard Extension North (LBV Factory Stores Drive to International Drive Extension)
- Polynesian Isle Boulevard (North of County line to Poinciana Boulevard Extension)

Since the 2045 No Build network showed a constrained network under the existing four lane condition, the SR 535 model segment from Word Center Drive to US 192 was updated from four lanes to six lanes to provide a clearer understanding of the demand volumes along the segment. CFRPM v7.0

6.2 Future Multimodal Network

In addition to the existing routes, the LYNX master plan shows future LYNX services that are planned to traverse along the study area. The plans call for a traditional fixed-route and a limited-stop route, both traveling along the study having endpoints between the LYNX Kissimmee Intermodal Station and Disney Springs. There are also plans for an express route with service from Disney Springs to Poinciana SunRail and the Poinciana Walmart. Per coordination with LYNX staff members, there is no timeline for when these services will be implemented as well as no known bus stop locations within the project study area at this time. Coordination with LYNX will continue throughout the study. It should be noted that the proposed typical section will include

consist of either an inside widening with shared-use paths, outside widening with shared-use paths, outside widening with separated bike lanes and wider sidewalks. No impacts to transit or other forms of transportation are anticipated to occur due to the proposed improvements.

6.3 Future Year Trip Table

The CFRPM v7.0 2045 cost feasible model trip table was used for the Build alternative to maintain the same travel demand in sub-area modeling. A single set of future demand volumes was used to evaluate the No Build and Build conditions.

6.4 Future Land Use

No significant land use changes are anticipated based on available land use maps. There is potential development in the northwest area of the project between SR 417 and World Center Drive east of SR 535. However, no development or permits have been approved/submitted. A review of Traffic Analysis Zones data within the CFRPM currently accounts for an increase in population and employment.

7 Future AADT and DDHV Development

This chapter documents the development of the future AADTs and DDHVs for the Opening Year 2025 and the Design Year 2045.

7.1 Methodology

For the segment traffic development, the future projected traffic volume was generated by applying the CFRPM model volume growth rate to the 2020 AADT following the NCHRP 765 procedure where existing year counts are available on the segment. For Build conditions, different growth rates were used to develop future AADTs. For the side streets where the 2020 AADTs are unavailable, model volumes were used instead.

- Build Condition Opening Year (2025):
 - The Opening Year (2025) AADT were developed by applying the annual growth rate between 2045 model Build scenario and 2015 scenario to the 2020 AADT following NCHRP 765 procedure.
- Build Condition Design Year (2045):
 - The Design Year (2045) AADT were developed by applying the annual growth rate between 2045 model Build scenario and 2015 scenario to the 2020 AADT following NCHRP 765 procedure.

The build traffic forecast volume growth was reviewed for reasonableness and adjusted if necessary. Future year AADTs were reviewed for reasonableness check and a few segments were adjusted or smoothed due to unreasonable model growth rate. For SR 535 Mainline, International Drive and World Center Drive where the segment growth rate is unreasonable, the growth rates were smoothed to adjacent segments. For the side streets on which the growth rates were unreasonable, the growth rates were reviewed and adjusted based on recommended growth rates, which were determined based on comparing FTO historical AADT growth rate, BEBR growth rate, Socio-Economic data (SE data) growth and maximum trip load from impacted TAZ.

The FTO historical AADT trend and BEBR growth rate are shown in **Appendix G**. A summarized comparison of estimated future AADTs using different data sources is provided in **Appendix G**.

7.2 Segment Growth Rate and AADT

Based on the methodology mentioned above, model growth for Build was calculated and smoothed for reasonableness; growth rates, future year developed AADTs, and DDHVs are summarized **Table 7-1**.

Table 7-1 Recommended Segment Growth Rate and Future AADT

Intersection	Segments	2020 AADT	Build Growth Rate	Build 2025	Build 2045	DDHV 2025	DDHV 2045	Growth Rate Source
SR 535 @ Lake Bryan Beach Blvd	Lake Bryan Beach Blvd, west of SR 535	500	1.18%	550	650	20	20	Model Volume
	Lake Bryan Beach Blvd, East of SR 535	1,400	1.59%	1,600	2,000	60	70	NCHRP 765
	SR 535, North of Lake Bryan Beach Blvd	50,000	0.76%	52,000	60,000	2,040	2,350	NCHRP 765
	SR 535, South of Lake Bryan Beach Blvd	51,500	0.83%	54,000	62,500	2,110	2,450	NCHRP 765
SR 535 @ World Center Dr	World Center Dr, west of SR 535	37,500	1.69%	41,000	53,500	1,740	2,270	NCHRP 765
	World Center Dr, East of SR 535	36,000	0.51%	37,000	41,000	1,460	1,620	NCHRP 765
	SR 535, North of World Center Dr	51,500	0.83%	54,000	62,500	2,110	2,450	NCHRP 765
	SR 535, South of World Center Dr	49,500	0.45%	51,000	55,500	2,000	2,170	NCHRP 765
SR 535 @ International Dr S	International Dr S, West of SR 535	6,400	9.52%	9,500	22,000	500	1,150	NCHRP 765
	International Dr S, East of SR 535	-	6.00%	17,500	33,000	910	1,720	Model Volume
	SR 535, North of International Dr	49,500	0.45%	51,000	55,500	2,000	2,170	NCHRP 765
	SR 535, South of International Dr S	48,000	1.21%	51,000	63,000	2,000	2,470	NCHRP 765
SR 535 @ LBV Factory Stores Dr	LBV Factory Stores Dr, west of SR 535	500	2.29%	600	800	-	-	NCHRP 765
	LBV Factory Stores Dr, East of SR 535	4,900	8.39%	7,000	15,500	300	660	NCHRP 765
	SR 535, North of LBV Factory Stores Dr	48,000	1.17%	51,000	62,500	2,000	2,450	NCHRP 765
	SR 535, South LBV Factory Stores Dr	56,000	1.24%	59,500	73,500	2,330	2,880	NCHRP 765
SR 535 @ Median Opening N	Median Opening North, East of SR 535	1,500	4.26%	1,900	3,100	80	130	NCHRP 765
	SR 535, North of Median Opening North	56,000	1.24%	59,500	73,500	2,330	2,880	NCHRP 765
	SR 535, South of Median Opening North	56,000	0.93%	59,000	69,000	2,310	2,700	NCHRP 765
SR 535 @ Polynesian Isle Blvd	Polynesian Isle Blvd, west of SR 535	12,000	2.08%	13,500	18,500	540	740	NCHRP 765
	Polynesian Isle Blvd, East of SR 535	4,300	7.88%	6,000	13,000	240	520	NCHRP 765
	SR 535, North of Polynesian Isle Blvd	56,000	0.93%	59,000	69,000	2,310	2,700	NCHRP 765
	SR 535, South of Polynesian Isle Blvd	54,000	1.08%	57,000	69,000	2,230	2,700	NCHRP 765
SR 535 @ Median Opening S	Median Opening S, West of SR 535	3,400	0.22%	3,500	3,600	140	140	Employment Growth Rate
	Median Opening S, East of SR 535	1,900	6.45%	2,600	5,000	100	200	NCHRP 765
	SR 535, North of Median Opening S	54,000	1.08%	57,000	69,000	2,230	2,700	NCHRP 765
	SR 535, South of Median Opening S	54,000	1.18%	57,500	70,000	2,250	2,740	NCHRP 765
SR 535 @ Poinciana Blvd	Poinciana Blvd, west of SR 535	21,500	0.62%	22,500	25,000	750	830	NCHRP 765
	Poinciana Blvd, East of SR 535	7,200	5.03%	9,100	16,500	440	790	NCHRP 765
	SR 535, North of Poinciana Blvd	54,000	1.18%	57,500	70,000	2,250	2,740	NCHRP 765
	SR 535, South of Poinciana Blvd	39,500	1.45%	42,500	54,000	1,660	2,110	NCHRP 765
SR 535 @ Osceola Pkwy On-Ramps (North)	Osceola Pkwy EB On-Ramp	5,100	3.44%	6,000	9,500	540	850	NCHRP 765
	SR 535, North of Osceola Pkwy On-Ramps	39,500	1.45%	42,500	54,000	1,660	2,110	NCHRP 765
	SR 535, South of Osceola Pkwy On-Ramps	33,500	1.16%	35,500	43,500	1,390	1,700	NCHRP 765
SR 535 @ Osceola Pkwy On-Ramps (South)	Calypso Cay Way, west of SR 535	1,800	0.61%	1,900	2,100	80	90	NCHRP 765
	Osceola Pkwy On ramp (WB), East of SR 535	2,000	1.55%	2,200	2,800	-	-	NCHRP 765
	SR 535, North of Osceola Pkwy On ramp	33,500	1.16%	35,500	43,500	1,390	1,700	NCHRP 765
	SR 535, South of Osceola Pkwy On ramp	32,500	1.23%	34,500	42,500	1,350	1,660	NCHRP 765
SR 535 @ Kyngs Heath Rd	Kyngs Heath Rd, west of SR 535	1,900	5.33%	2,500	4,500	100	180	NCHRP 765
	Kyngs Heath Rd, East of SR 535	2,700	9.76%	4,100	9,300	160	360	Employment Growth Rate
	SR 535, North of Kyngs Heath Rd	32,500	1.23%	34,500	42,500	1,350	1,660	NCHRP 765
	SR 535, South of Kyngs Heath Rd	29,500	1.27%	31,500	39,000	1,230	1,530	NCHRP 765
SR 535 @ US 192	US 192, west of SR 535	37,000	0.44%	38,000	41,500	1,540	1,680	NCHRP 765
	US 192, East of SR 535	49,000	0.80%	51,000	59,000	2,060	2,390	NCHRP 765
	SR 535, North of US 192	29,500	1.27%	31,500	39,000	1,230	1,530	NCHRP 765
	SR 535, South of US 192	200	3.40%	250	400	10	20	NCHRP 765

Table 7-1 Recommended Segment Growth Rate and Future AADT (Continued)

Intersection	Segments	2020 AADT	Build Growth Rate	Build 2025	Build 2045	DDHV 2025	DDHV 2045	Growth Rate Source
World Center Dr @ International Dr	World Center Dr, West of International Dr	36,000	0.71%	37,500	42,500	1,480	1,680	NCHRP 765
	SR 417 Ramp	38,500	3.22%	45,000	70,000	1,780	2,760	NCHRP 765
	International Dr, North of World Center Dr	25,000	4.55%	31,000	53,500	1,620	2,790	NCHRP 765
	International Dr, South of World Center Dr	4,500	6.00%	27,500	53,000	1,430	2,760	Model Volume
US 192 @ Storey Lake Blvd	US 192, west of Storey Lake Blvd	49,000	0.80%	51,000	59,000	2,060	2,390	NCHRP 765
	US 192, east of Storey Lake Blvd	60,000	0.97%	63,000	75,000	2,550	3,030	NCHRP 765
	Storey Lake Blvd, north of US 192	3,000	9.76%	4,500	10,500	180	410	Model Volume
US 192 @ N Poinciana Blvd	US 192, west of Poinciana Blvd	45,000	0.62%	46,500	52,500	1,880	2,120	NCHRP 765
	US 192, east of Poinciana Blvd	37,000	0.44%	38,000	41,500	1,540	1,680	NCHRP 765
	Poinciana Blvd, north of US 192	17,500	1.53%	19,000	24,500	910	1,170	NCHRP 765
	Poinciana Blvd, south of US 192	27,000	0.82%	28,500	33,000	1,370	1,580	NCHRP 765
W Osceola ramp @ N Poinciana Blvd (W of SR 535)	Osceola ramp, north of Poinciana Blvd	3,700	0.17%	3,800	3,900	130	130	NCHRP 765
	Poinciana Blvd, east of Osceola on Ramp	21,500	0.62%	22,500	25,000	750	830	NCHRP 765
	Poinciana Blvd, west of Osceola off Ramp	25,500	0.56%	26,500	29,500	880	980	NCHRP 765
W Osceola Off ramp @ N Poinciana Blvd (WB)	Osceola Off ramp, South of Poinciana Blvd	3,400	5.60%	4,400	8,200	400	740	NCHRP 765
	Poinciana Blvd, East of Osceola off Ramp	5,500	5.03%	6,900	12,500	330	600	NCHRP 765
	Poinciana Blvd, West of Osceola off Ramp	7,200	5.03%	9,100	16,500	440	790	NCHRP 765
World Gateway Drive @ World Center Drive	SR 536, west of World Gateway Dr	40,500	2.30%	45,500	64,000	1,930	2,720	NCHRP 765
	SR 536, east of World Gateway Dr	37,500	1.69%	41,000	53,500	1,740	2,270	NCHRP 765
	World Gateway Dr, north of SR 536	9,600	1.45%	10,500	13,500	500	640	NCHRP 765
	World Gateway Dr, south of SR 536	16,700	0.16%	17,000	17,500	810	830	NCHRP 765
World Gateway Drive @ International Drive	International Dr, west of World Gateway Dr	10,500	5.23%	13,500	24,500	640	1,160	NCHRP 765
	International Dr, east of World Gateway Dr	6,400	9.52%	9,500	22,000	500	1,150	NCHRP 765
	World Gateway Dr, north of International Dr	9,600	0.20%	9,700	10,500	460	500	NCHRP 765
World Center Dr @ Buena Vista Suites	World Center Dr, west of Buena Vista Suites	36,000	0.51%	37,000	41,000	1,460	1,620	NCHRP 765
	World Center Dr, east of Buena Vista Suites	36,000	0.51%	37,000	41,000	1,460	1,620	NCHRP 765
	Buena Vista Suites, north of World Center Dr	1,000	1.59%	1,100	1,400	40	60	NCHRP 765
	Buena Vista Suites, south of World Center Dr	1,300	1.59%	1,500	1,900	60	80	NCHRP 765
World Center Dr @ Caribe Royale Orlando	World Center Dr, west of Caribe Royale Orlando	36,000	0.51%	37,000	41,000	1,460	1,620	NCHRP 765
	World Center Dr, east of Caribe Royale Orlando	36,000	0.51%	37,000	41,000	1,460	1,620	NCHRP 765
	Caribe Royale Orlando, North of World Center Dr	1,650	1.59%	1,800	2,400	70	100	NCHRP 765

7.3 Segment DDHVs

DDHV's were calculated using the projected AADTs (shown in **Table 7-1**) and recommended traffic factors (K and D) from **Section 3.0**.

8 Future Peak Hour Volume Development

8.1 Peak Direction

The peak direction for segments at AM peak hour and PM peak hour were determined based on the peak hour directional volume development from the collected segment counts. If Eastbound/Northbound has higher count than Westbound/Southbound during the peak hour, Eastbound/Northbound will be determined as the peak direction. If AM and PM peak direction for the same segment are the same, the one with a more significant peak pattern is determined as the peak direction. **Figure 8-1** shows the recommended peak hour direction diagram.

8.2 Turning Movement Volume Development

The future year AM and PM peak hour turning movement volume were estimated using the TMTTool program. Input to the TMTTool program includes existing year and future year AADT, existing year turning movement counts, peak hour direction, and recommended K and D traffic factors. The developed 2025 and 2045 turning movement were reviewed for reasonableness check and were adjusted as necessary. The adjustments were initially performed using TMTTool internal adjust turning volume function. Based on a review of the TMTTool projections for the three intersections of International Drive Extension at World Center Drive, SR 535 at SR 536/World Center Drive, and SR 535 at International Drive, it was observed that the turning movement volume distribution did not reasonably consider the expected traffic redistribution associated with the International Drive Extension. Based on this observation, a first set of turning movement volumes for the three subject intersections were developed by applying CFRPM Directional Select Link distribution ratios to forecasted DDHVs. The final set of turning movement volumes were then developed by performing a sensitivity analysis of experienced travel times to identify the potential number of westbound left turn movements would divert from the International Drive Extension at World Center Drive intersection to the SR 535 at SR 536/World Center Drive intersection. This alternative forecasting methodology was coordinated and approved by FDOT District Five.

The TMTTool results, SR 535/World Center Drive/International Drive Extension forecasting methodology, and balanced turning movement volumes are provided in **Appendix H. Figure 8-2** through **Figure 8-5** show the developed 2025 and 2045 turning movement counts. It should be noted that intersection volumes for the International Drive Extension and Poinciana Boulevard Extension were not developed since the intersection is not part of the study. However, based on balanced volumes for the International Drive Extension intersections of SR 535 and World Center Drive, it is observed that the Poinciana Boulevard extension intersection will draw traffic from the International Drive Extension.

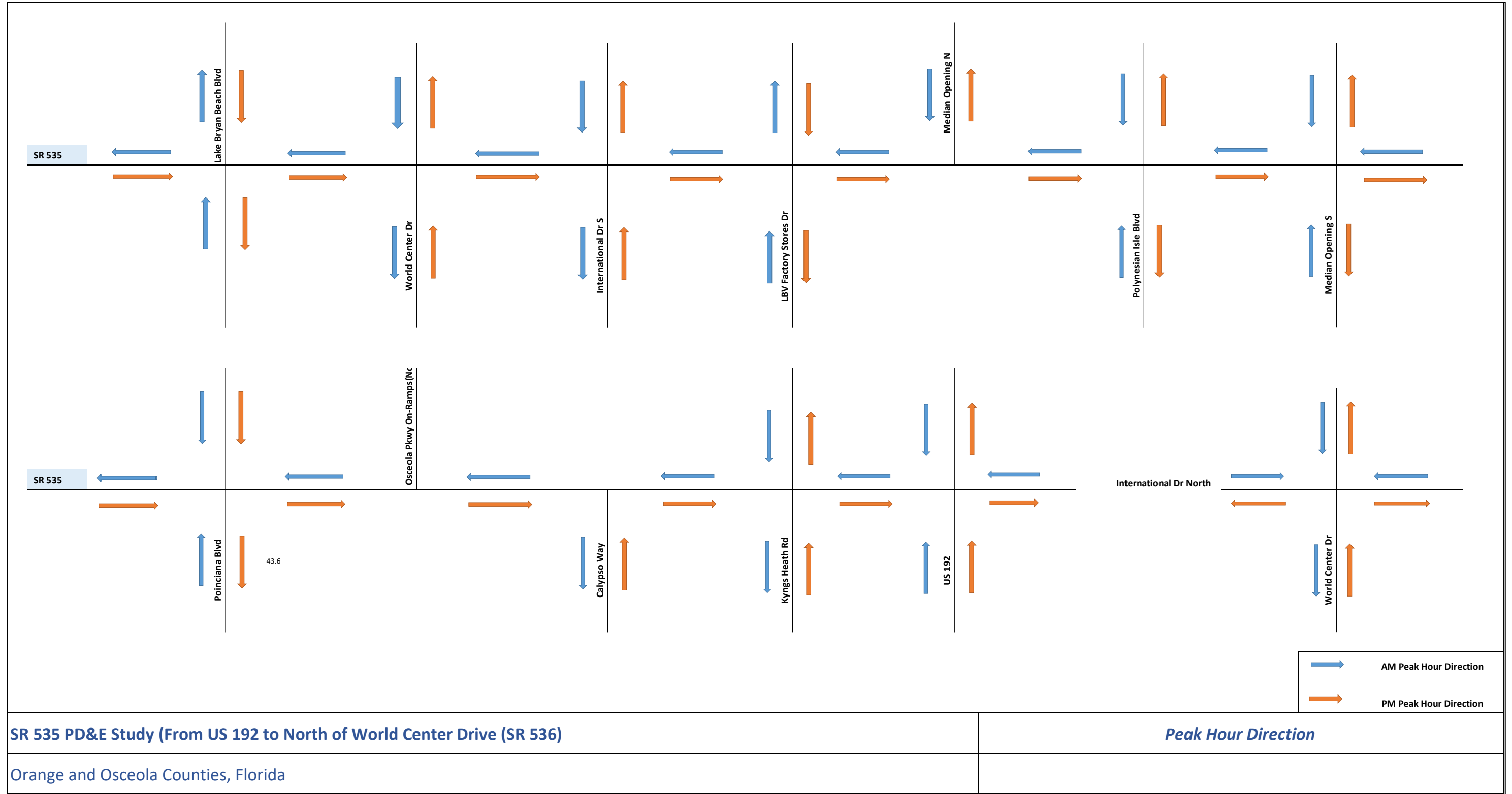


Figure 8-1 Recommended Peak Hour Direction Diagram

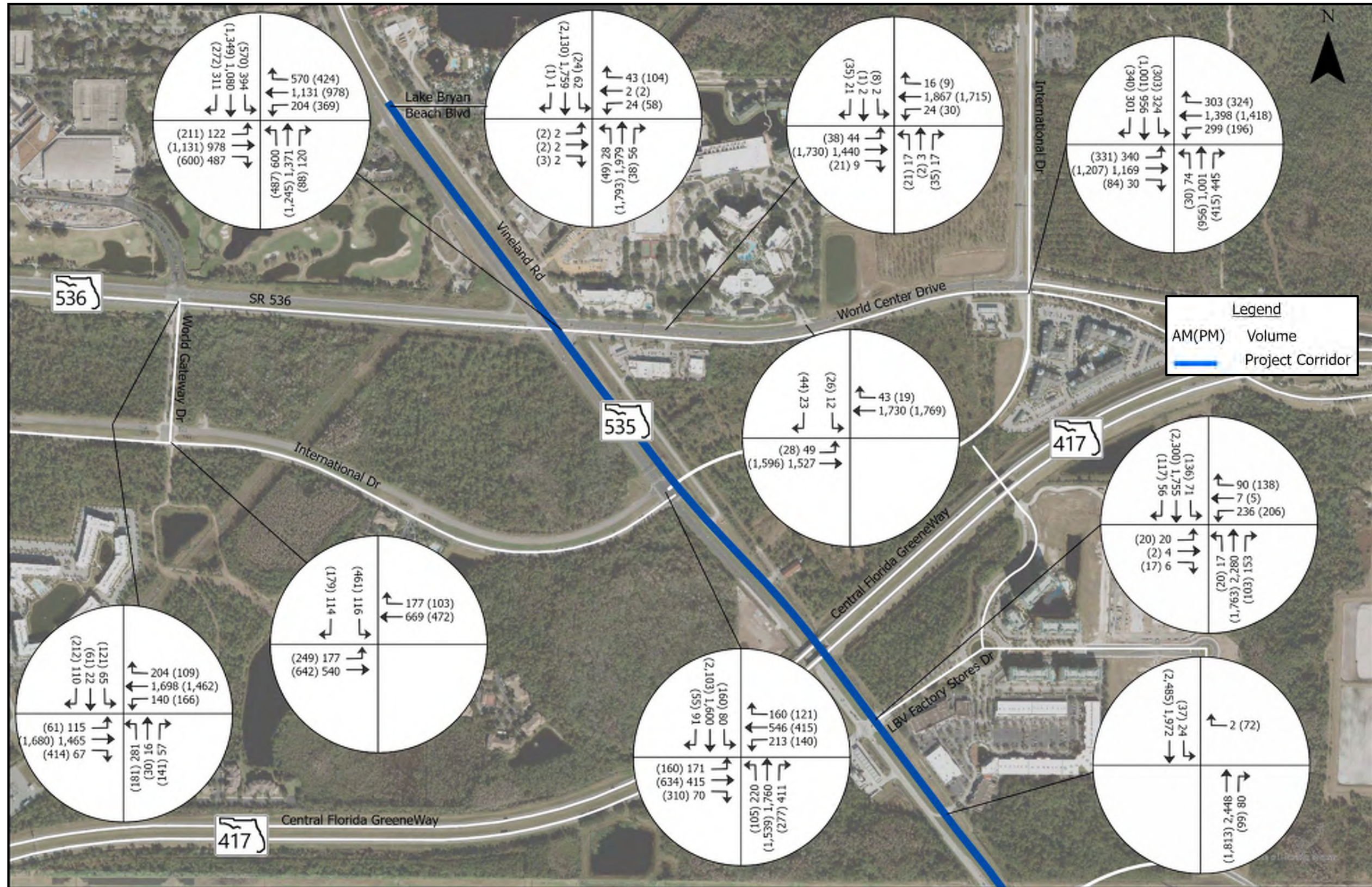


Figure 8-2 2025 Design Year Turning Movement Counts (Orange County)

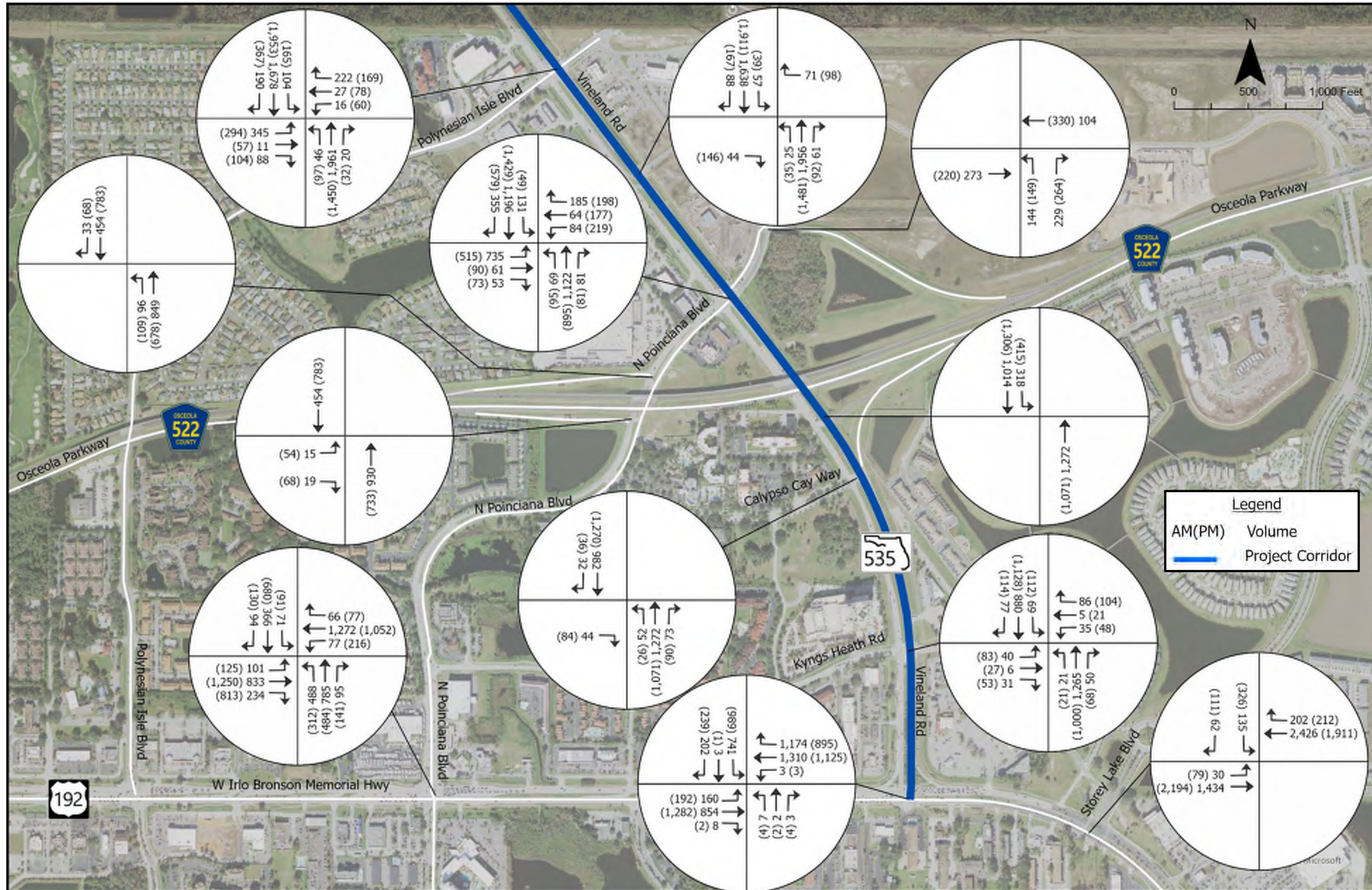


Figure 8-3 2025 Design Year Turning Movement Counts (Osceola County)

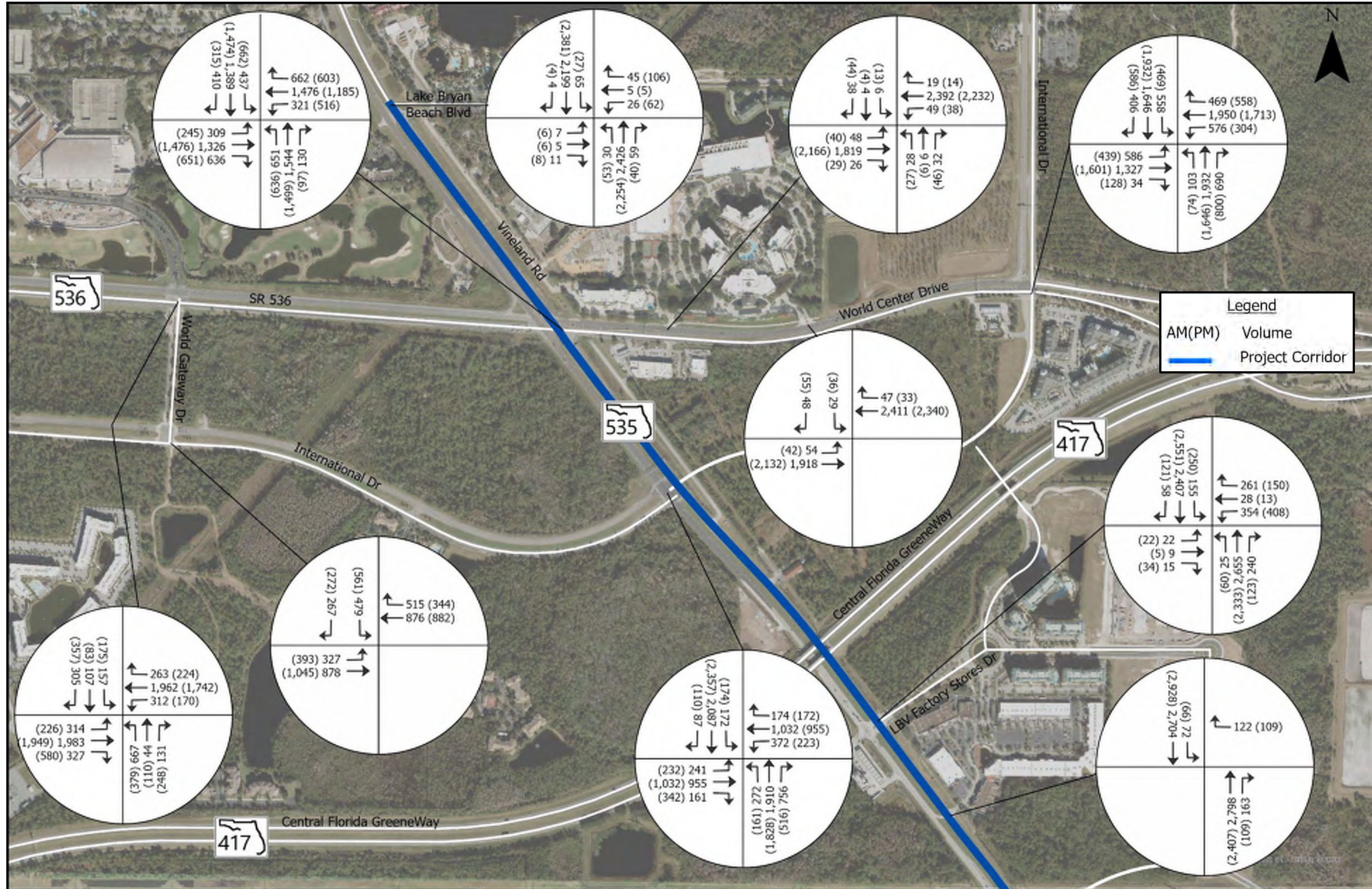


Figure 8-4 2045 Design Year Turning Movement Counts (Orange County)

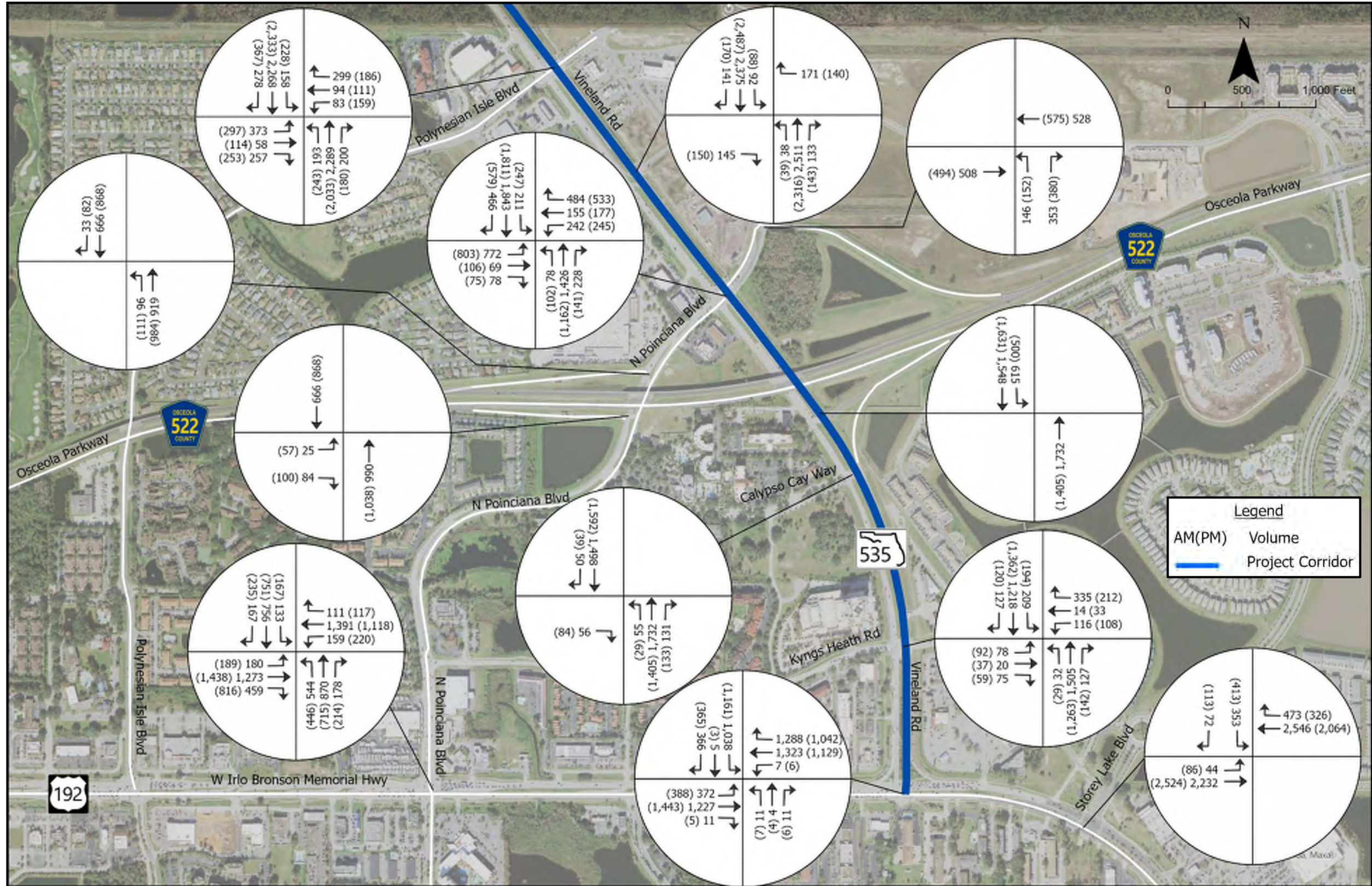


Figure 8-5 2045 Design Year Turning Movement Counts (Osceola County)

9 Project Alternatives

9.1 Alternatives Analysis

The alternatives considered in this study include No Build and Build Alternatives. Descriptions of each of these alternatives are provided below.

9.1.1 No Build Alternatives

The No Build alternatives for Opening Year 2025 and Design Year 2045 were analyzed to identify deficiencies in the signalized and unsignalized intersections with future year traffic related to the purpose and need for the project. *Synchro 11* was used for the LOS analysis where the lane geometry was kept consistent with the existing roadway and intersection configurations. Committed improvements within the area of influence were also kept consistent. However, the intersection at SR 535 and International Drive was evaluated as a four-legged intersection, providing an eastern connection to SR 536/World Center Drive. In addition, a planning study was recently completed for a portion of the SR 535 project limits which evaluated alternative intersection configurations from US 192 to south of International Drive. At the time of this PTAR, recommended improvements from the planning study have not yet been approved for design/construction as part of the upcoming Resurfacing, Restoration, and Rehabilitation (RRR) project (FM# 445299-1). The No Build lane configuration is depicted in **Figure 9-1** and **Figure 9-2**.

9.1.2 Build Alternatives

This PTAR includes vehicular traffic operational improvements for Opening Year 2025 and Design Year 2045 Build Alternatives 1 and 2. Both alternatives included the widening of SR 535 from four to six lanes from US 192 to SR 536/World Center Drive. In addition to the widening, innovative intersection treatments are evaluated under each alternative. It should be noted that only one intersection alternative is evaluated for the SR 535 intersections of US 192, Kyngs Heath Road, Calypso Cay Way, and Osceola Parkway Eastbound On-Ramp. **Figure 9-3** and **Figure 9-4** illustrate the Alternative 1 and 2 lane configurations, respectively. Additional detail related to the development of innovative intersection alternatives follows in the subsequent section.

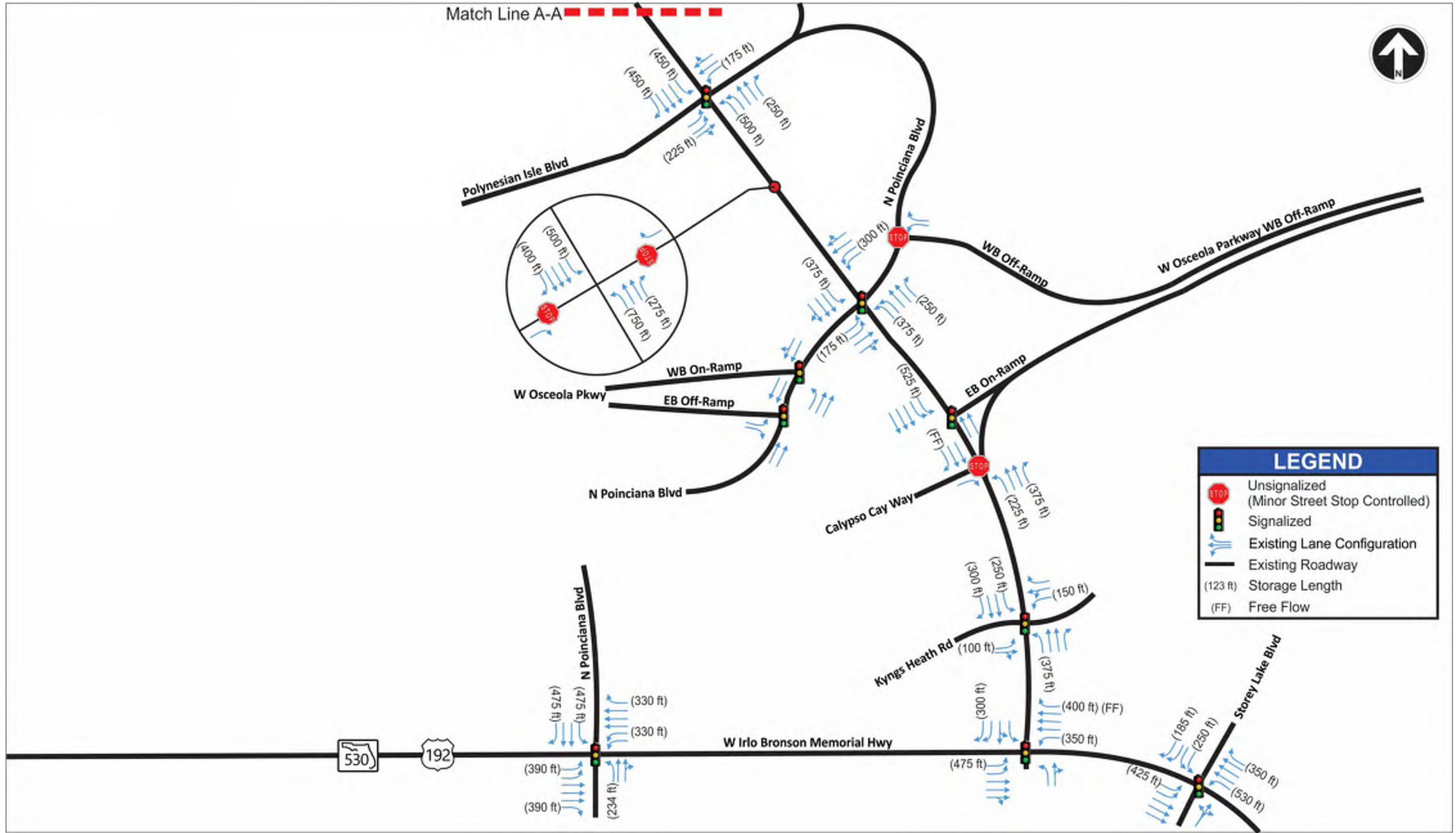


Figure 9-1 No Build Lane Configuration (1 of 2)

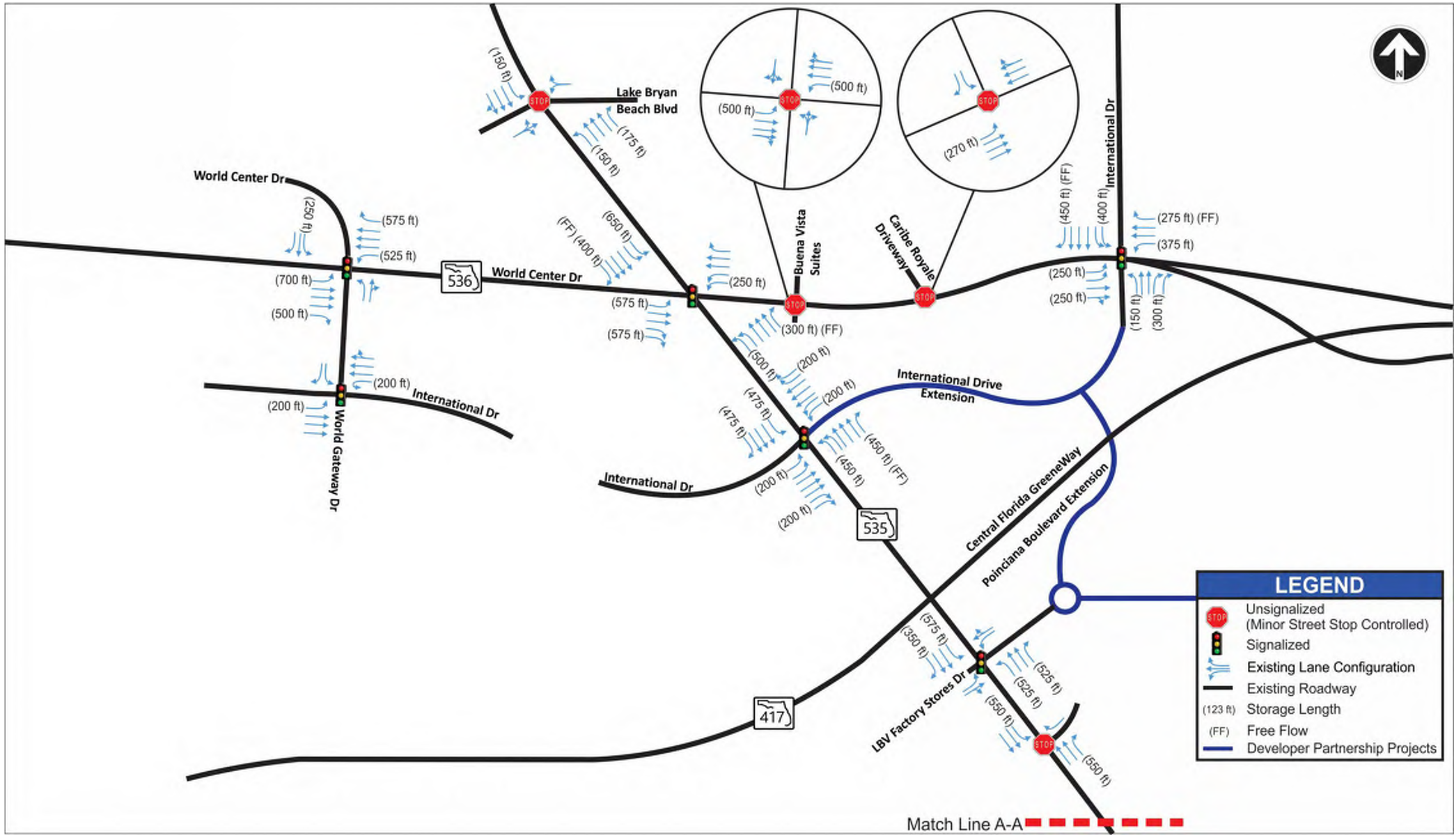


Figure 9-2 No Build Lane Configuration (2 of 2)

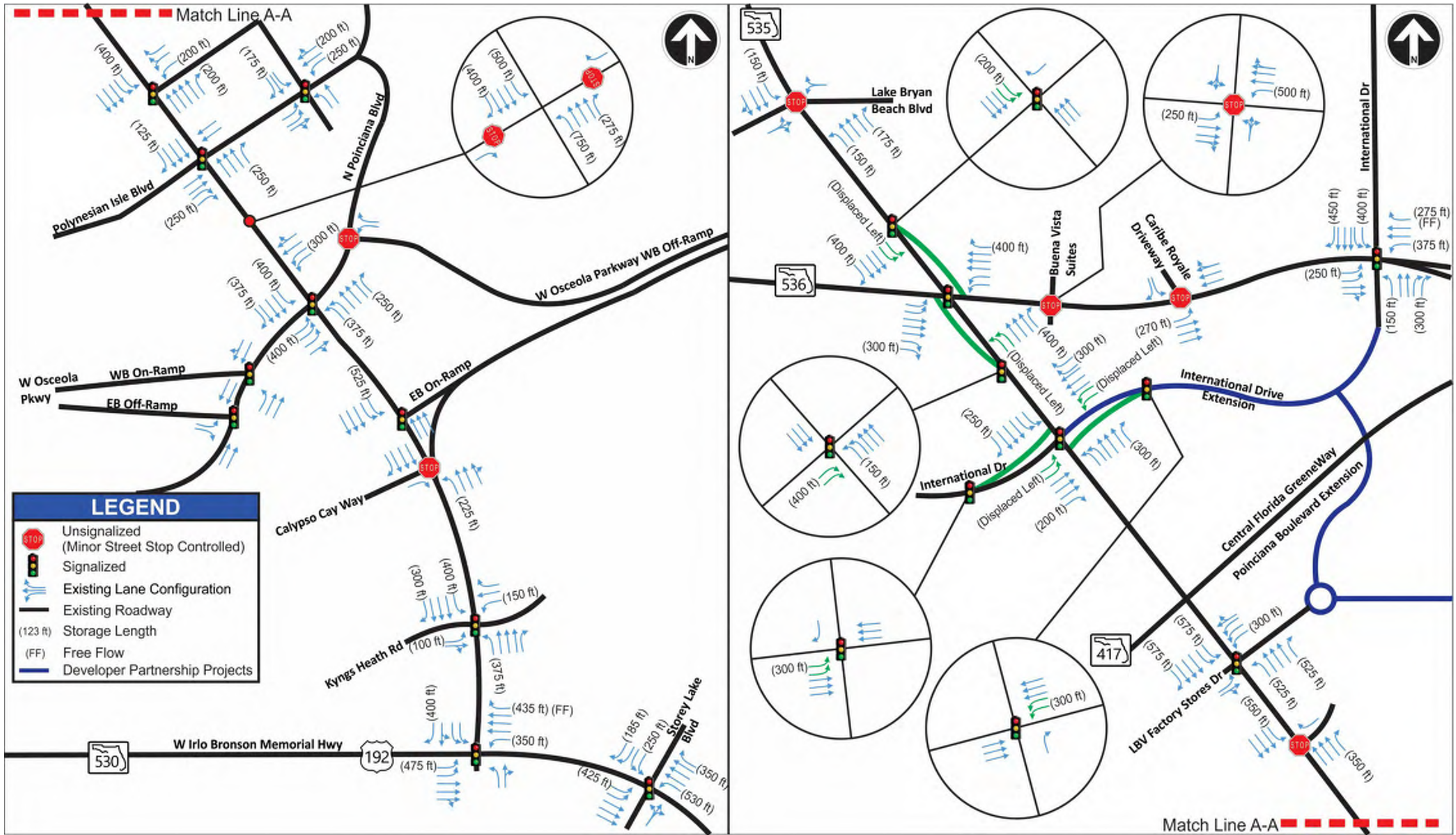


Figure 9-3 Alternative 1 Lane Configuration

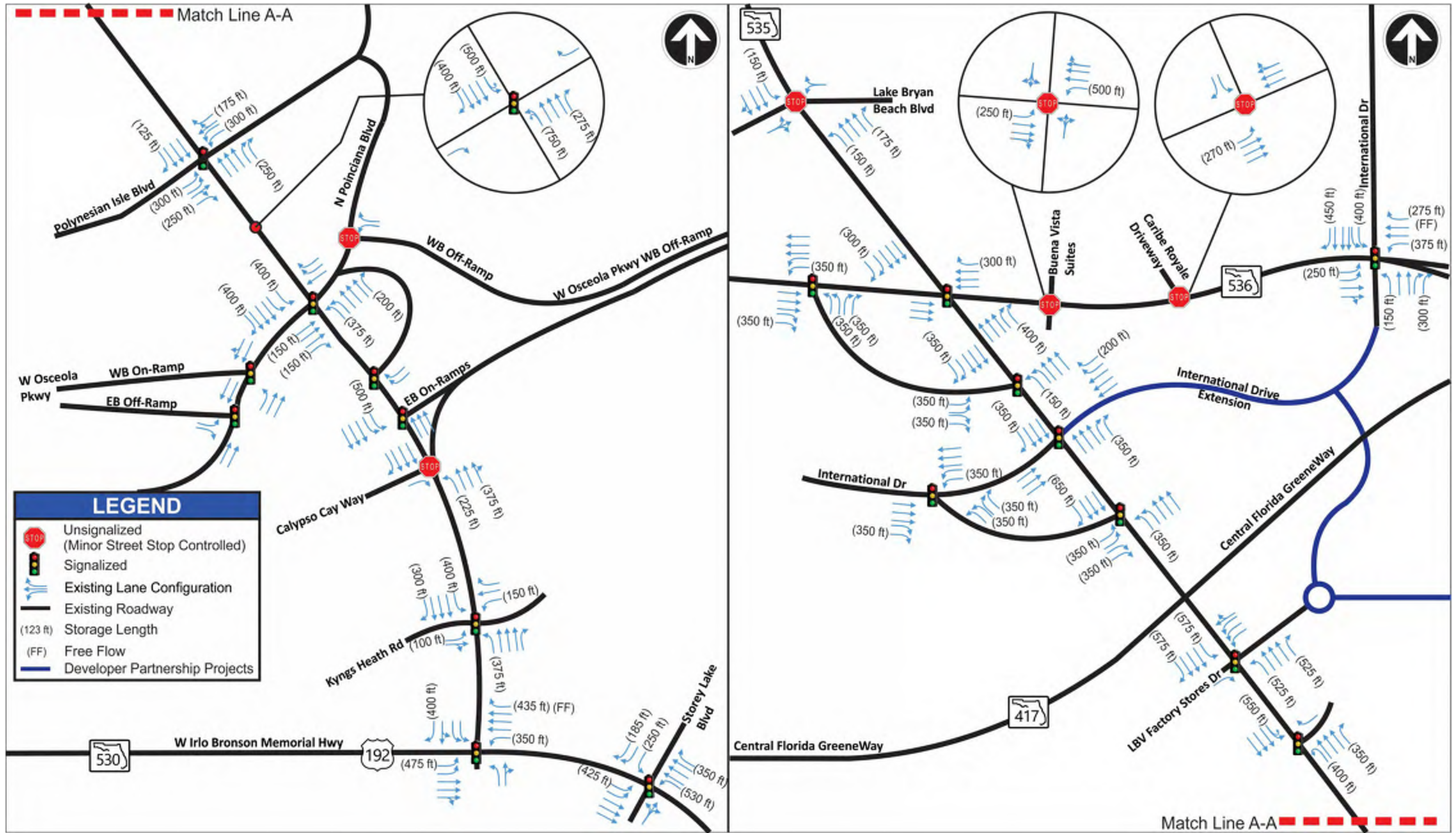


Figure 9-4 Alternative 2 Lane Configuration

9.1.3 Innovative Intersection Treatments

Alternative intersection evaluations are governed by the Intersection Control Evaluation (ICE) Process, consisting of three stages. Stage 1 Screening included the use of the ICE CAP-X tool to identify alternative intersection configurations that meet the applicability requirements as described in the *Manual on Intersection Control Evaluation*.

The CAP-X analysis was conducted solely on Build Alternatives under design year conditions since it exhibits the highest forecasted traffic volumes and therefore represents a more conservative analysis. The study locations included in the CAP-X analysis are SR 535 signalized intersections at Poinciana Boulevard, Polynesian Isle Boulevard, International Drive, and SR 536. Intersection configurations considered include Displaced Left Turn, Partial Displaced Left Turn, Median U-Turn, Roundabout, Restricted Crossing U-Turn, and Quadrant Roadway. The reports and results generated by the ICE CAP-X Analysis worksheets for all intersections and the Stage 1 Screening forms along with the *ICE Control Evaluation (ICE) Stage 1 Technical Memorandum* is provided in **Appendix I**. A summary of the CAP X analysis for the major intersections is provided below.

SR 535 and Poinciana Boulevard

- CAP-X results for the intersection of SR 535 and Poinciana Boulevard reveal that the displaced left turn exhibits the lowest overall v/c ratio and highest v/c ranking during the AM and PM peak hour condition. During the AM peak hour condition, the displaced left turn option is followed in v/c ranking by the quadrant roadway (S-E), partial displaced left turn (N-S), quadrant roadway (S-W), partial median U-Turn (N-S), Median U-Turn (N-S), traffic signal, signalized restricted crossing U-Turn (N-S), and 2 by 2 roundabout options, respectively. During the PM peak hour condition, the results slightly differed with the displaced left turn option being followed by quadrant roadway (S-E), partial displaced left turn (N-S), quadrant roadway (S-W), traffic signal, signalized restricted crossing U-Turn (N-S), Median U-Turn (N-S), partial median U-Turn (N-S), and roundabout (2x2) roadway concepts.

SR 535 and Polynesian Boulevard

- Results for the intersection of SR 535 and Polynesian Boulevard show that the traffic signal exhibits the lowest overall v/c ratio and highest v/c ranking during the AM peak hour condition. The traffic signal option is followed in v/c ranking by quadrant roadway (N-E), partial median U-turn (N-S), median U-turn (N-S), signalized restricted crossing U-turn (N-S), roundabout (2x2), and unsignalized restricted crossing U-turn (N-S), respectively. The PM peak hour condition reveals the partial median U-turn (N-S) being followed by median

U-turn (N-S), quadrant roadway (N-E), signalized restricted crossing U-turn (N-S), traffic signal, roundabout (2x2), and unsignalized restricted crossing U-turn (N-S) roadway concepts.

SR 535 and International Drive

- Results for the intersection of SR 535 and International Drive show that displaced left turn exhibits the lowest overall v/c ratio and highest v/c ranking during the AM peak hour condition. The displaced left turn option is followed in v/c ranking by the quadrant roadway (S-E), partial displaced left turn (E-E), quadrant roadway (N-W), traffic signal, median U-turn (E-E), partial median U-turn (E-W), signalized restricted crossing U-turn (E-W) and roundabout (2x2). Similarly, the PM peak hour condition reveals the displaced left turn as the best option followed by the partial displaced left turn (E-W), quadrant roadway (S-W), median U-turn (E-W), quadrant roadway (N-W), traffic signal, partial median U-turn (E-W), signalized restricted crossing U-turn (E-W), and roundabout (2x2) roadway concepts.

SR 535 and SR 536/World Center Drive

- Results for the intersection of SR 535 and SR 536/World Center Drive show that the displaced left turn exhibits the lowest overall v/c ratio and highest v/c ranking during the AM peak hour condition. The displaced left turn option is followed in v/c ranking by the partial displaced left turn (N-S), the quadrant roadway (S-W), partial median U-turn (N-S), traffic signal, median U-turn (N-S), and roundabout (2x2). The PM peak hour condition reveals the displaced left turn as the best option followed by the quadrant roadway (S-W), partial displaced left turn (N-S), traffic signal, partial median U-turn (N-S), median U-turn (N-S), and roundabout (2x2) roadway concepts.

Based on these results a *Stage 2* evaluation will be completed in coordination with the PD&E project team and FDOT District Five as part of the alternative evaluation process and consistent with the selection of the preferred alternatives. Per the *FDOT ICE Manual*, Stage 2 is intended to help differentiate any remaining control strategies with more detailed vetting using the *FDOT ICE Tool* comparing operations, safety, and impacts. As part of this PTAR, the operational analysis results for the Build Alternatives are discussed in the following sections and in more detail in **Section 10 Future Traffic Operations Analysis** of this report.

9.1.3.1 SR 535 and Poinciana Boulevard Alternatives

Based on the results from the intersection evaluations, there is a need to consider alternative interchange configurations at the SR 535 and Poinciana Boulevard intersection. The primary movements of the interchange are northbound and southbound, with heavy eastbound and

westbound left turn movements in both the AM and PM peak hour periods. The following alternatives were evaluated in Synchro:

- Traffic Signal – Alternative 1
 - All other configurations result in substantial R/W impacts or impacts to Florida Gas Transmission (FGT).
- Partial Median U-turn N-S + Jug Handle – Alternative 2
 - With some R/W impacts or impacts to FGT, this configuration best treats the heavy eastbound left turn movements.
 - All other configurations result in substantial R/W impacts or impacts to FGT.

The SR 535 and Poinciana Boulevard traffic signal Alternative 1 concept involves the installation of an additional lane along SR 535 for northbound and southbound movements and provision of triple eastbound left turn lanes. The lane configuration is shown in **Figure 9-5**. The jug handle and partial median U-turn Alternative 2 concept involves the removal of the minor street eastbound and westbound direct left turn movements. The eastbound left turn movements are treated with a jug handle loop in the southeast quadrant. Vehicles enter the free-flowing loop ramp just east of Poinciana Boulevard and SR 535 and exit at the proposed traffic signal just south of Poinciana Boulevard, where they are able to make right turns to head north. The westbound left turn movements are treated with a median U-turn just north of the intersection on SR 535. The lane configuration for Alternative 2 is shown in **Figure 9-6**.

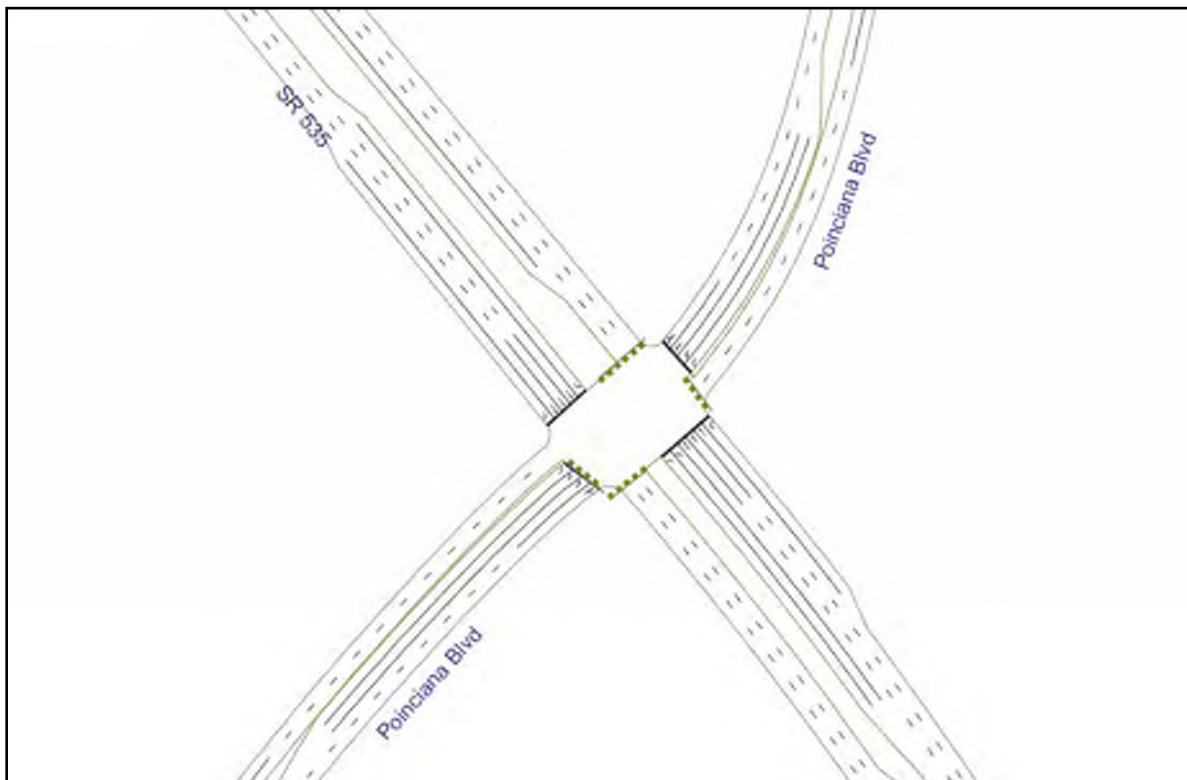


Figure 9-5 SR 535 and Poinciana Boulevard Alternative 1

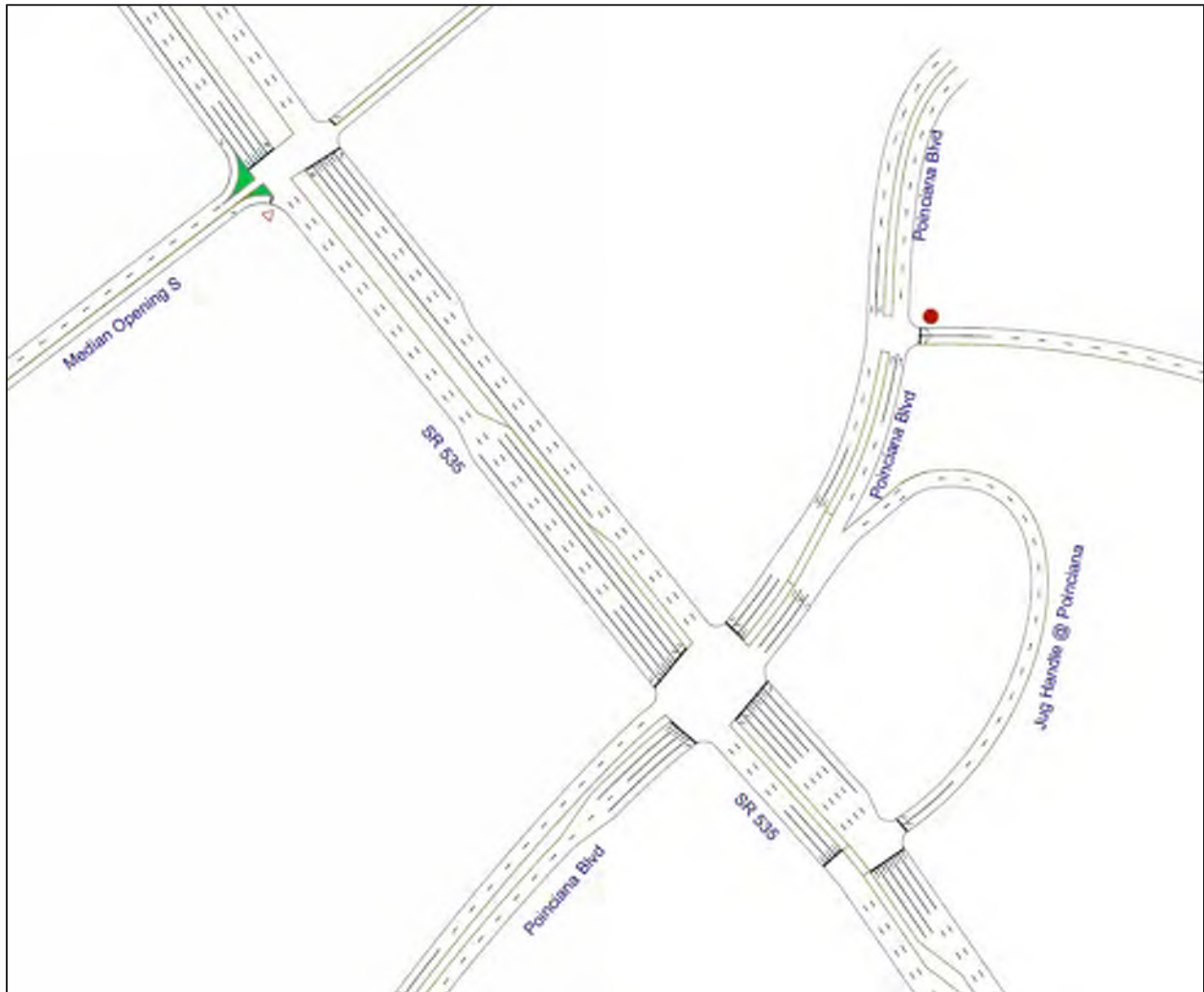


Figure 9-6 SR 535 and Poinciana Boulevard Alternative 2

9.1.3.2 SR 535 and Polynesian Boulevard Alternatives

The primary movements of the interchange are northbound and southbound, with high volumes in both the AM and PM peak hour periods. The following alternatives were evaluated in Synchro:

- Quadrant Roadway N-E – Alternative 1
 - This alternative provides the least potential impacts to existing businesses.
- Partial Median U-turn N-S – Alternative 2
 - U-turn operations may not be as favorable as the movement would likely be combined with a nearby median opening; additionally, the v/c ratio remains low for this alternative.

The SR 535 and Polynesian Isle Boulevard Quadrant Roadway Alternative 1 concept involves the installation of an additional lane along SR 535 for northbound and southbound movements, replacing direct left turns with right turns via a signal-controlled quadrant roadway in the northeast quadrant, and adding a right turn on the east leg of Polynesian Isle Boulevard. The lane

configuration is shown in **Figure 9-7**. The Partial Median U-Turn Alternative 2 concept involves the removal of northbound and southbound direct left turn movements on SR 535 and the addition of U-turn storage bays at the existing median openings located just north and south of the intersection. The lane configuration for Alternative 2 is shown in **Figure 9-8**.

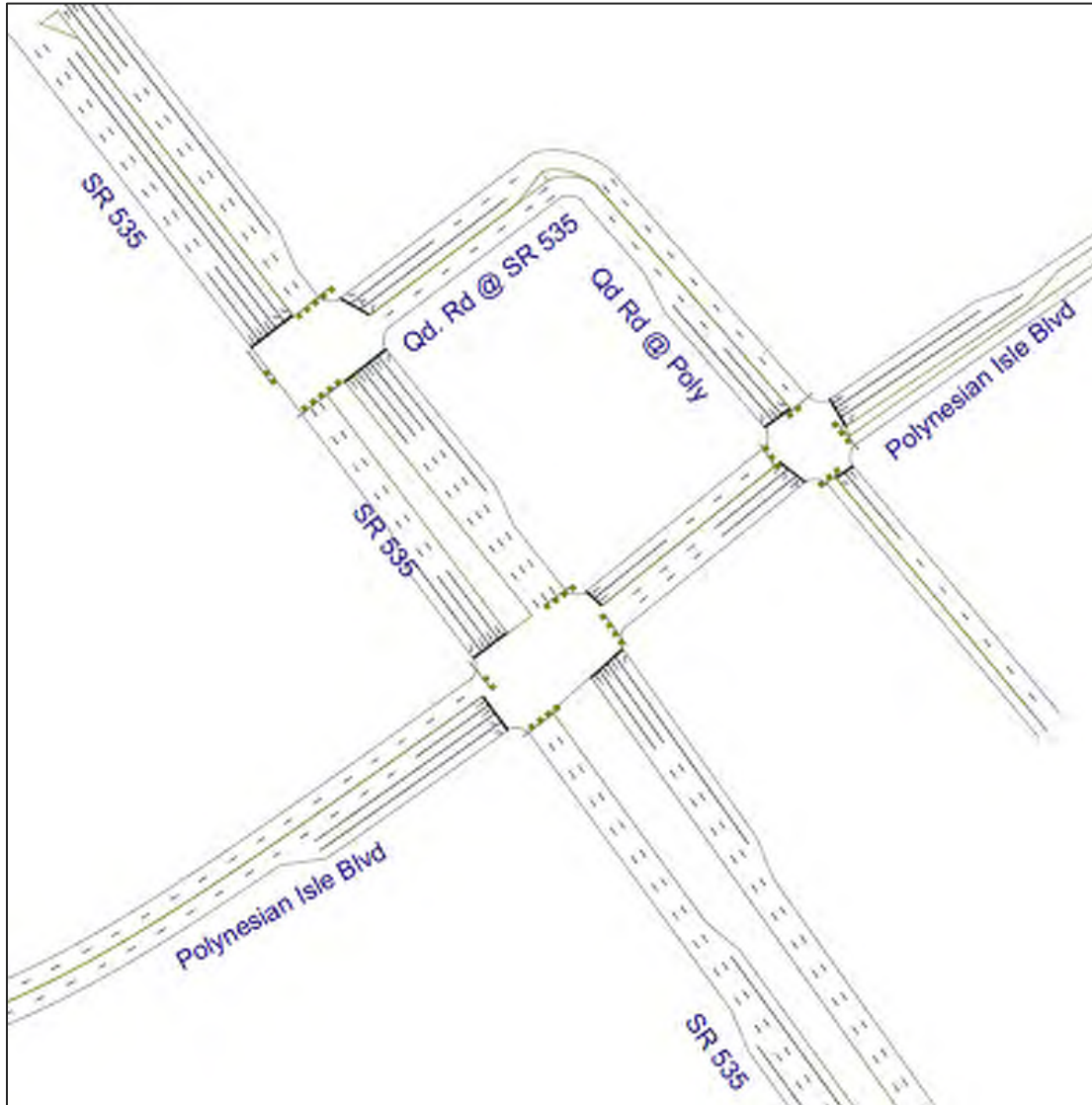


Figure 9-7 SR 535 and Polynesian Isle Boulevard Alternative 1

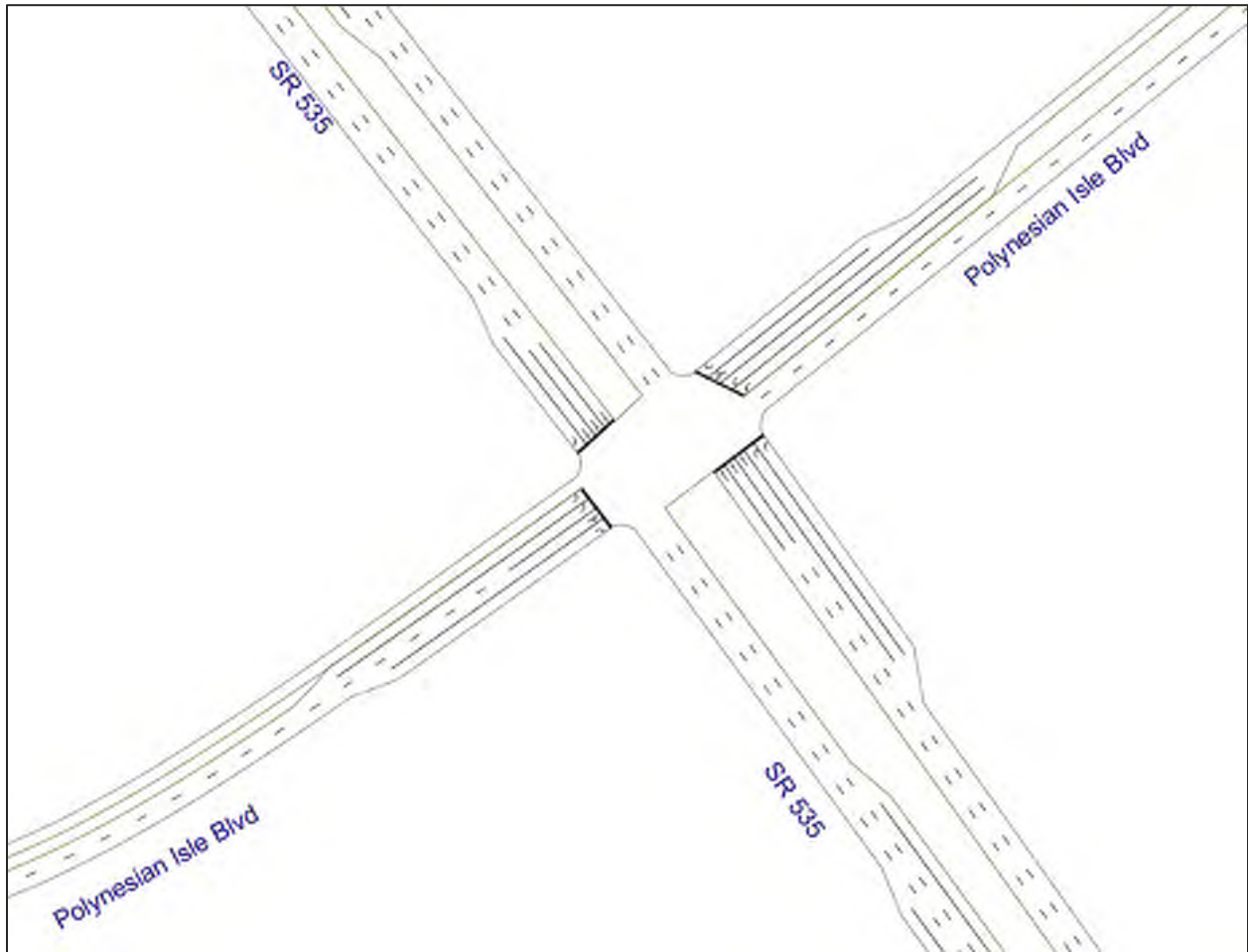


Figure 9-8 SR 535 and Polynesian Isle Boulevard Alternative 2

9.1.3.3 SR 535 and International Drive Alternatives

This existing T-intersection will be reconfigured to a four-legged intersection with an east leg extension connecting SR 535 to World Center Drive. The intersection has high volumes at all approaches with the heaviest volumes on the northbound approach on SR 535, and higher left turns along International Drive. The following alternatives were evaluated in Synchro:

- Partial Displaced Left Turn (PDLT) E-W – Alternative 1
 - This alternative provides separation of E-W left turn movements and avoids impacts to the north leg; the v/c ratio also remains below 1.0.
- Quadrant Roadway S-W – Alternative 2
 - Potential right-of-way and FGT conflicts are minimal when compared to other alternatives.

The SR 535 and International Drive Partial Displaced Left Turn Alternative 1 concept involves the removal of direct eastbound and westbound left turns on International Drive with the displaced left turns installed on both legs of this minor street. The northbound and southbound left turn

movements for the major street on SR 535 continue to take place at the main intersection. The lane configuration is shown in **Figure 9-9**. The Quadrant Roadway Alternative 2 concept involves the removal of direct left turns with the installation of a quadrant roadway in the southwest quadrant. The lane configuration for Alternative 2 is shown in **Figure 9-10**.

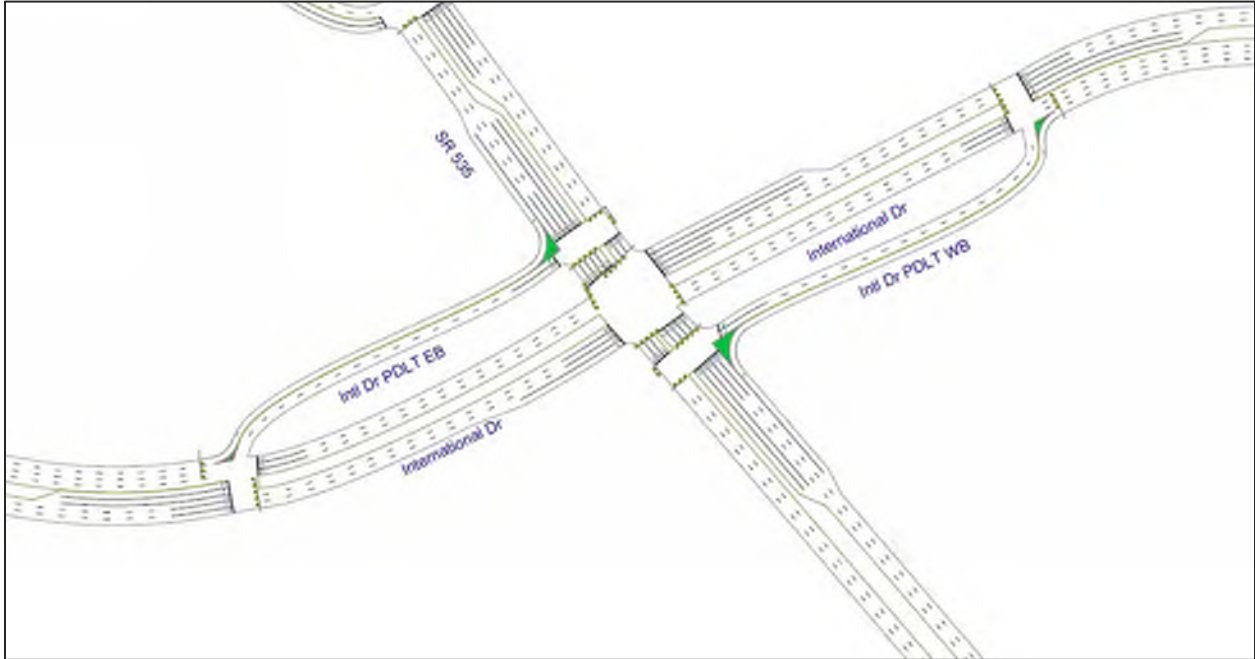


Figure 9-9 SR 535 and International Drive Alternative 1

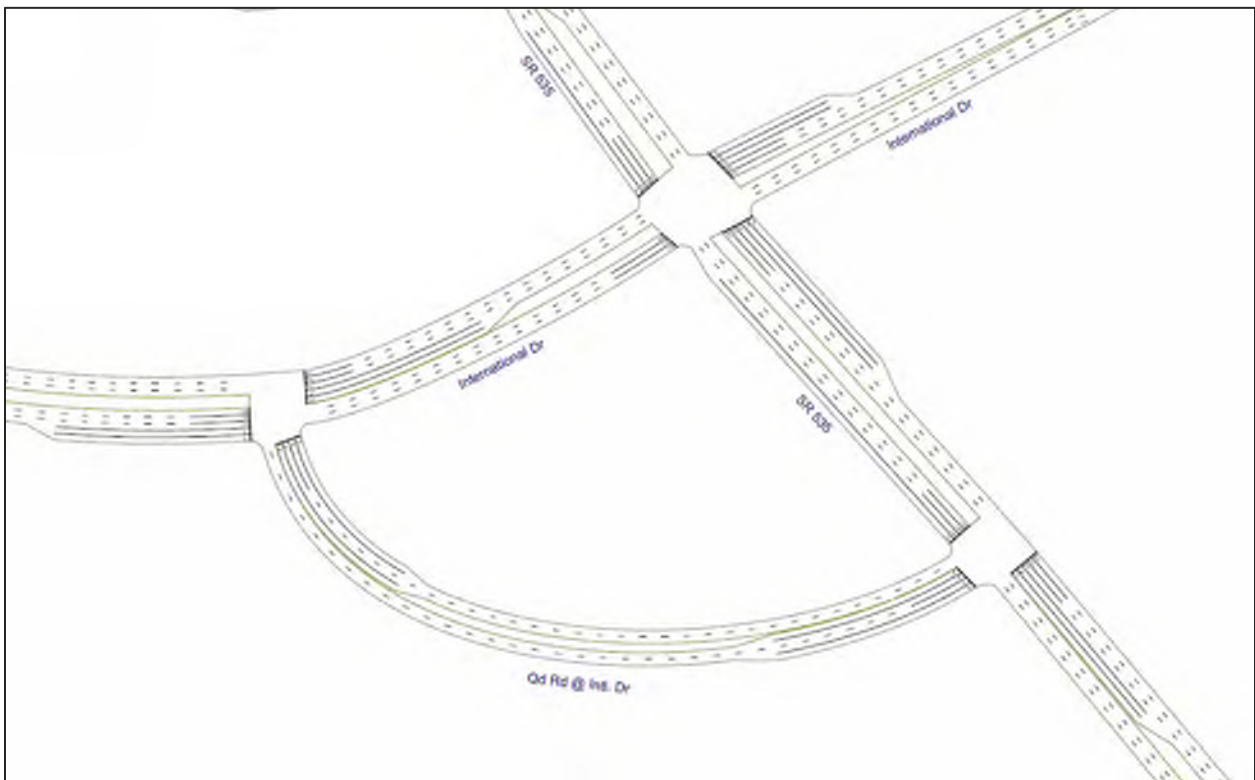


Figure 9-10 SR 535 and International Drive Alternative 2

9.1.3.4 SR 535 and SR 536/World Center Drive

The primary movements of the interchange are northbound and southbound, with high volumes in both the AM and PM peak hour periods. Left turn movements are heaviest on the northbound and southbound left turn lanes. The following alternatives were evaluated in Synchro:

- Partial Displaced Left Turn (PDLT) N-S
 - This intersection experiences a high number of left turns on the major street (SR 535) and moderate to high numbers of left turns on the minor street (World Center Drive).
- Quadrant Roadway S-W
 - The v/c ratio is below 1.0.

The SR 535 and SR 536/World Center Drive Partial Displaced Left Turn Alternative 1 concept involves the removal and replacement of direct northbound and southbound left turns on SR 535 with the displaced left turns installed on both legs of SR 535 (major street). The eastbound and westbound left turn movements for the minor street on SR 536/World Center Drive continue to take place at the main intersection. The lane configuration is shown in **Figure 9-11**. The Quadrant Roadway Alternative 2 concept involves the removal of direct left turns with the installation of a quadrant roadway in the southwest quadrant. The lane configuration for Alternative 2 is shown in **Figure 9-12**.

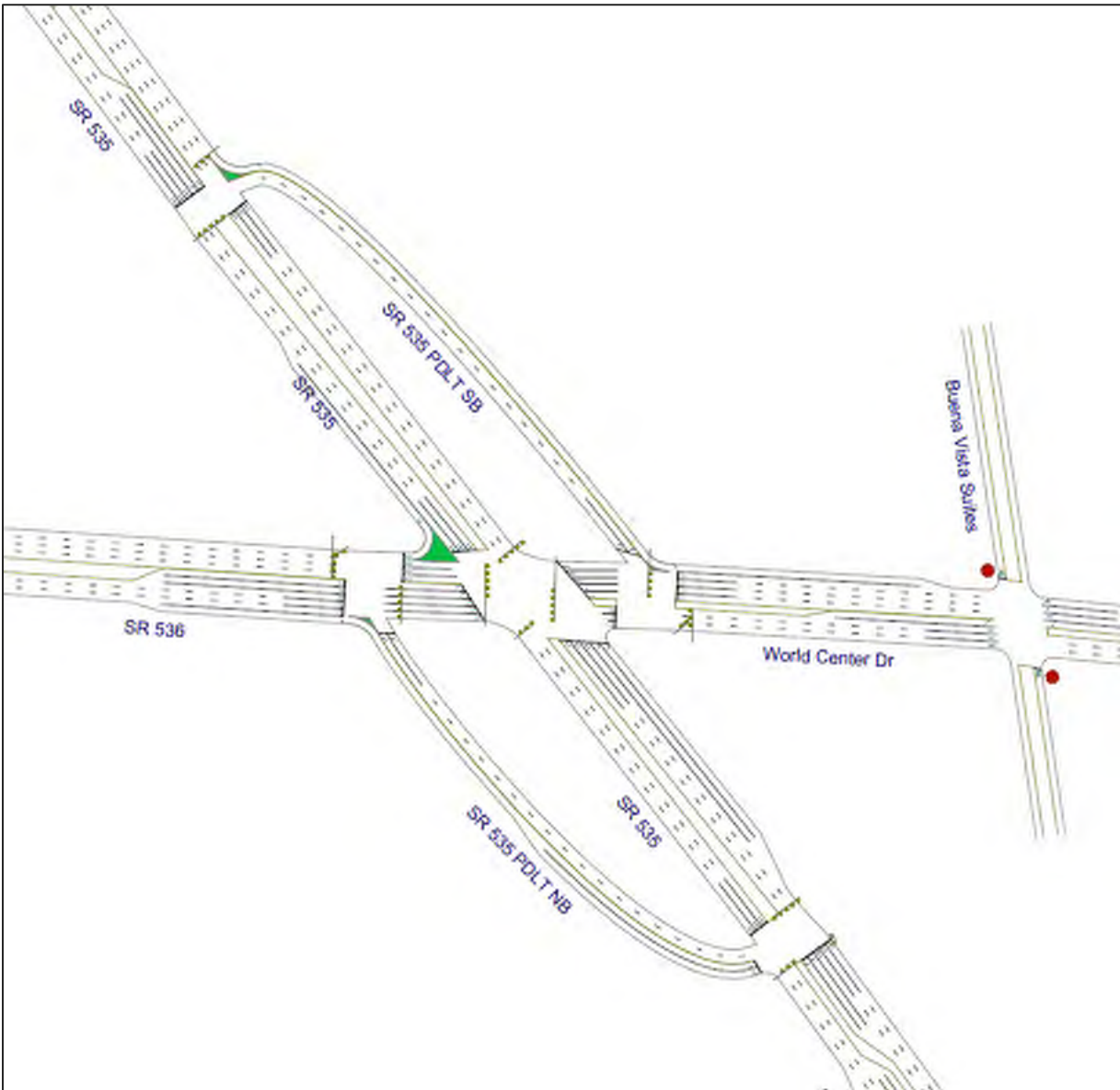


Figure 9-11 SR 535 and SR 536/World Center Drive Alternative 1

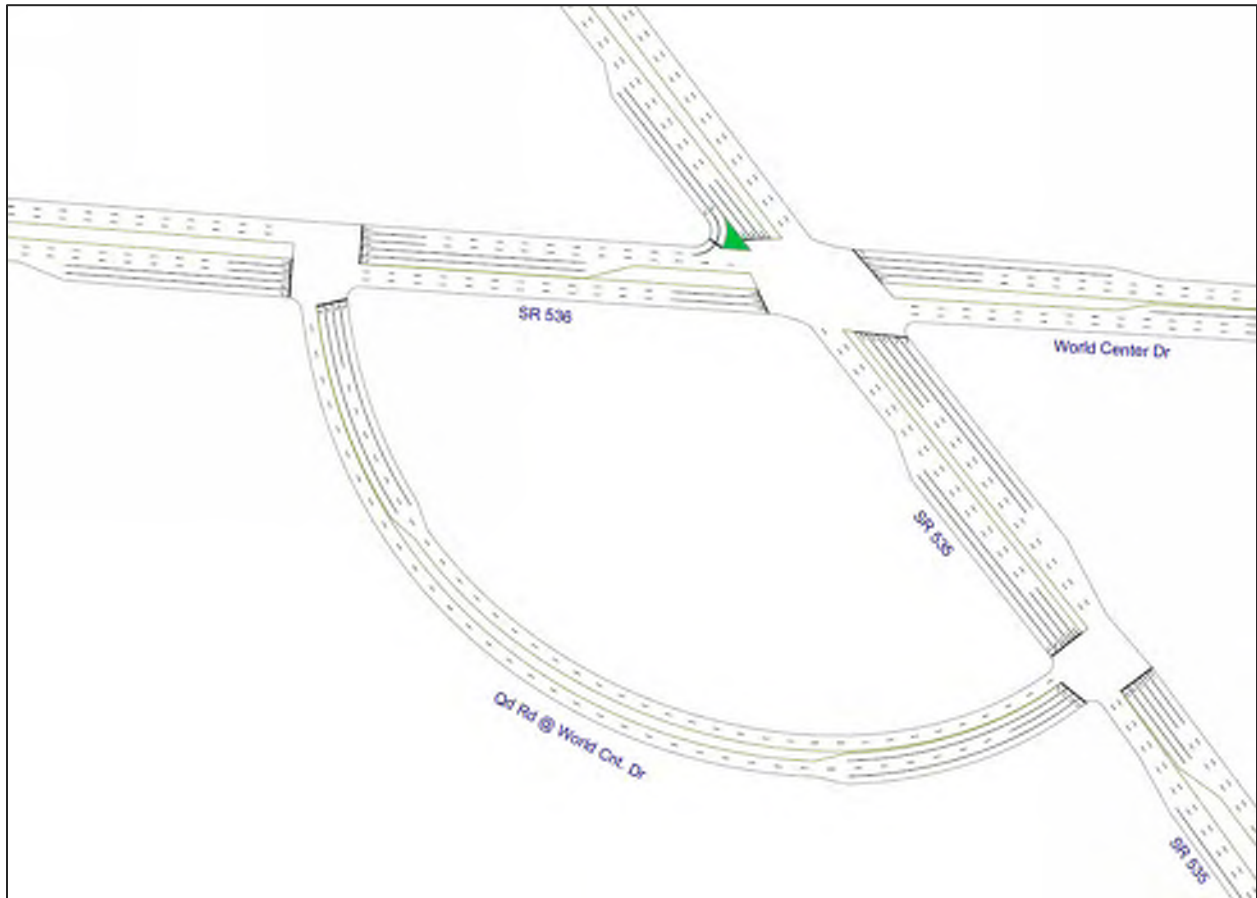


Figure 9-12 SR 535 and SR 536/World Center Drive Alternative 2

9.2 Multimodal Improvements

As part of the corridor improvements, multimodal improvements such as multi-use paths are also being included along the project. Currently, SR 535 lacks sidewalk and bike lanes connectivity. Along with the widening and intersection improvements, multi-use paths will also be included along the entire project.

10 Future Traffic Operational Analysis

This section presents the results of the traffic operational analysis for the No Build and Build alternatives. The Level of Service (LOS) operational analyses for each intersection was based on methodology from the Highway Capacity Manual (HCM) and Synchro Timing Reports with percentile delay methodology. Calculations were performed with Synchro 11 models; results of the analyses include the following performance measures for the study intersections:

- Movement: LOS, delay and 95th percentile queue lengths
- Overall Intersection: LOS and delay
- Arterial Analysis: Speed and LOS (based on Synchro Arterial Reports)

Based on the alternatives developed, no modifications are anticipated for the following intersections outside of the project limits:

- US 192 at Poinciana Boulevard (Signalized)
- US 192 at Storey Lake (Signalized)
- Poinciana Boulevard at Osceola Parkway Westbound On Ramp (Signalized)
- Poinciana Boulevard at Osceola Parkway Eastbound Off Ramp (Signalized)
- Poinciana Boulevard at Osceola Parkway Westbound Off Ramp (Unsignalized)
- International Drive at World Gateway Drive (Unsignalized)
- SR 536 at World Gateway Drive (Signalized)
- World Center Drive at Caribe Royal Orlando (Unsignalized)
- World Center Drive at International Drive (Signalized)

The operational analysis results for the signalized intersections identified above are not summarized in this chapter since no modifications are proposed and they are located outside of the project limits. However, since they are within the study area, No Build and Build alternative results are provided in provided in **Appendix J** for reference. Minor variations in operations exist between the different alternatives based on signal timing optimization of the networks. The stop-controlled movements at the above unsignalized intersections typically operate at a deficient LOS. In general, the following signalized intersections do not meet the LOS D Target:

- US 192 at Poinciana Boulevard
- International Drive at World Gateway Drive

- World Center Drive at International Drive

10.1 No Build Intersection Analysis

The No Build alternative assumes no proposed improvements throughout the study area, with the exception of SR 535 and International Drive, where the intersection was analyzed with the addition of the east leg approach connecting SR 535 to World Center Drive in the eastbound and westbound directions. The results of the intersection analysis are summarized in **Table 10-1**, with Synchro output reports and Synchro network roadway configuration provided in **Appendix J**.

Table 10-1 No Build 2025 Signalized Intersection LOS

Study Intersection	2025 AM											2025 PM												
	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS		
SR 535 & US 192	EBL	475	151	160	0.67	112.4	F	29.0	C	38.6	D	EBL	475	181	192	0.78	74.3	E	40.9	D	37.9	D		
	EBT	-	297	854	0.31	13.6	B					EBT	-	648	1282	0.49	35.9	D						
	WBL	350	m5	3	0.06	97.7	F					WBL	350	m7	3	0.07	117.0	F						
	WBT	-	561	1310	0.58	18.1	B	19.3	B			WBT	-	539	1125	0.54	29.5	C					21.5	C
	WBR	400	1018	1174	0.81	20.4	C					WBR	400	712	895	0.61	11.2	B						
	NBL	-	29	7	0.13	94.9	F	83.6	F			NBL	-	20	4	0.07	92.2	F					76.1	E
	NBT	-	20	2	0.09	67.8	E					NBT	-	23	2	0.11	65.3	E						
	SBL	-	431	741	0.76	122.2	F					SBL	-	768	989	0.91	71.6	E						
	SBT	-	434	3	0.76	124.1	F	99.3	F			SBT	-	770	1	0.91	71.7	E					61.1	E
SBR	300	52	202	0.18	11.2	B	SBR			300	86	239	0.19	17.3	B									
SR 535 & Kyngs Heath Road	EBL	100	98	40	0.48	104.8	F	72.5	E	20.5	C	EBL	100	172	83	0.66	107.7	F	80.9	F	29.0	C		
	EBT	-	52	6	0.35	37.8	D					EBT	-	112	27	0.51	53.1	D						
	EBR	-	31	31	0.35	37.8	D					EBR	-	53	53	0.51	53.1	D						
	WBL	150	64	35	0.32	100.5	F	37.8	D			WBL	150	92	48	0.46	104.9	F					50.3	D
	WBT	-	64	5	0.31	100.1	F					WBT	-	95	21	0.45	104.2	F						
	WBR	-	6	86	0.47	9.0	A	8.3	A			WBR	-	34	104	0.53	13.9	B					28.6	C
	NBL	375	m34	21	0.33	107.4	F					NBL	375	m37	21	0.33	99.7	F						
	NBT	-	408	1265	0.54	6.9	A					NBT	-	604	1000	0.48	28.8	C						
	NBR	-	m0	50	0.05	0.0	A	30.5	C			NBR	-	m18	68	0.07	3.8	A					20.5	C
	SBL	250	137	69	0.63	75.5	E					SBL	250	217	112	0.73	108.1	F						
SBT	-	595	880	0.35	28.6	C	SBT			-	481	1128	0.48	13.6	B									
SBR	300	84	77	0.07	11.2	B	SBR	300	31	114	0.11	2.5	A											
SR 535 & Osceola Pkwy On Ramp	NBT	-	574	1272	0.55	8.5	A	8.5	A	11.0	B	NBT	-	225	1071	0.50	9.2	A	9.2	A	9.5	A		
	SBL	525	250	318	0.69	56.0	E					SBL	525	153	415	0.72	39.5	D						
	SBT	-	0	1014	0.22	0.1	A					SBT	-	0	1306	0.28	0.1	A						
SR 535 & Poinciana Blvd	EBL	175	548	735	0.90	83.1	F	75.4	E	46.8	D	EBL	175	397	515	0.85	87.7	F	74.8	E	47.9	D		
	EBT	-	56	61	0.13	25.8	C					EBT	-	85	90	0.24	34.0	C						
	EBR	-	53	53	0.13	25.8	C					EBR	-	73	73	0.24	34.0	C						
	WBL	300	89	84	0.50	97.2	F	75.1	E			WBL	300	194	219	0.73	96.9	F					82.1	F
	WBT	-	154	64	0.90dr	67.7	E					WBT	-	237	177	0.85	73.5	E						
	NBL	375	79	69	0.49	104.0	F	46.7	D			NBL	375	99	95	0.56	99.9	F					38.7	D
	NBT	-	492	1122	0.89	46.4	D					NBT	-	593	895	0.54	35.7	D						
	NBR	250	17	81	0.13	2.1	A					NBR	250	0	81	0.10	0.2	A						
	SBL	375	#358	131	0.62	100.5	F	26.8	C			SBL	375	m103	49	0.57	139.9	F					33.9	C
SBT	-	732	1196	0.72	20.5	C	SBT			-	#1126	1429	0.89	31.3	C									
SR 535 & Polynesian Isle Blvd	EBL	-	284	345	0.82	96.0	F	77.9	E	62.3	E	EBL	-	248	294	0.80	97.3	F	90.9	F	33.4	C		
	EBT	-	71	11	0.26	15.3	B					EBT	-	247	57	0.72	79.1	E						
	WBL	175	52	16	0.28	100.7	F					WBL	175	134	60	0.61	110.6	F						
	WBT	-	168	27	1.08dr	70.4	E	72.2	E			WBT	-	105	78	0.72	39.7	D					53.6	D
	NBL	500	m37	46	0.38	85.4	F					NBL	500	m97	97	0.57	86.6	F						
	NBT	-	#1630	1961	1.09	92.4	F	91.3	F			NBT	-	#1129	1450	0.81	35.5	D					37.9	D
	NBR	250	m0	20	0.02	0.1	A					NBR	250	m0	32	0.04	0.1	A						
	SBL	450	#313	104	0.76	110.5	F					SBL	450	m225	165	0.82	113.2	F						
	SBT	-	604	1678	0.59	25.3	C	27.6	C			SBT	-	m235	1953	0.68	12.7	B					17.6	B
SBR	450	41	190	0.20	2.7	A	SBR			450	m14	367	0.36	0.7	A									

Table 10-1 No Build 2025 Signalized Intersection LOS (continued)

Study Intersection	2025 AM										2025 PM											
	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS
SR 535 & LBV Factory Stores	EBL	-	40	20	0.08	47.5	D	41.7	D	99.1	F	EBL	-	49	20	0.12	62.4	E	43.1	D	49.9	D
	EBT	-	20	4	0.03	29.5	C					EBT	-	28	2	0.07	22.7	C				
	WBL	-	331	236	0.83	82.2	F	64.2	E			WBL	-	349	206	0.84	100.8	F	74.0	E		
	WBT	-	78	7	0.26	20.4	C					WBT	-	149	5	0.42	35.3	D				
	NBL	525	47	17	0.23	80.0	E	143.8	F			NBL	525	m38	20	0.31	80.8	F	35.1	D		
	NBT	-	#1896	2280	1.26	153.5	F					NBT	-	#1405	1763	0.95	36.4	D				
	NBR	525	62	153	0.18	6.2	A	47.9	D			NBR	525	m22	103	0.12	4.7	A	57.5	E		
	SBL	575	m0	71	0.52	55.7	E					SBL	575	#306	136	0.69	96.1	F				
	SBT	-	#1214	1755	0.85	48.7	D	SBT	-			#2036	2300	1.04	57.9	E						
	SBR	350	m29	56	0.06	10.4	B	SBR	350			55	117	0.11	5.8	A						
SR 535 & International Dr/International Drive	EBL	200	139	171	0.65	82.9	F	70.2	E	32.3	C	EBL	200	131	160	0.65	83.5	F	65.7	E	38.6	D
	EBT	-	205	415	0.75	76.8	E					EBT	-	303	634	0.86	77.8	E				
	EBR	200	0	70	0.17	0.8	A	67.8	E			EBR	200	140	310	0.56	31.9	C	62.7	E		
	WBL	200	164	213	0.69	81.5	F					WBL	200	119	140	0.69	90.8	F				
	WBT	-	260	546	0.79	74.5	E	13.4	B			WBT	-	199	415	0.56	66.0	E	30.4	C		
	WBR	200	78	160	0.23	26.4	C					WBR	200	52	121	0.16	18.6	B				
	NBL	450	m101	220	0.70	99.2	F	25.4	C			NBL	450	#96	105	0.65	92.5	F	25.4	C		
	NBT	-	m41	1760	0.71	5.8	A					NBT	-	518	1539	0.65	31.5	C				
	NBR	450	m0	411	0.28	0.0	A	0.6	A			NBR	450	0	277	0.19	0.3	A	0.0	A		
	SBL	475	m55	80	0.49	79.5	E					SBL	475	m97	160	0.65	78.1	E				
	SBT	-	m235	1600	0.71	24.1	C	0.6	A			SBT	-	m324	2103	0.86	22.1	C	0.0	A		
	SBR	475	m1	91	0.12	0.6	A					SBR	475	m0	55	0.07	0.0	A				
SR 535 & SR 536/World Center Dr	EBL	575	213	122	0.72	85.4	F	70.6	E	94.9	F	EBL	575	#374	211	0.91	86.9	F	82.5	F	114.4	F
	EBT	-	#725	978	0.89	82.5	F					EBT	-	#920	1131	1.14	113.5	F				
	EBR	575	297	487	0.45	42.9	D	67.9	E			EBR	575	307	600	0.59	22.6	C	72.6	E		
	WBL	250	156	204	0.66	79.3	E					WBL	250	#295	369	0.89	91.0	F				
	WBT	-	#908	1131	1.07	99.7	F	96.1	F			WBT	-	#763	978	1.05	96.9	F	155.2	F		
	WBR	-	0	570	0.38	0.7	A					WBR	-	0	424	0.28	0.5	A				
	NBL	500	#551	600	1.27	171.8	F	143.9	F			NBL	500	#506	487	1.48	266.3	F	142.4	F		
	NBT	-	#691	1371	1.05	71.3	E					NBT	-	#698	1245	1.17	122.8	F				
	NBR	300	m0	120	0.08	0.1	A	0.3	A			NBR	300	m0	88	0.06	0.1	A	0.3	A		
	SBL	650	#430	394	1.58	323.6	F					SBL	650	#557	570	1.41	246.2	F				
	SBT	-	#593	1080	1.11	119.6	F	0.3	A			SBT	-	#732	1349	1.14	127.1	F	0.3	A		
	SBR	400	0	311	0.21	0.3	A					SBR	400	0	272	0.19	0.3	A				

Table 10-1 No Build 2045 Signalized Intersection LOS (continued)

Study Intersection	2045 AM										2045 PM																																																																																																																																																																						
	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS																																																																																																																																																											
SR 535 & US 192	EBL	475	#421	372	0.92	109.1	F	43.8	D	49.8	D	EBL	475	m#359	388	0.92	66.4	E	36.9	D	EBT	-	478	1227	0.53	24.2	C	EBT	-	747	1443	0.66	29.0	C	WBL	350	m12	7	0.16	135.6	F	WBL	350	m11	6	0.13	136.7	F	WBT	-	482	1323	0.82	23.2	C	WBT	-	543	1129	0.79	32.8	C	WBR	400	830	1288	0.88	32.1	C	WBR	400	784	1042	0.72	20.3	C	NBL	-	42	11	0.22	99.5	F	NBL	-	29	7	0.13	94.9	F	NBT	-	37	4	0.26	54.9	D	NBT	-	30	4	0.18	64.0	E	SBL	-	#975	1038	0.87	127.4	F	SBL	-	#1073	1161	0.89	98.3	F	SBT	-	#994	5	0.87	130.8	F	SBT	-	#1076	3	0.90	98.6	F	SBR	300	68	366	0.26	5.5	A	SBR	300	101	365	0.24	11.4	B																															
	SR 535 & Kyngs Heath Road	EBL	100	#193	78	0.75	123.1					F	77.3	E	41.2	D	EBL	100			188	92	0.69	109.1	F	90.4	F	EBT	-	101	20	0.58	39.8	D	EBT	-	153	37	0.62	72.5	E	EBR	-	75	75				EBR	-	153	59				WBL	150	141	116	0.36	81.9	F	WBL	150	157	108	0.62	107.1	F	WBT	-	142	14	0.36	81.9	F	WBT	-	158	33	0.61	106.0	F	WBR	-	#352	335	0.94	64.0	E	WBR	-	93	212	0.70	20.6	C	NBL	375	m47	32	0.47	93.6	F	NBL	375	m50	29	0.44	89.6	F	NBT	-	842	1505	0.85	48.3	D	NBT	-	882	1263	0.68	29.5	C	NBR	-	m0	127	0.15	1.0	A	NBR	-	m19	142	0.16	3.1	A	SBL	250	#403	209	0.89	131.9	F	SBL	250	340	194	0.84	106.0	F	SBT	-	821	1218	0.57	8.2	A	SBT	-	706	1362	0.61	20.1	C	SBR	300	22	127	0.13	0.9	A	SBR	300	42
		SR 535 & Osceola Pkwy On-Ramp	NBT	-	588	1732	0.85	18.4	B			18.4					B	16.2	B	NBT	-	355	1405	0.68	12.9			B	12.9	B	SBL	525	m273	615	0.87	50.9	D	SBL	525	183	500	0.78	40.3	D	SBT	-	m0	1548	0.33	0.0	A	SBT	-	0	1631	0.35	0.2	A																																																																																																																							
			SR 535 & Poinciana Blvd	EBL	175	582	772	0.91	85.6				F	75.6						E	148.3	F	EBL	175	#725	803	1.05	112.4			F	97.5	F	EBT	-	67	69	0.15	22.9	C	EBT	-	96	106	0.20	31.7	C	EBR	-	78	78				EBR	-	96	75				WBL	300	215	242	0.78	101.2	F	WBL	300	213	245	0.75	96.4	F	WBT	-	#685	155	1.67dr	193.6	F	WBT	-	#703	177	1.67dr	217.8	F	NBL	375	m65	78	0.53	94.1	F	NBL	375	104	102	0.58	100.0	F	NBT	-	#1298	1426	1.13	116.8	F	NBT	-	872	1162	0.92	67.2	E	NBR	250	m128	228	0.36	23.0	C	NBR	250	53	141	0.22	5.9	A	SBL	375	m#551	211	2.36	665.3	F	SBL	375	m#506	247	1.86	442.3	F	SBT	-	#1464	1843	1.27	156.0	F	SBT	-	m#1446	1811	1.26	144.4	F																		
				SR 535 & Polynesian Isle Blvd	EBL	-	304	373	0.84				95.4										F	84.6	F	104.0	F	EBL			-			251	297	0.80	97.1	F	160.4	F	EBT	-	#470	58	0.85	71.9	E	EBT	-	#871	114	1.31	211.7	F	WBL	175	#225	83	0.86	144.0	F	WBL	175	290	159	0.81	109.8	F	WBT	-	#418	94	1.28dr	108.3	F	WBT	-	142	111	0.50	35.0	D	NBL	500	m#156	193	1.22	170.0	F	NBL	500	m#178	243	1.08	127.4	F	NBT	-	m#1710	2289	1.27	158.6	F	NBT	-	m#1748	2033	1.42	232.1	F	NBR	250	m38	200	0.23	8.7	A	NBR	250	m61	180	0.25	14.6	B	SBL	450	#484	158	1.87	469.7	F	SBL	450	m234	228	0.99	96.3	F	SBT	-	996	2268	0.88	42.3	D	SBT	-	m458	2333	0.98	45.4	D	SBR	450	63	278	0.31	3.8	A	SBR	475	m37	367	0.42	9.7	A											

Table 10-1 No Build 2045 Signalized Intersection LOS (continued)

Study Intersection	2045 AM										2045 PM											
	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS
SR 535 & LBV Factory Stores	EBL	-	42	22	0.11	41.5	D	30.6	C	227.7	F	EBL	-	50	22	0.09	54.1	D	30.5	C	187.1	F
	EBT	-	31	9	0.05	20.6	C					EBT	-	40	5	0.09	17.3	B				
	WBL	-	#549	354	0.92	83.3	F	64.5	E			WBL	-	#872	408	1.18	163.6	F	123.4	F		
	WBT	-	309	28	0.59	41.3	D					WBT	-	139	13	0.34	23.3	C				
	NBL	525	#70	25	0.45	99.4	F	310.2	F			NBL	525	m#98	60	1.40	252.5	F	196.7	F		
	NBT	-	#2345	2655	1.68	339.4	F					NBT	-	m#1400	2333	1.41	205.6	F				
	NBR	525	111	240	0.31	9.4	A	179.3	F			NBR	525	m0	123	0.16	0.4	A	194.5	F		
	SBL	575	m#250	155	1.25	163.5	F					SBL	575	#657	250	1.52	311.8	F				
	SBT	-	m#1713	2407	1.31	184.3	F	179.3	F			SBT	-	#2381	2551	1.34	191.9	F	194.5	F		
	SBR	350	m6	58	0.07	10.1	B					SBR	350	58	121	0.14	7.2	A				
SR 535 & International Dr	EBL	200	#226	241	0.93	110.3	F	103.5	F	60.0	E	EBL	200	#226	232	0.96	120.4	F	100.6	F	68.0	E
	EBT	-	#528	955	1.09	116.9	F					EBT	-	#568	1032	1.10	118.8	F				
	EBR	200	51	161	0.27	13.4	B					EBR	200	158	342	0.53	32.1	C				
	WBL	200	#340	372	1.05	126.7	F	83.9	F			WBL	200	#226	223	1.01	133.0	F	86.0	F		
	WBT	-	#508	1032	0.96	78.7	E					WBT	-	#487	955	0.98	86.4	F				
	WBR	200	78	174	0.19	22.5	C	23.9	C			WBR	200	78	172	0.19	23.0	C	39.9	D		
	NBL	450	m108	272	1.03	117.6	F					NBL	450	#174	161	0.98	136.1	F				
	NBT	-	m103	1910	0.92	19.2	B	63.9	E			NBT	-	710	1828	0.85	42.6	D	65.6	E		
	NBR	450	m0	756	0.52	2.3	A					NBR	450	0	516	0.35	0.6	A				
	SBL	475	m96	172	0.90	83.4	F	63.9	E			SBL	475	m81	174	0.78	49.2	D	65.6	E		
	SBT	-	m341	2087	1.07	65.0	E					SBT	-	m716	2357	1.06	69.5	E				
	SBR	475	m0	87	0.13	0.1	A	63.9	E			SBR	475	m26	110	0.14	8.3	A	65.6	E		
SR 535 & SR 536/World Center Dr	EBL	575	m174	309	0.93	58.1	E			73.7	E	197.8	F	EBL	575	m#378	245	1.46			258.5	F
	EBT	-	m662	1326	1.17	106.0	F	EBT	-					m#1227	1476	1.44	234.4	F				
	EBR	575	m222	636	0.57	13.9	B	EBR	575					m311	651	0.65	21.5	C				
	WBL	250	236	321	0.81	84.1	F	229.5	F	WBL	250			#515	516	1.42	252.0	F	119.6	F		
	WBT	-	#1412	1476	1.72	363.7	F			WBT	-			#939	1185	1.14	122.5	F				
	WBR	-	0	662	0.44	0.9	A	265.9	F	WBR	-			0	603	0.40	0.8	A	245.5	F		
	NBL	500	m#618	651	1.79	390.8	F			NBL	500			m#619	636	1.44	257.7	F				
	NBT	-	#931	1544	1.45	235.6	F	218.0	F	NBT	-			m#932	1499	1.45	256.2	F	218.5	F		
	NBR	300	m0	130	0.09	0.1	A			NBR	300			m0	97	0.07	0.1	A				
	SBL	650	#462	437	1.53	300.7	F	218.0	F	SBL	650			#647	662	1.50	278.2	F	218.5	F		
	SBT	-	#860	1389	1.46	256.2	F			SBT	-			#894	1474	1.42	238.3	F				
	SBR	400	0	410	0.28	0.5	A	218.0	F	SBR	400			0	315	0.22	0.3	A	218.5	F		

Opening year 2025 results reveal that AM peak hour conditions show higher levels of degradation and deficiencies compared to the PM peak hour conditions.

Under the AM peak hour conditions, the following intersections do not meet the overall LOS D Target:

- SR 535 at Polynesian Isle Boulevard – LOS E with a delay of 62.3 sec/veh
- SR 535 at LBV Factory Stores – LOS F with a delay of 99.1 sec/veh
- SR 535 at SR 536/World Center Drive – LOS F with a delay of 94.9 sec/veh

Under the PM peak hour conditions, all of the signalized intersections exhibit an overall intersection LOS that meet the LOS D Target with the exception of the following intersection:

- SR 535 at SR 536/World Center Drive – LOS F with a delay of 114.4 sec/veh

Similar to AM peak hour conditions, the PM peak hour conditions show the highest delays at the intersection of SR 535 and SR 536/World Center Drive. This intersection shows the most significant operational impacts when compared to all other signalized intersections with the westbound approach exhibiting a delay of 72.6 sec/veh (LOS E); the eastbound, northbound, and southbound approaches exhibiting deficient LOS F and delays of 82.5 sec/veh, 155.2 sec/veh, and 142.4 sec/veh, respectively.

Overall, the opening year condition reveals extended queue lengths along SR 535 in the northbound and southbound directions during both the AM and PM peak hours for intersections north of Poinciana Boulevard. At SR 535 and SR 536/World Center Drive, during the AM peak hour, heavy queueing occurs at all approaches.

Design year 2045 results reveal that AM and PM peak hour conditions show similarities in their operational results with further levels of degradation and deficiencies. Under the AM peak hour conditions, many intersections operate at a deficient LOS. The following intersections do not meet the overall intersection LOS D Target:

- SR 535 at Poinciana Boulevard – LOS F with a delay of 148.3 sec/veh
- SR 535 and Polynesian Isle Boulevard – LOS F with a delay of 104.0 sec/veh
- SR 535 and LBV Factory Stores – LOS F with a delay of 227.7 sec/veh
- SR 535 and International Drive – LOS E with a delay of 60.0 sec/veh
- SR 535 and SR 536/World Center Drive – LOS F with a delay of 197.8 sec/veh

Overall, most of the intersections have degraded when compared to the existing and opening year scenarios, with SR 535 and LBV Factory Stores showing the highest delays.

Under the PM peak hour conditions, most of the signalized intersections operate at a deficient LOS. The following intersections do not meet the LOS D Target:

- SR 535 at Poinciana Boulevard– LOS F with a delay of 136.7 sec/veh
- SR 535 at Polynesian Isle Boulevard – LOS F with a delay of 118.6 sec/veh
- SR 535 at LBV Factory Stores – LOS F with a delay of 187.1 sec/veh
- SR 535 at International Drive – LOS E with a delay of 68.0 sec/veh
- SR 535 at SR 536/World Center Drive – LOS F with a delay of 190.5 sec/veh

Regarding queue length impacts, the design year condition exhibits similar impacts during both the AM and PM peak hour, with much heavier queuing occurring along SR 535 and the cross streets when compared to the existing and opening year conditions.

10.1.1 No Build Unsignalized Intersections Analysis

Table 10-2 summarizes the unsignalized intersections LOS and queues for stop-controlled movements for the opening and design years during the AM and PM peak hours. In general, most stop-controlled movements at World Center Drive intersections of Buena Vista Suites and Caribe Royale Orlando during the opening year operate at LOS E or LOS F. During the design year, nearly all stop-controlled movements are projected to operate at LOS E or LOS F with the exception of stop-controlled movements at the intersections of SR 535 and Calypso Cay Way.

Table 10-2 No Build Unsignalized Major Movement LOS

Study Intersection	No Build 2025 AM								No Build 2025 PM								No Build 2045 AM								No Build 2045 PM							
	Mvmt	Storage	Veh	Queue	Volume	v/c	Delay	LOS	Mvmt	Storage	Veh	Queue	Volume	v/c	Delay	LOS	Mvmt	Storage	Veh	Queue	Volume	v/c	Delay	LOS	Mvmt	Storage	Veh	Queue	Volume	v/c	Delay	LOS
3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp	EBR	---	0.3	7.5	44	0.09	12.8	B	EBR	---	0.8	20.0	84	0.22	16.5	C	EBR	---	0.6	15	56	0.18	18.0	C	EBR	---	1.1	21.1	84	0.28	21.1	C
	NBL	225	0.3	7.5	52	0.08	11.1	B	NBL	225	0.2	5.0	26	0.06	12.7	B	NBL	225	0.5	12.5	55	0.15	15.5	C	NBL	225	0.3	7.5	29	0.08	15.8	C
10: SR 535 & Lake Bryan Beach Blvd	WBL	---			24				WBL	---			58				WBL	---			26				WBL	---			62			
	WBT	---			2				WBT	---			2				WBT	---			5				WBT	---	25.1	627.5	5	60.7	29240.0	F
	WBR	---			43				WBR	---			104				WBR	---			45				WBR	---			106			
	NBL	150	0.7	17.5	28	0.21	36.6	E	NBL	150	2.6	65.0	49	0.57	88.7	F	NBL	150	1.5	37.5	30	0.39	74.1	F	NBL	150	4	100	53	0.86	178.2	F
	SBL	150	3.2	80.0	62	0.64	88.6	F	SBL	150	0.7	17.5	24	0.19	38.9	E	SBL	150	5.8	145	65	1.20	303.4	F	SBL	150	1.5	37.5	27	0.39	82.8	F
14: SR 535 & Median Opening S	EBR	---	0.6	15.0	44	0.18	22.1	C	EBR	---	5.0	125.0	146	0.31	60.9	E	EBR	---	8.3	207.5	145	1.08	162.1	F	EBR	---	9.8	245	150	1.23	221.2	F
	WBR	---	1.3	32.5	71	0.32	27.9	D	WBR	---	1.3	32.5	98	0.31	20.3	C	WBR	---	10.5	262.5	171	1.22	206.7	F	WBR	---	6.1	152.5	140	0.86	89.1	F
	NBL	750	0.5	12.5	25	0.16	30.5	D	NBL	750	1.2	30.0	35	0.31	48.3	F	NBL	750	2.6	65	38	0.61	121.7	F	NBL	750	3.1	77.5	143	0.72	161.5	F
	SBL	500	0.9	22.5	57	0.50	24.6	D	SBL	500	0.4	10.0	167	0.11	15.9	F	SBL	500	4.3	107.5	92	0.74	86.0	F	SBL	500	3.1	77.5	88	0.59	55.8	F
15: SR 535 & Median Opening N	WBR	---	0.0	0.0	2	0.01	28.7	D	WBR	---	1.2	30.0	72	0.30	24.8	C	WBR	---	7.8	195	122	1.12	190.7	F	WBR	---	4.4	110	109	0.72	71.2	F
	SBL	550	0.6	15.0	24	0.17	34.5	D	SBL	550	0.5	12.5	37	0.15	20.8	C	SBL	550	4.3	107.5	72	0.80	122.6	F	SBL	550	2.2	55	66	0.47	49.2	E
18: Poinciana Blvd & Westbound Off Ramp	WBL	---	1.8	45.0	229	0.39	14.5	B	WBL	---	2.7	67.5	264	0.49	17.4	C	WBL	---	16.3	407.5	353	1.20	152.2	F	WBL	---	19.5	487.5	380	1.00	194.0	F
	WBR	---	0.6	15.0	144	0.18	10.0	B	WBR	---	0.6	15.0	149	0.17	9.8	A	WBR	---	0.8	20	146	0.21	11.3	B	WBR	---	0.8	20	152	0.22	11.3	B
20: International Dr & World Gateway Dr	EBL	200	2.1	52.5	177	0.42	18.9	C	EBL	200	2.2	55.0	249	0.43	15.4	C	EBL	200	20.4	510	327	1.48	278.3	F	EBL	200	23.1	577.5	393	1.46	260.1	F
	WBL	200	0.0	0.0	0	0.00	0.0	A	WBL	200	0.0	0.0	0	0.00	0.0	A	WBL	200	0	0	0	0.00	0.0	A	WBL	200	0	0	0	0.00	0.0	A
	SBL	---	7.4	185.0	116	1.08	180.8	F	SBL	---	49.7	1242.5	461	4.15	1491.6	F	SBL	---			479				SBL	---	0	0	561	0.00	0.0	
	SBR	---	1.0	25.0	114	0.25	15.0	C	SBR	---	1.4	35.0	179	0.32	13.9	B	SBR	---	8.5	212.5	267	0.90	66.2	F	SBR	---	6.9	172.5	272	0.80	45.9	E
21: World Center Dr & Buena Vista Suites	EBL	500	1.5	37.5	44	0.37	49.3	E	EBL	500	8.5	212.5	38	4.07	1893.3	F	EBL	500	10.6	265	48	17.37	9126.4	F	EBL	500	12.3	307.5	40	16.63	8456.2	F
	WBL	500	0.4	10.0	24	0.12	24.1	C	WBL	500	0.8	20.0	30	0.21	35.8	E	WBL	500	1.7	42.5	49	0.39	48.8	E	WBL	500	2	50	38	0.47	80.4	F
	NBL	---			17				NBL	---			21				NBL	---			28				NBL	---			27			
	NBT	---	5.8	145.0	3	3.00	1489.3	F	NBT	---			2				NBT	---			6				NBT	---			6			
	NBR	---			17				NBR	---			35				NBR	---			32				NBR	---			46			
	SBL	---			2				SBL	---			8				SBL	---			6				SBL	---			13			
	SBT	---			2				SBT	---			1				SBT	---			4				SBT	---			4			
SBR	---			21				SBR	---			35				SBR	---			38				SBR	---			44				
22: World Center Dr & Caribe Royale Orlando	EBL	---	1.5	37.5	49	0.36	43.3	E	EBL	---	0.7	17.5	28	0.21	36.9	E	EBL	---	4.4	110	54	0.93	206.7	F	EBL	---	2.8	70	42	0.65	126.5	F
	SBL	---	1.4	35.0	12	0.45	213.4	F	SBL	---	2.8	70.0	26	0.78	255.3	F	SBL	---	5.7	142.5	29	30.53	19922.5	F	SBL	---	6.3	157.5	36	7.58	4360.9	F
	SBR	---	0.3	7.5	23	0.11	22.5	C	SBR	---	0.7	17.5	44	0.20	24.9	C	SBR	---	1.6	40	48	0.38	48.3	E	SBR	---	1.8	45	55	0.41	47.3	E

10.2 No Build Arterial Analysis

The same model developed for the intersection analysis was used to evaluate the performance of the SR 535 roadway segments. The average speed from the Synchro arterial reports was utilized to determine the appropriate LOS for each segment. **Tables 10-3** and **10-4** provide a summary of the No Build arterial analysis results.

In the opening year scenario, the AM peak hour condition results show nine (9) segments operating at a deficient LOS; four (4) of which are noted on the northbound segments and five (5) are noted on the southbound segments. The northbound SR 535 arterial network operates at an overall LOS F while southbound SR 535 operates at an overall LOS E. The PM peak hour condition results show nine (9) segments operating deficiently; five (5) of which are noted on northbound segments while four (4) are noted on southbound segments. The northbound and southbound SR 535 arterial networks operate at an overall LOS E during the PM peak hour.

In the design year scenario, the AM peak hour condition results show 11 segments operating at a deficient LOS; five (5) of which are noted on the northbound segments while six (6) are noted on the southbound segments. The northbound and southbound SR 535 arterial networks operate at an overall LOS F during the AM peak hour. The PM peak hour condition results show 12 segments operating deficiently; six (6) of which are noted on both northbound and southbound segments each. The northbound and southbound SR 535 arterial networks operate at an overall LOS F during the PM peak hour.

Table 10-3 No Build 2025 Arterial LOS – SR 535 Segments

Time of Day	Arterial Segment	From	To	Section Length ¹ (ft)	Speed Limit (mph)	Travel Time (sec)	Arterial Speed		
							(mph)	%	LOS
AM	Northbound								
		US 192	Kyngs Heath Road	1003	45	30.6	22.1	57%	D
		Kyngs Heath Road	Osceola Pkwy on-ramp	1637	50	37.4	29.7	59%	C
		Osceola Pkwy on-ramp	Poinciana Blvd	1056	50	72.2	10.1	22%	F
		Poinciana Blvd	Polynesian Isle Blvd	1901	50	125.5	10.4	21%	F
		Polynesian Isle Blvd	LBV Factory Stores	1742	50	183.4	6.5	13%	F
		LBV Factory Stores	International Drive	2112	50	39.8	35.8	72%	B
		International Drive	SR 536/World Center Dr	1373	50	97.6	9.7	19%	F
			Total	2.05	50	586.5	12.0	26%	F
		Southbound							
		Entry Link	SR 536/World Center Dr	4594	50	182.3	17.2	34%	E
		SR 536/World Center Dr	International Dr	1373	50	50.4	18.8	38%	E
		International Dr	LBV Factory Stores	2112	50	82.7	17.2	34%	E
		LBV Factory Stores	Polynesian Isle Blvd	1742	50	55.2	21.4	43%	D
		Polynesian Isle Blvd	Poinciana Blvd	1901	50	53.6	24.4	49%	D
	Poinciana Blvd	Osceola Pkwy on-ramp	1056	50	20.3	35.9	72%	B	
	Osceola Pkwy on-ramp	Kyngs Heath Road	1637	50	57.9	19.2	38%	E	
	Kyngs Heath Road	US 192	1003	45	143.7	4.7	19%	F	
		Total	2.92	50	646.1	16.3	36%	E	
PM	Northbound								
		US 192	Kyngs Heath Road	1003	45	44.7	15.1	31%	F
		Kyngs Heath Road	Osceola Pkwy on-ramp	1637	50	38.5	28.8	58%	C
		Osceola Pkwy on-ramp	Poinciana Blvd	1056	50	55.9	13.0	26%	F
		Poinciana Blvd	Polynesian Isle Blvd	1901	50	68.6	19.1	38%	E
		Polynesian Isle Blvd	LBV Factory Stores	1742	50	66.3	17.9	36%	E
		LBV Factory Stores	International Dr	2112	50	65.5	21.7	43%	D
		International Dr	SR 536/World Center Dr	1373	50	149.1	6.4	13%	F
			Total	2.05	50	339.5	14.1	30%	E
		Southbound							
		Entry Link	SR 536/World Center Dr	4594	50	189.8	16.5	33%	E
		SR 536/World Center Dr	International Dr	1373	50	48.4	19.6	39%	E
		International Dr	LBV Factory Stores	2112	50	91.9	15.5	31%	E
		LBV Factory Stores	Polynesian Isle Blvd	1742	50	42.6	27.8	56%	C
		Polynesian Isle Blvd	Poinciana Blvd	1901	50	64.4	20.3	41%	D
	Poinciana Blvd	Osceola Pkwy on-ramp	1056	50	20.3	35.9	72%	B	
	Osceola Pkwy on-ramp	Kyngs Heath Road	1637	50	42.9	25.9	52%	D	
	Kyngs Heath Road	US 192	1003	45	91.3	7.4	17%	F	
		Total	2.92	50	591.6	17.8	36%	E	

¹ Length based on Arterial LOS Synchro Report length converted from miles to feet

² LOS based on HCM 6th Edition methodology (Avg. Travel Speed Threshold by Base FFS [Speed Limit]). Arterial LOS Synchro Report is based on HCM 2000 methodology; therefore, results may vary.

Table 10-4 No Build 2045 Arterial LOS – SR 535 Segments

Time of Day	Arterial Segment	From	To	Section Length ¹ (ft)	Speed Limit (mph)	Travel Time (sec)	Arterial Speed		
							(mph)	%	LOS
AM	Northbound								
		US 192	Kyngs Heath Road	1003	45	68.2	9.9	22%	F
		Kyngs Heath Road	Osceola Pkwy on-ramp	1637	50	47.8	23.2	47%	D
		Osceola Pkwy on-ramp	Poinciana Blvd	1056	50	137.6	5.3	11%	F
		Poinciana Blvd	Polynesian Isle Blvd	1901	50	191.7	6.8	14%	F
		Polynesian Isle Blvd	LBV Factory Stores	1742	50	369.3	3.2	6%	F
		LBV Factory Stores	International Drive	2112	50	53.2	26.8	54%	C
		International Drive	SR 536/World Center Dr	1373	50	261.9	3.6	7%	F
			Total	2.05	50	1129.7	6.7	13%	F
		Southbound							
		Entry Link	SR 536/World Center Dr	4594	50	318.9	9.8	20%	F
		SR 536/World Center Dr	International Dr	1373	50	91.3	10.4	21%	F
		International Dr	LBV Factory Stores	2112	50	218.3	6.5	13%	F
		LBV Factory Stores	Polynesian Isle Blvd	1742	50	72.2	16.4	33%	E
		Polynesian Isle Blvd	Poinciana Blvd	1901	50	189.1	6.9	14%	F
	Poinciana Blvd	Osceola Pkwy on-ramp	1056	50	20.2	36.0	72%	B	
	Osceola Pkwy on-ramp	Kyngs Heath Road	1637	50	37.5	29.6	59%	C	
	Kyngs Heath Road	US 192	1003	45	150.4	4.5	19%	F	
		Total	2.92	50	1097.9	9.6	21%	F	
PM	Northbound								
		US 192	Kyngs Heath Road	1003	45	53.1	12.8	31%	F
		Kyngs Heath Road	Osceola Pkwy on-ramp	1637	50	42.2	26.3	53%	D
		Osceola Pkwy on-ramp	Poinciana Blvd	1056	50	87.4	8.3	17%	F
		Poinciana Blvd	Polynesian Isle Blvd	1901	50	265.2	4.9	10%	F
		Polynesian Isle Blvd	LBV Factory Stores	1742	50	235.5	5.0	10%	F
		LBV Factory Stores	International Dr	2112	50	76.6	18.6	37%	E
		International Dr	SR 536/World Center Dr	1373	50	282.5	3.4	7%	F
			Total	2.05	50	1042.5	7.2	14%	F
		Southbound							
		Entry Link	SR 536/World Center Dr	4594	50	238.3	10.4	21%	F
		SR 536/World Center Dr	International Dr	1373	50	95.8	9.9	20%	F
		International Dr	LBV Factory Stores	2112	50	225.9	6.3	13%	F
		LBV Factory Stores	Polynesian Isle Blvd	1742	50	75.3	15.7	31%	F
		Polynesian Isle Blvd	Poinciana Blvd	1901	50	177.5	7.4	15%	F
	Poinciana Blvd	Osceola Pkwy on-ramp	1056	50	20.4	35.7	71%	B	
	Osceola Pkwy on-ramp	Kyngs Heath Road	1637	50	49.4	22.5	45%	D	
	Kyngs Heath Road	US 192	1003	45	118.2	5.7	18%	F	
		Total	2.92	50	1063.5	9.9	20%	F	

¹ Length based on Arterial LOS Synchro Report length converted from miles to feet

² LOS based on HCM 6th Edition methodology (Avg. Travel Speed Threshold by Base FFS [Speed Limit]). Arterial LOS Synchro Report is based on HCM 2000 methodology; therefore, results may vary.

10.3 Build Intersection Analysis

The following subsections discuss the intersection analysis results of each Build alternative for the opening year and design year scenarios. Intersection analysis results are summarized and presented in the following sections. Detailed Synchro intersection analysis output reports are provided in **Appendix J**.

10.3.1 Build Alternative 1 Signalized Intersection Analysis

For the Build Alternative 1 scenario analysis, lane geometry modifications (including turn bay extension, where feasible) and Synchro signal timing/phasing optimization was performed to improve overall traffic operations. The results of the intersection analysis are summarized in **Table 10-5**, with Synchro output reports and Synchro network roadway configuration provided in **Appendix J**.

Table 10-5 Build Alternative 1 2025 Signalized Intersection LOS

Study Intersection	2025 AM										2025 PM																																																																														
	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS																																																																			
SR 535 & US 192	EBL	475	100	160	0.60	62.1	E	21.4	C	23.3	C	EBL	475	115	192	0.65	62.2	E	25.3	C	EBT	-	226	854	0.29	13.9	B	15.4	B	WBL	350	13	3	0.04	56.3	E	WBT	-	419	1310	0.56	25.0	C	WBR	435	0	1174	0.81	4.6	A	NBL	-	21	7	0.08	56.6	E	50.8	D	NBT	-	15	2	0.06	42.6	D	SBL	-	254	741	0.79	53.7	D	SBT	-	292	3	0.79	61.1	E	45.8	D	SBR	400	65	202	0.38	7.8	A
	EBT	-	226	854	0.29	13.9	B					WBL	350	13	3	0.04	56.7	E			WBT	-	#383	1125	0.56	29.9	C			WBR	435	0	895	0.61	1.9	A	NBL	-	15	4	0.05	55.5	E	46.6	D	NBT	-	16	2	0.07	40.7	D	SBL	-	325	989	0.83			50.2	D	SBT	-	369	1	0.82	56.9	E	SBR	400	62	239	0.39	7.8	A														
	WBL	350	13	3	0.04	56.3	E	WBL	150			47	35	0.31	41.9	D	14.2	B	WBT	-	12	5	0.03	33.8	C	WBR	-	0	86	0.26	1.8	A	NBL	375	34	21	0.17	39.2	D	11.0	B	NBT	-			211	1265	0.42	10.9	B	NBR	-	0	50	0.05	0.1	A	SBL	400	75	69	0.42	42.2	D	SBT	-	121	880	0.26	6.4	A	8.4	A	SBR	300	5	77	0.07	0.5	A									
	WBT	-	12	5	0.03	33.8	C	WBT	-			30	21	0.10	32.3	C			16.0	B	WBR	-	0	104	0.29	1.9	A	NBL	375	34	21	0.17	39.2	D	12.8	B	NBT	-	188			1000	0.36	13.1	B	NBR	-	2	68	0.07	0.3	A	SBL	400	106	112	0.55	43.3	D	SBT	-	182	1128	0.34	8.3	A	10.6	B	SBR	300	20			114	0.11	1.8	A												
	WBR	-	0	86	0.26	1.8	A	WBR	-			0	104	0.29	1.9	A	NBL	375			34	21	0.17	39.2	D	12.8	B	NBT	-	188	1000	0.36	13.1	B			NBR	-	2	68	0.07	0.3	A	SBL	400	106	112	0.55	43.3	D	SBT	-	182	1128	0.34	8.3	A	10.6	B	SBR	300	20	114	0.11	1.8	A																							
	NBL	375	34	21	0.17	39.2	D	NBL	375			34	21	0.17	39.2	D	12.8	B	NBT	-	188	1000	0.36	13.1	B			NBR	-	2	68	0.07	0.3	A	SBL	400	106	112	0.55	43.3	D	SBT	-	182	1128	0.34	8.3	A	10.6	B	SBR	300	20	114	0.11	1.8	A																																
	NBT	-	211	1265	0.42	10.9	B	NBT	-			188	1000	0.36	13.1	B			12.8	B	NBR	-	2	68	0.07	0.3	A	SBL	400	106	112	0.55	43.3	D	SBT	-	182	1128	0.34	8.3	A	10.6	B	SBR	300	20	114	0.11			1.8	A																																					
	NBR	-	0	50	0.05	0.1	A	NBR	-			2	68	0.07	0.3	A	SBL	400			106	112	0.55	43.3	D	SBT	-	182	1128	0.34	8.3	A	10.6	B	SBR	300	20	114	0.11	1.8	A																																																
	SBL	400	75	69	0.42	42.2	D	SBL	400			106	112	0.55	43.3	D	SBT	-	182	1128	0.34	8.3	A	10.6	B	SBR	300	20	114	0.11	1.8	A																																																									
	SBT	-	121	880	0.26	6.4	A	SBT	-			182	1128	0.34	8.3	A	SBR	300	20	114	0.11	1.8	A																																																																		
SBR	300	5	77	0.07	0.5	A	SBR	300	20	114	0.11	1.8	A																																																																												

Table 10-5 Build Alternative 1 2025 Signalized Intersection LOS (continued)

Study Intersection	2025 AM										2025 PM											
	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS
SR 535 & Qd. Rd. to Polynesian Isle Blvd	WBL	200	22	16	0.49	10.2	B	20.1	C	3.7	B	WBL	200	64	60	0.51	18.0	B	21.1	C	15.4	B
	WBR	-	90	567	0.81	30.7	C					WBR	-	118	462	0.72	25.1	C				
	NBT	-	469	1961	0.60	17.6	B	17.2	B			NBT	-	172	1450	0.48	13.5	B	12.9	B		
	NBR	200	m12	46	0.04	1.0	A					NBR	200	12	97	0.09	2.9	A				
	SBL	400	m61	104	0.40	41.7	D	8.2	A			SBL	400	#103	165	0.50	42.4	D	15.8	B		
	SBT	-	186	1868	0.59	6.4	A					SBT	-	552	2320	0.71	13.9	B				
Polynesian Isle Blvd & Qd. Rd. to SR 535	EBL	175	256	345	0.63	44.4	D	41.9	D	28.7	C	EBL	175	116	294	0.60	38.8	D	31.5	C	25.6	C
	EBT	-	49	11	0.03	14.5	B					EBT	-	42	57	0.09	7.3	A				
	WBT	-	26	14	0.11	7.1	A	7.1	A			WBT	-	34	39	0.12	8.5	A	8.5	A		
	SBT	-	13	52	0.15	8.1	A					SBT	-	80	83	0.28	32.5	C					20.5	C
	SBR	175	1	46	0.11	6.1	A	7.5	A			SBR	175	34	97	0.31	7.8	A				
SR 535 & LBV Factory Stores	EBL	-	53	20	0.32	84.8	F	73.3	E	17.8	B	EBL	-	53	20	0.33	85.7	F	60.2	E	21.1	C
	EBT	-	26	4	0.11	49.0	D					EBT	-	32	2	0.20	33.4	C				
	WBL	300	#154	236	0.94	115.0	F	88.1	F			WBL	300	112	206	0.68	84.4	F	62.8	E		
	WBT	-	80	7	0.39	22.6	C					WBT	-	133	5	0.48	31.6	C				
	NBL	525	m28	17	0.23	80.5	F	10.5	B			NBL	525	m42	20	0.26	80.0	E	13.8	B		
	NBT	-	495	2280	0.70	10.5	B					NBT	-	455	1763	0.59	13.7	B				
	NBR	525	55	153	0.14	1.8	A	14.0	B			NBR	525	43	103	0.10	2.6	A	20.2	C		
	SBL	575	68	71	0.40	78.8	E					SBL	575	112	136	0.55	79.0	E				
	SBT	-	436	1755	0.51	11.8	B	14.0	B			SBT	-	726	2300	0.70	17.6	B				
SBR	575	0	56	0.05	0.1	A	14.0	B	SBR	575	25	117	0.11	1.9	A							
SR 535 & International Dr ¹	EBL	-	65	171	0.26	33.2	C	40.7	D	32.5	C	EBL	-	114	160	0.23	39.7	D	41.7	D	29.7	C
	EBT	-	151	415	0.43	49.6	D					EBT	-	243	634	0.63	56.0	E				
	EBR	200	28	70	0.18	5.9	A	41.9	D			EBR	200	117	310	0.64	13.6	B	43.1	D		
	WBL	-	150	213	0.33	41.3	D					WBL	-	115	140	0.20	46.7	D				
	WBT	-	198	546	0.57	52.1	D	26.0	C			WBT	-	159	415	0.41	51.5	D	21.0	C		
	WBR	300	36	160	0.25	8.1	A					WBR	300	35	121	0.22	10.3	B				
	NBL	-	95	220	0.34	53.9	D	33.4	C			NBL	-	67	105	0.22	60.9	E	27.3	C		
	NBT	-	635	1760	0.84	28.5	C					NBT	-	507	1539	0.70	22.0	C				
	NBR	300	0	411	0.28	0.5	A	33.4	C			NBR	300	0	277	0.19	0.3	A				
	SBL	-	42	91	0.15	37.8	D	33.4	C			SBL	-	100	160	0.30	58.0	E				
	SBT	-	505	1600	0.77	34.8	C	33.4	C			SBT	-	621	2103	0.90	25.7	C				
SBR	250	0	80	0.05	0.1	A	33.4	C	SBR	250	m0	55	0.04	0.0	A							
International Dr & WBL Crossover (PDLT)	EBT	-	36	506	0.15	2.0	A	2.0	A	4.1	A	EBT	-	74	794	0.23	2.3	A	2.3	A	3.7	A
	WBL	300	72	213	0.44	29.5	C					6.9	A	WBL	300	57	140	0.38					33.0	C	6.9	A
	WBT	-	0	706	0.15	0.1	A	0.4	A					WBT	-	0	536	0.11	0.0	A			0.3	A
	NBR	-	0	411	0.28	0.4	A	0.4	A			NBR	-	0	277	0.19	0.3	A	0.3	A		
International Dr & EBL Crossover (PDLT)	EBL	300	50	171	0.17	17.9	B	4.7	A	8.3	A	EBL	300	50	160	0.15	18.7	B	2.8	C	3.3	A
	EBT	-	0	485	0.1	0.0	A					12.2	B	EBT	-	0	944	0.20					0.1	A	4.8	A
	WBT	-	216	766	0.31	12.2	B	0.0	A					WBT	-	54	520	0.21	4.8	A			0.0	A
	SBR	-	0	80	0.05	0.1	A	0.0	A			SBR	-	0	55	0.04	0.0	A	0.0	A		

Table 10-5 Build Alternative 1 2025 Signalized Intersection LOS (continued)

Study Intersection	2025 AM										2025 PM																							
	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS												
SR 535 & SR 536/World Center Dr ¹	EBL	-	0	122	0.31	83.1	F	13.3	B	22.5	C	EBL	-	54	211	0.39	31.7	C	25.2	C	32.5	C												
	EBT	-	51	978	0.61	10.7	B					EBT	-	502	1131	0.76	36.5	D																
	EBR	300	25	487	0.33	1.1	A	20.4	C			WBL	-	104	369	0.62	37.2	D	29.1	C			WBR	400	m156	424	0.53	20.0	C					
	WBL	-	94	204	0.51	54.8	D					WBT	-	427	978	0.63	30.0	C																
	WBT	-	398	1131	0.70	21.8	C	26.0	C			NBL	-	331	487	0.43	61.5	E	32.9	C			NBT	-	240	1245	0.74	22.8	C					
	WBR	400	83	570	0.62	5.3	A					NBR	400	51	88	0.16	18.5	B																
	NBL	-	154	600	0.50	13.7	B	28.6	C			SBL	-	375	570	0.50	43.9	D	41.5	D			SBT	-	521	1349	0.81	47.8	D					
	NBT	-	542	1371	0.77	30.8	C					SBR	-	63	272	0.39	5.0	A																
	SR 535 & SBL Crossover (PDLT)	WBR	-	0	570	0.38	0.5	A	0.5			A	8.8	A	WBR	-	0	424	0.28	0.4			A	0.4	A	6.9	A							
		NBT	-	560	1493	0.54	14.4	B							NBT	-	190	1456	0.57	7.3			A					7.3	A					
		SBL	200	121	394	0.64	30.4	C	6.8			A			SBL	200	164	570	0.71	29.8			C	7.9	A			SBT	-	0	1621	0.35	0.2	A
		SBT	-	0	1391	0.30	0.2	A							SBT	-	0	1621	0.35	0.2			A											
SR 535 & NBL Crossover (PDLT)	EBR	400	282	487	0.66	36.3	D	36.3	D	18.3	B	EBR	400	227	600	0.82	40.6	D	40.6	D	13.4	B												
	NBL	150	304	600	0.70	42.8	D					12.4	B	NBL	150	229	487	0.56					30.6	C	8.3	A								
	NBT	-	0	1491	0.32	0.2	A	21.1	C					NBT	-	0	1333	0.28	0.1	A			9.3	A										
	SBT	-	447	1284	0.53	21.1	C					SBT	-	308	1718	0.70	9.3	A																

¹Intersection delay is based on the three Synchro nodes that represent the DLT intersection.
Approach and Overall delays are manually calculated using delay-volume weighted formula by movement.

Table 10-6 Build Alternative 1 2045 Signalized Intersection LOS

Study Intersection	2045 AM											2045 PM												
	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS		
SR 535 & US 192	EBL	475	#264	372	1.01	100.6	F	40.0	D	33.2	C	EBL	475	#258	388	0.86	68.9	E	32.7	C	31.2	C		
	EBT	-	378	1227	0.49	21.7	C					EBT	-	465	1443	0.57	23.1	C						
	EBR	-	-	11	-	-	-					EBR	-	-	5	-	-	-						
	WBL	350	22	7	0.10	58.1	E	WBL	350			19	6	0.08	57.8	E	21.0	C						
	WBT	-	#512	1323	0.74	37.6	D	WBT	-			#412	1129	0.68	37.6	D								
	WBR	435	0	1288	0.88	8.5	A	WBR	435			0	1042	0.72	2.9	A								
	NBL	-	30	11	0.14	58.5	E	45.2	D			NBL	-	21	7	0.08	56.6	E					47.2	D
	NBT	-	27	4	0.18	35.3	D					NBT	-	21	4	0.11	40.6	D						
	SBL	-	345	1038	0.85	50.4	D					SBL	-	396	1161	0.88	51.1	D						
	SBT	-	395	5	0.84	58.2	E	43.5	D			SBT	-	#458	3	0.87	58.8	E	43.7	D				
SBR	400	183	366	0.56	16.3	B	SBR			400	135	365	0.51	12.0	B									
SR 535 & Kyngs Heath Rd	EBL	100	78	78	0.42	37.6	D	30.0	C	23.7	C	EBL	100	90	92	0.44	38.3	D	33.8	C	21.8	C		
	EBT	-	59	20	0.52	23.8	C					EBT	-	71	37	0.54	29.5	C						
	EBR	-	59	75								EBR	-	71	59									
	WBL	150	108	116	0.58	42.9	D	23.5	C			WBL	150	103	108	0.54	41.4	D					22.2	C
	WBT	-	27	14	0.09	39.4	D					WBT	-	49	33	0.22	42.9	D						
	WBR	-	84	335	0.76	16.1	B					WBR	-	39	212	0.59	9.1	A						
	NBL	375	51	32	0.30	48.9	D	24.4	C			NBL	375	47	29	0.28	48.6	D					22.3	C
	NBT	-	383	1505	0.73	25.8	C					NBT	-	308	1263	0.62	24.0	C						
	NBR	-	13	127	0.17	1.4	A					NBR	-	21	142	0.19	2.0	A						
	SBL	400	#253	209	0.82	65.8	E	22.4	C			SBL	400	210	194	0.74	52.8	D	19.9	B				
SBT	-	394	1218	0.45	16.8	B	SBT			-	410	1362	0.50	16.7	B									
SBR	300	60	127	0.14	4.4	A	SBR			300	42	120	0.13	3.6	A									
SR 535 & Osceola Pkwy On-Ramp	NBT	-	72	1732	0.61	3.0	A	3.0	A	11.6	B	NBT	-	29	1405	0.46	2.0	A	2.0	A	9.6	A		
	SBL	525	413	615	0.81	64.5	E					SBL	525	338	500	0.77	61.6	E						
	SBT	-	0	1548	0.33	0.1	A					SBT	-	0	1631	0.35	0.1	A						
SR 535 & Poinciana Blvd	EBL	400	407	772	0.89	86.8	F	82.4	F	55.0	D	EBL	400	423	803	0.89	86.4	F	83.3	F	61.5	E		
	EBT	-	242	69	0.39	58.9	E					EBT	-	319	106	0.48	69.4	E						
	EBR	-	242	78								EBR	-	319	75									
	WBL	300	210	242	0.75	96.6	F	83.7	F			WBL	300	213	245	0.75	96.5	F					117.0	F
	WBT	-	#468	155	1.12dr	78.8	E					WBT	-	#583	177	1.27dr	124.1	F						
	NBL	375	79	78	0.53	78.6	E					NBL	375	98	102	0.64	85.5	F						
	NBT	-	541	1426	0.83	41.4	D	39.7	D			NBT	-	385	1162	0.71	39.8	D					40.0	D
	NBR	250	153	228	0.36	15.4	B					NBR	250	75	141	0.23	8.9	A						
	SBL	400	364	211	0.85	106.0	F					45.4	D	SBL	400	428	247	0.89	108.0	F					44.7	D
SBT	-	828	1843	0.84	47.9	D	SBT	-	805	1811	0.82			47.5	D									
SBR	375	174	466	0.53	8.4	A	SBR	375	213	579	0.62			9.0	A									
SR 535 & Polynesian Isle Blvd	EBT	-	294	431	0.80	75.7	E	69.5	E	21.2	C	EBT	-	284	411	0.80	76.6	E	70.3	E	19.4	B		
	EBR	250	179	257	0.58	59.1	E					EBR	250	178	253	0.59	60.2	E						
	WBT	-	175	287	0.55	53.1	D					53.1	D	WBT	-	256	354	0.71					63.5	E	63.5	E
	NBT	-	638	2482	0.71	13.1	B	12.5	B			NBT	-	514	2276	0.65	11.1	B					10.6	B
	NBR	250	74	200	0.18	4.6	A					NBR	250	56	180	0.16	3.7	A						
	SBT	-	728	2351	0.67	14.9	B					14.0	B	SBT	-	723	2492	0.71							10.6	B	9.7	A
	SBR	125	m81	278	0.25	6.3	A	SBR	125					m66	367	0.33	4.1	A						

Table 10-6 Build Alternative 1 2045 Signalized Intersection LOS (continued)

Study Intersection	2045 AM										2045 PM															
	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS				
SR 535 & Qd. Rd. to Polynesian Isle Blvd	WBL	200	105	83	0.59	13.5	B	22.0	C	8.0	B	WBL	200	46	159	0.62	15.2	B	16.7	B	15.1	B				
	WBR	-	#179	672	0.87	32.6	C	17.3	B			WBR	-	35	483	0.70	19.2	B	13.6	B						
	NBT	-	413	2289	0.79	18.5	B					NBT	-	382	2033	0.75	14.9	B								
	NBR	200	22	193	0.17	2.5	A					NBR	200	33	243	0.23	3.1	A								
	SBL	400	m82	158	0.60	51.9	D					SBL	400	m#117	228	0.55	43.8	D								
	SBT	-	m679	2546	0.84	15.3	B	SBT	-			m574	2700	0.86	13.6	B										
Polynesian Isle Blvd & Qd. Rd. to SR 535	EBL	175	77	373	0.64	31.8	C	21.0	C	18.8	B	EBL	175	196	297	0.59	49.9	D	31.5	C	23.1	C				
	EBT	-	54	184	0.28	5.3	A					EBT	-	146	114	0.33	12.8	B								
	WBT	-	46	47	0.27	7.8	A					7.8	A	WBT	-	47	56	0.25					8.3	A	8.3	A
	SBT	-	83	83	0.25	19.7	B					14.9	B	SBT	-	69	114	0.33					24.8	C	16.5	B
	SBR	175	81	193	0.45	12.7	B							SBR	175	94	243	0.56					10.9	B		
SR 535 & LBV Factory Stores	EBL	-	51	22	0.27	72.6	E	52.9	D	38.9	D	EBL	-	56	22	0.35	86.7	F	51.4	D	43.1	D				
	EBT	-	39	9	0.16	34.7	C					EBT	-	47	5	0.34	31.6	C								
	WBL	300	#260	354	1.15	158.0	F					116.8	F	WBL	300	#284	409	1.32					217.0	F	165.7	F
	WBT	-	326	28	0.84	66.2	E							WBT	-	162	13	0.54					37.3	D		
	NBL	525	m33	25	0.31	70.2	E					33.3	C	NBL	525	m82	60	0.40					76.2	E	28.2	C
	NBT	-	#1312	2655	0.98	35.5	D							NBT	-	660	2333	0.89					28.2	C		
	NBR	525	m85	240	0.24	5.0	A							NBR	525	m44	123	0.13					3.7	A		
	SBL	575	125	155	0.45	71.8	E					25.7	C	SBL	575	185	250	0.51					66.9	E	31.8	C
	SBT	-	963	2407	0.77	23.4	C							SBT	-	993	2551	0.87					29.8	C		
SBR	575	0	58	0.06	0.1	A	SBR	575	30	121	0.13			2.5	A											
SR 535 & International Dr ¹	EBL	-	87	241	0.22	27.1	C	37.9	D	39.0	D	EBL	-	160	232	0.25	40.5	D	60.9	E	42.2	D				
	EBT	-	325	955	0.59	40.5	D					EBT	-	414	1032	0.76	53.3	D								
	EBR	200	#150	161	0.71	39.0	D					EBR	200	#400	342	1.08	97.5	F								
	WBL	-	125	372	0.34	32.4	C					WBL	-	86	223	0.24	39.8	D								
	WBT	-	356	1032	0.64	41.6	D					WBT	-	378	955	0.70	51.4	D								
	WBR	300	50	174	0.48	15.7	B					WBR	300	47	172	0.43	13.7	B								
	NBL	-	#238	272	1.03	161.4	F					32.6	C	NBL	-	105	161	0.58					155.9	F	24.1	C
	NBT	-	#765	1910	0.96	26.7	C							NBT	-	654	1828	0.83					19.1	B		
	NBR	300	0	756	0.52	1.2	A							NBR	300	0	516	0.35					0.6	A		
	SBL	-	#115	172	0.66	159.4	F							SBL	-	116	174	0.57					154.8	F		
SBT	-	#860	2087	1.03	42.2	D	49.2	D	SBT	-	#1016	2357	1.03	40.9	D	46.7	D									
SBR	250	m0	87	0.06	0.0	A			SBR	250	m0	110	0.08	0.1	A											
International Dr & WBL Crossover (PDLT)	EBT	-	367	1127	0.38	6.4	A	6.4	A	5.1	A	EBT	-	76	1206	0.36	2.4	A	2.4	A	3.3	A				
	WBL	300	103	372	0.52	25.8	C					WBL	300	79	223	0.46	31.4	C								
	WBT	-	0	1206	0.25	0.1	A					WBT	-	0	1127	0.23	0.1	A								
	NBR	-	0	756	0.51	1.0	A					1.0	A	NBR	-	0	516	0.35					0.6	A	0.6	A
International Dr & EBL Crossover (PDLT)	EBL	300	67	241	0.24	18.5	B	3.4	A	9.4	A	EBL	300	69	232	0.22	19.4	B	2.9	A	3.4	A				
	EBT	-	0	1116	0.23	0.1	A					EBT	-	0	1374	0.28	0.1	A								
	WBT	-	m387	1304	0.53	16.4	B					16.4	B	WBT	-	81	1116	0.44					4.5	A	4.5	A
	SBR	-	0	87	0.06	0.1	A					0.1	A	SBR	-	0	110	0.07					0.1	A	0.1	A

Table 10-6 Build Alternative 1 2045 Signalized Intersection LOS (continued)

Study Intersection	2045 AM										2045 PM											
	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS
SR 535 & SR 536/World Center Dr ¹	EBL	-	#174	309	0.79	79.9	E	25.2	C	28.3	C	EBL	-	87	245	0.45	47.1	D	38.1	D	40.7	D
	EBT	-	522	1326	0.83	23.4	C					EBT	-	#690	1476	1.0	53.1	D				
	EBR	300	m0	636	0.43	2.5	A					EBR	300	m0	651	0.44	0.7	A				
	WBL	-	#195	321	0.8	88.3	F	29.0	C			WBL	-	#343	516	0.87	92.8	F	41.5	D		
	WBT	-	562	1476	0.91	28.7	C					WBT	-	511	1185	0.77	31.0	C				
	WBR	400	0	662	0.44	0.9	A	26.3	C			WBR	400	m162	603	0.66	18.1	B	39.6	D		
	NBL	-	181	651	0.54	12.4	B					NBL	-	423	636	0.56	58.6	E				
	NBT	-	600	1544	0.87	31.6	C					NBT	-	483	1499	0.9	33.1	C				
	NBR	400	72	130	0.31	33.2	C	32.5	C			NBR	400	51	97	0.18	16.2	B	43.4	D		
	SBL	-	144	437	0.36	21.2	C					SBL	-	437	662	0.59	42.8	D				
	SBT	-	488	1389	0.78	41.7	D	35.1	C			SBT	-	587	1474	0.88	51.9	D				
SBR	400	204	410	0.57	13.5	B	SBR			400	67	315	0.44	5.0	A							
SR 535 & SBL Crossover (PDLT)	WBR	-	0	662	0.44	0.8	A	12.2	A	12.2	B	WBR	-	0	603	0.40	0.6	A	9.1	A		
	NBT	-	700	1853	0.68	23.5	C					NBT	-	333	1744	0.72	13.7	B				
	SBL	200	135	437	0.68	30.8	C					SBL	200	185	662	0.73	28.8	C				
	SBT	-	0	1799	0.38	0.2	A					SBT	-	0	1789	0.38	0.2	A				
SR 535 & NBL Crossover (PDLT)	EBR	400	244	636	0.82	31.1	C	10.8	B	22.4	C	EBR	400	225	651	0.85	33.3	C	14.1	B		
	NBL	150	325	651	0.7	37.9	D					NBL	150	316	636	0.69	34.2	C				
	NBT	-	0	1674	0.36	0.2	A					NBT	-	0	1596	0.34	0.2	A				
	SBT	-	678	1710	0.74	35.1	D					SBT	-	409	1990	0.83	12.6	B				

¹Intersection delay is based on the three Synchro nodes that represent the DLT intersection. Approach and Overall delays are manually calculated using delay-volume weighted formula by movement.

Under the AM peak hour conditions in the opening year, all signalized intersections meet or exceed the LOS D Target, showing that the Build Alternative 1 network operations improve along SR 535 when compared to the No Build scenario for the opening year, where No Build has three (3) intersections operating deficiently.

Similarly, under the PM peak hour conditions, all signalized intersections meet or exceed the LOS D Target, showing that the Build Alternative 1 network operations improve along SR 535 when compared to the No Build scenario, where No Build has one (1) intersection operating deficiently.

Regarding queue length impacts, the opening year results show that most turning movement queues are not anticipated to extend beyond the turn bay lengths during the AM and PM Peak hours. A few movements such as the northbound right turn from SR 535 to the Polynesian Isle Boulevard quadrant road are anticipated to be metered by the upstream traffic signal. The northbound left-turn at the Northbound SR 535 and SR 536/World Center Drive Partially Displaced Left-Turn crossover intersection is projected to extend beyond the available turn bay storage.

Design year (2045) results reveal that the AM and PM peak hour conditions perform worse than opening year conditions with a slight degradation in LOS.

Under the AM peak hour conditions, all signalized intersections meet or exceed the LOS D Target, showing that the Build Alternative 1 network operations significantly improve along SR 535 when compared to the No Build scenario for the design year (2045), where No Build has five (5) intersections operating deficiently.

Under the PM peak hour conditions, one signalized intersection operates deficiently, showing improvement over the No Build scenario where five (5) intersections operate deficiently. The following intersections do not meet the LOS D Target:

- SR 535 at Poinciana Boulevard – LOS E with a delay of 61.5 sec/veh

Regarding extended queue length impacts, the design year condition exhibits heavier impacts compared to the opening year. During the AM peak hour, movements where queue lengths extend beyond the turn bay length include: the eastbound left-turn at SR 535 and Poinciana Boulevard and the northbound left-turn at the Northbound SR 535 and SR 536/World Center Drive Partially Displaced Left-Turn crossover intersection. Some turn bays north of Polynesian Isle Boulevard are expected to be metered from through queue blockage along SR 535. During the PM peak hour, similar queuing impacts are anticipated with the addition of the eastbound right turn movement at the intersection of SR 535 and International Drive.

Overall, for Build Alternative 1, the design year condition shows slight deficiencies when compared to the opening year scenario, but both scenarios show significant improvement from the No Build alternative.

10.3.2 Build Alternative 1 Unsignalized Intersections Analysis

Table 10-7 summarizes the unsignalized intersections LOS and queues for stop-controlled movements for the opening and design years during the AM and PM peak hours. Similar to No Build, most stop-controlled movements at World Center Drive intersections of Buena Vista Suites and Caribe Royale Orlando during the opening year operate at LOS E or LOS F. During the design year, nearly all stop-controlled movements are projected to operate at LOS E or LOS F with the exception of stop-controlled movements at the intersections of SR 535 and Calypso Cay Way.

Table 10-7 Build Alternative 1 Unsignalized Major Movement LOS

Study Intersection	Build Alternative 1 2025 AM								Build Alternative 1 2025 PM								Build Alternative 1 2045 AM								Build Alternative 1 2045 PM							
	Mvmt	Storage	Veh	Queue	Volume	v/c	Delay	LOS	Mvmt	Storage	Veh	Queue	Volume	v/c	Delay	LOS	Mvmt	Storage	Veh	Queue	Volume	v/c	Delay	LOS	Mvmt	Storage	Veh	Queue	Volume	v/c	Delay	LOS
3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp	EBR	---	0.4	10.0	44	0.11	14.3	B	EBR	---	1.0	25.0	84	0.26	19.0	C	EBR	---	0.8	20.0	56	0.21	20.7	C	EBR	---	1.4	35	84	0.33	25.0	D
	NBL	225	0.5	12.5	52	0.15	16.5	c	NBL	225	0.3	7.5	26	0.11	20.4	C	NBL	225	1.2	30.0	55	0.29	30.5	D	NBL	225	0.6	15	29	0.17	29.7	D
10: SR 535 & Lake Bryan Beach Blvd	WBL	---							WBL	---							WBL	---		26					WBL	---		62				
	WBT	---	0.0						WBT	---	0.0						WBT	---	0.0	5					WBT	---	25.1	627.5	5	60.7	29240.0	F
	WBR	---							WBR	---							WBR	---		45					WBR	---		106				
14: SR 535 & Median Opening S	NBL	150	0.7	17.5	28	0.21	36.6	E	NBL	150	2.6	65.0	49	0.57	88.7	F	NBL	150	1.5	37.5	30	0.39	74.1	F	NBL	150	4	100	53	0.86	178.2	F
	SBL	150	3.2	80.0	62	0.64	88.6	F	SBL	150	0.7	17.5	24	0.19	38.9	E	SBL	150	5.8	145.0	65	1.20	303.4	F	SBL	150	1.5	37.5	40	0.39	82.8	F
	EBR	---	0.6	15.0	44	0.18	22.1	C	EBR	---	0.7	18.7	146	0.75	60.9	F	EBR	---	8.3	207.5	145	1.08	162.1	F	EBR	---	9.8	245	150	1.23	221.2	F
15: SR 535 & Median Opening N	WBR	---	1.6	40.0	71	0.38	33.8	D	WBR	---	1.6	40.0	98	0.36	24.1	C	WBR	---	12.3	307.5	171	1.43	296.3	F	WBR	---	7.4	185	140	1.00	132.8	F
	NBL	750	0.5	12.5	25	0.16	30.5	D	NBL	750	1.2	30.0	35	0.31	48.3	E	NBL	750	2.5	62.5	38	0.61	121.7	F	NBL	750	3.1	77.5	39	0.72	161.5	F
	SBL	500	2.7	67.5	57	0.58	78.8	F	SBL	500	0.8	20.0	39	0.23	30.6	D	SBL	500	9.9	247.5	92	2.06	677.9	F	SBL	500	8.4	210	88	1.57	438.3	F
18: Poinciana Blvd & Westbound Off Ramp	WBR	---	0.0	0.0	1	0.02	32.7	D	WBR	---	1.4	35.0	72	0.34	29.6	D	WBR	---	9.0	225.0	122	1.30	268.5	F	WBR	---	5.3	132.5	109	0.84	100.7	F
	SBL	550	1.8	45.0	24	0.47	120.4	F	SBL	550	1.3	32.5	37	0.33	49.9	E	SBL	550	8.8	220.0	72	2.45	929.4	F	SBL	550	6.1	152.5	66	1.26	331.4	F
20: International Dr & World Gateway Dr	WBL	---	1.8	45.0	229	0.39	14.5	B	WBL	---	2.7	67.5	264	0.49	17.4	C	WBL	---	16.3	407.5	353	1.20	152.2	F	WBL	---	19.5	487.5	380	1.31	194.0	F
	WBR	---	0.6	15.0	144	0.18	10.0	B	WBR	---	0.6	15.0	149	0.17	9.8	A	WBR	---	0.8	20.0	146	0.21	11.3	B	WBR	---	0.8	20	152	0.22	11.3	B
21: World Center Dr & Buena Vista Suites	EBL	200	2.1	52.5	177	0.42	18.9	C	EBL	200	2.2	55.0	249	0.43	15.4	C	EBL	200	20.4	510.0	327	1.48	278.3	F	EBL	200	23.1	577.5	393	1.46	260.1	F
	SBL	---	7.4	185.0	116	1.08	180.8	F	SBL	---	49.7	1242.5	461	4.15	\$1491.6	F	SBL	---							SBL	---						
	SBR	---	1.0	25.0	114	0.25	15.0	C	SBR	---	1.4	35.0	179	0.32	13.9	B	SBR	---	8.5	212.5	267	0.90	66.2	F	SBR	---	6.9	172.5	272	0.80	45.9	E
22: World Center Dr & Caribe Royale Orlando	EBL	250	1.5	37.5	44	0.37	49.3	F	EBL	250	1.0	25.0	38	0.26	36.4	E	EBL	250	3.5	87.5	48	17.36	52.7	F	EBL	250	2.3	57.5	40	0.53	91.8	F
	WBL	500	0.4	10.0	24	0.19	24.1	C	WBL	500	0.8	20.0	30	0.21	35.8	E	WBL	500	0.9	22.5	49	0.39	48.8	E	WBL	500	2	50	38	0.47	80.4	F
	NBL	---	5.8	145.0	17	3.00	1489.3	F	NBL	---	8.5	212.5	21	4.07	\$1893.3	F	NBL	---			28				NBL	---			27			
	NBT	---			3				NBT	---			2				NBT	---	10.6	265.0	6	17.37	9126.4	F	NBT	---	12.3	307.5	6	16.63	8456.2	F
	NBR	---			17				NBR	---			35				NBR	---			32				NBR	---			46			
	SBL	---			2				SBL	---			8				SBL	---			6				SBL	---			13			
	SBT	---			2				SBT	---			1				SBT	---	7.3	182.5	4	3.89	1883.4	F	SBT	---	9.5	237.5	4	8.03	4066.8	F
	SBR	---			21				SBR	---			35				SBR	---			38				SBR	---			44			
22: World Center Dr & Caribe Royale Orlando	EBL	270	1.5	37.5	49	0.36	43.3	E	EBL	270	0.7	17.5	28	0.20	36.9	E	EBL	270	4.4	110.0	54	0.93	206.7	F	EBL	270	2.8	70	42	0.65	126.5	E
	SBL	---	1.4	35.0	12	0.45	213.4	F	SBL	---	2.8	70.0	26	0.78	255.3	F	SBL	---	5.7	142.5	29	30.53	19922.5	F	SBL	---	6.3	157.5	36	7.58	4360.9	F
	SBR	---	0.3	7.5	23	0.11	22.5	C	SBR	---	0.7	17.5	44	2.04	24.9	C	SBR	---	1.6	40.0	48	0.38	48.3	E	SBR	---	1.8	45	55	0.41	47.3	E

10.3.3 Build Alternative 1 Arterial Analysis

The same model developed for the intersection analysis was used to evaluate the performance of the SR 535 roadway segments. The average speed from the Synchro arterial reports was utilized to determine the appropriate LOS for each segment. **Table 10-8** through **Table 10-11** provide a summary of the Build Alternative 1 arterial analysis results.

For the 2025 Build Alternative 1 scenario, the AM peak conditions show deficient operations on three (3) northbound segments and on four (4) southbound segments. The northbound and southbound SR 535 arterial networks operate at an overall LOS D. The PM peak conditions show deficient operations on three (3) northbound segments and on four (4) southbound segments. The northbound and southbound SR 535 arterial networks operate at an overall LOS D. This shows similar deficiencies when compared to the opening year scenario for the No Build alternative.

In the 2045 Build Alternative 1 scenario, the AM peak conditions show deficient operations on seven (7) northbound segments and on six (6) southbound segments. The northbound and southbound SR 535 arterial networks operate at an overall LOS E. The PM peak conditions show deficient operations on five (5) northbound segments and on five (5) southbound segments. The northbound SR 535 arterial network operates at an overall LOS D and southbound SR 535 operates at an overall LOS E. This shows improvement when compared to the design year scenario for the No Build alternative, where most segments were operating deficiently.

Table 10-8 Build Alternative 1 2025 AM Arterial LOS – SR 535 Segments

Time of Day	Arterial Segment	From	To	Section Length ¹ (ft)	Speed Limit (mph)	Travel Time (sec)	Arterial Speed			
							(mph)	%	LOS	
AM	Northbound									
		US 192	Kyngs Heath Rd	950	45	30.7	21.3	47%	D	
		Kyngs Heath Rd	Osceola Pkwy On Ramp	1637	45	37.0	30.0	67%	B	
		Osceola Pkwy On Ramp	Poinciana Blvd	1109	45	51.1	14.6	32%	E	
		Poinciana Blvd	Polynesian Isle Blvd	1954	45	43.4	30.4	68%	B	
		Polynesian Isle Blvd	Qd. Rd. Polynesian Isle Blvd	422	45	26.6	11.3	25%	F	
		Qd. Rd. Polynesian Isle Blvd	LBV Factory Stores	1267	45	35.8	24.5	54%	C	
		LBV Factory Stores	International Dr	2059	45	77.4	18.6	41%	D	
		International Dr	SR 535 PDLT NB	686	45	15.2	30.8	68%	B	
		SR 535 PDLT NB	SR 536/World Center Dr	739	45	46.0	10.9	24%	F	
		SR 536/World Center Dr	SR 535 PDLT SB	845	45	31.8	18.0	40%	D	
			Total	2.22	45	395.0	20.2	45%	D	
		Southbound								
		Entry Link	SR 535 PDLT SB	3696	45	60.0	42.1	94%	A	
		SR 535 PDLT SB	SR 536/World Center Dr	845	45	54.1	10.6	24%	F	
		SR 536/World Center Dr	SR 535 PDLT NB	1267	45	58.6	14.7	33%	E	
		SR 535 PDLT NB	International Dr	316	45	41.1	5.2	12%	F	
		International Dr	LBV Factory Stores	1901	45	47.1	28.1	62%	C	
		LBV Factory Stores	Qd. Rd. Polynesian Isle Blvd	1267	45	31.7	27.6	61%	C	
		Qd. Rd. Polynesian Isle Blvd	Polynesian Isle Blvd	422	45	15.9	18.9	42%	D	
		Polynesian Isle Blvd	Poinciana Blvd	1954	45	61.0	21.6	48%	D	
		Poinciana Blvd	Osceola Pkwy On Ramp	1109	45	22.7	32.9	73%	B	
	Osceola Pkwy On Ramp	Kyngs Heath Rd	1637	45	36.9	30.1	67%	B		
	Kyngs Heath Rd	US 192	950	45	80.9	8.1	18%	F		
		Total	2.92	45	510.0	20.6	46%	D		

¹ Length based on Arterial LOS Synchro Report length converted from miles to feet

² LOS based on HCM 6th Edition methodology (Avg. Travel Speed Threshold by Base FFS [Speed Limit]). Arterial LOS Synchro Report is based on HCM 2000 methodology; therefore, results may vary.

Table 10-9 Build Alternative 1 2025 PM Arterial LOS – SR 535 Segments

Time of Day	Arterial Segment	From	To	Section Length ¹ (ft)	Speed Limit (mph)	Travel Time (sec)	Arterial Speed			
							(mph)	%	LOS	
PM	Northbound									
		US 192	Kyngs Heath Rd	950	45	32.9	19.9	44%	D	
		Kyngs Heath Rd	Osceola Pkwy On Ramp	1637	45	37.9	29.3	65%	C	
		Osceola Pkwy On Ramp	Poinciana Blvd	1109	45	43.8	17.1	38%	E	
		Poinciana Blvd	Polynesian Isle Blvd	1954	45	41.9	31.5	70%	B	
		Polynesian Isle Blvd	Qd. Rd. Polynesian Isle Blvd	422	45	22.6	13.3	30%	F	
		Qd. Rd. Polynesian Isle Blvd	LBV Factory Stores	1267	45	39.0	22.4	50%	D	
		LBV Factory Stores	International Dr	2059	45	71.6	20.1	45%	D	
		International Dr	SR 535 PDLT NB	686	45	14.7	31.8	71%	B	
		SR 535 PDLT NB	SR 536/World Center Dr	739	45	38.0	13.2	29%	F	
		SR 536/World Center Dr	SR 535 PDLT SB	845	45	24.7	23.2	52%	C	
			Total	2.22	45	367.1	21.8	48%	D	
		Southbound								
		Entry Link	SR 535 PDLT SB	3696	45	60.0	42.1	94%	A	
		SR 535 PDLT SB	SR 536/World Center Dr	845	45	65.2	8.8	20%	F	
		SR 536/World Center Dr	SR 535 PDLT NB	1267	45	48.9	17.7	39%	E	
		SR 535 PDLT NB	International Dr	316	45	33.1	6.5	14%	F	
		International Dr	LBV Factory Stores	1901	45	52.9	25.1	56%	C	
		LBV Factory Stores	Qd. Rd. Polynesian Isle Blvd	1267	45	39.2	22.3	50%	D	
		Qd. Rd. Polynesian Isle Blvd	Polynesian Isle Blvd	422	45	15.5	19.4	43%	D	
		Polynesian Isle Blvd	Poinciana Blvd	1954	45	65.7	20.1	45%	D	
		Poinciana Blvd	Osceola Pkwy On Ramp	1109	45	22.7	32.9	73%	B	
		Osceola Pkwy On Ramp	Kyngs Heath Rd	1637	45	38.8	28.6	64%	C	
	Kyngs Heath Rd	US 192	950	45	76.7	8.5	19%	F		
		Total	2.92	45	518.7	20.3	45%	D		

¹ Length based on Arterial LOS Synchro Report length converted from miles to feet

² LOS based on HCM 6th Edition methodology (Avg. Travel Speed Threshold by Base FFS [Speed Limit]). Arterial LOS Synchro Report is based on HCM 2000 methodology; therefore, results may vary.

Table 10-10 Build Alternative 1 2045 AM Arterial LOS – SR 535 Segments

Time of Day	Arterial Segment	From	To	Section Length ¹ (ft)	Speed Limit (mph)	Travel Time (sec)	Arterial Speed			
							(mph)	%	LOS	
AM	Northbound									
		US 192	Kyngs Heath Rd	950	45	45.6	14.3	32%	E	
		Kyngs Heath Rd	Osceola Pkwy On Ramp	1637	45	33.5	33.1	74%	B	
		Osceola Pkwy On Ramp	Poinciana Blvd	1109	45	64.0	11.7	26%	F	
		Poinciana Blvd	Polynesian Isle Blvd	1954	45	48.1	27.4	61%	C	
		Polynesian Isle Blvd	Qd. Rd. Polynesian Isle Blvd	422	45	27.2	11.0	24%	F	
		Qd. Rd. Polynesian Isle Blvd	LBV Factory Stores	1267	45	60.8	14.4	32%	E	
		LBV Factory Stores	International Dr	2059	45	89.9	16.0	36%	E	
		International Dr	SR 535 PDLT NB	686	45	16.0	29.2	65%	C	
		SR 535 PDLT NB	SR 536/World Center Dr	739	45	46.8	10.8	24%	F	
		SR 536/World Center Dr	SR 535 PDLT SB	845	45	40.9	14.0	31%	E	
			Total	2.22	45	472.8	16.9	38%	E	
		Southbound								
		Entry Link	SR 535 PDLT SB	3696	45	56.3	44.9	100%	A	
		SR 535 PDLT SB	SR 536/World Center Dr	845	45	59.1	9.7	22%	F	
		SR 536/World Center Dr	SR 535 PDLT NB	1267	45	81.4	10.6	24%	F	
		SR 535 PDLT NB	International Dr	316	45	50.5	4.3	9%	F	
		International Dr	LBV Factory Stores	1901	45	58.7	22.6	50%	D	
		LBV Factory Stores	Qd. Rd. Polynesian Isle Blvd	1267	45	40.2	21.8	48%	D	
		Qd. Rd. Polynesian Isle Blvd	Polynesian Isle Blvd	422	45	21.0	14.3	32%	E	
		Polynesian Isle Blvd	Poinciana Blvd	1954	45	83.0	15.9	35%	E	
		Poinciana Blvd	Osceola Pkwy On Ramp	1109	45	22.7	32.9	73%	B	
	Osceola Pkwy On Ramp	Kyngs Heath Rd	1637	40	47.3	23.5	52%	C		
	Kyngs Heath Rd	US 192	950	45	78.0	8.4	19%	F		
		Total	2.92	45	598.2	17.6	39%	E		

¹ Length based on Arterial LOS Synchro Report length converted from miles to feet

² LOS based on HCM 6th Edition methodology (Avg. Travel Speed Threshold by Base FFS [Speed Limit]). Arterial LOS Synchro Report is based on HCM 2000 methodology; therefore, results may vary.

Table 10-11 Build Alternative 1 2045 PM Arterial LOS – SR 535 Segments

Time of Day	Arterial Segment	From	To	Section Length ¹ (ft)	Speed Limit (mph)	Travel Time (sec)	Arterial Speed			
							(mph)	%	LOS	
PM	Northbound									
		US 192	Kyngs Heath Rd	950	45	43.8	14.9	33%	E	
		Kyngs Heath Rd	Osceola Pkwy On Ramp	1637	45	32.5	34.2	76%	B	
		Osceola Pkwy On Ramp	Poinciana Blvd	1109	45	62.4	12.0	27%	F	
		Poinciana Blvd	Polynesian Isle Blvd	1954	45	46.2	28.5	63%	C	
		Polynesian Isle Blvd	Qd. Rd. Polynesian Isle Blvd	422	45	23.8	12.6	28%	F	
		Qd. Rd. Polynesian Isle Blvd	LBV Factory Stores	1267	45	53.5	16.4	36%	E	
		LBV Factory Stores	International Dr	2059	45	76.6	18.8	42%	D	
		International Dr	SR 535 PDLT NB	686	45	15.1	31.0	69%	B	
		SR 535 PDLT NB	SR 536/World Center Dr	739	45	48.3	10.4	23%	F	
		SR 536/World Center Dr	SR 535 PDLT SB	845	45	31.1	18.4	41%	D	
			Total	2.22	45	433.3	18.4	41%	D	
		Southbound								
		Entry Link	SR 535 PDLT SB	3696	45	60.0	42.1	94%	A	
		SR 535 PDLT SB	SR 536/World Center Dr	845	45	69.3	8.3	18%	F	
		SR 536/World Center Dr	SR 535 PDLT NB	1267	45	57.9	14.9	33%	E	
		SR 535 PDLT NB	International Dr	316	45	50.0	4.3	10%	F	
		International Dr	LBV Factory Stores	1901	45	65.1	20.4	45%	D	
		LBV Factory Stores	Qd. Rd. Polynesian Isle Blvd	1267	45	38.4	22.8	51%	D	
		Qd. Rd. Polynesian Isle Blvd	Polynesian Isle Blvd	422	45	15.8	19.0	42%	D	
		Polynesian Isle Blvd	Poinciana Blvd	1954	45	82.6	16.0	36%	E	
		Poinciana Blvd	Osceola Pkwy On Ramp	1109	45	22.7	32.9	73%	B	
		Osceola Pkwy On Ramp	Kyngs Heath Rd	1637	45	47.2	23.5	52%	C	
		Kyngs Heath Rd	US 192	950	45	78.6	8.3	18%	F	
			Total	2.92	45	587.6	17.9	40%	E	

¹ Length based on Arterial LOS Synchro Report length converted from miles to feet

² LOS based on HCM 6th Edition methodology (Avg. Travel Speed Threshold by Base FFS [Speed Limit]). Arterial LOS Synchro Report is based on HCM 2000 methodology; therefore, results may vary.

10.3.4 Build Alternative 2 Intersection Analysis

For the Build Alternative 2 scenario analysis, lane geometry modifications (including turn bay extension, where feasible) and Synchro optimization was performed on existing signal timing and phasing to improve overall traffic operations. The results of the intersection analysis are summarized in **Table 10-12** and **Table 10-13**, with Synchro output reports and Synchro network roadway configuration provided in **Appendix J**.

Table 10-12 Build Alternative 2 2025 Signalized Intersection LOS

Study Intersection	2025 AM										2025 PM																																																																																																																																																																																																																																																																																
	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS																																																																																																																																																																																																																																																																					
SR 535 & US 192	EBL	475	129	160	0.66	84.6	F	24.2	C	27.0	C	EBL	475	150	192	0.71	85.0	F	28.4	C	29.8	C	EBT	-	239	854	0.27	13.0	B	14.7	B	EBT	-	449	1282	0.44	20.0	B	17.6	B	WBL	350	16	3	0.05	77.0	E	69.7	E	WBL	350	16	3	0.05	77.0	E	63.4	E	WBT	-	452	1310	0.49	23.6	C	61.9	E	WBT	-	434	1125	0.48	29.9	C	51.4	D	WBR	435	0	1174	0.81	4.6	A	20.8	C	WBR	435	0	895	0.61	1.9	A	20.8	C	NBL	-	26	7	0.11	78.1	E	20.8	C	NBL	-	19	4	0.06	76.5	E	20.8	C	NBT	-	18	2	0.08	57.8	E	20.8	C	NBT	-	20	2	0.09	54.7	D	20.8	C	SBL	-	378	741	0.84	71.1	E	20.8	C	SBL	-	270	989	0.86	56.6	E	20.8	C	SBT	-	416	3	0.83	80.3	F	20.8	C	SBT	-	418	1	0.85	63.4	E	20.8	C	SBR	400	148	202	0.37	16.9	B	20.8	C	SBR	400	149	239	0.43	20.8	C	20.8	C																																																																																																			
	SR 535 & Kyngs Heath Road	EBL	100	42	40	0.20	27.9	C	12.5			B	EBL	100	72	83	0.34	28.2	C	15.1			B	EBT	-	32	6	0.27	20.4			C	11.0	B	EBT	-	55	27			0.34	19.9	B	13.5	B	EBR	-			32	31	0.27	20.4	C	11.0	B			EBR	-	55	53	0.34	19.9	B			13.5	B	WBL	150	39	35	0.18			27.9	C	11.0	B	WBL	150	48			48	0.23	26.1	C	13.5	B	WBT			-	13	5	0.04	34.6	C	11.0			B	WBT	-	33	21	0.17	37.7			D	13.5	B	WBR	-	0	86			0.22	1.3	A	11.0	B	WBR	-			0	104	0.27	1.6	A	13.5	B			NBL	375	m16	21	0.19	39.6	D			11.0	B	NBL	375	m22	21	0.20			40.5	D	13.5	B	NBT	-	184			1265	0.48	13.2	B	11.0	B	NBT			-	139	1000	0.43	16.8	B	13.5			B	NBR	-	m0	50	0.05	0.1	A	11.0	B	NBR	-	m0	68	0.08	0.2	A	13.5	B	SBL	400	74	69	0.44	42.1	D	11.0	B	SBL	400	105	112	0.56	42.7	D	13.5	B	SBT	-	140	880	0.29	9.5	A	11.0	B	SBT	-	189	1128	0.39	11.9	B	13.5	B	SBR	300	0	77	0.07	0.1	A	11.0	B	SBR	300	0	114	0.12	0.2	A	13.5	B																										
		SR 535 & Osceola Pkwy On Ramp	NBT	-	13	1272	0.41	1.5					A	5.3	A	NBT	-	22	1071					0.36	2.2	A	6.4	A	SBL			500			117	318	0.65	37.5			D	9.0	A			SBL	500			143	415	0.70	36.6	D					8.9	A	SBT	-	0	1014	0.22					0.1	A	9.0	A	SBT			-	0			1306	0.28	0.1			A	8.9	A																																																																																																																																																																																																			
			SR 535 & Poinciana Blvd	EBT	-	332	796	0.82					70.0			E	27.7	C	EBT					-	295	605			0.80			74.1			E	24.4	C	EBR			150					21	53			0.15	6.2	A	15.0	B							EBR	150	40	73	0.25					13.0	B			7.0			A	WBT			-	106	64			0.18			55.5			E			20.1	C	WBT	-	276	177					0.63	76.0	E	15.4	B	WBR			200			154	269	0.37	40.0			D	15.0	B			WBR	200			284	417	0.76	62.0	E					7.0	A	NBL	-	m68	69	0.46					98.6	F	15.0	B	NBL			-	92			95	0.54	99.7			F	7.0	A	NBT			-			452	1857	0.66	18.0	B	15.0					B	NBT	-	269	1410	0.45	10.6			B	7.0	A	NBR	200	m13	81			0.09	1.2	A	15.0	B	NBR	200			7	81	0.08	0.7	A	7.0	A			SBL	400	122	131	0.62	96.9	F			15.0	B	SBL	400	m47	49	0.37			99.0	F	7.0	A	SBT	-	166			1280	0.44	10.5	B	15.0	B	SBT			-	116	1648	0.54	6.1	A	7.0	A	SBR	400	16	355	0.34	1.1	A	15.0	B	SBR	400	0	579	0.52	1.5	A	7.0	A
				SR 535 & Poinciana Blvd E-N Loop	WBR	75	496	735					0.88			29.2			C					13.2	B	WBR			75			388			515			0.86			40.0					D	9.3			A	NBT	-									225	1272	0.31	17.6	B					0.1	A							NBT			-	137	1071			0.22			9.2			A					0.2	A	SBT	-					0	1333	0.28			0.1			A			0.1	A	SBT	-			0					1721	0.37			0.2	A	0.2	A																																																																																																																																																					
		SR 535 & Median Opening S			EBR	-	0	44					0.27	3.7	A	9.0			A							EBR	-	150	146			0.76			54.6			D			21.1	C	WBR			-					2	71							0.43	7.9	A	10.4	B	WBR	-							49	98					0.46			14.9	B	15.3			B	NBL	650	m200			25							0.45	74.0					E	10.4	B			NBL			650					398	35			0.84					92.2	F			15.3	B			NBT							-	74	1956	0.59	4.5					A	10.4			B			NBT	-			253	1481	0.57			16.3			B			15.3			B	NBR	275	m0	61							0.06	0.1	A	10.4	B	NBR			275			m13	92	0.11	1.6			A	15.3	B			SBT	-			25	1638	0.51	2.1	A					10.4	B	SBT	-	510	1911	0.67					12.6	B	15.3	B	SBR			400	1			88	0.09	0.1			A	10.4	B	SBR			400			19	167	0.18	0.8	A	15.3			B																	

Table 10-12 Build Alternative 2 2025 Signalized Intersection LOS (continued)

Study Intersection	2025 AM										2025 PM											
	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS
SR 535 & Polynesian Isle Blvd	EBL	300	265	345	0.82	87.1	F	70.6	E	17.3	B	EBL	300	227	294	0.77	85.6	F	67.9	E	16.2	B
	EBT	-	55	11	0.15	20.6	C					EBT	0	131	57	0.30	52.6	D				
	EBR	250	24	88	0.13	5.7	A	66.6	E			EBR	250	62	104	0.26	16.7	B	66.8	E		
	WBL	300	24	16	0.14	82.6	F					WBL	300	64	60	0.45	90.2	F				
	WBT	-	#242	27	0.83	104.0	F	6.5	A			WBT	0	218	78	0.78	95.1	F	4.8	A		
	WBR	175	101	222	0.54	25.9	C					WBR	175	92	169	0.52	24.3	C				
	NBT	-	156	2007	0.66	6.9	A	10.6	B			NBT	0	97	1547	0.50	5.3	A	8.8	A		
	NBR	250	0	124	0.07	0.1	A					NBR	250	0	197	0.11	0.1	A				
	SBT	-	108	1782	0.59	11.5	B					SBT	0	255	2118	0.68	10.0	A				
	SBR	125	18	236	0.24	3.8	A					SBR	125	47	464	0.46	3.4	A				
SR 535 & Median Opening N	-	-	-	-	-	-	-	0.5	A	5.7	A	-	-	-	-	-	-	16.0	B	11.7	B	
	WBR	-	0	2	0.02	0.5	A					WBR	0	29	72	0.49	16.0					B
	NBU	400	m76	46	0.35	65.6	E	5.2	A			NBU	400	m173	97	0.69	91.4	F	15.0			B
	NBT	-	231	2448	0.60	4.2	A					NBT	0	328	1813	0.54	11.6	B				
	NBR	350	m6	80	0.06	0.8	A	6.4	A			NBR	350	m21	99	0.09	2.7	A	9.0			A
	SBL	550	106	24	0.50	91.9	F					SBL	550	m97	37	0.27	60.2	E				
	SBT	-	258	1972	0.50	4.3	A					SBT	0	261	2485	0.70	7.8	A				
SR 535 & LBV Factory Stores	EBR	-	0	30	0.15	1.5	A	1.5	A	13.9	B	EBR	0	0	39	0.20	2.1	A	2.1	A	16.7	B
	WBL	300	124	236	0.47	74.0	E					WBL	300	110	206	0.40	72.0	E				
	WBT	-	68	7	0.40	18.4	B	57.6	E			WBT	0	78	5	0.49	16.2	B	49.2	D		
	NBL	525	m34	17	0.26	98.3	F					NBL	525	m47	20	0.28	114.8	F				
	NBT	-	191	2300	0.70	9.3	A	9.4	A			NBT	0	437	1783	0.61	12.0	B	12.6	B		
	NBR	525	15	157	0.14	1.1	A					NBR	525	21	105	0.11	2.2	A				
	SBL	575	141	71	0.60	95.4	F	12.4	B			SBL	575	220	136	0.58	75.4	E	15.5	B		
	SBT	-	358	1755	0.49	9.4	A					SBT	0	605	2300	0.65	12.7	B				
	SBR	575	0	56	0.05	0.1	A					SBR	575	21	117	0.10	1.4	A				
SR 535 & International Dr	EBT	-	80	506	0.47	34.5	C	34.5	C	16.9	B	EBT	0	141	794	0.73	35.0	D	35.0	D	17.1	B
	WBT	-	239	759	0.70	45.8	D					42.8	D	WBT	0	173	555	0.51					41.7	D	38.7	D
	WBR	200	75	160	0.25	28.5	C	9.5	A					WBR	200	56	121	0.19	24.8	C			9.7	A
	NBT	-	384	1931	0.64	11.2	B					8.2	A	NBT	0	343	1699	0.56	10.6	B					11.1	B
	NBR	350	15	411	0.23	1.4	A							NBR	350	32	277	0.16	4.1	A		
	SBT	-	186	1691	0.56	8.5	A					SBT	0	341	2263	0.75	11.4	B				
	SBR	350	m16	80	0.08	2.3	A					SBR	350	m4	55	0.06	1.5	A				
SR 535 & Qd. Rd International Dr	EBL	350	59	171	0.54	36.6	D	23.7	C	8.5	A	EBL	350	77	160	0.53	47.6	D	36.5	D	7.9	A
	EBR	350	50	283	0.40	15.8	B					EBR	350	219	450	0.64	32.6	C				
	NBL	350	126	220	0.61	57.0	E	10.0	A			NBL	350	68	105	0.28	49.3	D	6.7	A		
	NBT	-	256	2171	0.58	5.2	A					NBT	0	184	1816	0.48	4.3	A				
	SBT	-	0	1600	0.53	2.6	A	2.4	A			SBT	0	0	2103	0.70	1.2	A	1.1	A		
	SBR	650	0	91	0.09	0.2	A					SBR	650	m0	160	0.16	0.2	A				
International Dr & Qd. Rd to SR 535	EBT	-	101	415	0.19	20.0	C	13.7	B	17.1	B	EBT	0	126	634	0.24	14.8	B	9.2	A	13.6	B
	EBR	350	26	241	0.18	2.8	A					EBR	350	27	470	0.28	1.7	A				
	WBL	350	136	213	0.60	86.5	F	22.6	C			WBL	350	97	140	0.49	86.4	F	20.3	C		
	WBT	-	6	626	0.21	0.9	A					WBT	0	4	470	0.14	0.6	A				
	NBL	350	32	220	0.25	12.7	B	9.1	A			NBL	350	68	105	0.15	33.6	C	16.6	B		
	NBR	350	1	91	0.08	0.4	A					NBR	350	12	160	0.16	5.3	A				

Table 10-12 Build Alternative 2 2025 Signalized Intersection LOS (continued)

Study Intersection	2025 AM										2025 PM											
	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS
SR 535 & SR 536/World Center Dr	EBT	-	154	1372	0.63	16.4	B	16.4	B	25.5	C	EBT	-	379	1701	0.89	30.5	C	30.5	C	28.2	C
	WBT	-	321	1334	0.61	25.7	C	28.8	C			WBT	-	384	1347	0.71	32.4	C	32.6	C		
	WBR	300	506	570	0.82	36.0	D	23.0	C			WBR	300	378	424	0.69	33.2	C	17.1	B		
	NBT	-	287	1493	0.73	23.8	C		NBT			-	227	1456	0.64	17.7	B					
	NBR	400	27	120	0.11	13.0	B	31.0	C			NBR	400	9	88	0.07	7.0	A	30.7	C		
	SBT	-	451	1474	0.75	33.0	C		SBT			-	572	1919	0.86	32.8	C					
	SBR	300	126	311	0.28	21.6	C	SBR	300			92	272	0.22	16.3	B						
SR 535 & Qd. Rd to SR 536	EBL	350	77	122	0.45	65.7	E	31.3	C	16.2	B	EBL	350	128	211	0.57	67.3	E	30.9	C	15.7	B
	EBR	350	192	691	0.68	25.2	C	20.3	C			EBR	350	346	969	0.78	22.9	C	17.0	B		
	NBL	150	279	600	0.76	65.7	E	2.2	A			NBL	150	253	487	0.50	55.6	E	5.0	A		
	NBT	-	50	1491	0.39	2.0	A		NBT			-	68	1333	0.36	2.9	A					
	SBT	-	189	1080	0.47	2.6	A	SBR	350			m61	570	0.36	2.0	A						
	SBR	350	64	394	0.23	1.1	A															
SR 536 & Qd. Rd to SR 535	EBT	-	272	978	0.50	28.0	C	18.2	B	18.8	B	EBT	-	319	1131	0.56	28.3	C	18.9	B	22.4	C
	EBR	350	58	609	0.29	2.4	A	16.4	B			EBR	350	155	811	0.41	5.8	A	21.7	C		
	WBL	350	124	204	0.58	82.7	F	23.9	C			WBL	350	195	369	0.70	81.1	F	30.1	C		
	WBT	-	104	1442	0.53	7.0	A		NBL			350	246	487	0.58	45.5	D					
	NBL	350	147	600	0.57	32.5	C	NBR	350			141	570	0.46	16.9	B						
	NBR	350	50	394	0.31	10.9	B															



Table 10-13 Build Alternative 2 2045 Signalized Intersection LOS

Study Intersection	2045 AM										2045 PM													
	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS		
SR 535 & US 192	EBL	475	256	372	0.70	70.2	E	35.8	D	35.2	D	EBL	475	265	388	0.71	70.3	E	38.1	D				
	EBT	-	426	1227	0.48	25.5	C					EBT	-	543	1443	0.58	29.5	C						
	WBL	350	26	7	0.12	79.0	E					WBL	350	24	6	0.10	78.3	E						
	WBT	-	#620	1323	0.82	53.4	D	31.2	C			WBT	-	503	1129	0.74	52.7	D	28.9	C				
	WBR	435	0	1288	0.88	8.2	A					WBR	435	0	1042	0.72	2.9	A						
	NBL	-	36	11	0.18	80.6	F					60.7	E	NBL	-	26	7	0.11			78.1	E	63.9	E
	NBT	-	31	4	0.22	45.7	D	NBT	-					27	4	0.15	54.0	D						
	SBL	-	498	1038	0.74	50.5	D	41.4	D			SBL	-	549	1161	0.78	49.9	D	41.4	D				
	SBT	-	558	5	0.73	54.9	D					SBT	-	615	3	0.77	54.2	D						
	SBR	400	118	366	0.41	11.2	B					SBR	400	140	365	0.40	9.6	A						
SR 535 & Kyngs Heath Road	EBL	100	71	78	0.39	32.5	C	27.3	C	19.9	B	EBL	100	80	92	0.45	33.5	C	30.8	C				
	EBT	-	56	20	0.52	22.9	C					EBT	-	66	37	0.54	28.1	C						
	EBR	-	75	75								EBR	-	59	59									
	WBL	150	#99	116	0.59	40.6	D	26.0	C			WBL	150	92	108	0.53	36.9	D	18.7	B				
	WBT	-	26	14	0.12	37.4	D					WBT	-	45	33	0.26	40.1	D						
	WBR	-	#121	335	0.81	20.5	C					WBR	-	14	212	0.54	6.1	A						
	NBL	375	m26	32	0.28	43.3	D	18.2	B			NBL	375	m28	29	0.26	45.3	D	16.3	B				
	NBT	-	274	1505	0.77	19.1	B					NBT	-	218	1263	0.66	17.4	B						
	NBR	-	m2	127	0.17	0.6	A					NBR	-	m2	142	0.20	0.9	A						
	SBL	400	#227	209	0.86	64.6	E	19.0	B			SBL	400	#195	194	0.78	53.1	D	16.3	B				
	SBT	-	203	1218	0.47	13.1	B					SBT	-	239	1362	0.50	12.5	B						
	SBR	300	2	127	0.14	0.4	A					SBR	300	0	120	0.13	0.3	A						
SR 535 & Osceola Pkwy On Ramp	NBT	-	44	1732	0.64	3.5	A	3.5	A	7.2	A	NBT	-	39	1405	0.49	2.0	A	2.0	A				
	SBL	500	197	615	0.79	35.2	D					10.1	B	SBL	500	166	500	0.74			35.8	D		
	SBT	-	0	1548	0.33	0.2	A							SBT	-	0	1631	0.35			0.2	A		
SR 535 & Poinciana Blvd	EBT	-	384	841	0.82	68.4	E	63.8	E	33.8	C	EBT	-	412	909	0.83	67.0	E	62.8	E				
	EBR	150	43	78	0.21	13.7	B					EBR	150	38	75	0.19	12.4	B						
	WBT	-	224	155	0.41	59.6	E					WBT	-	247	177	0.43	58.3	E						
	WBR	200	447	726	0.84	54.8	D	55.6	E			WBR	200	465	778	0.85	53.3	D	54.3	D				
	NBL	-	m74	78	0.49	98.4	F					NBL	-	m92	102	0.55	97.2	F						
	NBT	-	1004	2198	0.86	35.7	D					35.4	D	NBT	-	891	1965	0.79			34.9	C	36.0	D
	NBR	200	98	228	0.28	10.5	B	NBR	200					m59	141	0.18	7.8	A						
	SBL	400	m156	211	0.63	96.4	F	15.6	B					SBL	400	m176	247	0.71	100.9	F	18.2	B		
	SBT	-	343	2085	0.74	10.7	B					SBT	-	477	2056	0.76	13.0	B						
SBR	400	m4	466	0.45	0.8	A	SBR			400	m20	579	0.56	1.6	A									
SR 535 & Poinciana Blvd E-N Loop	WBR	75	572	772	0.88	59.6	E	59.6	E	17.9	B	WBR	75	147	803	0.88	47.3	D	47.3	D				
	NBT	-	340	1732	0.43	21.4	C					21.4	C	NBT	-	273	1405	0.36			21.0	C	21.0	C
	SBT	-	0	2163	0.46	0.3	A							0.3	A	SBT	-	0			2131	0.45			0.3	A	0.3	A
SR 535 & Median Opening S	EBR	-	167	145	0.74	58.2	E	58.2	E	27.5	C	EBR	-	175	150	0.80	66.5	E	66.5	E				
	WBR	-	#208	171	0.84	68.8	E					68.8	E	WBR	-	158	140	0.75			58.0	E	58.0	E
	NBL	650	m395	38	0.88	76.3	E							NBL	650	m#463	39	0.93			88.0	F		
	NBT	-	498	2511	0.87	18.3	B	23.2	C			NBT	-	556	2316	0.87	22.0	C	28.0	C				
	NBR	275	m26	133	0.14	4.7	A					NBR	275	m45	143	0.16	6.1	A						
	SBT	-	680	2375	0.86	24.2	C					27.9	C	SBT	-	m754	2487	0.88			25.7	C		
SBR	400	m25	141	0.15	4.2	A	SBR	400	m31	170	0.18			4.3	A	29.1	C							

Table 10-13 Build Alternative 2 2045 Signalized Intersection LOS (continued)

Study Intersection	2045 AM										2045 PM												
	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS	
SR 535 & Polynesian Isle Blvd	EBL	300	#343	373	0.98	114.0	F					EBL	300	#252	297	0.85	95.0	F					
	EBT	-	256	58	0.50	62.3	E	84.6	F			EBT	-	310	114	0.68	75.4	E	76.3	E			
	EBR	250	180	257	0.44	37.0	D					EBR	250	210	253	0.57	45.6	D					
	WBL	300	#97	83	0.72	111.8	F					WBL	300	#189	159	1.04	157.4	F					
	WBT	-	#453	94	1.02	135.5	F	95.8	F	23.1	C	WBT	-	272	111	0.82	99.8	F	98.2	F	21.2	C	
	WBR	175	208	299	0.69	45.5	D					WBR	175	123	186	0.55	29.0	C					
	NBT	-	120	2482	0.84	9.8	A	8.6	A			NBT	-	188	2276	0.75	7.4	A	6.3	A			
	NBR	250	m0	358	0.21	0.5	A					NBR	250	m0	408	0.23	0.2	A					
	SBT	-	150	2426	0.83	12.1	B	10.6	B			SBT	-	m478	2561	0.84	12.6	B	11.3	B			
	SBR	125	m35	471	0.49	2.8	A					SBR	125	m118	610	0.61	6.0	A					
SR 535 & Median Opening N	-	-	-	-	-	-	-	48.7	D			-	-	-	-	-	-	-	27.3	C			
	WBR	-	118	122	0.72	48.7	D					WBR	-	65	109	0.64	27.3	C					
	NBU	400	m272	193	0.84	82.0	F	12.7	B	16.6	B	NBU	400	m#475	243	0.98	106.9	F	16.5	B	18.2	B	
	NBT	-	m336	2798	0.83	8.7	A					NBT	-	183	2407	0.76	8.0	A					
	NBR	350	m5	163	0.15	0.6	A					NBR	350	m3	109	0.11	0.5	A					
	SBL	550	m#186	72	0.75	92.7	F	19.6	B			SBL	550	m142	66	0.38	63.9	E	19.4	B			
SBT	-	437	2704	0.85	16.8	B					SBT	-	437	2928	0.92	18.0	B						
SR 535 & LBV Factory Stores	EBR	-	0	46	0.23	2.5	A	2.5	A			EBR	-	0	61	0.31	3.8	A	3.8	A			
	WBL	300	173	354	0.58	72.7	E	66.4	E			WBL	300	206	408	0.73	79.9	E	62.1	E			
	WBT	-	283	28	0.88	58.7	E					WBT	-	92	13	0.52	17.7	B					
	NBL	525	m37	25	0.40	114.2	F					NBL	525	m0	60	0.57	118.3	F					
	NBT	-	614	2677	0.89	13.3	B	13.0	B	21.7	C	NBT	-	566	2355	0.86	17.3	B	18.9	B	26.3	C	
	NBR	525	m9	249	0.23	0.5	A					NBR	525	m18	128	0.14	1.7	A					
	SBL	575	#330	155	0.91	121.4	F					SBL	575	#427	250	0.89	97.9	F					
	SBT	-	691	2407	0.70	14.9	B	20.9	C			SBT	-	797	2551	0.78	20.3	C	26.2	C			
SBR	575	0	58	0.05	0.1	A					SBR	575	23	121	0.11	1.6	A						
SR 535 & International Dr	EBT	-	135	1127	0.63	19.9	B	19.9	B			EBT	-	137	1206	0.75	24.9	C	24.9	C			
	WBT	-	412	1404	0.78	36.7	D	34.8	C			WBT	-	328	1178	0.73	37.9	D	35.8	D			
	WBR	200	67	174	0.17	19.3	B					WBR	200	66	172	0.19	21.3	C					
	NBT	-	#724	2151	0.91	28.0	C	25.0	C	27.1	C	NBT	-	646	2060	0.81	21.9	C	20.0	B	27.3	C	
	NBR	350	150	756	0.58	16.5	B					NBR	350	102	516	0.37	12.3	B					
	SBT	-	#782	2259	0.96	29.0	C	28.2	C			SBT	-	#954	2531	1.00	32.4	C	31.3	C			
	SBR	350	m19	87	0.12	6.5	A					SBR	350	m28	110	0.14	6.5	A					
SR 535 & Qd. Rd International Dr	EBL	350	107	241	0.63	36.8	D	30.1	C			EBL	350	131	232	0.62	45.7	D	39.2	D			
	EBR	350	274	533	0.68	27.1	C					EBR	350	315	565	0.73	36.6	D					
	NBL	350	156	272	0.67	58.0	E	12.9	B	10.6	B	NBL	350	100	161	0.40	51.3	D	9.6	A	11.0	B	
	NBT	-	448	2666	0.73	8.3	A					NBT	-	335	2344	0.64	6.7	A					
	SBT	-	m0	2087	0.74	1.0	A	0.9	A			SBT	-	m34	2357	0.83	3.9	A	3.6	A			
	SBR	650	m0	172	0.18	0.1	A					SBR	650	m0	174	0.18	0.1	A					
International Dr & Qd. Rd to SR 535	EBT	-	239	955	0.42	21.9	C	16.1	B			EBT	-	223	1032	0.40	17.2	B	11.7	B			
	EBR	350	31	402	0.27	2.4	A					EBR	350	30	574	0.34	1.8	A					
	WBL	350	218	372	0.72	79.6	E	20.5	C	18.4	B	WBL	350	142	223	0.61	75.6	E	13.9	B	13.6	B	
	WBT	-	10	1119	0.34	0.8	A					WBT	-	15	1065	0.31	0.9	A					
	NBL	350	65	272	0.40	26.8	C	18.6	B			NBL	350	57	161	0.25	34.1	C	21.5	C			
	NBR	350	16	172	0.15	5.8	A					NBR	350	33	174	0.18	9.9	A					

Table 10-13 Build Alternative 2 2045 Signalized Intersection LOS (continued)

Study Intersection	2045 AM										2045 PM											
	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS	Mvmt	Storage	Queue	Volume	v/c	Delay	LOS	Delay	LOS	Delay	LOS
SR 535 & SR 536/World Center Dr	EBT	-	240	1763	0.81	18.5	B	18.5	B	34.5	C	EBT	-	#779	2138	1.06	59.6	E	59.6	E	45.5	D
	WBT	-	526	1797	0.83	32.6	C	38.2	D			WBT	-	516	1701	0.85	35.9	D	40.3	D		
	WBR	300	#750	662	0.95	53.4	D	39.9	D			WBR	300	#683	603	0.93	52.7	D	32.3	C		
	NBT	-	450	1853	0.91	41.2	D		NBT			-	468	1744	0.80	33.2	C					
	NBR	400	m53	130	0.11	20.2	C	38.3	D			NBR	400	35	97	0.08	16.7	B	48.1	D		
	SBT	-	#586	1826	0.92	41.8	D		SBT			-	#759	2136	1.00	52.5	D					
	SBR	300	161	410	0.37	22.5	C	SBR	300			112	315	0.27	18.3	B						
SR 535 & Qd. Rd to SR 536	EBL	350	170	309	0.71	65.4	E	33.3	C	17.6	B	EBL	350	m119	245	0.61	50.9	D	20.0	B		
	EBR	350	354	957	0.77	22.9	C	19.9	B			EBR	350	576	1167	0.89	26.9	C			31.0	C
	NBL	150	m321	651	0.72	59.0	E	3.7	A			NBL	150	345	636	0.62	59.9	E			12.8	B
	NBT	-	122	1674	0.47	4.7	A		NBT			-	144	1596	0.44	3.9	A	19.8				B
	SBT	-	m73	1389	0.73	4.6	A	SBR	350			m124	662	0.44	5.2	A						
	SBR	350	m13	437	0.28	0.8	A	SBR	350			m124	662	0.44	5.2	A						
SR 536 & Qd. Rd to SR 535	EBT	-	384	1326	0.68	31.3	C	20.6	C	20.0	C	EBT	-	451	1476	0.78	35.5	D	26.6	C		
	EBR	350	172	945	0.47	5.7	A	17.2	B			EBR	350	209	896	0.48	8.6	A			25.3	C
	WBL	350	m177	321	0.71	78.1	E	24.6	C			WBL	350	m275	516	0.81	74.3	E			34.0	C
	WBT	-	123	1886	0.66	6.8	A		WBT			-	116	1500	0.49	5.7	A					
	NBL	350	176	651	0.69	32.3	C	NBL	350			267	636	0.78	45.2	D						
	NBR	350	61	437	0.35	13.2	B	NBR	350			179	662	0.51	23.3	C						

Under the opening year AM peak hour conditions, all signalized intersections meet or exceed the LOS D Target, showing that the Build Alternative 2 network operations improve along SR 535 when compared to the No Build scenario for the opening year 2025, where No Build has three (3) intersection operating deficiently.

Similarly, under the opening year PM peak hour conditions, all signalized intersections meet or exceed the LOS D Target, showing that the Build Alternative 2 network operations improve along SR 535 when compared to the No Build scenario, where No Build has one (1) intersection operating deficiently.

Regarding extended queue length impacts, the opening year condition show similar impacts during the AM peak hour when compared to the PM peak hour. During the AM peak hour, movements where queue lengths extend beyond the turn bay length include the westbound right-turn at SR 535 and the E-N Loop at Poinciana Boulevard, the westbound right-turn at SR 535 and International Drive, the westbound right-turn at SR 535 and SR 536/World Center Drive, and the northbound left-turn at SR 535 and the Quadrant Road at World Center Drive. During the PM peak hour, movements where queue lengths extend beyond the turn bay lengths include the westbound right-turn at SR 535 and Poinciana Boulevard, the westbound right-turn at SR 535 and the E-N Loop at Poinciana Boulevard, the westbound right-turn at SR 535 and SR 536/World Center Drive, and the eastbound right-turn and northbound left-turn at SR 535 and the Quadrant Road at World Center Drive.

Design year (2045) results reveal that the AM and PM peak hour conditions perform similarly to opening year conditions, with slight degradation in operations. Overall, both the AM and PM peak hour conditions perform similarly.

Under the AM peak hour conditions, all signalized intersections meet or exceed the LOS D Target, showing that the Build Alternative 2 network operations significantly improve along SR 535 when compared to the No Build scenario for the design year (2045), where No Build has five (5) intersections operating deficiently.

Similar to the AM peak hour conditions, all signalized intersections meet or exceed the LOS D Target under PM peak hour conditions, showing improvement over the No Build scenario where five (5) intersections operate deficiently.

Regarding extended queue length impacts, the design year condition shows similar impacts during the AM peak hour when compared to the PM peak hour. During the AM peak hour, movements where queue lengths extend beyond the turn bay length include the westbound right-turn at SR 535 and Poinciana Boulevard, the westbound right-turn at SR 535 and the E-N Loop

at Poinciana Boulevard; the eastbound left-turn and westbound right-turn at SR 535 and Polynesian Isle Boulevard, the westbound right-turn at SR 535 and SR 536/World Center Drive, and the eastbound right-turn and northbound left-turn at SR 535 and the Quadrant Road at World Center Drive. During the PM peak hour, movements where queue lengths extend beyond the turn bay lengths include the westbound right-turn at SR 535 and Poinciana Boulevard, the westbound right-turn at SR 535 and the E-N Loop at Poinciana Boulevard, the northbound U-turn at SR 535 and Median Opening North, the westbound right-turn at SR 535 and SR 536/World Center Drive, and the eastbound right-turn and northbound left-turn at SR 535 and the Quadrant Road at World Center Drive.

Overall, for the opening year and design year results under the Build Alternative 2 scenario, similar deficiencies are noted on turning movements at all major intersection approaches when compared to the No Build and Build Alternative 1 scenarios. However, Build Alternative 2 shows slight improvements in many areas when compared to the other alternatives during the opening year. During the design year, Build Alternative 2 shows evident improvement when compared to No Build and Build Alternative 1, during both the AM and PM peak hour conditions, most likely due to better delay and capacity management. Queue length impacts noted on No Build and Build Alternative 1 are also significantly reduced under this alternative.

10.3.5 Build Alternative 2 Unsignalized Intersections Analysis

Table 10-14 summarizes the unsignalized intersections LOS and queues for stop-controlled movements for the opening and designs years during the AM and PM peak hours. Stop-controlled approach operations remain similar to the No Build and Alternative 1 conditions with the exception of several median openings on SR 535 being signalized under Alternative 2.

Table 10-14 Build Alternative 2 Unsignalized Major Movement LOS

Study Intersection	Build Alternative 2 2025 AM								Build Alternative 2 2025 PM								Build Alternative 2 2045 AM								Build Alternative 2 2045 PM							
	Mvmt	Storage	Veh	Queue	Volume	v/c	Delay	LOS	Mvmt	Storage	Veh	Queue	Volume	v/c	Delay	LOS	Mvmt	Storage	Veh	Queue	Volume	v/c	Delay	LOS	Mvmt	Storage	Veh	Queue	Volume	v/c	Delay	LOS
3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp	EBR	---	0.4	10.0	44	0.11	14.3	B	EBR	---	1.0	25.0	84	0.26	19.0	C	EBR	---	0.8	20.0	56	0.21	20.7	C	EBR	---	1.4	35.0	84	0.33	25.0	D
	NBL	225	0.5	12.5	52	0.15	16.5	C	NBL	225	0.3	7.5	26	0.11	20.4	C	NBL	225	1.2	30.0	55	0.29	30.5	D	NBL	225	0.6	15.0	29	0.17	29.7	D
12: SR 535 & Lake Bryan Beach Blvd	WBL	---			24				WBL	---							WBL	---			26				WBL	---			62			
	WBT	---		0.0	2				WBT	---		0.0					WBT	---		0.0	5				WBT	---	25.1	627.5	5	60.70	29240.0	F
	WBR	---			43				WBR	---							WBR	---			45				WBR	---			106			
	NBL	150	0.7	17.5	29	0.21	36.6	E	NBL	150	2.6	65.0	49	0.57	88.7	F	NBL	150	1.5	37.5	30	0.39	74.1	F	NBL	150	4.0	100.0	53	0.86	178.2	F
	SBL	150	3.2	80.0	56	0.64	88.6	F	SBL	150	0.7	17.5	24	0.19	38.9	E	SBL	150	5.8	145.0	65	1.20	303.4	F	SBL	150	1.5	37.5	27	0.39	82.8	F
16: World Center Dr & Buena Vista Suites	EBL	250	1.5	37.5	44	0.37	49.3	E	EBL	250	1.0	25.0	38	0.26	36.4	E	EBL	250	3.5	87.5	48	0.78	158.2	F	EBL	250	2.3	57.5	40	0.53	91.8	E
	WBL	500	0.4	10.0	24	0.12	24.1	C	WBL	500	0.8	20.0	30	0.21	35.8	E	WBL	500	1.7	42.5	49	0.39	48.8	E	WBL	500	2.0	50.0	38	0.47	80.4	F
	NBL	---			17				NBL	---			21				NBL	---			28				NBL	---			27			
	NBT	---	5.8	145.0	3	3.00	1489.3	F	NBT	---	8.5	212.5	2	4.07	1893.3	F	NBT	---	10.6	265.0	6	17.37	9126.4	F	NBT	---	12.3	307.5	6	16.63	8456.2	F
	NBR	---			17				NBR	---			35				NBR	---			32				NBR	---			46			
	SBL	---			2				SBL	---			8				SBL	---			6				SBL	---			13			
	SBT	---			2				SBT	---		0.0	1				SBT	---	7.3	182.5	4	3.89	1883.4	F	SBT	---	9.5	237.5	4	8.03	4066.8	F
SBR	---			21				SBR	---			35				SBR	---			38				SBR	---			44				
17: World Center Dr & Caribe Royale Orlando	EBL	270	1.5	37.5	49	0.36	43.3	E	EBL	270	0.7	17.5	28	0.21	36.9	E	EBL	270	4.4	110.0	54	0.93	206.7	F	EBL	270	2.8	70.0	42	0.65	126.5	E
	SBL	---	1.4	35.0	12	0.45	213.4	F	SBL	---	2.9	72.5	27	0.81	264.0	F	SBL	---	5.7	142.5	29	30.53	19922.5	F	SBL	---	6.3	157.5	36	7.58	4360.9	F
	SBR	---	0.3	7.5	23	0.11	22.5	C	SBR	---	0.7	17.5	44	0.20	24.9	C	SBR	---	1.6	40.0	48	0.38	48.3	E	SBR	---	1.8	45.0	55	0.41	47.3	D
19: International Dr & World Gateway Dr	EBL	200	2.1	52.5	177	0.42	18.9	C	EBL	200	2.2	55.0	249	0.43	15.4	C	EBL	200	20.4	510.0	327	1.48	278.3	F	EBL	200	23.1	577.5	393	1.46	260.1	F
	SBL	---	7.4	185.0	116	1.08	180.8	F	SBL	---	49.7	1242.5	461	4.15	1491.6	F	SBL	---	8.5	212.5	267	0.90	66.2	F	SBL	---	6.9	172.5	561	0.80	45.9	E
	SBR	---	1.0	25.0	114	0.25	15.0	C	SBR	---	1.4	35.0	179	0.32	13.9	B	SBR	---							SBR	---						
22: Poinciana Blvd & Westbound Off Ramp	WBL	---	1.8	45.0	229	0.39	14.5	B	WBL	---	2.7	67.5	264	0.49	17.4	C	WBL	---	16.3	407.5	353	1.20	152.2	F	WBL	---	19.5	487.5	380	1.31	194.0	F
	WBR	---	0.6	15.0	144	0.18	10.0	B	WBR	---	0.6	15.0	149	0.17	9.8	A	WBR	---	0.8	20.0	146	0.21	11.3	B	WBR	---	0.8	20.0	152	0.22	11.3	B

10.3.6 Build Alternative 2 Arterial Analysis

The same model developed for the intersection analysis was used to evaluate the performance of the SR 535 roadway segments. The average speed from the Synchro arterial reports was utilized to determine the appropriate LOS for each segment. **Table 10-15** through **Table 10-18** provide a brief summary of the Build Alternative 2 arterial analysis results.

For the 2025 Build Alternative 2 scenario, the AM peak conditions show deficient operations on three (3) northbound segments and on one (1) southbound segment. The northbound and southbound SR 535 arterial networks operate at an overall LOS D. The PM peak conditions show deficient operations on three (3) northbound segments and on one (1) southbound segment. The northbound and southbound SR 535 arterial networks operate at an overall LOS D. This shows improvement when compared to the opening year scenario for the No Build and Build Alternative 1 scenarios.

In the 2045 Build Alternative 2 scenario, the AM peak conditions show deficient operations on six (6) northbound segments and on four (4) southbound segments. The northbound SR 535 arterial network operates at an overall LOS E and the southbound operates at an overall LOS D. The PM peak conditions show deficient operations on seven (7) northbound segments and on four (4) southbound segments. The northbound and southbound SR 535 arterial networks operate at an overall LOS D. This shows improvement when compared to the opening year scenario for the No Build and Build Alternative 1 scenarios.

Table 10-15 Build Alternative 2 2025 AM Arterial LOS – SR 535 Segments

Time of Day	Arterial Segment	From	To	Section Length ¹ (ft)	Speed Limit (mph)	Travel Time (sec)	Arterial Speed			
							(mph)	%	LOS	
AM	Northbound									
		US 192	Kyngs Heath Rd	950	45	33.0	19.8	44%	D	
		Kyngs Heath Rd	Osceola Pkwy On-Ramp	1637	45	32.0	34.7	77%	B	
		Osceola Pkwy On-Ramp	Poinciana Blvd E-N Loop	792	45	33.5	15.7	35%	E	
		Poinciana Blvd E-N Loop	Poinciana Blvd	317	45	24.1	9.5	21%	F	
		Poinciana Blvd	Median Opening South	1003	45	24.6	27.1	60%	C	
		Median Opening South	Polynesian Isle Blvd	950	45	26.3	24.4	54%	C	
		Polynesian Isle Blvd	Median Opening North	950	45	23.8	27.2	60%	C	
		Median Opening North	LBV Factory Stores	792	45	25.2	20.9	46%	D	
		LBV Factory Stores	Qd. Rd. International Dr	1267	45	29.7	28.6	64%	C	
		Qd. Rd. International Dr	International Drive	845	45	28.4	20.0	44%	D	
		International Drive	Qd. Rd. SR 536	686	45	16.0	29.0	64%	C	
		Qd. Rd. SR 536	SR 536/World Center Dr	739	45	39.0	12.9	29%	F	
			Total	2.07	45	335.6	22.2	49%	D	
		Southbound								
			Entry Link	SR 536/World Center Dr	4541	45	101.9	30.4	68%	B
			SR 536/World Center Dr	Qd. Rd. SR 536	739	45	17.8	28.3	63%	C
			Qd. Rd. SR 536	International Drive	686	45	22.4	20.7	46%	D
			International Drive	Qd. Rd. International Dr	845	45	19.8	28.8	64%	C
			Qd. Rd. International Dr	LBV Factory Stores	1267	45	33.9	25.0	56%	C
			LBV Factory Stores	Median Opening North	792	45	20.3	26.0	58%	C
			Median Opening North	Polynesian Isle Blvd	950	45	31.1	20.8	46%	D
			Polynesian Isle Blvd	Median Opening South	950	45	21.5	29.8	66%	C
			Median Opening South	Poinciana Blvd	1003	45	30.7	21.7	48%	D
			Poinciana Blvd	Poinciana Blvd E-N Loop	317	45	7.0	32.7	73%	B
			Poinciana Blvd E-N Loop	Osceola Pkwy On-Ramp	792	45	16.0	32.8	73%	B
		Osceola Pkwy On-Ramp	Kyngs Heath Rd	1637	45	40.0	27.8	62%	C	
		Kyngs Heath Rd	US 192	950	45	100.1	6.5	14%	F	
		Total	2.93	45	462.5	22.8	51%	D		

¹ Length based on Arterial LOS Synchro Report length converted from miles to feet

² LOS based on HCM 6th Edition methodology (Avg. Travel Speed Threshold by Base FFS [Speed Limit]). Arterial LOS Synchro Report is based on HCM 2000 methodology; therefore, results may vary.

Table 10-16 Build Alternative 2 2025 PM Arterial LOS – SR 535 Segments

Time of Day	Arterial Segment	From	To	Section Length ¹ (ft)	Speed Limit (mph)	Travel Time (sec)	Arterial Speed			
							(mph)	%	LOS	
PM	Northbound									
		US 192	Kyngs Heath Rd	950	45	36.6	17.8	40%	E	
		Kyngs Heath Rd	Osceola Pkwy On-Ramp	1637	45	32.7	33.9	75%	B	
		Osceola Pkwy On-Ramp	Poinciana Blvd E-N Loop	792	45	25.1	20.9	46%	D	
		Poinciana Blvd E-N Loop	Poinciana Blvd	317	45	16.9	13.6	30%	F	
		Poinciana Blvd	Median Opening South	1003	45	36.5	18.3	41%	D	
		Median Opening South	Polynesian Isle Blvd	950	45	24.7	26.0	58%	C	
		Polynesian Isle Blvd	Median Opening North	950	45	31.2	20.8	46%	D	
		Median Opening North	LBV Factory Stores	792	45	28.0	18.8	42%	D	
		LBV Factory Stores	Qd. Rd. International Dr	1267	45	28.8	29.5	66%	C	
		Qd. Rd. International Dr	International Drive	845	45	27.8	20.5	46%	D	
		International Drive	Qd. Rd. SR 536	686	45	16.9	27.4	61%	C	
		Qd. Rd. SR 536	SR 536/World Center Dr	739	45	32.9	15.3	34%	E	
			Total	2.07	45	338.1	22.0	49%	D	
		Southbound								
			Entry Link	SR 536/World Center Dr	4541	45	101.7	30.5	68%	B
			SR 536/World Center Dr	Qd. Rd. SR 536	739	45	21.5	23.4	52%	C
			Qd. Rd. SR 536	International Drive	686	45	25.3	18.3	41%	D
			International Drive	Qd. Rd. International Dr	845	45	18.4	30.9	69%	B
			Qd. Rd. International Dr	LBV Factory Stores	1267	45	37.2	22.8	51%	D
			LBV Factory Stores	Median Opening North	792	45	23.8	22.2	49%	D
			Median Opening North	Polynesian Isle Blvd	950	45	29.5	22.0	49%	D
			Polynesian Isle Blvd	Median Opening South	950	45	32.0	20.0	44%	D
			Median Opening South	Poinciana Blvd	1003	45	26.3	25.4	56%	C
			Poinciana Blvd	Poinciana Blvd E-N Loop	317	45	7.1	32.3	72%	B
		Poinciana Blvd E-N Loop	Osceola Pkwy On-Ramp	792	45	16.0	32.8	73%	B	
		Osceola Pkwy On-Ramp	Kyngs Heath Rd	1637	45	42.4	26.2	58%	C	
		Kyngs Heath Rd	US 192	950	45	83.2	7.9	18%	F	
		Total	2.93	45	464.4	22.7	50%	D		

¹ Length based on Arterial LOS Synchro Report length converted from miles to feet

² LOS based on HCM 6th Edition methodology (Avg. Travel Speed Threshold by Base FFS [Speed Limit]). Arterial LOS Synchro Report is based on HCM 2000 methodology; therefore, results may vary.

Table 10-17 Build Alternative 2 2045 AM Arterial LOS – SR 535 Segments

Time of Day	Arterial Segment	From	To	Section Length ¹ (ft)	Speed Limit (mph)	Travel Time (sec)	Arterial Speed			
							(mph)	%	LOS	
AM	Northbound									
		US 192	Kyngs Heath Rd	950	45	38.9	16.8	37%	E	
		Kyngs Heath Rd	Osceola Pkwy On-Ramp	1637	45	34.0	32.6	72%	B	
		Osceola Pkwy On-Ramp	Poinciana Blvd E-N Loop	792	45	37.2	14.1	31%	E	
		Poinciana Blvd E-N Loop	Poinciana Blvd	317	45	42.4	5.4	12%	F	
		Poinciana Blvd	Median Opening South	1003	45	38.1	17.5	39%	E	
		Median Opening South	Polynesian Isle Blvd	950	45	28.4	22.6	50%	D	
		Polynesian Isle Blvd	Median Opening North	950	45	28.0	23.1	51%	C	
		Median Opening North	LBV Factory Stores	792	45	28.7	18.4	41%	D	
		LBV Factory Stores	Qd. Rd. International Dr	1267	45	32.8	25.9	58%	C	
		Qd. Rd. International Dr	International Drive	845	45	45.2	12.6	28%	F	
		International Drive	Qd. Rd. SR 536	686	45	18.7	24.8	55%	C	
		Qd. Rd. SR 536	SR 536/World Center Dr	739	45	56.4	8.9	20%	F	
			Total	2.07	45	428.8	17.4	39%	E	
		Southbound								
		Entry Link	SR 536/World Center Dr	4541	45	110.7	28.0	62%	C	
		SR 536/World Center Dr	Qd. Rd. SR 536	739	45	19.3	26.1	58%	C	
		Qd. Rd. SR 536	International Drive	686	45	42.7	10.9	24%	F	
		International Drive	Qd. Rd. International Dr	845	45	18.2	31.3	70%	B	
		Qd. Rd. International Dr	LBV Factory Stores	1267	45	39.4	21.5	48%	D	
		LBV Factory Stores	Median Opening North	792	45	32.7	16.1	36%	E	
		Median Opening North	Polynesian Isle Blvd	950	45	31.4	20.6	46%	D	
		Polynesian Isle Blvd	Median Opening South	950	45	43.3	14.8	33%	E	
		Median Opening South	Poinciana Blvd	1003	45	30.7	21.7	48%	D	
		Poinciana Blvd	Poinciana Blvd E-N Loop	317	45	7.2	31.8	71%	B	
	Poinciana Blvd E-N Loop	Osceola Pkwy On-Ramp	792	45	16.1	32.6	72%	B		
	Osceola Pkwy On-Ramp	Kyngs Heath Rd	1637	45	43.6	25.5	57%	C		
	Kyngs Heath Rd	US 192	950	45	74.7	8.7	19%	F		
		Total	2.07	45	510.0	20.7	46%	D		

¹ Length based on Arterial LOS Synchro Report length converted from miles to feet

² LOS based on HCM 6th Edition methodology (Avg. Travel Speed Threshold by Base FFS [Speed Limit]). Arterial LOS Synchro Report is based on HCM 2000 methodology; therefore, results may vary.

Table 10-18 Build Alternative 2 2045 PM Arterial LOS – SR 535 Segments

Time of Day	Arterial Segment	From	To	Section Length ¹ (ft)	Speed Limit (mph)	Travel Time (sec)	Arterial Speed			
							(mph)	%	LOS	
PM	Northbound									
		US 192	Kyngs Heath Rd	950	45	37.2	17.6	39%	E	
		Kyngs Heath Rd	Osceola Pkwy On-Ramp	1637	45	32.5	34.2	76%	B	
		Osceola Pkwy On-Ramp	Poinciana Blvd E-N Loop	792	45	36.9	14.2	32%	E	
		Poinciana Blvd E-N Loop	Poinciana Blvd	317	45	41.7	5.5	12%	F	
		Poinciana Blvd	Median Opening South	1003	45	41.9	15.9	35%	E	
		Median Opening South	Polynesian Isle Blvd	950	45	26.3	24.4	54%	C	
		Polynesian Isle Blvd	Median Opening North	950	45	27.5	23.6	52%	C	
		Median Opening North	LBV Factory Stores	792	45	33.1	15.9	35%	E	
		LBV Factory Stores	Qd. Rd. International Dr	1267	45	31.2	27.2	60%	C	
		Qd. Rd. International Dr	International Drive	845	45	39.1	14.6	32%	E	
		International Drive	Qd. Rd. SR 536	686	45	17.9	25.9	58%	C	
		Qd. Rd. SR 536	SR 536/World Center Dr	739	45	48.4	10.4	23%	F	
			Total	2.07	45	413.7	18.0	40%	D	
		Southbound								
			Entry Link	SR 536/World Center Dr	4541	45	121.4	25.5	57%	C
			SR 536/World Center Dr	Qd. Rd. SR 536	739	45	23.5	21.4	48%	D
			Qd. Rd. SR 536	International Drive	686	45	44.7	10.4	23%	F
			International Drive	Qd. Rd. International Dr	845	45	20.4	27.9	62%	C
			Qd. Rd. International Dr	LBV Factory Stores	1267	45	44.6	19.0	42%	D
			LBV Factory Stores	Median Opening North	792	45	33.8	15.6	35%	E
			Median Opening North	Polynesian Isle Blvd	950	45	31.6	20.5	46%	D
			Polynesian Isle Blvd	Median Opening South	950	45	44.5	14.4	32%	E
			Median Opening South	Poinciana Blvd	1003	45	33.0	20.2	45%	D
			Poinciana Blvd	Poinciana Blvd E-N Loop	317	45	7.2	31.8	71%	B
		Poinciana Blvd E-N Loop	Osceola Pkwy On-Ramp	792	45	16.1	32.6	72%	B	
		Osceola Pkwy On-Ramp	Kyngs Heath Rd	1637	45	43.0	25.8	57%	C	
		Kyngs Heath Rd	US 192	950	45	74.0	8.8	20%	F	
		Total	2.07	45	537.8	19.5	43%	D		

¹ Length based on Arterial LOS Synchro Report length converted from miles to feet

² LOS based on HCM 6th Edition methodology (Avg. Travel Speed Threshold by Base FFS [Speed Limit]). Arterial LOS Synchro Report is based on HCM 2000 methodology; therefore, results may vary.

10.4 Experienced Travel Time

Alternatives 1 and 2 include several innovative intersection types that displace/re-route certain intersection movements to increase overall intersection efficiency through the reduction of signal phases. Experienced Travel Time (ETT) was calculated for each displaced movement consistent with the *2021 Traffic Analysis Handbook* in order to accurately compare the displaced/re-routed movements to the No Build conventional intersection movements. ETT is the combination of control delay at intersections and Extra Distance Travel Time (EDTT) for origin-destination paths of the displaced.

Tables 10-19 and **10-20** summarize the ETT for displaced movements under each alternative for comparison. Detailed calculations of ETT are provided in **Appendix J**.

Table 10-19 Opening Year (2025) ETT Summary

Intersection	Mvmt	2025 AM Peak						2025 PM Peak					
		No Build		Alternative 1		Alternative 2		No Build		Alternative 1		Alternative 2	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SR 535 at Poinciana Boulevard	EBL	83.1	F	82.1	F	141.3	F	87.7	F	87.3	F	148.8	F
	WBL	97.2	F	97.2	F	164.1	F	96.9	F	97.0	F	199.9	F
SR 535 at Polynesian Isle Boulevard	EBL	96.0	F	186.6	F	87.1	F	97.3	F	175.7	F	85.6	F
	WBL	100.7	F	54.0	D	82.6	F	110.6	F	62.5	E	90.2	F
	NBL	85.4	F	130.7	F	115.5	F	86.6	F	129.8	F	139.3	F
	SBL	110.5	F	70.3	E	151.7	F	113.2	F	95.4	F	100.6	F
SR 535 at LBV Factory Stores	EBL	47.5	D	84.8	F	134.7	F	62.4	E	85.7	F	106.3	F
	EBT	29.5	C	49.0	D	126.5	F	22.7	C	33.4	D	96.5	F
SR 535 at International Drive	EBL	82.9	F	51.1	D	104.8	F	83.5	F	58.4	E	114.1	F
	WBL	81.5	F	70.8	E	202.4	F	90.8	F	79.7	E	215.0	F
	NBL	99.2	F	53.9	D	104.7	F	92.5	F	60.9	E	117.9	F
	SBL	79.5	E	37.8	D	113.1	F	78.1	E	58.0	E	121.4	F
SR 535 at SR 536	EBL	85.4	F	83.1	F	147.2	F	86.9	F	31.7	C	146.1	F
	WBL	79.3	E	63.1	E	187.8	F	91.0	F	44.2	D	190.6	F
	NBL	171.8	F	56.5	E	136.1	F	266.3	F	92.1	F	139.0	F
	SBL	323.6	F	54.4	D	128.6	F	246.2	F	73.7	E	149.4	F

Total ETT for displaced movement; No Build ETT is the intersection delay movement

Table 10-20 Design Year (2045) ETT Summary

		2045 AM Peak						2045 PM Peak					
		No Build		Alternative 1		Alternative 2		No Build		Alternative 1		Alternative 2	
Intersection	Mvmt	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
SR 535 at Poinciana Boulevard Alt 2 - Jughandle	EBL	85.6	F	86.8	F	187.8	F	112.4	F	86.4	F	173.3	F
	WBL	101.2	F	96.6	F	181.4	F	96.4	F	96.5	F	193.9	F
SR 535 at Polynesian Isle Boulevard Alt 1 – NE Quad Rd Alt 2 – N/S PMUT	EBL	95.4	F	172.1	F	114.0	F	97.1	F	177.7	F	95.0	F
	WBL	144.0	F	65.8	E	111.8	F	109.8	F	63.7	E	157.4	F
	NBL	170.0	F	127.9	F	133.8	F	127.4	F	135.1	F	159.5	F
	SBL	469.7	F	92.1	F	127.6	F	96.3	F	89.1	F	120.9	F
SR 535 at LBV Factory Stores Alt 2 - PMUT	EBL	41.5	D	72.6	E	140.5	F	54.1	D	86.7	F	117.0	F
	EBT	20.6	C	34.7	C	127.7	F	17.3	B	31.6	C	101.4	F
SR 535 at International Drive Alt 1 – E/W PDLT Alt 2 – SW Quad Rd	EBL	110.3	F	45.6	D	121.4	F	120.4	F	59.9	E	123.6	F
	WBL	126.7	F	58.2	E	197.7	F	133.0	F	71.2	E	204.4	F
	NBL	117.6	F	161.4	F	119.8	F	136.1	F	155.9	F	120.4	F
	SBL	83.4	F	159.4	F	124.3	F	49.2	D	154.8	F	136.8	F
SR 535 at SR 536 Alt 1 – N/S PDLT Alt 2 – SW Quad Rd	EBL	58.1	E	79.9	E	167.6	F	258.5	F	47.1	D	148.0	F
	WBL	84.1	F	96.0	F	187.8	F	252.0	F	113.9	F	191.3	F
	NBL	390.8	F	50.3	D	129.2	F	257.7	F	92.8	F	143.0	F
	SBL	300.7	F	52.0	D	141.5	F	278.2	F	71.6	E	207.8	F

Total ETT for displaced movement; No Build ETT is the intersection delay movement

In general, it is observed that while the quadrant road configurations generate low overall intersection delays as presented in the previous sections, displaced movements ETT are highest compared to other alternatives. This is observed at the intersection of SR 535 and Polynesian Isle Boulevard under Alternative 1 and at the intersections of SR 535 at International Drive and SR 536 under Alternative 2. The Alternative 1 PDLT movements at the International Drive and SR 536 intersections show a significant reduction in delay for displaced movements when compared to No Build conditions.

11 Future Safety Analysis

A Crash Modification Factors (CMFs) analysis was performed for the build alternatives. This analysis method measures the effectiveness of a safety treatment by quantifying the change in average crash frequency as a result of a proposed design alternative.

Crash Modification Factors (CMFs) are applied to the historical number of crashes for an area to determine what the expected number of crashes will be after an engineering countermeasure is applied. Conversely, the crash reduction factor (CRF) is the percentage of historical crashes that would be expected to be corrected, or reduced, if an engineering countermeasure were applied to a location. CMFs and CRFs are derived from before and after studies associated with the respective roadway countermeasures.

The anticipated crash reduction from implementation of the proposed improvements is based on published CRFs from the *Federal Highway Administration's (FHWA) Crash Modification Factor (CMF) Clearinghouse* and from *FDOT's State Safety Office Crash Reduction Factors* and from *Table C-1 Alternative Intersection Crash Modification Factors* from the *FDOT Manual on Intersection Control Evaluation (ICE Manual)*. The evaluation of potential overall crash reduction for the proposed recommendations at the study intersections and segments is summarized in the following sections.

11.1 Crash Modification Factor Analysis - Build Alternatives

The evaluation of potential overall crash reductions for each Build Alternative are summarized in the following tables, detail sheets of applied CMFs are provided in **Appendix K**.

Results from the crash reduction analysis for Alternative 1 will improve safety and reduce the total number of crashes by approximately 247 crashes, or by an average 49 crashes per year. Total intersection related crashes will be reduced by approximately 106 crashes (an average of 21 per year) and total segment related crashes will be reduced by approximately 141 crashes per year (an average of 28 per year); see **Table 11-1** and **Table 11-2**.

Results from the crash reduction analysis for Alternative 2 will improve safety and reduce the total number of crashes by approximately 379 crashes, or by an average 76 crashes per year. Total intersection related crashes will be reduced by approximately 146 crashes (an average of 29 per year) and total segment related crashes will be reduced by approximately 233 crashes per year (an average of 47 per year); see **Table 11-3** and **Table 11-4**.

Table 11-1 Intersection Crash Reduction Build Alternative 1

Intersection	Proposed Improvement	Crash Type	CMF	CRF (%)	Net Targeted Crashes	Crashes Reduced
SR 535 and U.S 192	Install Left Turn Lane	All	0.80	20%	72	14.4
SR 535 and Kyngs Heath Road	Split Phase to Concurrent	-	N/A	-	-	-
SR 535 and Poinciana Boulevard	Install Left Turn Lane	All	0.80	20%	101	20.2
SR 535 and Polynesian Boulevard	Replace Direct Left-Turn with Right-Turn/U-Turn Provide a right-turn lane on one major-road approach Install Traffic Signal	All	0.80	20%	95	29.6
		All	0.86	14%		
		Rear End	1.38	-38%	34	-12.9
SR 535 and LBV Factory Stores Drive	Install Left Turn Lane	All	0.80	20%	57	11.4
SR 535 and International Drive	Partial Displaced Left Turn (PDLT) (E-W)	All	0.88	12%	102	12.2
SR 535 and World Center Drive	Partial Displaced Left Turn (PDLT) (N-S)	All	0.88	12%	260	31.2
					Total	106.1
					Per Year (5/Total)	21.2

Table 11-2 Segment Crash Reduction Build Alternative 1

Segment	Proposed Improvement	Crash Type	CMF	CRF (%)	Net Targeted Crashes	Crashes Reduced
SR 535 From Kings Heath Rd to US 192	Install Additional Lane	All	0.76	24%	2	0.5
SR535 From Calypso Cay Way to Kings Heath Rd	Increase from 4 lanes to 6 lanes	All	0.85	15%	6	0.9
SR 535 From Poinciana Boulevard to W Osceola On-Ramps	Add Continuous Auxiliary Lane for Weaving Between Entrance Ramp and Exit Ramp	All	0.79	21%	15	3.2
SR 535 From Polynesian Boulevard to Poinciana Boulevard	Install Additional Lane	All	0.76	24%	51	12.2
SR 535 From LBV Factory Stores Drive to Polynesian Boulevard	Increase from 4 lanes to 6 lanes Install Traffic Signal	All	0.85	15%	44	15.2
		All	0.77	23%		
SR 535 From International Drive to LBV Factory Stores Drive	Increase from 4 lanes to 6 lanes	All	0.85	15%	41	6.2
SR 536 From World Center Drive to International Drive	Install Additional Lane	All	0.76	24%	429	103.0
					Total	141.2
					Per Year (Total/5)	28.2

Table 11-3 Intersection Crash Reduction Build Alternative 2

Intersection	Proposed Improvement	Crash Type	CMF	CRF (%)	Net Targeted Crashes	Crashes Reduced
SR 535 and U.S 192	Install left turn Lane	All	0.80	20%	72	14.4
SR 535 and Kyngs Heath Road	Split Phase to Concurrent	-	N/A	-	-	-
SR 535 and Poinciana Boulevard	Median U-turn Jug Handle	All	0.85	15%	58	8.7
		Fatal/Injury	0.74	26%	43	16.0
SR 535 and Polynesian Boulevard	Install left turn lane Provide a right-turn lane on one major-road approach Median U-turn	All	0.79	21%	95	40.1
			0.86	14%		
			0.85	15%		
SR 535 and LBV Factory Stores Drive	Install left turn lane Replace Direct Left-Turn with Right-Turn/U-Turn	All	0.80	20%	57	20.5
			0.80	20%		
SR 535 and International Drive	Replace Direct Left-Turn with Right-Turn/U-Turn (Quadrant Road) Install Traffic Signal	All	0.80	20%	102	20.4
		Rear End	1.38	-38%	38	-14.4
SR 535 and World Center Drive	Replace Direct Left-Turn with Right-Turn/U-Turn (Quadrant Road) Install Traffic Signal	All	0.80	20%	260	52.0
		Rear End	1.38	-38%	30	-11.4
					Total	146.3
					Per Year (5/Total)	29.3

Table 11-4 Segment Crash Reduction Build Alternative 2

Segment	Proposed Improvement	Crash Type	CMF	CRF (%)	Net Targeted Crashes	Crashes Reduced
SR 535 From Kings Heath Rd to US 192	Install Additional Lane	All	0.76	24%	2	0.5
SR535 From Calypso Cay Way to Kings Heath Rd	Increase from 4 lanes to 6 lanes	All	0.85	15%	6	0.9
SR 535 From Poinciana Boulevard to W Osceola On-Ramps	Add Continuous Auxiliary Lane for Weaving Between Entrance Ramp and Exit Ramp	All	0.79	21%	15	3.2
SR 535 From Polynesian Boulevard to Poinciana Boulevard	Install Additional Lane Install Traffic Signal	All	0.76	24%	51	21.2
			0.77	23%		
SR 535 From LBV Factory Stores Drive to Polynesian Boulevard	Increase from 4 lanes to 6 lanes Install Traffic Signal	All	0.85	15%	44	15.2
		All	0.77	23%		
SR 535 From International Drive to LBV Factory Stores Drive	Increase from 4 lanes to 6 lanes Install Traffic Signal	All	0.85	15%	41	14.2
		All	0.77	23%		
SR 536 From World Center Drive to International Drive	Install Additional Lane Install Traffic Signal	All	0.76	24%	429	177.9
		All	0.77	23%		
					Total	233.1
					Per Year (Total/5)	46.6

Based on the crash evaluation, Build Alternative 2 improvements provide the highest potential reduced crashes with a reduction of 379 crashes or 76 crashes per year compared to Build Alternative 1 (247 total crashes; 49 crashes/year). Significant differences in crash reduction comes from the differing segments between Alternatives 1 and 2 with the provision of signalized intersections at currently unsignalized median openings and new intersections for the quadrant road concepts. Overall, the additional signalized intersections are anticipated to mitigate more crashes than contributions to rear end crash types.

12 Conclusions and Recommendations

This PTAR analyzed the existing and future conditions and assessed the need for future capacity improvements along the SR 535 study corridor. The operational analyses were conducted for the Existing, No Build, and Build alternative scenarios in order to determine the most beneficial alternative that will accommodate the purpose and need of the project. The No Build alternative, which reflects the existing roadway network serves as the baseline for comparison against the Build alternatives. The No Build Alternative assumes no proposed improvements, with the exception of SR 535 at International Drive, where the intersection was analyzed with the addition of the east leg approach connecting SR 535 to World Center Drive in the eastbound and westbound directions. In addition to widening SR 535 to a six-lane facility, **Table 12-1** summarizes the intersection improvements that are included as part of Alternatives 1 and 2.

Table 12-1 Summary of Alternatives

SR 535 Intersection	Alternative 1	Alternative 2
US 192	Convert southbound approach to one (1) exclusive right turn lane, one (1) shared through-left turn lane, and (2) exclusive left-turn lanes.	
Kyngs Heath Road	Convert east-west signal phasing from split phasing to concurrent phasing with protected/permissive left turn operations. Convert shared westbound left/through lane to exclusive westbound through	
Osceola Parkway On-Ramp	-	
Poinciana Boulevard	Convert eastbound approach to three (3) exclusive left turn lanes and one (1) shared through-right turn lane.	Convert intersection to provide eastbound left-turn movement via an east-to-north loop and provide the westbound left-turn movement via median U-turn at the existing median opening north of the intersection. Provide one (1) additional southbound left turn lane.
Polynesian Boulevard	Convert intersection to a northeast quadrant road configuration.	Convert intersection to a partial north-south median U-turn intersection. Provide an exclusive eastbound right-turn lane. Convert westbound approach to one (1) exclusive right-turn lane, one (1) shared through-right turn lane, and two (2) exclusive left-turn lanes.
LBV Factory Stores	Convert westbound approach to three (3) exclusive left-turn lanes and one (1) shared through-right turn lane. Provide one (1) additional southbound left-turn lane.	Alternative 1 westbound approach improvements and the provision of the eastbound left turn movement via southbound U-turn movement at the same signalized median opening for the Polynesian Boulevard northbound U-turn movement.
International Drive	Convert intersection to an east-west partial displaced left turn intersection configuration.	Convert intersection to a southwest quadrant road configuration.
SR 536/World Center Drive	Convert intersection to a north-south partial displaced left turn intersection configuration.	Convert intersection to a southwest quadrant road configuration.

12.1 Intersection Analysis

This section provides a brief comparison between the 2020 Existing, 2025 and 2045 No Build and Build alternatives based on the results generated from the Synchro 11 intersection analysis for the AM and PM peak hours. **Table 12-2** summarizes the overall intersection delay and LOS for all alternatives.

Table 12-2 Intersection Analysis Summary

Intersection	2020		2025						2045						
	Existing		No Build		Alternative 1		Alternative 2		No Build		Alternative 1		Alternative 2		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
SR 535 & US 192	C	D	D	C	C	C	C	C	C	D	D	C	C	D	D
SR 535 & Kyngs Heath Rd	B	C	C	C	B	B	B	B	D	C	C	C	B	B	
SR 535 & Osceola Pkwy On-Ramp	A	A	B	A	B	B	A	A	B	B	B	A	A	A	
SR 535 & Poinciana Blvd	D	D	D	D	D	D	C	C	F	F	D	E	C	C	
SR 535 & Poinciana Blvd E-N Loop							B	A					B	B	
SR 535 & Median Opening S							A	C					C	C	
SR 535 & Polynesian Isle Blvd	D	D	E	C	B	B	C	B	F	F	C	B	C	C	
SR 535 & Qd. Rd. to Polynesian Isle Blvd					C	B					B	B			
SR 535 & Median Opening N							A	B					B	B	
SR 535 & LBV Factory Stores	C	D	F	D	B	C	B	B	F	F	D	D	C	C	
SR 535 & Qd. Rd. International Dr							A	A					B	B	
International Dr & Qd. Rd. to SR 535							B	B					B	B	
SR 535 & International Dr	B	D	C	D	C	C	B	B	E	E	D	D	C	C	
International Dr & EBL Crossover (PDLT)					A	A					A	A			
International Dr & WBL Crossover (PDLT)					A	A					A	A			
SR 535 & SR 536/World Center Dr	D	F	F	F	C	C	C	C	F	F	C	D	C	D	
SR 535 & NBL Crossover (PDLT)					A	A					B	A			
SR 535 & SBL Crossover (PDLT)					B	B					C	B			
SR 535 & Qd. Rd. to SR 536							B	B					B	B	
SR 536 & Qd. Rd. to SR 535							B	C					C	C	

Results from the intersection analysis clearly indicate the projected degradation of intersection operations from the 2020 Existing through 2025 and 2045 No Build conditions. The number of intersections that do not meet the LOS D Target increases from one (1) intersection under existing conditions to five (5) intersections under 2045 No Build conditions. In addition, numerous failing intersection movements are also anticipated as previously presented in **Section 10**.

As shown in **Table 12-2**, additional signalized intersections are proposed on SR 535 as part of Alternatives 1 and 2 through the inclusion of quadrant roadway and partially displaced left turn concepts. Although there is an increase in number of intersections, the number of signal phases are reduced through the relocation of movements thus providing for more efficient traffic

operations. All intersections under Alternatives 1 and 2 meet the LOS D Target except for the intersection of SR 535 at Poinciana Boulevard under Alternative 1 during the 2045 PM peak hour. Under 2045 conditions, Alternative 2 provides enhanced operations compared to Alternative 1 at the SR 535 intersections of Poinciana Boulevard and SR 536/World Center Drive improving both intersections to LOS C.

12.2 Segment Analysis

This section provides a brief comparison between the 2020 Existing, 2025 and 2045 No Build and Build alternatives based on the results generated from the Synchro 11 arterial LOS reports for the AM and PM peak hours. **Table 12-3** summarizes the arterial LOS for all alternatives.

As shown in **Table 12-3**, arterial operations are projected to degrade with the overall corridor operating at LOS F during the 2045 No Build AM and PM peak hours. The presences of additional signalized intersections along SR 535 as part of Alternatives 1 and 2 generates shorter segments with lower average speeds thus resulting in segments not meeting the LOS D Target. However, overall operations are significantly improved under Alternatives 1 and 2 in terms of reducing overall travel time along the corridor and improving average speeds.

Under Alternative 1, the overall northbound arterial operations improve to LOS D in 2025 and the 2045 northbound PM peak. The remaining 2045 arterial operations are LOS E. Although, a majority of 2045 arterials operations are LOS E, overall travel time along SR 535 is reduced by approximately 10 minutes in the northbound direction and seven (7) minutes in the southbound direction.

Under Alternative 2, northbound and southbound arterial operations, operate at LOS D with the exception of northbound during the 2045 AM peak hour which operates at LOS E. Alternative 2 provides the greatest reduction in travel time when compared to No Build with reduction of 700 seconds (over 11 minutes) in the northbound direction during the 2045 AM peak hour.

Table 12-3 Arterial Analysis Summary

From	To	2020		2025				2045							
		Existing		No Build		Alternative 1		Alternative 2		No Build		Alternative 1		Alternative 2	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Northbound SR 535															
US 192	Kyngs Heath Rd	D	D	C	E	D	D	D	E	F	F	E	E	E	E
Kyngs Heath Rd	Osceola Pkwy On-Ramp	B	C	C	C	B	C	B	B	D	C	B	B	B	B
Osceola Pkwy On-Ramp	Poinciana Blvd E-N Loop	E	E	F	F	E	E	E	D	F	F	F	F	E	E
Poinciana Blvd E-N Loop	Poinciana Blvd							F	F					F	F
Poinciana Blvd	Median Opening S	E	E	F	E	B	B	C	D	F	F	C	C	E	E
Median Opening S	Polynesian Isle Blvd							C	C					D	C
Polynesian Isle Blvd	Qd. Rd. to Polynesian Isle Blvd					F	F					F	F		
Qd. Rd. to Polynesian Isle Blvd	Median Opening N	D	D	F	E			C	D	F	F			C	C
Median Opening N	LBV Factory Stores							D	D			E	E	D	E
LBV Factory Stores	Qd. Rd. International Dr	C	C	B	D	D	D	C	C	C	E	E	D	C	C
Qd. Rd. International Dr	International Dr							D	D	C	E	E	D	F	E
International Dr	SR 535 NBL Crossover (PDLT) (Alt 1)					B	B	C	C			C	B	C	C
	Qd. Rd. to SR 535 (Alt 2)	F	F	F	F					F	F				
SR 535 NBL Crossover (PDLT) (Alt 1)	SR 536/World Center Dr					F	F	F	E			F	F	F	F
Qd. Rd. to SR 535 (Alt 2)															
SR 536/World Center Dr	SR 535 SBL Crossover (PDLT) (Alt 1)					D	C					E	D		
Total Travel Time (sec)		374.5	366.8	576.9	492.3	395.0	367.1	335.6	338.1	1,128.5	1,038.3	472.8	433.3	428.8	413.7
Corridor Average Speed (mph)		19.7	20.1	12.8	15.0	20.2	21.8	22.2	22.0	6.5	7.1	16.9	18.4	17.4	18.0
Overall LOS		D	D	F	E	D	D	D	D	F	F	E	D	E	D
Southbound SR 535															
Entry Link	SR 535 SBL Crossover (PDLT) (Alt 1)	D	D	E	E	A	A	B	B	F	F	A	A	C	C
SR 535 SBL Crossover (PDLT) (Alt 1)	SR 536/World Center Dr					F	F					F	F		
SR 536/World Center Dr	SR 535 NBL Crossover (PDLT) (Alt 1)					E	E	C	C			F	E	C	D
	Qd. Rd. to SR 535 (Alt 2)	E	F	E	E					F	F				
SR 535 NBL Crossover (PDLT) (Alt 1)	International Dr					F	F	D	D			F	F	F	F
Qd. Rd. to SR 535 (Alt 2)															
International Dr	Qd. Rd. International Dr	C	E	E	E	C	C	C	B	F	F	D	D	B	C
Qd. Rd. International Dr	LBV Factory Stores							C	D					D	D
LBV Factory Stores	Median Opening N							C	D					E	E
Median Opening N	Qd. Rd. to Polynesian Isle Blvd	C	D	D	C			D	D	E	E			D	D
Qd. Rd. to Polynesian Isle Blvd	Polynesian Isle Blvd					D	D					E	D		
Polynesian Isle Blvd	Median Opening S	D	D	D	D	D	D	C	D	F	F	E	E	E	E
Median Opening S	Poinciana Blvd							D	C					D	D
Poinciana Blvd	Poinciana Blvd E-N Loop	B	B	B	B	B	B	B	B	B	B	B	B	B	B
Poinciana Blvd E-N Loop	Osceola Pkwy On-Ramp							B	B					B	B
Osceola Pkwy On-Ramp	Kyngs Heath Rd	C	C	E	C	B	C	C	C	C	D	C	C	C	C
Kyngs Heath Rd	US 192	F	F	F	F	F	F	F	F	F	F	F	F	F	F
Total Travel Time (sec)		504.9	568.5	581.2	588.9	510.0	518.7	462.5	464.4	1,025.0	1,030.7	598.2	587.6	510.0	537.8
Corridor Average Speed (mph)		20.8	18.5	18.1	17.9	20.6	20.3	22.8	22.7	10.3	10.2	17.6	17.9	20.7	19.5
Overall LOS		D	E	E	E	D	D	D	D	F	F	E	E	D	D

12.3 Safety Analysis

A CMFs analysis was performed for the Build alternatives. This analysis method measures the effectiveness of a safety treatment by quantifying the change in average crash frequency as a result of a proposed design alternative. The anticipated crash reduction from implementation of the proposed improvements is based on published CRFs from the FHWA CMF Clearinghouse. Results from the crash reduction analysis are as follow:

- Alternative 1 will improve safety and reduce the total number of crashes by approximately 247 crashes, or by an average 49 crashes per year. Total intersection related crashes will be reduced by approximately 106 crashes (an average of 21 per year) and total segment related crashes will be reduced by approximately 141 crashes per year (an average of 28 per year).
- Alternative 2 will improve safety and reduce the total number of crashes by approximately 379 crashes, or by an average 76 crashes per year. Total intersection related crashes will be reduced by approximately 146 crashes (an average of 29 per year) and total segment related crashes will be reduced by approximately 233 crashes per year (an average of 47 per year)

Based on the crash evaluation, Build Alternative 2 improvements provide the highest potential reduced crashes with a reduction of 379 crashes or 76 crashes per year compared to Build Alternative 1 (247 total crashes; 49 crashes/year). Significant differences in crash reduction comes from the differing segments between Alternatives 1 and 2 with the provision of signalized intersections at currently unsignalized median openings and new intersections for the quadrant road concepts. Overall, the additional signalized intersections are anticipated to mitigate more crashes than contributions to rear end crash types.

12.4 Conclusions

Based on the results from the operational and safety analyses, Alternatives 1 and 2 are projected to improve intersection and arterial traffic operations along the SR 535 study corridor, and although Alternative 2 provides slightly enhanced operations and safety, ETT for displaced movements is higher than Alternative 1 displaced movements. The results from the PTAR are to be used as part of the PD&E Study alternatives analysis which incorporates environmental, engineering, socio-economic, and cost considerations into the selection of the recommended alternative.

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Appendix A

Methodology

PD&E SERVICES

SR 535 Improvements

from US 192 to north of SR 536
Orange and Osceola Counties, Florida
FPID No. 437174-2-22-01

Traffic Analysis Methodology

Revised

Orange County
Traffic and Transportation Department

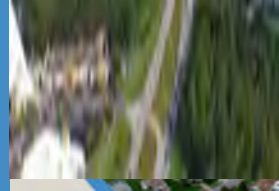
Osceola County
Department of Transportation and Transit

Author
Metric Engineering, Inc.

December 2021

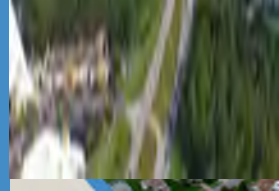


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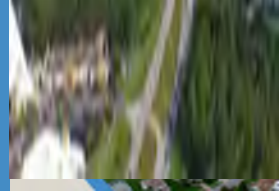


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1.0 Introduction

The SR 535 Project Development and Environment (PD&E) study evaluates the additional capacity need of SR 535 from US 192 to north of World Center Drive/SR 536 (SR 536), as shown in **Figure 1-1**. In the existing condition, SR 535 is an urban minor arterial, access class 3 facility with posted speeds ranging from 45 miles per hour (MPH) to 50 MPH. The roadway has four travel lanes (two in each direction) and a project length of approximately 2.35 miles from US 192 to north of SR 536/World Center Drive. The project is located in both Orange and Osceola Counties. The project study area of influence will encompass SR 535 from US 192 in Kissimmee to north of SR 536 in Orlando, and SR 536 from World Center Drive to the International Drive/SR 417 Ramps. The purpose of this PD&E is to evaluate the need for any capacity and multimodal enhancements along the entire corridor. This document provides details of the technical approach for Task 4.5, Traffic Analysis of the SR 535 Corridor Study. A total of eight (8) signalized and three (3) unsignalized intersections (median openings) are present within SR 535 project limits.

The traffic analysis will be conducted based on methods and procedures described in the *Florida Department of Transportation (FDOT) PD&E Manual*, the *2021 FDOT Traffic Analysis Handbook*, and the *2019 FDOT Project Traffic Forecasting (PTF) Handbook*. This traffic analysis will be documented in the Project Traffic Analysis Report (PTAR).

It should be noted that the traffic analysis methodology for the SR 535 PD&E Study PTAR was previously approved by FDOT Central Office in May 2020. Based on extensive coordination with FDOT District Five, this methodology has been revised to reflect the collection of additional traffic data to supplement the analysis, use of the latest travel demand model (Central Florida Regional Planning Model Version 7.0), and utilization of one set of future project demand volumes for the design year analysis. It has been deduced through project coordination that the travel demand with the proposed SR 535 widening most reflects the actual projected travel demand of the project corridor; see **Section 6.0** for further traffic forecasting information and methodology details.

Traffic Analysis Methodology

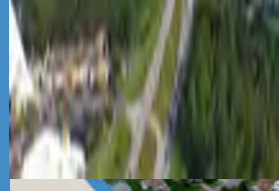
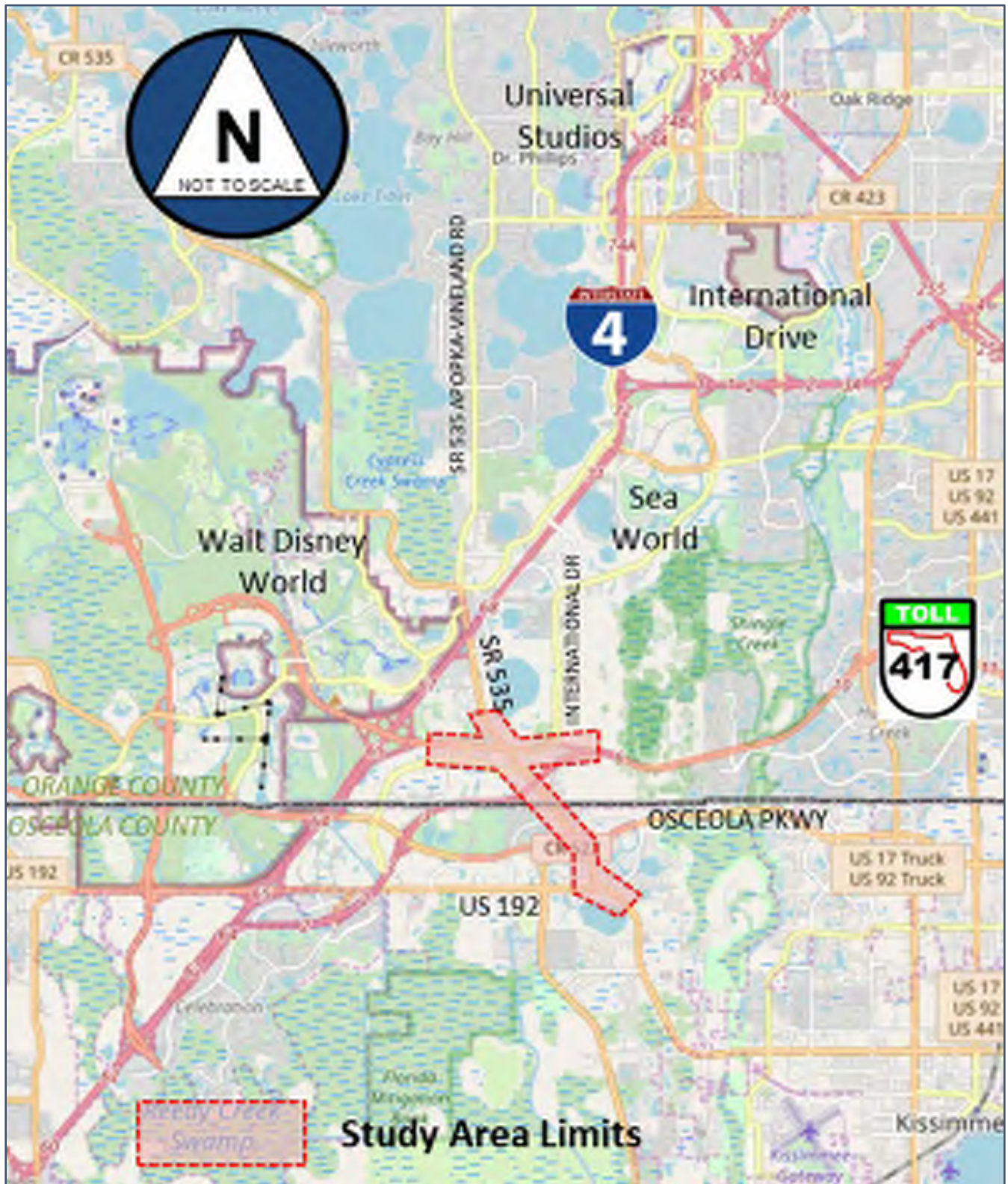
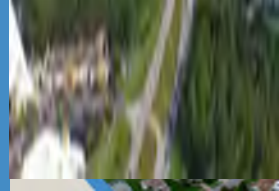


Figure 1-1 | Project Location Map





2.0 Data Collection

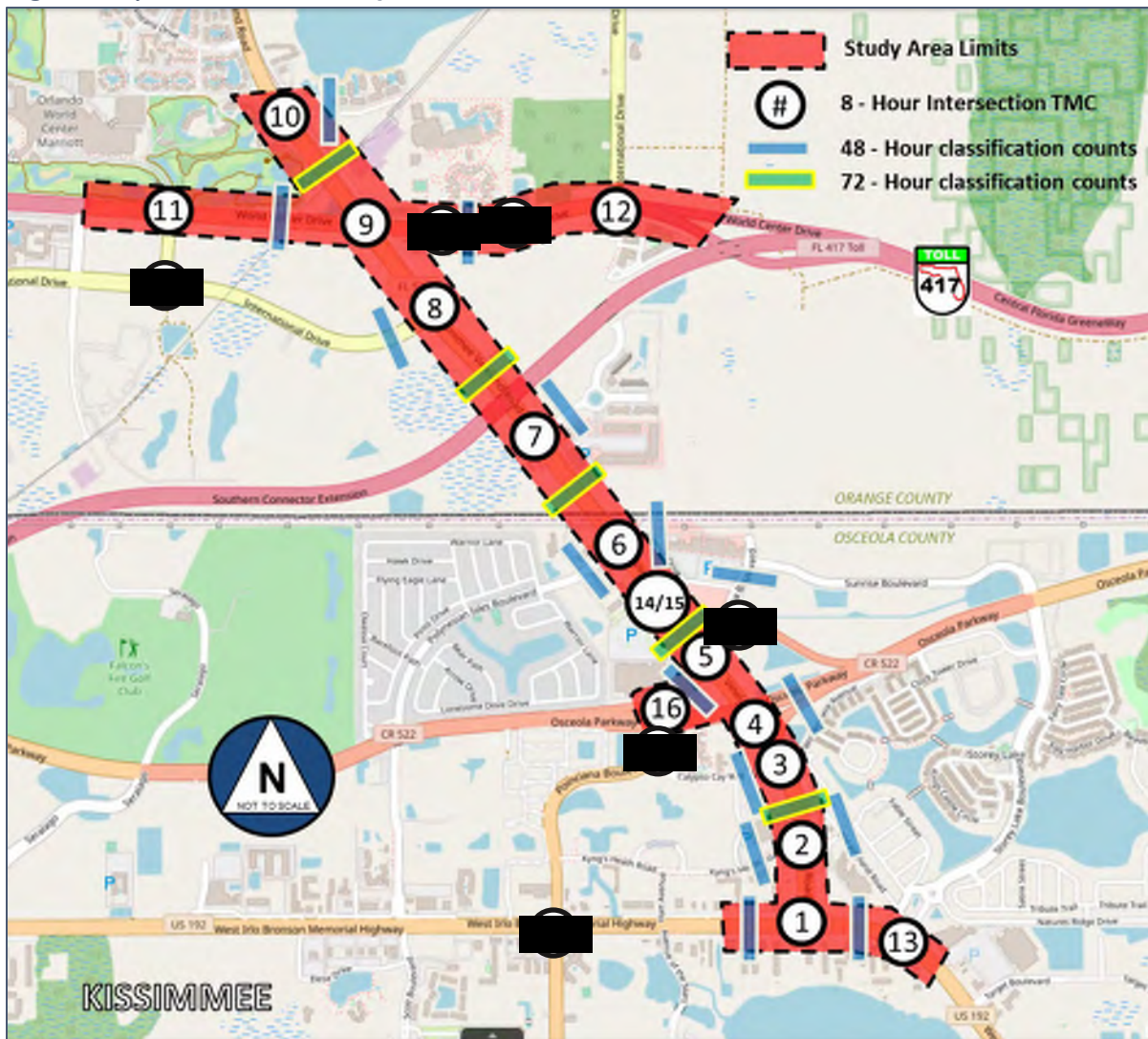
Data will be collected from various sources including FDOT, Orange and Osceola County, and other agencies in addition to field collected data. Field visits will also be conducted to collect information on existing geometry, storage lengths, traffic signal heads, and to determine/verify signal phasing information, such as protected/permitted left-turn operations, right-turn-on-red restrictions, phase overlaps, etc. The signal timing plans for signalized intersections will be obtained from Orange and Osceola Counties. FDOT's Planning Consultant will perform the traffic data collection on a typical Tuesday, Wednesday and/or Thursday within the study area for the SR 535 PD&E Study. A total of 22 intersections will have 8-hour turning movement/pedestrian counts (TMC's) collected during a 4-hour AM (7:00-11:00 am) and 4-hour PM (3:00-7:00 pm) period as listed below and graphically depicted in **Figure 2-1**. It should be noted that TMC's for intersections 17 through 22 were collected to supplement the analysis, in order to better understand potential traffic impacts to intersections adjacent to the project corridor in the event alternative intersection configurations impact nearby traffic circulation.

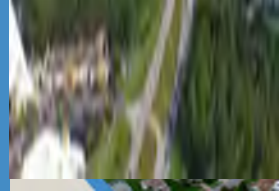
- 48-hour bi-directional machine classification counts collected for the following segments along SR 535:
 1. US 192 east of SR 535
 2. US 192 west of SR 535
 3. Kyngs Heath Road west of SR 535
 4. Calypso Cay Way west of SR 535
 5. EB on-ramp to Osceola Parkway
 6. Poinciana Boulevard west of SR 535
 7. Poinciana Boulevard east of SR 535
 8. Polynesian Isle Boulevard, west of SR 535
 9. LBV Factory Stores Drive east of SR 535
 10. International Drive west of SR 535
 11. SR 536, west of SR 535
 12. SR 536, east of SR 535
 13. Lake Bryan Beach Blvd, east of SR 535
- 72-hour bi-directional machine classification counts at the following locations:
 1. SR 535 between US 192 and EB on-ramp to Osceola Parkway
 2. SR 535 between Poinciana Boulevard and Polynesian Isle Boulevard
 3. SR 535 between LBV Factory Stores Dr International Drive
 4. SR 535 between International Drive and SR 536
 5. SR 535 between SR 536 and Lake Bryan Beach Boulevard
- 8-hour manual vehicle turning movement counts for peak hours at the following locations:
 1. SR 535 and US 192 (W Irlo Bronson Memorial Parkway)
 2. SR 535 and Kyngs Heath Road
 3. SR 535 and Calypso Cay Way (unsignalized directional median opening)
 4. SR 535 and Osceola Parkway EB on-ramp (signalized NB and SB Left), northbound right turn movement to eastbound Osceola Parkway occurs at Calypso Cay Road
 5. SR 535 and N Poinciana Boulevard
 6. SR 535 and Polynesian Isle Boulevard
 7. SR 535 and LBV Factory Stores Drive
 8. SR 535 and International Drive

Traffic Analysis Methodology

9. SR 535 and World Center Drive (SR 536)
10. SR 535 and Lake Bryan Beach Boulevard (unsignalized bi-directional opening)
11. World Center Drive (SR 536) and World Gateway Drive
12. World Center Drive (SR 536) and I-Drive
13. US 192 at Storey Lake
14. Unsignalized Bi-directional median opening between Poinciana Blvd and Polynesian Isle Boulevard
15. Unsignalized SB directional median opening between Polynesian Isle Blvd and LBV Factory Stores Drive
16. Osceola Parkway WB on-ramp and N Poinciana Boulevard
17. US 192 at N Poinciana Boulevard
18. Osceola Parkway at WB off-ramp
19. Osceola Parkway at EB off-ramp
20. International Drive at World Gateway Drive
21. World Center Drive at Buena Vista Suites
22. World Center Drive at Caribe Gateway Drive

Figure 2-1 | Data Collection Map





- Multimodal Data including Transit and Freight data
- Safety Data:

Crash data will be obtained from CARS and if necessary supplemented with Signal Four Analytics (for off system roadways) for the past five years (2014 to 2018).

3.0 Analysis Years

The corridor will be analyzed for the following years:

- Existing Year 2020
- Opening Year 2025
- Design Year 2045

4.0 Existing Year (2020) Traffic Development

The development of peak hour volumes is discussed in this section.

4.1 Intersection Peak Hour Volume

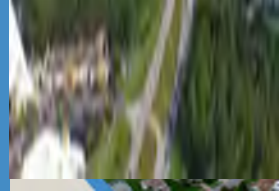
The intersection morning peak hour and the evening peak hour (AM and PM peak hour) volumes will be developed from 8-hour turning movement counts as discussed in Section 4.0. The methodology for developing balanced existing peak hour traffic numbers is provided below.

- At each intersection, AM and PM peak hour will be calculated.
- Global peak hours will be determined for AM and PM peak hours for the entire study corridor based on consistent peak hour for study intersections along the corridor and peak hour of the critical intersections with higher volumes.
- The Peak Hour Factor (PHF) is defined as the hourly volume during the analysis hour divided by the peak 15-min flow rate within the analysis hour. PHF will be calculated for each intersection for AM and PM global peak hours for each intersection.
- The T-factor, T_f , is the percentage of truck traffic occurring during the peak hour for each intersection. T_f is the total number of trucks entering the intersection divided by the hourly intersection volume during the analysis hour for each AM and PM global peak hour.
- Each peak hour intersection traffic volume will be seasonally adjusted for day of week and month of year using the seasonal factors from FDOT Florida Traffic Online (2019).
- Seasonally adjusted peak hour intersection volumes will be compared with arrival and departure counts along the corridor and appropriate adjustments will be made.
- Existing traffic counts will be balanced by adding and/or subtracting traffic numbers along the corridor. Balancing will avoid any unreasonable additions and subtractions by looking at existing driveways, major generators and attractions along the corridor.

4.2 Annual Average Daily Traffic (AADT) Volume

Annual Average Daily Traffic (AADT) will be developed from the 48-hour and 72-hour traffic machine counts as discussed provided below.

- The seasonal factor (SF) will be obtained from 2019 Orange and Osceola County Peak Season Factor Category Reports from FDOT Florida Traffic Online (2019) for each 48-hour and 72-hour traffic machine count site.



- Average two-way volume (ADT) will be calculated at each 48-hour and 72-hour traffic machine count site.
AADT at each 48-hour and 72-hour traffic machine count site will be developed using below formula: $AADT = ADT \times SF$
- Resulting AADT will be compared to the AADTs from FDOT Florida Traffic Online (2019) for reasonableness.

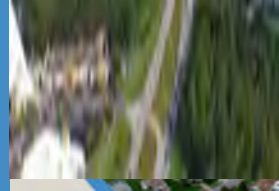
4.3 Directional Peak Hour Volume

- Balanced traffic counts developed in Section 4.1 will form as a basis for existing directional peak hour volumes.
- The ratio of the traffic volume in the study hour to the AADT is called the K-factor. The K-factor will be developed by dividing directional by AADT at that location.
- The D-factor is the directional distribution factor and it is defined as proportion of the total, two-way design hour traffic travelling in the peak direction.
- Historical K and D factors will be obtained and reviewed for reasonableness. Historical K and D factors will be obtained for available traffic counts from FDOT Florida Traffic Online (2019).

5.0 Project Alternatives

The PD&E Study will evaluate the following alternatives:

- No-Build Alternative – The No-Build alternative will represent the existing roadway and intersection configuration and any committed improvements within the area of influence.
- Build Alternatives – Study build alternatives will be evaluated during the PD&E Study. TSM&O and multi-modal improvements including adaptive PedSafe, signal control, transit enhancements, and LED corridor lighting will also be integrated in the recommended alternative.
 - Typical Section Alternatives
 - Three four-to-six lane widen to the outside alternatives from Kyngs Heath Road to Vistana Drive;
 - Three four-to-six lane widen to the inside alternatives from Kyngs Heath Road to Vistana Drive; and
 - Three alternatives addressing pedestrian/bicycle mobility from Vistana Drive to I-4/Vineland Avenue.
 - Grade-separated interchange alternatives at SR 535 and SR 536/World Center Drive
 - Diverging Diamond Interchange (DDI)
 - Single Point Urban Interchange (SPUI)
 - Innovative intersection treatments
 - Intersection Control Evaluation (ICE) Analysis procedures will be used to evaluate innovative intersection control treatments. Stage 1 ICE Evaluation considers many potential intersection control strategies and evaluates them using the CAP-X and SPICE tools.
 - Displaced Left-Turn (DLT) at SR 535 and SR 536/World Center Drive
 - Restricted Crossing U-Turns (RCUT) from Vistana Drive to just north of Meadow Creek Drive
 - Intersection Turn Lane Improvements at most intersections



6.0 Future Traffic Development

The SR 535 PD&E project traffic forecasting methodology will be consistent with the procedures outlined in the *2019 FDOT Project Traffic Forecasting Handbook*. This section discusses detailed methodology for Opening Year and Design Year traffic forecast development process.

6.1 Travel Demand Model

The SR 535 PD&E will utilize the daily Central Florida Regional Planning Model (CFRPM) version (v) 7.0. The CFRPMv 7.0 travel demand model is the approved model for District Five and has both a Daily and a Time-of-Day (TOD) travel demand component. Both Daily and TOD CFRPMv7.0 models contain model data sets for the base year of 2015 and Cost Feasible year of 2045.

6.2 SR 535 Subarea Base Year and Future Year Model Development

A subarea validation will be conducted using the CFRPMv7.0. The CFRPM v7.0 was developed in accordance with the Long-Range Transportation Plans (LRTP) throughout FDOT District 5, which was validated for year 2015. The goal of the base year model calibration and validation is to improve the correlation between model estimates and observed conditions on the roadways within the study area. The Florida Traffic Online 2015 AADT data was used for the model validation. The physical and operational features of the area roadway networks will be reviewed for conformity to the actual conditions of the validation year. The network review is focused on roadway characteristics, such as area type (AT), facility type (FT), number of lanes, speed and turn penalty. Review of the input TAZ-level population and employment, land use, and other network checks will be performed. Model validation results such as volume to count ratios and Root Mean Square Error (RMSE) percentages will be summarized at the subarea level and corridor level. A map of the proposed SR 535 model subarea is depicted in **Figure 6-1**.

Following the subarea base year (2015) validation, the future year (2045) model will be developed by carrying forward updates from the base year network. A network review will again be performed for the 2045 network including area type, facility type, number of lanes, land uses, population and employment growth, and programmed roadway improvements. The CFRPM v7.0 2045 cost feasible model trip table will be maintained from the same sub-area modeling. Based on coordination with FDOT D5, three development partnership projects will also be included in the future base network. The development partnership projects are depicted in **Figure 6-2**. For the purposes of this study, a single set of future demand volumes will be used to evaluate the No Build and Build conditions. The 2045 CFRPM v7.0 Cost Feasible model shows a constrained network under the existing four-lane condition; therefore, inclusion of the proposed widening of SR 535 to six-lanes from US 192 to SR 536 in the future 2045 model will provide a clearer understanding of the demand volumes along SR 535 and the needs of the corridor.

Traffic Analysis Methodology

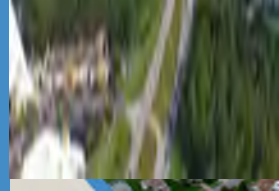


Figure 6-1 | SR 535 Subarea Model



Traffic Analysis Methodology

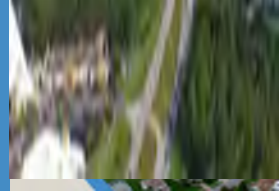
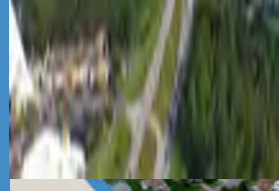


Figure 6-2 | Development Partnership Projects





6.3 Future Demand Volume Opening Year and Design Year AADTs

Appropriate growth rates will be developed for each analysis segment and this growth rate will be applied to the Existing AADT to generate the Opening Year (2025) and the Design Year (2045) AADT. Steps involved in development of AADTs are listed below:

- CFRPM v7.0 model volumes will be extracted for all study segments for Base Year (2015), 2025 and 2045. Model growth rates will be calculated from 2015 to 2045.
- BEBR population and employment estimate growth rates for Orange and Osceola Counties will be calculated for medium range.
- Maximum trip load from impacted TAZ as well as the average population and economic growth obtained from the socio-economic data
- FDOT Trends Analysis Spreadsheet will be utilized to calculate trends growth rate based on historic AADTs.
- Appropriate growth rate will be developed based on CFRPM v 7.0 model growth rates, BEBR growth rates and trends growth rate for each analysis segment.
- Appropriate growth rate for each analysis segment will be applied to Existing Year (2020) AADT to generate Opening Year (2025) and Design Year (2045) AADT.

6.4 Future Demand Volume Opening Year and Design Year Peak Hour Volume

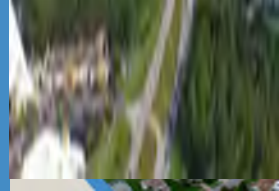
FDOT approved TMTTool will be utilized to develop future turn volumes for both AM and PM peak hours for each intersection for both AM and PM peak hours. TMTTool utilizes Existing AADT volumes, existing peak hour volumes, appropriate growth rates, future AADT volumes, and recommended K and D factors to develop Opening Year (2025) and Design Year (2045) peak hour volumes. In general, the recommended D factors will be obtained from collected field data, Florida Traffic Online data, and consistent recommended D factor ranges from the *2019 FDOT Project Traffic Forecasting Handbook*. **Table 6-1** shows D factor target thresholds. It should be noted that based on consistent historical data and previous coordination with FDOT Central Office, a K factor of 7.5% is recommended for use on the major roadways including SR 535, US 192, and SR 536. For the remaining roadways, an alternative K-factor based on collected data is also recommended. Standard K factor (9.0%) is recommended for facilities that are anticipated experience significant growth and normalization of traffic volumes in the future (e.g. International Drive).

Table 6-1 | FDOT Recommended D Factor Ranges¹

Road Type	Low D	Medium D	High D	Standard Deviation
Urban Freeways	50.4	55.8	61.2	4.11
Urban Arterials	50.8	57.9	67.1	4.60

¹Adopted from the 2019 FDOT Project Traffic Forecasting Handbook, Table 2-2 - Recommended D-Factors (D) for Traffic Forecasting.

Opening Year (2025) and Design Year (2045) peak hour volumes developed for each intersection will be summarized and balanced along SR 535 for both for AM and PM peak hours. Finally, all numbers will be checked for reasonableness.



7.0 Traffic Operational Analysis

Detailed operational analyses will be performed for all analysis years for both AM and PM peak hours. Analyses will be performed for the following scenarios:

- Existing Year 2020
- Opening Year 2025 – No Build and Build
- Design Year 2045 – No Build and Build

The Level of Service (LOS) operational analyses for each intersection will be based on methodology from the Highway Capacity Manual (HCM) and Synchro Timing Reports with percentile delay methodology. Calculations will be performed using Synchro 11 models. Results of the analyses will include the following performance measures for study intersections:

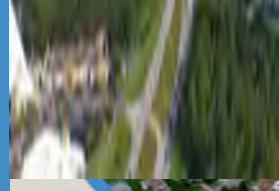
- Movement: LOS, delay and 95th percentile queue lengths
- Overall Intersection: LOS and delay
- Arterial Analysis: Speed and LOS (based on Synchro Arterial Reports)

ICE Analysis procedures will be conducted to determine context-sensitive intersection control strategies that meet the project's purpose and need, fit the intersection location's context classification, provides safe travel facilities for all road users, and reflects the overall best value. The procedures will be followed for Stage 1 to investigate potential transportation solutions. Stage 1 ICE Evaluation considers many potential intersection control strategies and evaluates them using the CAP-X and SPICE tools. The Cap-X tool is an operational analysis tool to evaluate selected types of innovative intersection designs, and the SPICE tool evaluates the safety performance of the intersections. Stage 1 is completed as part of the project's initial study process. Stage 1 will be performed for intersections with failure expected during the design year 2045, evaluating the following two possible scenarios:

- Scenario 1: If the Stage 1 analysis leads to a single viable control strategy meeting the project's purpose and need and is applicable to the corridor's context classification and receives approval by the DTOE or DDE no further stages of ICE are required.
- Scenario 2: If the Stage 1 analysis indicates multiple control strategies as viable and meeting the project's purpose and need and the corridor's context classification and receives approval by the DTOE or DDE, the DTOE, the DDE, and the project team then determine next steps and scope (to be completed by others in a future study) as the analysis transitions into Stage 2: Preliminary Control Strategy Assessment.

In the event that more specific microscopic traffic operational analyses are necessary to quantify the benefits of specific potential intersection or interchange improvements identified during the ICE analysis, the following other operational Measures of Effectiveness (MOEs) will be utilized for the evaluation of intersection alternatives using SimTraffic 11 and/or the latest VISSIM software. Results of the analyses will include the following performance measures:

- Simulated volume in VISSIM/SimTraffic will be compared to demand using the GEH statistic.
- Control delay will be used to evaluate the level of service of each individual movement.
- Travel time and speed along the SR 535 corridor will be used to evaluate signal progression and general traffic mobility.



7.1 Sensitivity Analysis

If required, interim year analyses will be performed to estimate the anticipated failure year based on LOS for intersections with proposed improvements.

8.0 Safety Analysis

The safety analysis will be conducted based on methods and procedures described in the *Florida Department of Transportation (FDOT) PD&E Manual*, the *2021 FDOT Traffic Analysis Handbook, 2019 FDOT Safety Analysis Guidebook for PD&E Studies (Safety Analysis Guidebook)*, and the *Highway Safety Manual (HSM)*. This safety analysis will be documented in a standalone Safety Analysis Report for use in the Project Traffic Analysis Report (PTAR) of the PD&E Study.

8.1 Objective

The objective of this safety analysis is to identify crash contributing factors and associated potential countermeasures to address the project's safety deficiencies; as well as the potential safety impact (positive or negative) of the proposed improvements for the design year.

8.2 Analysis Area

The analysis will be performed for all intersections and roadway segments evaluated in the PTAR. In general, intersections will include an influence area of approximately 250 feet on each approach.

8.3 Analysis Methods

The analysis will consist of an existing and future analysis. The existing analysis will consist of a five-year historical crash data analysis. The future analysis will consist of evaluating proposed alternatives based on observed crashes adjusted with crash modification factors (CMFs).

8.4 Data Collection

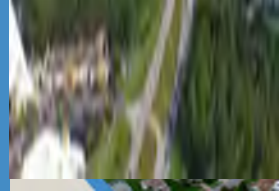
The most recent five-year crash data for study intersections and segments will be gathered from the following three-sources and reviewed for completeness.

- FDOT Crash Analysis Reporting System (CARS)
- FDOT State Safety Office Geographic Information System (SSOGis)
- University of Florida's Signal Four Analytics

In addition, FDOT High Crash Locations (HCL) lists will also be reviewed for identification of listed study intersections and segments.

8.5 Existing Safety Analysis

The existing safety analysis will include a compilation of crash data, crash rate calculations, preparation of collision diagrams, heat maps, and identification of crash trends and characteristics. Crash trends will be identified by evaluating observed crashes by location, type, time of day, year, severity, presence of overhead lighting, weather, distraction, contributing factors, and other characteristics.



8.6 Future Safety Analysis

A CMFs analysis, as described in *Section 5.1* of the *Safety Analysis Guidebook*, will be performed for all the build alternatives. This analysis method measures the effectiveness of a safety treatment by quantifying the change in average crash frequency as a result of a proposed design alternative. *HSM* resources, including the CMF Clearing House, NCHRP, and FHWA studies will be used as necessary. When negative impacts to safety are identified, an evaluation of design mitigation measures will occur.

8.7 Safety Analysis Documentation

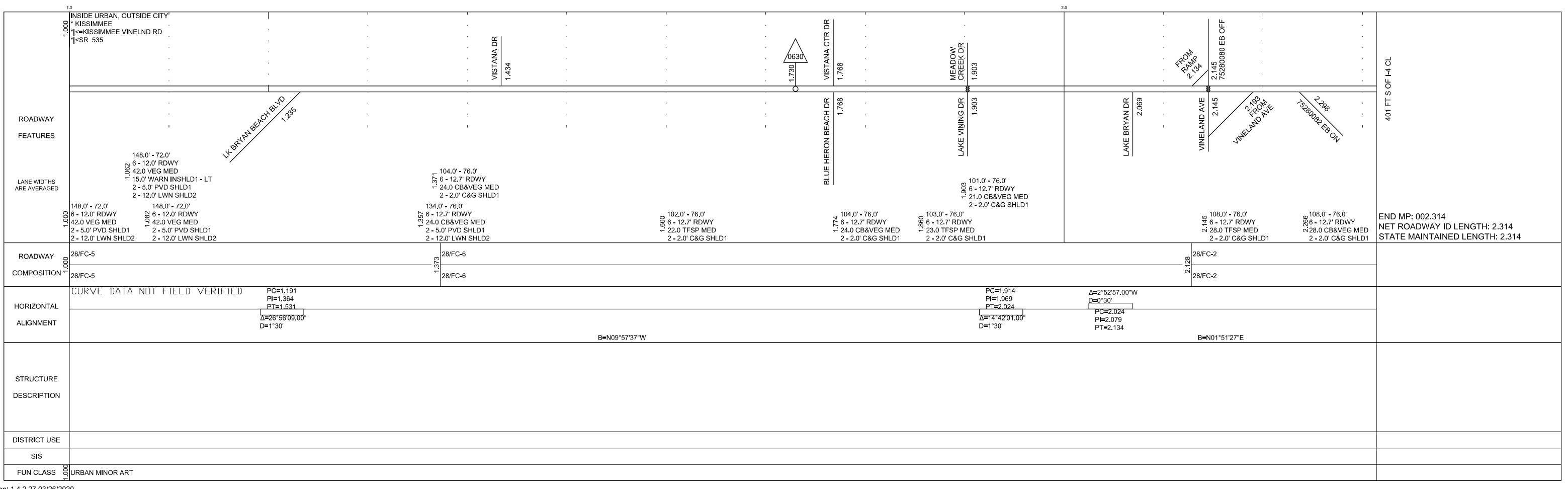
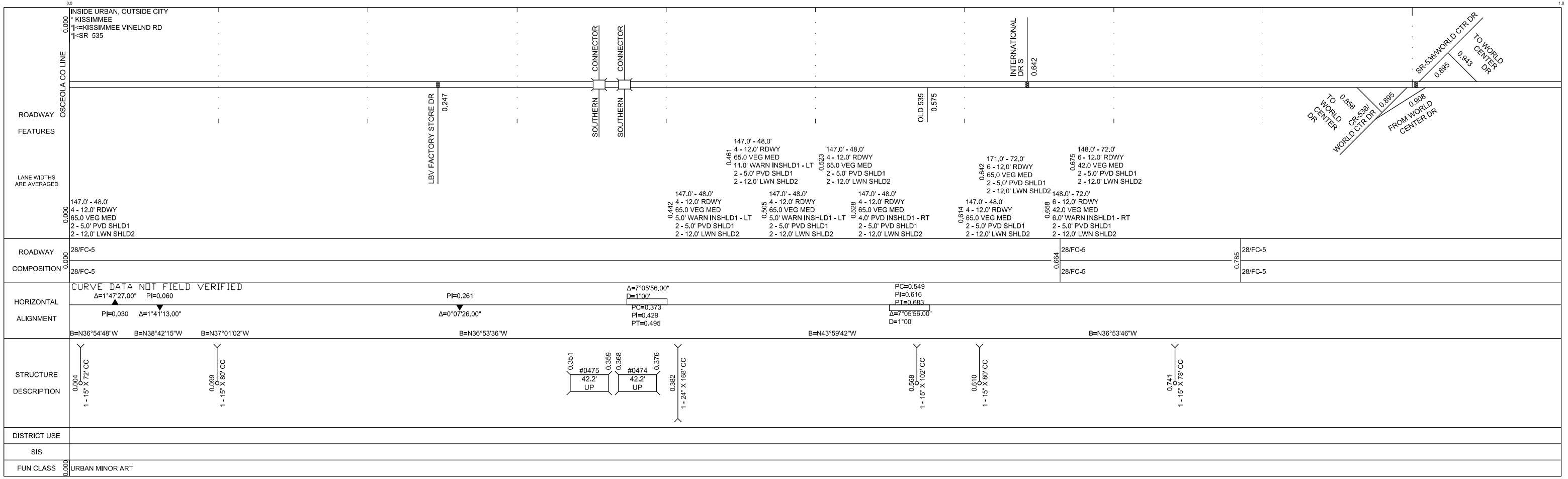
The safety analysis will be documented in a standalone Safety Analysis Report for use in the PTAR of the PD&E Study. The documentation will include details of the analytical procedures and results of the existing and future safety analysis. It will include tables and figures summarizing crash data, crash rates, collision diagrams, crash contributing factors, applicable CMFs, and other relevant data.

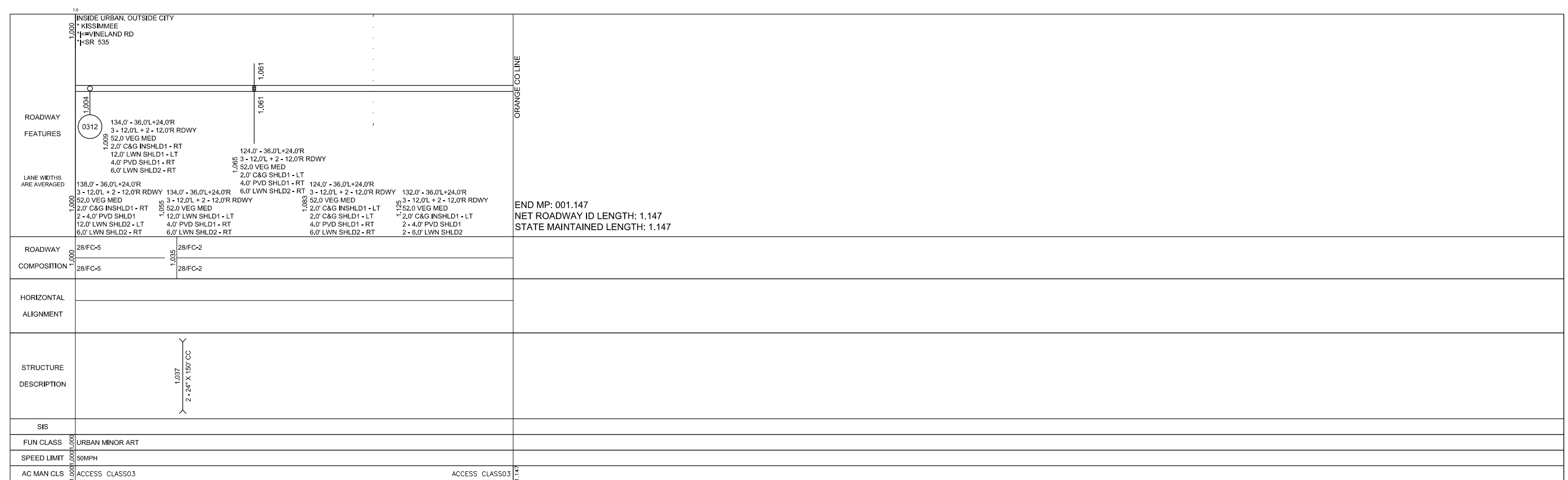
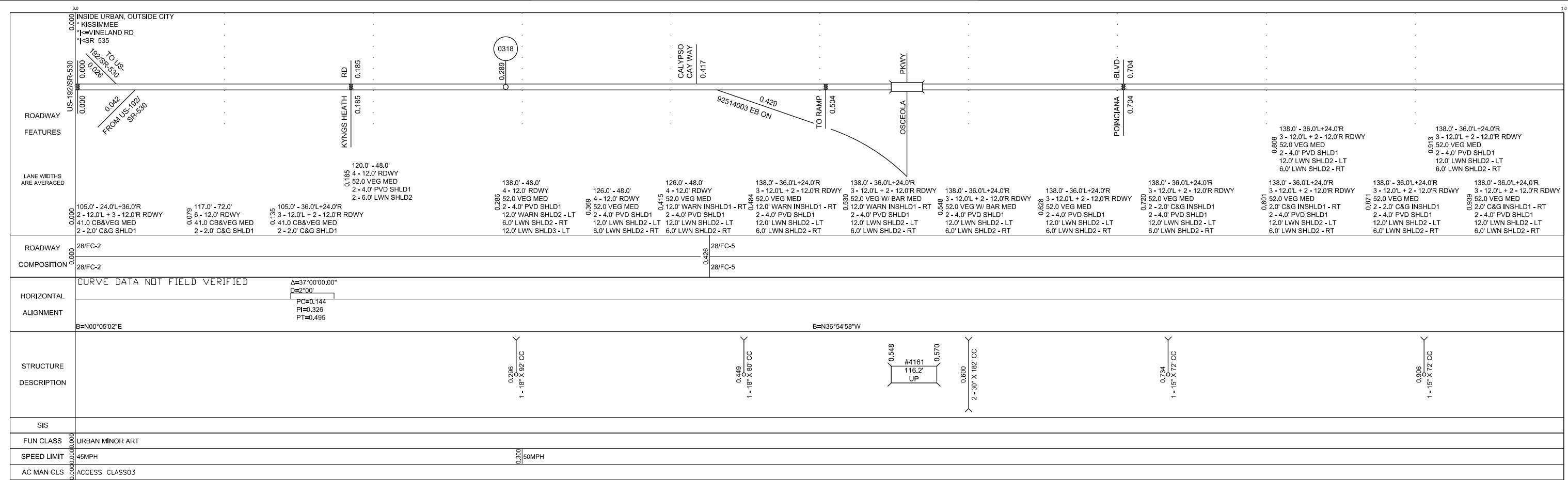
9.0 Documentation

This traffic analysis will be documented in the Project Traffic Analysis Report (PTAR). The documentation will include details of the analytical procedures and results of the travel demand forecasts, safety and operations analyses. It will include tables and figures summarizing traffic forecasts (AADT, AM and PM peak hour intersection volumes, directional peak hour volumes) and results of the ICE, safety and traffic operations analyses (LOS, delays and queue lengths).

Appendix B

Straight-Line Diagrams





Appendix C

Data Collection

48 Hour Bidirectional Traffic Counts

TRAFFIC COUNT DATA

VHB PROJECT NO: 62954.39
 LOCATION CODE: _____
 COUNT LOCATION: US 192 east of SR 535
 EQUIPMENT ID: 45/36

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
 Start Date: 2/12/2020 Start Time: Midnight
 End Date: 2/13/2020 End Time: Midnight

VOLUMES:

Average Daily: 49,691	Peak Hour Start Time: 3:45 PM
Daily Truck Avg: 3,798	Average Peak Hour: 3,188
	Max Hour Truck Avg: 323
	Peak Hour Truck Avg: 278

TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 6.4%	D= 55.1%
T Max Hour 10.1%	T daily 7.6%
T med (max) 3.9%	T med Daily 3.2%
T heavy (max) 6.3%	T heavy Daily 4.4%
T Peak Hour 8.7%	
T med Peak Hour 3.2%	Axle Factor 0.92
T heavy Peak Hour 5.5%	

TRAFFIC COUNT DATA

VHB PROJECT NO: 62954.39
 LOCATION CODE: _____
 COUNT LOCATION: US 192 west of SR 535
 EQUIPMENT ID: 45/36

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
 Start Date: 2/12/2020 Start Time: Midnight
 End Date: 2/13/2020 End Time: Midnight

VOLUMES:

		Peak Hour Start Time: 5:15 PM
Average Daily: 37,231		Average Peak Hour: 2,380
Daily Truck Avg: 1,671		Max Hour Truck Avg: 152
		Peak Hour Truck Avg: 100

TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 6.4%	D= 53.7%
T Max Hour 6.4%	T daily 4.5%
T med (max) 3.4%	T med Daily 2.4%
T heavy (max) 3.0%	T heavy Daily 2.1%
T Peak Hour 4.2%	
T med Peak Hour 1.8%	Axle Factor 0.95
T heavy Peak Hour 2.3%	

TRAFFIC COUNT DATA

VHB PROJECT NO: 62954.39
 LOCATION CODE: 3
 COUNT LOCATION: Kyngs Heath Rd W. of SR 535
 EQUIPMENT ID: 45/36

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
 Start Date: 2/4/2020 Start Time: Midnight
 End Date: 2/5/2020 End Time: Midnight

VOLUMES:

Average Daily:	1,864	Peak Hour Start Time:	4:15 PM
Daily Truck Avg:	29	Average Peak Hour:	160
		Max Hour Truck Avg:	8
		Peak Hour Truck Avg:	2

TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 8.6%	D= 51.1%
T Max Hour 4.7%	T daily 1.6%
T med (max) 2.8%	T med Daily 1.0%
T heavy (max) 1.9%	T heavy Daily 0.6%
T Peak Hour 0.9%	
T med Peak Hour 0.3%	Axle Factor 1.00
T heavy Peak Hour 0.6%	

TRAFFIC COUNT DATA

VHB PROJECT NO: 62954.39
 LOCATION CODE: 4
 COUNT LOCATION: Calypso Cay Way W. of SR 535
 EQUIPMENT ID: 45/36

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
 Start Date: 2/4/2020 Start Time: Midnight
 End Date: 2/5/2020 End Time: Midnight

VOLUMES:

	Average Daily:	1,758	Peak Hour Start Time:	4:15 PM
	Daily Truck Avg:	38	Average Peak Hour:	148
			Max Hour Truck Avg:	9
			Peak Hour Truck Avg:	4

TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 8.4%	D= 59.0%
T Max Hour 6.1%	T daily 2.2%
T med (max) 3.1%	T med Daily 1.1%
T heavy (max) 3.1%	T heavy Daily 1.1%
T Peak Hour 2.7%	
T med Peak Hour 0.7%	Axle Factor 0.99
T heavy Peak Hour 2.0%	

TRAFFIC COUNT DATA

VHB PROJECT NO: 62954.39
 LOCATION CODE: 5
 COUNT LOCATION: EB on ramp to Osceola Pkwy
 EQUIPMENT ID: 45/36

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
 Start Date: 2/4/2020 Start Time: Midnight
 End Date: 2/5/2020 End Time: Midnight

VOLUMES:

		Peak Hour Start Time: 5:15 PM
Average Daily: 5,034		Average Peak Hour: 470
Daily Truck Avg: 533		Max Hour Truck Avg: 69
		Peak Hour Truck Avg: 66

TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 9.3%	D= 100.0%
T Max Hour 14.7%	T daily 10.6%
T med (max) 4.7%	T med Daily 3.2%
T heavy (max) 10.0%	T heavy Daily 7.4%
T Peak Hour 14.0%	
T med Peak Hour 3.9%	Axle Factor 0.96
T heavy Peak Hour 10.0%	

TRAFFIC COUNT DATA

VHB PROJECT NO: 62954.39
 LOCATION CODE: 6
 COUNT LOCATION: Poinciana Blvd W. of SR 535
 EQUIPMENT ID: 45/36

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
 Start Date: 2/13/2020 Start Time: Midnight
 End Date: 2/14/2020 End Time: Midnight

VOLUMES:

Average Daily: 21,759	Peak Hour Start Time: 2:15 PM
Daily Truck Avg: 1,788	Average Peak Hour: 1,301
	Max Hour Truck Avg: 160
	Peak Hour Truck Avg: 116

TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 6.0%	D= 58.8%
T Max Hour 12.3%	T daily 8.2%
T med (max) 7.6%	T med Daily 5.3%
T heavy (max) 4.7%	T heavy Daily 2.9%
T Peak Hour 8.9%	
T med Peak Hour 5.8%	Axle Factor 0.98
T heavy Peak Hour 3.1%	

TRAFFIC COUNT DATA

VHB PROJECT NO: 62954.39
 LOCATION CODE: 7
 COUNT LOCATION: Poinciana Blvd E. of SR 535
 EQUIPMENT ID: 45/36

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
 Start Date: 2/4/2020 Start Time: Midnight
 End Date: 2/5/2020 End Time: Midnight

VOLUMES:

Average Daily:	7,166	Peak Hour Start Time:	5:45 PM
Daily Truck Avg:	290	Average Peak Hour:	607
		Max Hour Truck Avg:	35
		Peak Hour Truck Avg:	18

TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 8.5%	D= 67.8%
T Max Hour 5.7%	T daily 4.0%
T med (max) 1.8%	T med Daily 1.0%
T heavy (max) 3.9%	T heavy Daily 3.0%
T Peak Hour 3.0%	
T med Peak Hour 0.8%	Axle Factor 0.99
T heavy Peak Hour 2.1%	

TRAFFIC COUNT DATA

VHB PROJECT NO: 62954.39
 LOCATION CODE: 8
 COUNT LOCATION: Polynesian Isle Blvd W. of SR 535
 EQUIPMENT ID: 45/36

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
 Start Date: 2/4/2020 Start Time: Midnight
 End Date: 2/5/2020 End Time: Midnight

VOLUMES:

		Peak Hour Start Time: 4:45 PM
Average Daily: 12,216		Average Peak Hour: 879
Daily Truck Avg: 688		Max Hour Truck Avg: 86
		Peak Hour Truck Avg: 63

TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 7.2%	D= 57.0%
T Max Hour 9.7%	T daily 5.6%
T med (max) 2.4%	T med Daily 1.4%
T heavy (max) 7.3%	T heavy Daily 4.3%
T Peak Hour 7.2%	
T med Peak Hour 2.0%	Axle Factor 0.98
T heavy Peak Hour 5.2%	

TRAFFIC COUNT DATA

VHB PROJECT NO: 62954.39
 LOCATION CODE: 9
 COUNT LOCATION: LBV Factory Stores E. of SR 535
 EQUIPMENT ID: 45/36

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
 Start Date: 2/13/2020 Start Time: Midnight
 End Date: 2/14/2020 End Time: Midnight

VOLUMES:

Average Daily: 4,989	Peak Hour Start Time: 5:45 PM
Daily Truck Avg: 214	Average Peak Hour: 382
	Max Hour Truck Avg: 31
	Peak Hour Truck Avg: 9

TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 7.6%	D= 55.0%
T Max Hour 8.0%	T daily 4.3%
T med (max) 6.3%	T med Daily 3.7%
T heavy (max) 1.7%	T heavy Daily 0.6%
T Peak Hour 2.2%	
T med Peak Hour 2.0%	Axle Factor 1.00
T heavy Peak Hour 0.3%	

TRAFFIC COUNT DATA

VHB PROJECT NO: 62954.39
 LOCATION CODE: 10
 COUNT LOCATION: International Dr W. of SR 535
 EQUIPMENT ID: 45/36

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
 Start Date: 2/13/2020 Start Time: Midnight
 End Date: 2/14/2020 End Time: Midnight

VOLUMES:

		Peak Hour Start Time:	4:45 PM
Average Daily:	6,499	Average Peak Hour:	843
Daily Truck Avg:	259	Max Hour Truck Avg:	33
		Peak Hour Truck Avg:	18

TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 13.0%	D= 80.3%
T Max Hour 3.9%	T daily 4.0%
T med (max) 2.7%	T med Daily 3.2%
T heavy (max) 1.1%	T heavy Daily 0.8%
T Peak Hour 2.1%	
T med Peak Hour 1.6%	Axle Factor 1.00
T heavy Peak Hour 0.5%	

TRAFFIC COUNT DATA

VHB PROJECT NO: 62954.39
 LOCATION CODE: _____
 COUNT LOCATION: SR 536 west of SR 535
 EQUIPMENT ID: 45/36

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
 Start Date: 2/12/2020 Start Time: Midnight
 End Date: 2/13/2020 End Time: Midnight

VOLUMES:

Average Daily: 37,932	Peak Hour Start Time: 4:15 PM
Daily Truck Avg: 2,287	Average Peak Hour: 2,652
	Max Hour Truck Avg: 185
	Peak Hour Truck Avg: 113

TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 7.0%	D= 57.6%
T Max Hour 7.0%	T daily 6.0%
T med (max) 4.4%	T med Daily 4.0%
T heavy (max) 2.5%	T heavy Daily 2.1%
T Peak Hour 4.2%	
T med Peak Hour 2.4%	Axle Factor 0.96
T heavy Peak Hour 1.9%	

TRAFFIC COUNT DATA

VHB PROJECT NO: 62954.39
 LOCATION CODE: 12
 COUNT LOCATION: SR 536 E. of SR 535
 EQUIPMENT ID: 45/36

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
 Start Date: 2/26/2020 Start Time: Midnight
 End Date: 2/27/2020 End Time: Midnight

VOLUMES:

Average Daily: 36,932	Peak Hour Start Time: 2:30 PM
Daily Truck Avg: 2,287	Average Peak Hour: 2,558
	Max Hour Truck Avg: 248
	Peak Hour Truck Avg: 147

TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 6.9%	D= 50.5%
T Max Hour 9.7%	T daily 6.2%
T med (max) 7.6%	T med Daily 4.6%
T heavy (max) 2.1%	T heavy Daily 1.6%
T Peak Hour 5.7%	
T med Peak Hour 3.8%	Axle Factor 0.94
T heavy Peak Hour 2.0%	

TRAFFIC COUNT DATA

VHB PROJECT NO: 62954.39
 LOCATION CODE: 13
 COUNT LOCATION: Lake Bryan Beach Blvd E. of SR 535
 EQUIPMENT ID: 45/36

TYPE OF COUNT: 48 Hour Classification Count

TIME OF COUNT:
 Start Date: 2/4/2020 Start Time: Midnight
 End Date: 2/5/2020 End Time: Midnight

VOLUMES:

Average Daily:	1,378	Peak Hour Start Time:	8:45 AM
Daily Truck Avg:	79	Average Peak Hour:	100
		Max Hour Truck Avg:	16
		Peak Hour Truck Avg:	12

TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 7.2%	D= 51.3%
T Max Hour 16.1%	T daily 5.7%
T med (max) 5.0%	T med Daily 2.0%
T heavy (max) 11.1%	T heavy Daily 3.8%
T Peak Hour 11.6%	
T med Peak Hour 5.0%	Axle Factor 0.99
T heavy Peak Hour 6.5%	

72 Hour Bidirectional Classification Counts

TRAFFIC COUNT DATA

VHB PROJECT NO: 62954.39
 LOCATION CODE: 1
 COUNT LOCATION: SR 535 Btwn EB Ramp to Osceola Pkwy US 192
 EQUIPMENT ID: 70

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:
 Start Date: 1/28/2020 Start Time: Midnight
 End Date: 1/30/2020 End Time: Midnight

VOLUMES:

		Peak Hour Time: 2:15 PM
Average Daily:	31,582	Average Peak Hour: 1,984
Daily Truck Avg:	2,627	Max Hour Truck Avg: 209
		Peak Hour Truck Avg: 177

TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 6.3%	D= 53.4%
T Max Hour 10.5%	T daily 8.3%
T med (max) 6.0%	T med Daily 4.7%
T heavy (max) 4.5%	T heavy Daily 3.6%
T Peak Hour 8.9%	
T med Peak Hour 4.7%	Axle Factor 0.96
T heavy Peak Hour 4.3%	

TRAFFIC COUNT DATA

VHB PROJECT NO: 62954.39
 LOCATION CODE: 2
 COUNT LOCATION: SR 535 between Poinciana Blvd and Polynesian Isle Blvd
 EQUIPMENT ID: 70

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:
 Start Date: 1/28/2020 Start Time: Midnight
 End Date: 1/30/2020 End Time: Midnight

VOLUMES:

		Peak Hour Time: 3:15 PM
Average Daily:	42,226	Average Peak Hour: 2,458
Daily Truck Avg:	4,311	Max Hour Truck Avg: 344
		Peak Hour Truck Avg: 258

TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 5.8%	D= 51.0%
T Max Hour 14.0%	T daily 10.2%
T med (max) 5.4%	T med Daily 3.8%
T heavy (max) 8.6%	T heavy Daily 6.4%
T Peak Hour 10.5%	
T med Peak Hour 3.9%	Axle Factor 0.92
T heavy Peak Hour 6.7%	

TRAFFIC COUNT DATA

VHB PROJECT NO: 62954.39
 LOCATION CODE: 3
 COUNT LOCATION: SR 535 between LBV Factory Stores Dr International Dr
 EQUIPMENT ID: _____

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:
 Start Date: 1/28/2020 Start Time: Midnight
 End Date: 1/30/2020 End Time: Midnight

VOLUMES:

		Peak Hour Time: 3:15 PM
Average Daily: 50,036		Average Peak Hour: 2,907
Daily Truck Avg: 4,190		Max Hour Truck Avg: 311
		Peak Hour Truck Avg: 251

TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 5.8%	D= 51.3%
T Max Hour 10.7%	T daily 8.4%
T med (max) 3.9%	T med Daily 3.0%
T heavy (max) 6.8%	T heavy Daily 5.4%
T Peak Hour 8.6%	
T med Peak Hour 2.8%	Axle Factor 0.93
T heavy Peak Hour 5.8%	

TRAFFIC COUNT DATA

VHB PROJECT NO: 62954.39
 LOCATION CODE: 4
 COUNT LOCATION: SR 535 between International Dr and SR 536
 EQUIPMENT ID: _____

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:
 Start Date: 1/28/2020 Start Time: Midnight
 End Date: 1/30/2020 End Time: Midnight

VOLUMES:

		Peak Hour Time: 2:30 PM
Average Daily: 46,458		Average Peak Hour: 2,849
Daily Truck Avg: 3,909		Max Hour Truck Avg: 312
		Peak Hour Truck Avg: 246

TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 6.1%	D= 54.2%
T Max Hour 11.0%	T daily 8.4%
T med (max) 5.2%	T med Daily 4.1%
T heavy (max) 5.8%	T heavy Daily 4.3%
T Peak Hour 8.6%	
T med Peak Hour 4.3%	Axle Factor 0.91
T heavy Peak Hour 4.3%	

TRAFFIC COUNT DATA

VHB PROJECT NO: 62954.39
 LOCATION CODE: 5
 COUNT LOCATION: SR 535 between SR 536 and Lake Bryan Beach
 EQUIPMENT ID: _____

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:
 Start Date: 1/28/2020 Start Time: Midnight
 End Date: 1/30/2020 End Time: Midnight

VOLUMES:

		Peak Hour Time: 7:45 AM
Average Daily: 43,146		Average Peak Hour: 2,631
Daily Truck Avg: 5,015		Max Hour Truck Avg: 376
		Peak Hour Truck Avg: 319

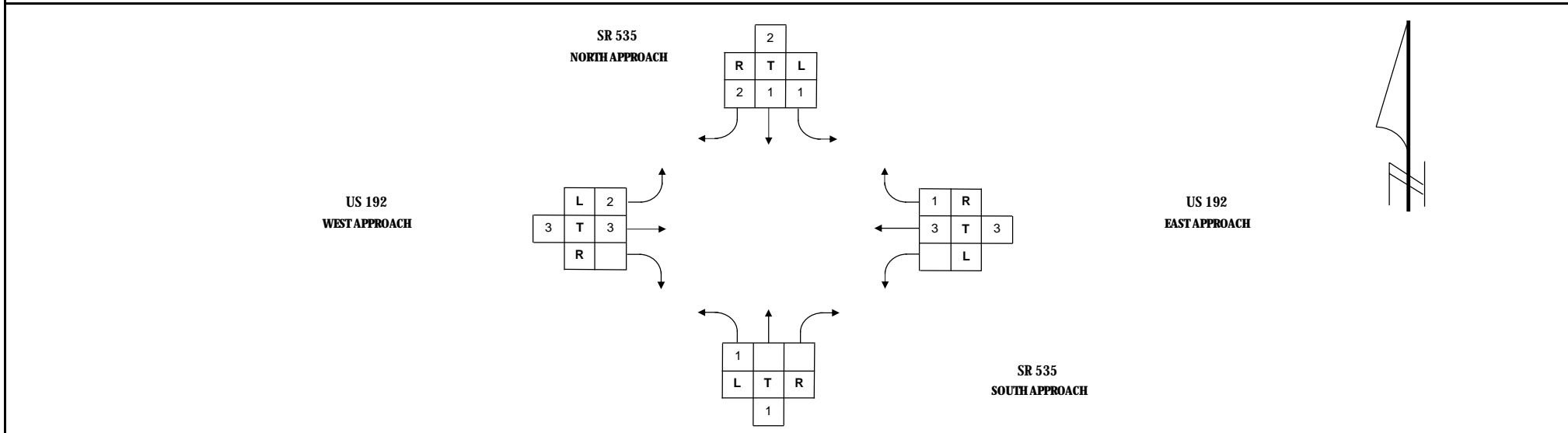
TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 6.1%	D= 51.9%
T Max Hour 14.3%	T daily 11.6%
T med (max) 7.3%	T med Daily 6.2%
T heavy (max) 7.0%	T heavy Daily 5.4%
T Peak Hour 12.1%	
T med Peak Hour 6.4%	Axle Factor 0.92
T heavy Peak Hour 5.7%	

8 Hour Turning Movement Counts (TMCs)

**FLORIDA DEPARTMENT OF TRANSPORTATION
SUMMARY OF VEHICLE MOVEMENTS**

SECTION: 62954.39	CITY: Orlando	COUNTY: Osceola
STATE ROUTE: SR 535	INTERSECTING ROUTE: US 192	MILEPOST: 0.000
OBSERVER: VHB	DATE: 2/4/20	COMPLETED BY: VHB
WEATHER: Good	ROAD CONDITION: Good	DATE COMPLETED: 2/4/20
REMARKS:		

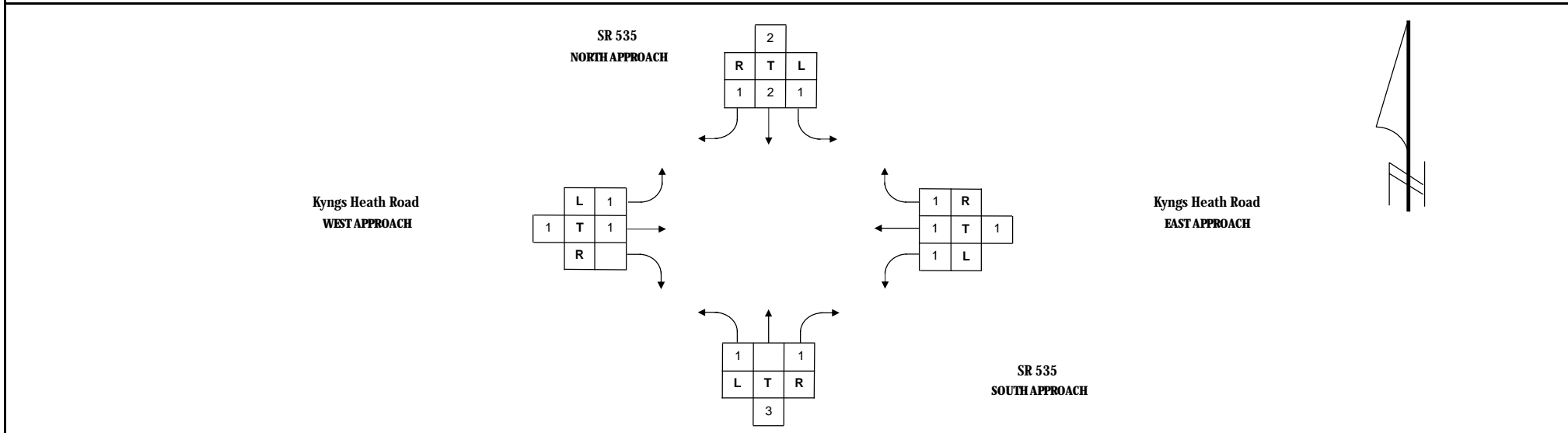


TIME	NORTHBOUND						SOUTHBOUND						TOTAL N/S	EASTBOUND						WESTBOUND						TOTAL E/W
	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT		U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	
7:00 - 8:00	0	3	1	1	0	5	0	435	3	61	0	499	504	5	64	721	1	0	791	7	0	1,168	1,006	0	2,181	
8:00 - 9:00	0	5	1	2	0	8	3	451	0	67	0	521	529	10	85	725	5	0	825	15	2	1,211	957	0	2,185	
9:00 - 10:00	0	3	0	4	0	7	1	445	1	68	0	515	522	11	113	833	2	0	959	18	2	845	653	0	1,518	
10:00 - 11:00	0	5	3	2	0	10	0	496	3	80	0	579	589	11	176	995	2	0	1,184	16	2	843	629	0	1,490	
15:00 - 16:00	0	5	2	3	0	10	3	803	1	108	0	915	925	13	122	1,175	4	0	1,314	19	4	1,097	713	0	1,833	
16:00 - 17:00	0	4	2	3	0	9	1	889	1	149	0	1,040	1,049	9	100	1,232	3	0	1,344	22	4	1,126	682	0	1,834	
17:00 - 18:00	0	2	1	4	0	7	0	853	0	175	0	1,028	1,035	4	127	1,302	1	0	1,434	34	3	1,063	642	0	1,742	
18:00 - 19:00	0	2	2	2	0	6	4	781	2	147	0	934	940	15	115	965	4	0	1,099	27	6	887	514	0	1,434	
TOTAL	0	29	12	21	0	62	12	5,153	11	855	0	6,031	6,093	78	902	7,948	22	0	8,950	158	23	8,240	5,796	0	14,217	

Percentage	0.0%	46.8%	19.4%	33.9%	0.0%	100.0%	0.2%	85.4%	0.2%	14.2%	0.0%	100.0%	N/A	0.9%	10.1%	88.8%	0.2%	0.0%	100.0%	1.1%	0.2%	58.0%	40.8%	0.0%	100.0%	N/A
Maximum	0	5	3	4	0	10	4	889	3	175	0	1,040	1,049	15	176	1,302	5	0	1,434	34	6	1,211	1,006	0	2,185	3,178
Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Heavy Veh	1		0	0	0	1	97		0	18	0	115	116	28		192	0	0	220	1		200	111	0	312	532
% Heavy Veh	3.4%		0.0%		0.0%	1.6%	1.9%		0.0%	2.1%		1.9%	1.9%	2.9%		2.4%		0.0%	2.5%	0.6%		2.4%		1.9%	2.2%	2.3%

**FLORIDA DEPARTMENT OF TRANSPORTATION
SUMMARY OF VEHICLE MOVEMENTS**

SECTION: 62954.39	CITY: Orlando	COUNTY: Osceola	
STATE ROUTE: SR 535	INTERSECTING ROUTE: Kyngs Heath Road	MILEPOST: 0.185	
OBSERVER: VHB	DATE: 1/28/20	COMPLETED BY: VHB	
WEATHER: Good	ROAD CONDITION: Good	DATE COMPLETED: 1/28/20	
REMARKS:			

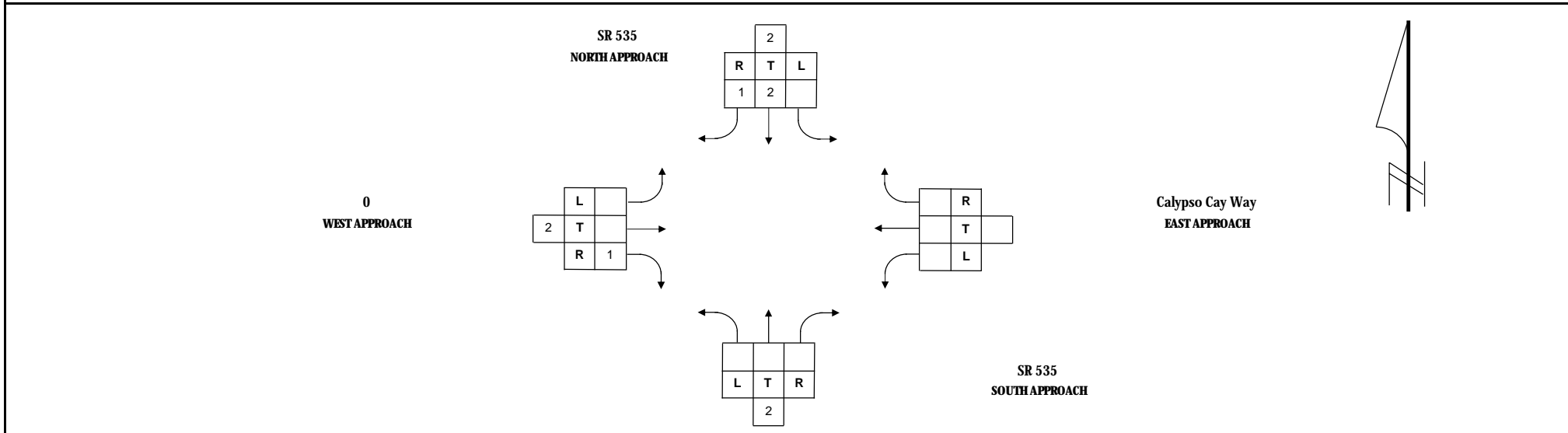


TIME	NORTHBOUND						SOUTHBOUND						TOTAL N/S	EASTBOUND						WESTBOUND						TOTAL E/W
	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT		U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	
7:00 - 8:00	1	9	1,020	28	6	1,064	14	47	477	48	3	589	1,653	0	21	2	2	18	43	0	15	3	11	33	62	105
8:00 - 9:00	2	13	978	28	1	1,022	10	45	499	37	9	600	1,622	0	26	5	6	14	51	0	17	5	8	61	91	142
9:00 - 10:00	3	10	701	19	6	739	21	62	468	32	11	594	1,333	0	34	6	13	14	67	0	19	8	42	68	137	204
10:00 - 11:00	4	13	736	27	16	796	22	67	526	28	15	658	1,454	0	45	10	15	15	85	0	32	11	50	54	147	232
15:00 - 16:00	9	10	784	32	6	841	23	64	887	38	20	1,032	1,873	0	65	14	6	28	113	0	28	10	27	45	110	223
16:00 - 17:00	9	18	703	22	12	764	14	85	822	46	48	1,015	1,779	0	50	24	13	17	104	0	31	19	24	42	116	220
17:00 - 18:00	6	12	694	24	21	757	17	67	929	37	55	1,105	1,862	0	82	18	17	26	143	0	35	18	14	50	117	260
18:00 - 19:00	13	8	574	29	16	640	15	96	836	47	46	1,040	1,680	0	49	23	17	14	103	0	39	12	18	57	126	229
TOTAL	47	93	6,190	209	84	6,623	136	533	5,444	313	207	6,633	13,256	0	372	102	89	146	709	0	216	86	194	410	906	1,615

Percentage	0.7%	1.4%	93.5%	3.2%	1.3%	100.0%	2.1%	8.0%	82.1%	4.7%	3.1%	100.0%	N/A	0.0%	52.5%	14.4%	12.6%	20.6%	100.0%	0.0%	23.8%	9.5%	21.4%	45.3%	100.0%	N/A
Maximum	13	18	1,020	32	21	1,064	23	96	929	48	55	1,105	1,873	0	82	24	17	28	143	0	39	19	50	68	147	260
Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Heavy Veh	4		127	4	2	137	10		96	5	4	115	252	7		1	0	4	12	10		0	3	1	14	26
% Heavy Veh	1.9%		2.1%	2.0%		2.1%	1.5%		1.8%	1.7%		1.7%	1.9%	1.9%		1.0%	1.7%		1.7%	4.6%		0.0%	0.7%		1.5%	1.6%

**FLORIDA DEPARTMENT OF TRANSPORTATION
SUMMARY OF VEHICLE MOVEMENTS**

SECTION: 62954.39	CITY: Orlando	COUNTY: Osceola
STATE ROUTE: SR 535	INTERSECTING ROUTE: Calypso Cay Way	MILEPOST: 0.417
OBSERVER: VHB	DATE: 2/4/20	COMPLETED BY: VHB
WEATHER: Good	ROAD CONDITION: Good	DATE COMPLETED: 2/4/20
REMARKS: _____		

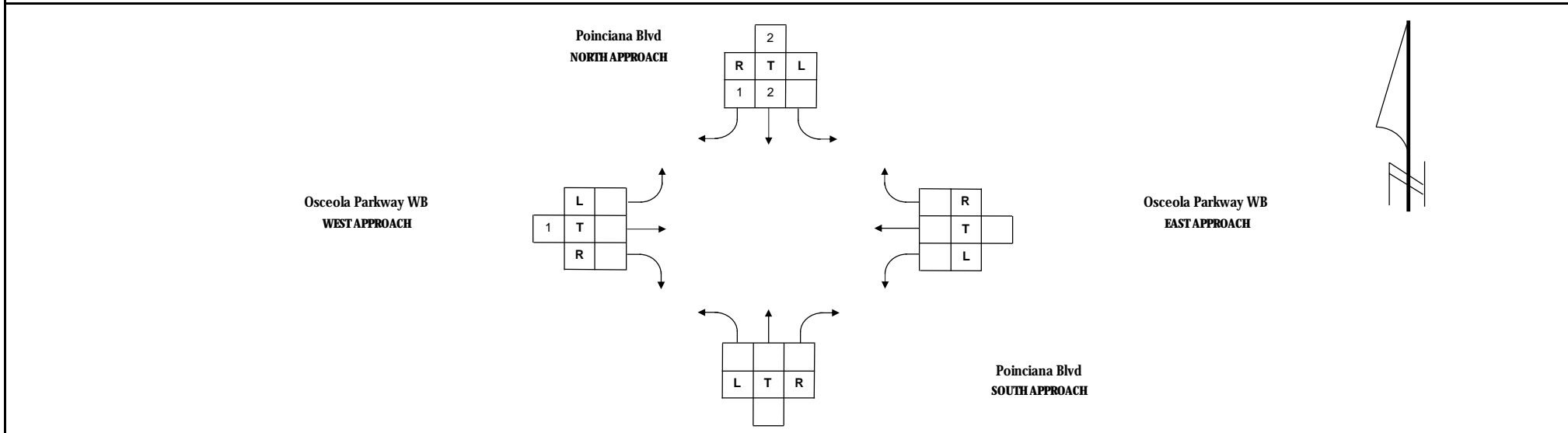


TIME	NORTHBOUND						SOUTHBOUND						TOTAL N/S	EASTBOUND						WESTBOUND						TOTAL E/W
	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT		U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	
7:00 - 8:00	1	32	1,120	0	0	1,153	0	0	540	29	0	569	1,722	0	2	0	46	0	48	0	0	0	0	0	0	48
8:00 - 9:00	4	64	1,032	0	0	1,100	0	0	559	22	0	581	1,681	0	0	0	37	0	37	0	0	0	0	0	0	37
9:00 - 10:00	3	17	879	0	0	899	0	0	542	34	0	576	1,475	1	0	0	35	0	36	0	0	0	0	0	0	36
10:00 - 11:00	4	18	907	0	0	929	0	0	612	29	0	641	1,570	0	0	0	52	0	52	0	0	0	0	0	0	52
15:00 - 16:00	3	20	949	0	0	972	0	0	979	34	0	1,013	1,985	1	3	0	51	0	55	0	0	0	0	0	0	55
16:00 - 17:00	3	22	837	0	0	862	0	0	1,052	23	0	1,075	1,937	0	1	0	52	0	53	0	0	0	0	0	0	53
17:00 - 18:00	4	23	861	0	0	888	1	0	1,089	36	0	1,126	2,014	0	2	0	66	0	68	0	0	0	0	0	0	68
18:00 - 19:00	4	26	690	0	0	720	0	0	965	29	0	994	1,714	0	1	0	45	0	46	0	0	0	0	0	0	46
TOTAL	26	222	7,275	0	0	7,523	1	0	6,338	236	0	6,575	14,098	2	9	0	384	0	395	0	0	0	0	0	0	395

Percentage	0.3%	3.0%	96.7%	0.0%	0.0%	100.0%	0.0%	0.0%	96.4%	3.6%	0.0%	100.0%	N/A	0.5%	2.3%	0.0%	97.2%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	N/A
Maximum	4	64	1,120	0	0	1,153	1	0	1,089	36	0	1,126	2,014	1	3	0	66	0	68	0	0	0	0	0	0	68
Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Heavy Veh	7		132	0	0	139	0		117	4	0	121	260	0		0	3	0	3	0		0	0	0	0	3
% Heavy Veh	1.8%		1.8%	0.0%		1.8%	0.0%		1.8%	1.7%		1.8%	1.8%	0.0%		0.0%	0.8%		0.8%	0.0%		0.0%	0.0%		0.8%	

**FLORIDA DEPARTMENT OF TRANSPORTATION
SUMMARY OF VEHICLE MOVEMENTS**

SECTION: 62954.39	CITY: Orlando	COUNTY: Osceola	MILEPOST: 0.000
STATE ROUTE: Poinciana Blvd	INTERSECTING ROUTE: Osceola Parkway WB	COMPLETED BY: VHB	DATE COMPLETED: 2/4/20
OBSERVER: VHB	DATE: 2/4/20		
WEATHER: Good	ROAD CONDITION: Good		
REMARKS: _____			

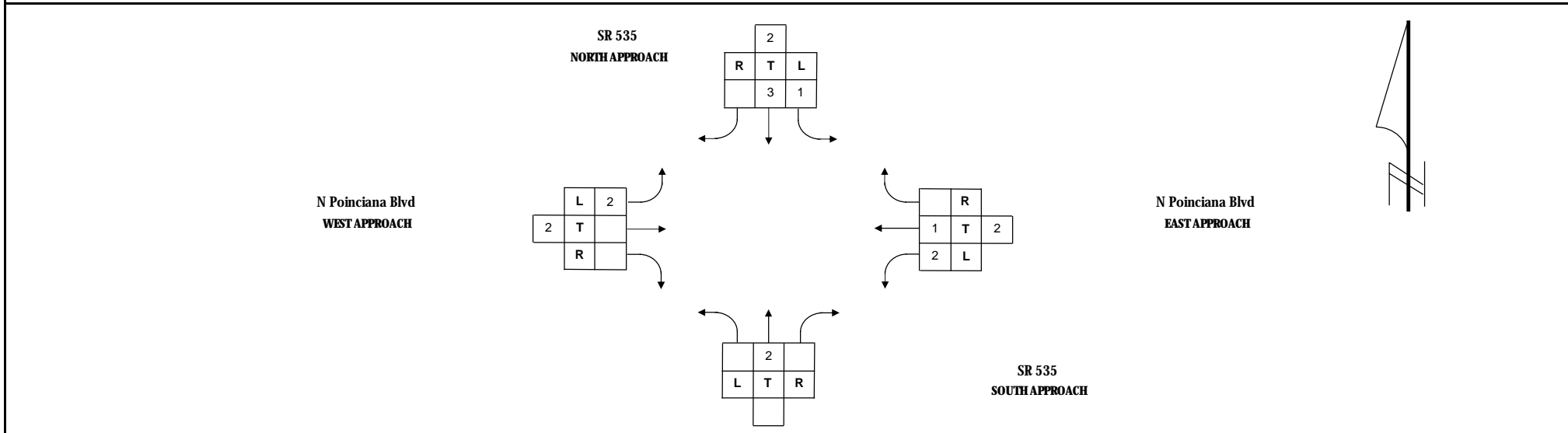


TIME	NORTHBOUND						SOUTHBOUND						TOTAL N/S	EASTBOUND						WESTBOUND						TOTAL E/W
	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT		U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	
7:00 - 8:00	0	184	989	0	0	1,173	1	0	401	44	0	446	1,619	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 - 9:00	0	231	871	0	0	1,102	0	0	343	55	0	398	1,500	0	0	0	0	0	0	0	0	0	0	0	0	
9:00 - 10:00	0	214	842	0	0	1,056	0	0	323	80	0	403	1,459	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 - 11:00	0	180	778	0	0	958	0	0	365	58	0	423	1,381	0	0	0	0	0	0	0	0	0	0	0	0	
15:00 - 16:00	0	102	724	0	0	826	1	0	786	60	0	847	1,673	0	0	0	0	0	0	0	0	0	0	0	0	
16:00 - 17:00	0	82	695	0	0	777	0	0	714	56	0	770	1,547	0	0	0	0	0	0	0	0	0	0	0	0	
17:00 - 18:00	0	75	682	0	0	757	0	0	726	62	0	788	1,545	0	0	0	0	0	0	0	0	0	0	0	0	
18:00 - 19:00	0	82	521	0	0	603	0	0	705	52	0	757	1,360	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	0	1,150	6,102	0	0	7,252	2	0	4,363	467	0	4,832	12,084	0	0	0	0	0	0	0	0	0	0	0	0	

Percentage	0.0%	15.9%	84.1%	0.0%	0.0%	100.0%	0.0%	0.0%	90.3%	9.7%	0.0%	100.0%	N/A	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	N/A
Maximum	0	231	989	0	0	1,173	1	0	786	80	0	847	1,673	0	0	0	0	0	0	0	0	0	0	0	0	0
Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Heavy Veh	60		131	0	0	191	0		128	24	0	152	343	0		0	0	0	0	0		0	0	0	0	0
% Heavy Veh	5.2		1.1%	0.0%	0.0%	2.6%	0.0%		2.9%	5.1%	0.0%	3.1%	2.8%	0.0%		0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	

**FLORIDA DEPARTMENT OF TRANSPORTATION
SUMMARY OF VEHICLE MOVEMENTS**

SECTION: 62954.39	CITY: Orlando	COUNTY: Osceola
STATE ROUTE: SR 535	INTERSECTING ROUTE: N Poinciana Blvd	MILEPOST: 0.704
OBSERVER: VHB	DATE: 2/4/20	COMPLETED BY: VHB
WEATHER: Good	ROAD CONDITION: Good	DATE COMPLETED: 2/4/20
REMARKS:		

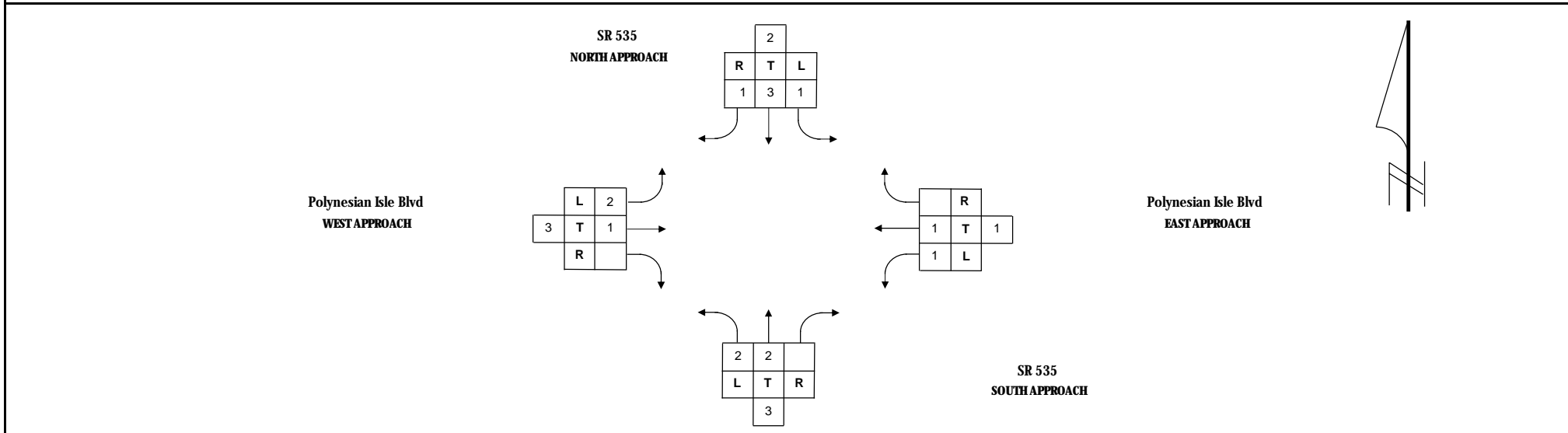


TIME	NORTHBOUND						SOUTHBOUND						TOTAL N/S	EASTBOUND						WESTBOUND						TOTAL E/W
	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT		U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	
7:00 - 8:00	18	51	958	19	22	1,068	5	0	617	278	46	946	2,014	0	846	19	11	21	897	0	45	36	32	69	182	
8:00 - 9:00	8	60	869	30	39	1,006	10	0	629	220	43	902	1,908	1	711	25	17	13	767	0	79	50	49	66	244	
9:00 - 10:00	9	68	684	28	17	806	11	2	587	170	52	822	1,628	2	638	57	21	21	739	0	80	59	46	49	234	
10:00 - 11:00	12	72	711	30	9	834	27	5	685	203	35	955	1,789	5	551	41	9	26	632	0	79	52	44	74	249	
15:00 - 16:00	8	67	752	31	9	867	33	9	1,127	537	45	1,751	2,618	1	496	33	16	36	582	0	129	118	67	71	385	
16:00 - 17:00	8	49	655	29	18	759	32	4	1,260	440	26	1,762	2,521	4	465	48	34	31	582	0	172	118	73	47	410	
17:00 - 18:00	9	66	659	29	7	770	28	8	1,305	437	49	1,827	2,597	3	464	38	24	41	570	0	172	138	68	52	430	
18:00 - 19:00	6	56	550	19	6	637	36	5	1,072	460	35	1,608	2,245	5	314	22	13	34	388	0	179	133	80	40	432	
TOTAL	78	489	5,838	215	127	6,747	182	33	7,282	2,745	331	10,573	17,320	21	4,485	283	145	223	5,157	0	935	704	459	468	2,566	

Percentage	1.2%	7.2%	86.5%	3.2%	1.9%	100.0%	1.7%	0.3%	68.9%	26.0%	3.1%	100.0%	N/A	0.4%	87.0%	5.5%	2.8%	4.3%	100.0%	0.0%	36.4%	27.4%	17.9%	18.2%	100.0%	N/A
Maximum	18	72	958	31	39	1,068	36	9	1,305	537	52	1,827	2,618	5	846	57	34	41	897	0	179	138	80	74	432	1,079
Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Heavy Veh	21		95	7	2	125	4		141	94	10	249	374	98		2	1	4	105	13		17	8	9	47	152
% Heavy Veh	2.7%		1.6%	2.6%		1.9%	1.9%		1.9%	3.4%		2.4%	2.2%	2.2%		0.7%	1.4%		2.0%	1.4%		2.4%	1.8%		1.8%	2.0%

**FLORIDA DEPARTMENT OF TRANSPORTATION
SUMMARY OF VEHICLE MOVEMENTS**

SECTION: 62954.39	CITY: Orlando	COUNTY: Osceola
STATE ROUTE: SR 535	INTERSECTING ROUTE: Polynesian Isle Blvd	MILEPOST: 1.061
OBSERVER: VHB	DATE: 2/4/20	COMPLETED BY: VHB
WEATHER: Good	ROAD CONDITION: Good	DATE COMPLETED: 2/4/20
REMARKS:		

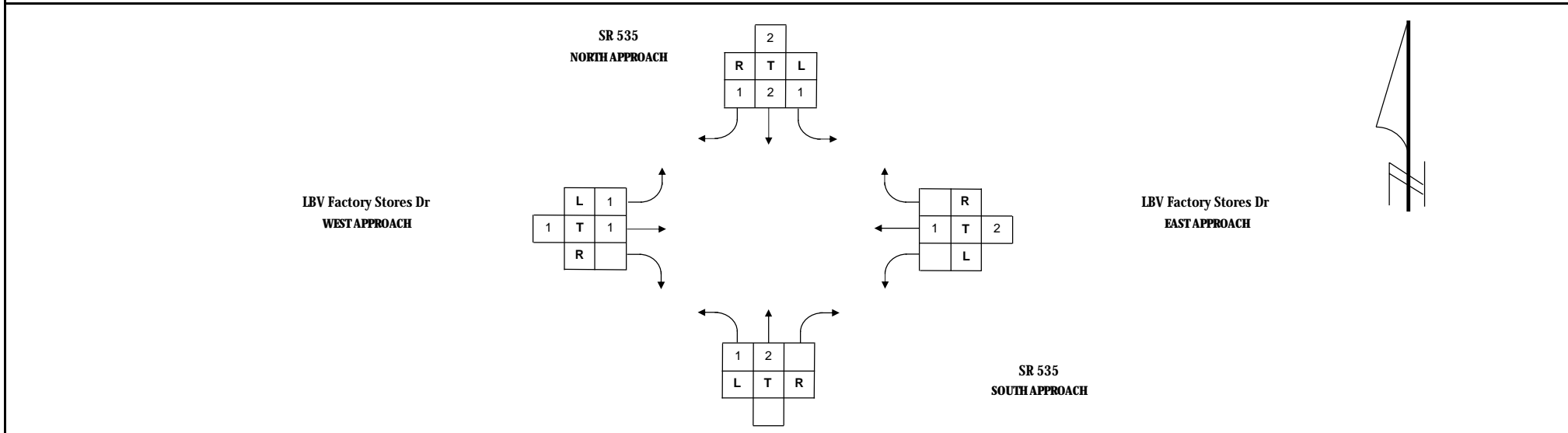


TIME	NORTHBOUND						SOUTHBOUND						TOTAL N/S	EASTBOUND						WESTBOUND						TOTAL E/W
	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT		U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	
7:00 - 8:00	2	10	1,685	0	0	1,697	2	11	922	98	19	1,052	2,749	0	329	7	30	18	384	0	3	12	115	21	151	
8:00 - 9:00	1	15	1,685	0	2	1,703	1	28	878	67	21	995	2,698	0	305	21	31	25	382	0	5	22	127	46	200	
9:00 - 10:00	5	16	1,351	1	0	1,373	3	51	885	96	37	1,072	2,445	0	291	31	40	12	374	0	17	15	50	72	154	
10:00 - 11:00	10	30	1,276	3	2	1,321	1	57	933	122	48	1,161	2,482	0	333	39	55	11	438	0	17	32	65	30	144	
15:00 - 16:00	15	37	1,201	12	0	1,265	2	106	1,715	261	103	2,187	3,452	0	315	48	52	13	428	0	44	72	92	66	274	
16:00 - 17:00	6	62	1,149	5	4	1,226	6	102	1,676	322	87	2,193	3,419	0	294	41	36	22	393	0	28	66	72	46	212	
17:00 - 18:00	10	65	1,139	11	0	1,225	6	110	1,838	288	99	2,341	3,566	0	340	56	58	25	479	0	32	70	65	67	234	
18:00 - 19:00	28	43	858	6	3	938	5	124	1,621	284	101	2,135	3,073	0	267	54	48	12	381	2	35	75	55	60	227	
TOTAL	77	278	10,344	38	11	10,748	26	589	10,468	1,538	515	13,136	23,884	0	2,474	297	350	138	3,259	2	181	364	641	408	1,596	

Percentage	0.7%	2.6%	96.2%	0.4%	0.1%	100.0%	0.2%	4.5%	79.7%	11.7%	3.9%	100.0%	N/A	0.0%	75.9%	9.1%	10.7%	4.2%	100.0%	0.1%	11.3%	22.8%	40.2%	25.6%	100.0%	N/A
Maximum	28	65	1,685	12	4	1,703	6	124	1,838	322	103	2,341	3,566	0	340	56	58	25	479	2	44	75	127	72	274	713
Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Heavy Veh	8		191	0	0	199	7		239	18	8	272	471	30		3	14	7	54	5		5	4	5	19	73
% Heavy Veh	1.3%		1.8%	0.0%		1.9%	1.1%		2.3%	1.3%		2.1%	2.0%	1.2%		1.0%	4.3%		1.7%	2.7%		1.4%	0.9%		1.2%	1.5%

**FLORIDA DEPARTMENT OF TRANSPORTATION
SUMMARY OF VEHICLE MOVEMENTS**

SECTION: 62954.39	CITY: Orlando	COUNTY: Orange	
STATE ROUTE: SR 535	INTERSECTING ROUTE: LBV Factory Stores Dr	MILEPOST: 0.247	
OBSERVER: VHB	DATE: 2/4/20	COMPLETED BY: VHB	
WEATHER: Good	ROAD CONDITION: Good	DATE COMPLETED: 2/4/20	
REMARKS: _____			

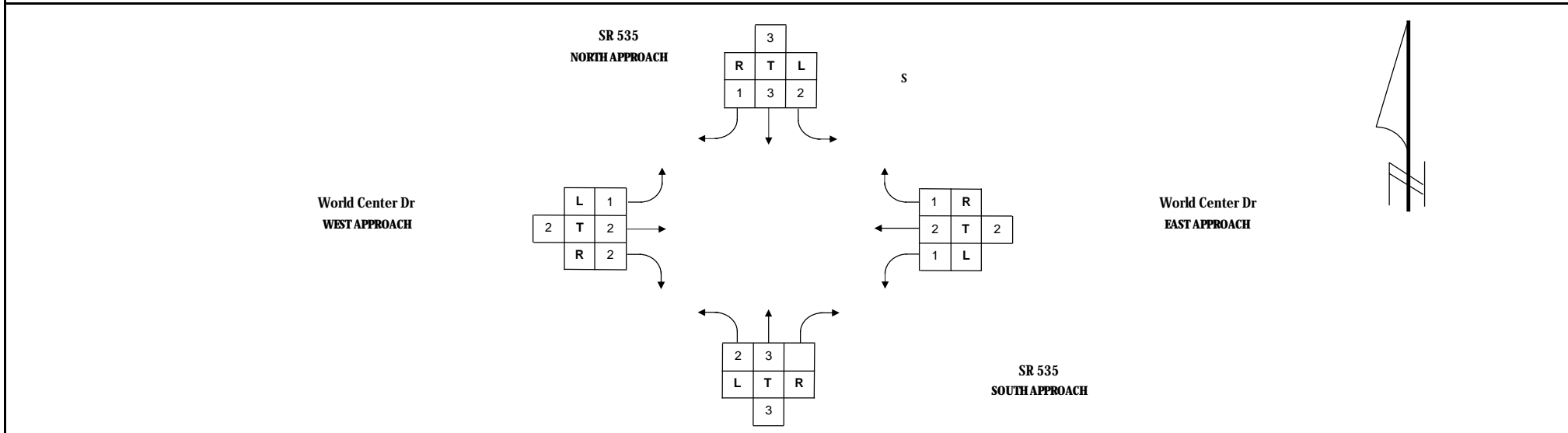


TIME	NORTHBOUND						SOUTHBOUND						TOTAL N/S	EASTBOUND						WESTBOUND						TOTAL E/W
	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT		U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	
7:00 - 8:00	2	15	2,263	7	4	2,291	2	36	1,062	60	2	1,162	3,453	0	23	4	2	0	29	0	9	1	30	8	48	77
8:00 - 9:00	2	15	2,048	19	6	2,090	3	63	966	36	3	1,071	3,161	0	24	0	0	2	26	0	19	2	35	30	86	112
9:00 - 10:00	8	13	1,793	8	6	1,828	1	57	1,055	45	4	1,162	2,990	0	20	6	0	2	28	0	19	4	36	33	92	120
10:00 - 11:00	13	18	1,661	11	3	1,706	1	89	1,124	49	2	1,265	2,971	0	22	0	0	5	27	1	47	6	23	76	153	180
15:00 - 16:00	25	16	1,764	13	11	1,829	12	80	2,106	65	9	2,272	4,101	0	19	3	9	8	39	0	85	5	38	51	179	218
16:00 - 17:00	28	14	1,457	10	7	1,516	31	81	2,118	59	32	2,321	3,837	0	22	0	1	11	34	0	69	3	24	80	176	210
17:00 - 18:00	17	13	1,441	9	9	1,489	45	92	2,166	72	19	2,394	3,883	0	20	3	9	2	34	0	91	4	46	60	201	235
18:00 - 19:00	33	7	1,273	15	13	1,341	15	74	1,973	74	17	2,153	3,494	0	16	4	15	2	37	0	67	4	24	65	160	197
TOTAL	128	111	13,700	92	59	14,090	110	572	12,570	460	88	13,800	27,890	0	166	20	36	32	254	1	406	29	256	403	1,095	1,349

Percentage	0.9%	0.8%	97.2%	0.7%	0.4%	100.0%	0.8%	4.1%	91.1%	3.3%	0.6%	100.0%	N/A	0.0%	65.4%	7.9%	14.2%	12.6%	100.0%	0.1%	37.1%	2.6%	23.4%	36.8%	100.0%	N/A
Maximum	33	18	2,263	19	13	2,291	45	92	2,166	74	32	2,394	4,101	0	24	6	15	11	39	1	91	6	46	80	201	235
Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Heavy Veh	5		223	2	0	230	51	234	15	3	303	533	2	1	1	0	4	2	0	17	27	46	50			
% Heavy Veh	1.1%	1.6%	1.3%	1.3%	1.6%	7.5%	1.9%	3.3%	2.2%	1.9%	1.2%	5.0%	1.5%	1.6%	0.5%	0.0%	6.7%	4.2%	3.7%							

**FLORIDA DEPARTMENT OF TRANSPORTATION
SUMMARY OF VEHICLE MOVEMENTS**

SECTION: 62954.39	CITY: Orlando	COUNTY: Orange
STATE ROUTE: SR 535	INTERSECTING ROUTE: World Center Dr	MILEPOST: 0.895
OBSERVER: VHB	DATE: 2/4/20	COMPLETED BY: VHB
WEATHER: Good	ROAD CONDITION: Good	DATE COMPLETED: 2/4/20
REMARKS:		

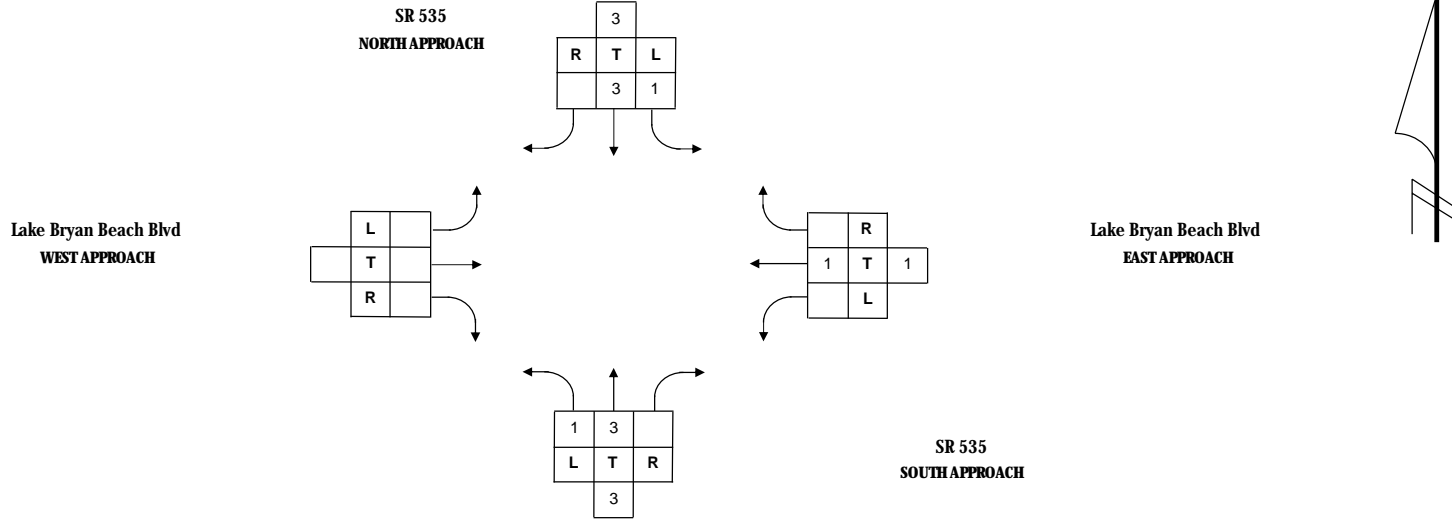


TIME	NORTHBOUND						SOUTHBOUND						TOTAL N/S	EASTBOUND						WESTBOUND						TOTAL E/W
	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT		U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	
7:00 - 8:00	0	467	1,302	156	231	2,156	0	205	529	173	96	1,003	3,159	0	46	345	98	93	582	1	264	825	190	183	1,463	
8:00 - 9:00	0	357	1,429	213	173	2,172	0	204	655	169	103	1,131	3,303	0	121	421	91	40	673	0	246	714	264	175	1,399	
9:00 - 10:00	0	290	1,141	178	245	1,854	4	221	636	147	90	1,098	2,952	0	189	478	46	91	804	3	257	545	143	163	1,111	
10:00 - 11:00	3	284	966	217	273	1,743	0	190	661	95	110	1,056	2,799	3	173	491	54	140	861	1	269	465	63	186	984	
15:00 - 16:00	2	278	941	206	294	1,721	1	379	1,210	76	126	1,792	3,513	0	112	710	230	240	1,292	3	458	622	138	136	1,357	
16:00 - 17:00	0	238	1,010	441	400	2,089	0	512	1,163	110	138	1,923	4,012	2	182	777	184	295	1,440	0	482	742	89	282	1,595	
17:00 - 18:00	0	243	809	536	313	1,901	1	391	942	136	148	1,618	3,519	0	116	748	176	233	1,273	4	575	786	110	169	1,644	
18:00 - 19:00	0	236	838	403	373	1,850	3	330	965	138	106	1,542	3,392	0	173	769	170	156	1,268	1	514	683	165	90	1,453	
TOTAL	5	2,393	8,436	2,350	2,302	15,486	9	2,432	6,761	1,044	917	11,163	26,649	5	1,112	4,739	1,049	1,288	8,193	13	3,065	5,382	1,162	1,384	11,006	

Percentage	0.0%	15.5%	54.5%	15.2%	14.9%	100.0%	0.1%	21.8%	60.6%	9.4%	8.2%	100.0%	N/A	0.1%	13.6%	57.8%	12.8%	15.7%	100.0%	0.1%	27.8%	48.9%	10.6%	12.6%	100.0%	N/A
Maximum	3	467	1,429	536	400	2,172	4	512	1,210	173	148	1,923	4,012	3	189	777	230	295	1,440	4	575	825	264	282	1,644	3,035
Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Heavy Veh	26		195	60	62	343	64		142	53	56	315	658	25		282	29	17	353	95		237	65	64	461	814
% Heavy Veh	1.1%		2.3%	2.6%		2.2%	2.6%		2.1%	5.6%		2.8%	2.5%	2.2%		6.0%	2.0%		4.3%	3.1%		4.4%	5.1%		4.2%	4.2%

**FLORIDA DEPARTMENT OF TRANSPORTATION
SUMMARY OF VEHICLE MOVEMENTS**

SECTION: 62954.39	CITY: Orlando	COUNTY: Orange	
STATE ROUTE: SR 535	INTERSECTING ROUTE: Lake Bryan Beach Blvd	MILEPOST: 1.235	
OBSERVER: VHB	DATE: 2/4/20	COMPLETED BY: VHB	
WEATHER: Good	ROAD CONDITION: Good	DATE COMPLETED: 2/4/20	
REMARKS: _____			

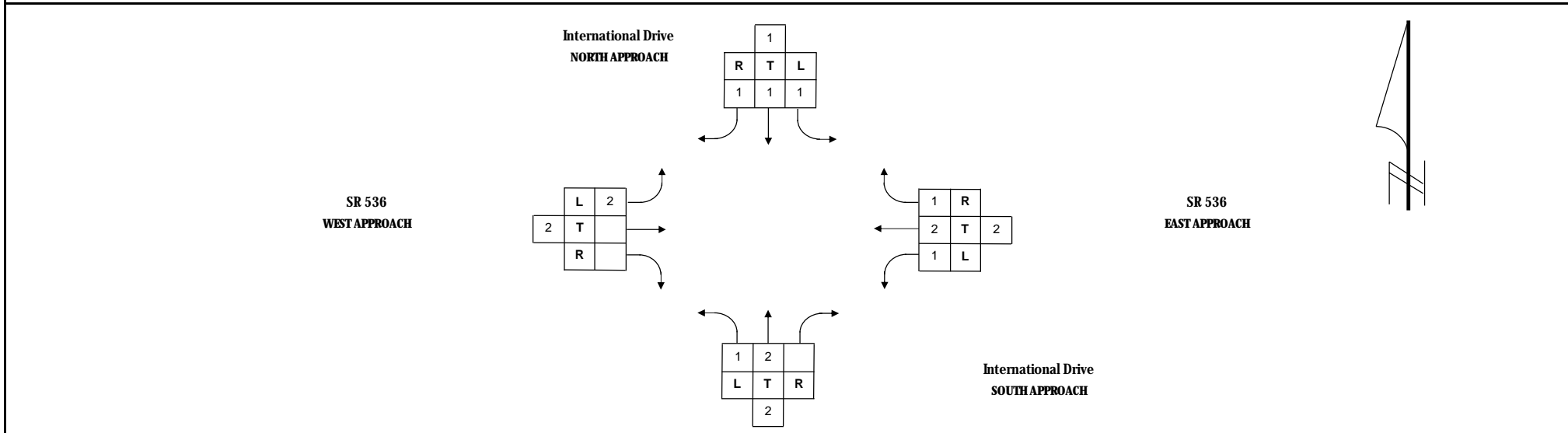


TIME	NORTHBOUND						SOUTHBOUND						TOTAL N/S	EASTBOUND						WESTBOUND						TOTAL E/W
	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT		U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	
7:00 - 8:00	21	0	1,744	45	0	1,810	4	55	1,101	0	0	1,160	2,970	0	0	0	0	0	0	0	15	0	36	0	51	
8:00 - 9:00	30	0	1,961	45	0	2,036	5	49	1,094	0	0	1,148	3,184	0	0	0	0	0	0	0	31	0	45	0	76	
9:00 - 10:00	11	0	1,674	33	0	1,718	6	26	1,134	0	0	1,166	2,884	0	0	0	0	0	0	0	27	0	45	0	72	
10:00 - 11:00	10	0	1,477	16	0	1,503	7	27	1,120	0	0	1,154	2,657	0	0	0	0	0	0	0	36	0	52	0	88	
15:00 - 16:00	12	0	1,472	23	0	1,507	6	33	1,815	0	0	1,854	3,361	0	0	0	0	0	0	0	30	0	55	0	85	
16:00 - 17:00	36	0	1,637	28	0	1,701	6	20	1,862	1	0	1,889	3,590	0	0	0	0	0	0	0	34	0	66	0	100	
17:00 - 18:00	59	0	1,396	38	0	1,493	12	19	1,654	0	0	1,685	3,178	0	0	0	0	0	0	0	50	0	88	0	138	
18:00 - 19:00	48	0	1,246	24	0	1,318	10	16	1,643	1	0	1,670	2,988	0	0	0	0	0	0	0	16	0	32	0	48	
TOTAL	227	0	12,607	252	0	13,086	56	245	11,423	2	0	11,726	24,812	0	0	0	0	0	0	0	239	0	419	0	658	

Percentage	1.7%	0.0%	96.3%	1.9%	0.0%	100.0%	0.5%	2.1%	97.4%	0.0%	0.0%	100.0%	N/A	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	36.3%	0.0%	63.7%	0.0%	100.0%	N/A
Maximum	59	0	1,961	45	0	2,036	12	55	1,862	1	0	1,889	3,590	0	0	0	0	0	0	0	50	0	88	0	138	138
Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Heavy Veh	0		321	21	0	342	14		315	0	0	329	671	0		0	0	0	0	15		0	36	0	51	51
% Heavy Veh	0.0%		2.5%	8.3%	0.0%	2.6%	4.7%		2.8%	0.0%	0.0%	2.8%	2.7%	0.0%		0.0%	0.0%	0.0%	0.0%	6.3%		0.0%	8.6%	0.0%	7.8%	7.8%

**FLORIDA DEPARTMENT OF TRANSPORTATION
SUMMARY OF VEHICLE MOVEMENTS**

SECTION: 62954.39	CITY: Orlando	COUNTY: Orange
STATE ROUTE: World Center Dr	INTERSECTING ROUTE: International Drive	MILEPOST: 0.000
OBSERVER: VHB	DATE: 1/28/20	COMPLETED BY: VHB
WEATHER: Good	ROAD CONDITION: Good	DATE COMPLETED: 1/28/20
REMARKS:		

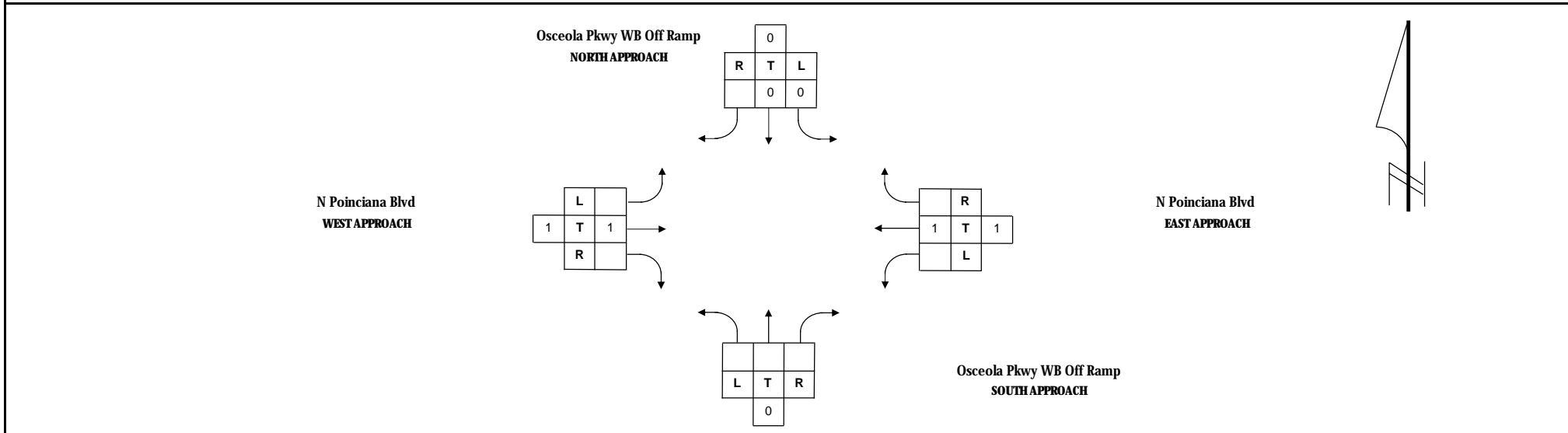


TIME	NORTHBOUND						SOUTHBOUND						TOTAL N/S	EASTBOUND						WESTBOUND						TOTAL E/W
	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT		U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	
7:00 - 8:00	0	14	10	2	8	34	1	19	4	12	109	145	179	0	105	96	3	2	206	1	6	235	54	47	343	
8:00 - 9:00	0	11	6	2	1	20	1	19	3	8	101	132	152	0	107	97	4	0	208	1	4	195	49	40	289	
9:00 - 10:00	0	7	5	2	3	17	1	22	7	11	105	146	163	0	463	435	14	3	915	6	21	924	252	198	1,401	
10:00 - 11:00	0	9	6	0	11	26	2	72	3	28	132	237	263	0	154	100	6	0	260	2	4	213	37	44	300	
15:00 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	147	93	4	0	245	2	2	141	17	24	186	
16:00 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	134	130	5	1	270	3	2	120	16	27	168	
17:00 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	110	7	1	318	0	3	107	12	24	146	
18:00 - 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	170	109	4	0	284	0	6	114	11	24	155	
TOTAL	0	88	48	9	37	182	8	243	36	110	866	1,263	1,445	5	2,086	1,608	58	12	3,769	16	58	2,713	591	565	3,943	

Percentage	0.0%	48.4%	26.4%	4.9%	20.3%	100.0%	0.6%	19.2%	2.9%	8.7%	68.6%	100.0%	N/A	0.1%	55.3%	42.7%	1.5%	0.3%	100.0%	0.4%	1.5%	68.8%	15.0%	14.3%	100.0%	N/A
Maximum	0	20	10	2	11	34	2	72	7	28	132	237	263	1	463	435	14	3	915	6	21	924	252	198	1,401	2,316
Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Heavy Veh	20		4	4	10	39	32		7	32	197	268	307	154		274	5	0	433	7		235	20	20	282	715
% Heavy Veh	22.7%		10.4%	30.4%		21.4%	12.7%		19.4%	23.5%		21.2%	21.2%	7.4%		17.0%	7.1%		11.5%	9.5%		8.7%	3.5%		7.2%	9.3%

**FLORIDA DEPARTMENT OF TRANSPORTATION
SUMMARY OF VEHICLE MOVEMENTS**

SECTION: 62954.39	CITY: Orlando	COUNTY: Osceola
STATE ROUTE: Osceola Pkwy WB Off Ramp	INTERSECTING ROUTE: N Poinciana Blvd	MILEPOST:
OBSERVER: VHB	DATE: Estimated Count	COMPLETED BY: VHB
WEATHER: Good	ROAD CONDITION: Good	DATE COMPLETED: Estimated
REMARKS:		

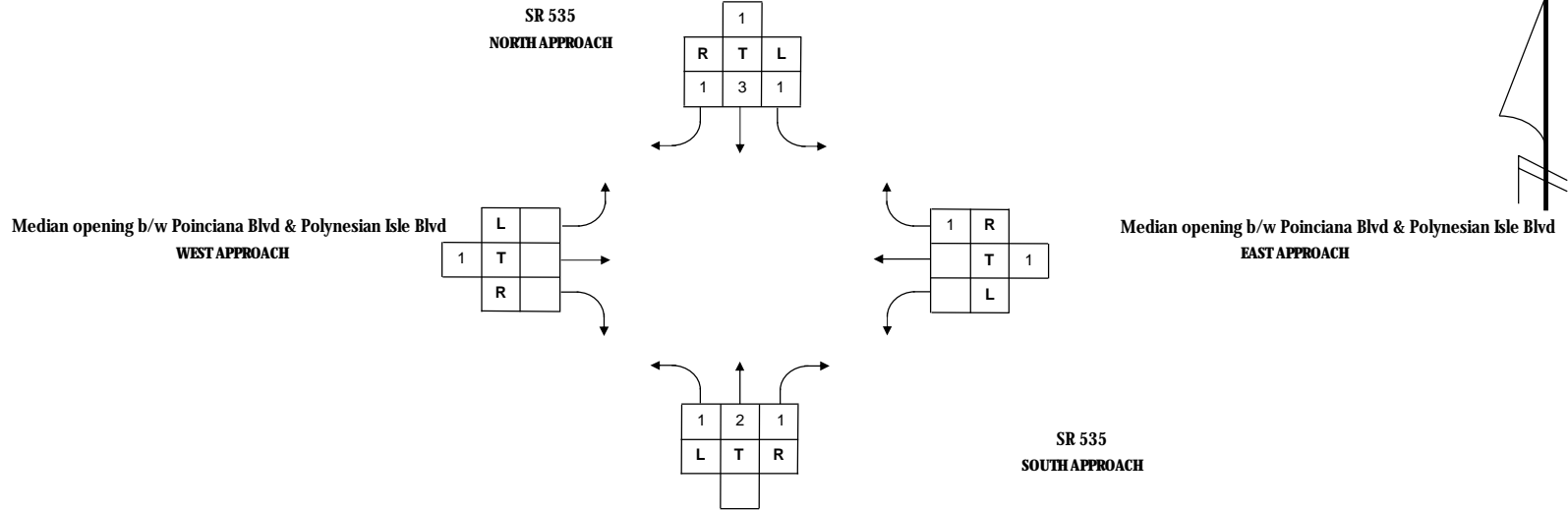


TIME	NORTHBOUND						SOUTHBOUND						TOTAL N/S	EASTBOUND						WESTBOUND						TOTAL E/W
	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT		U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	
7:00 - 8:00	0	113	0	117	0	230	0	0	0	0	0	0	0	0	60	0	0	60	0	0	69	0	0	69		
8:00 - 9:00	0	102	0	110	0	212	0	0	0	0	0	0	0	0	94	0	0	94	0	0	142	0	0	142		
9:00 - 10:00	0	101	0	105	0	206	0	0	0	0	0	0	0	0	104	0	0	104	0	0	133	0	0	133		
10:00 - 11:00	0	81	0	90	0	171	0	0	0	0	0	0	0	0	85	0	0	85	0	0	168	0	0	168		
15:00 - 16:00	0	89	0	136	0	225	0	0	0	0	0	0	0	0	82	0	0	82	0	0	296	0	0	296		
16:00 - 17:00	0	90	0	139	0	229	0	0	0	0	0	0	0	0	99	0	0	99	0	0	320	0	0	320		
17:00 - 18:00	0	109	0	171	0	280	0	0	0	0	0	0	0	0	82	0	0	82	0	0	321	0	0	321		
18:00 - 19:00	0	91	0	137	0	228	0	0	0	0	0	0	0	0	52	0	0	52	0	0	341	0	0	341		
TOTAL	0	776	0	1,005	0	1,781	0	0	0	0	0	0	0	0	658	0	0	658	0	0	1,790	0	0	1,790		

Percentage	0.0%	43.6%	0.0%	56.4%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	N/A	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%	N/A
Maximum	0	113	0	171	0	280	0	0	0	0	0	0	280	0	0	104	0	0	104	0	0	341	0	0	341	419
Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Heavy Veh	0		0		47		0		0		0		47	0		13		13		0		47		47		60
% Heavy Veh	0.0%		0.0%		4.7%		2.6%		0.0%		0.0%		2.6%	0.0%		2.0%		2.0%		0.0%		2.6%		2.6%		2.5%

**FLORIDA DEPARTMENT OF TRANSPORTATION
SUMMARY OF VEHICLE MOVEMENTS**

SECTION: 62954.39	CITY: Orlando	COUNTY: Osceola
STATE ROUTE: SR 535	INTERSECTING ROUTE: Median opening b/w Poinciana Blvd & Polynesian Isle Blvd	MILEPOST: 0.000
OBSERVER: VHB	DATE: 2/4/20	COMPLETED BY: VHB
WEATHER: Good	ROAD CONDITION: Good	DATE COMPLETED: 2/4/20
REMARKS:		

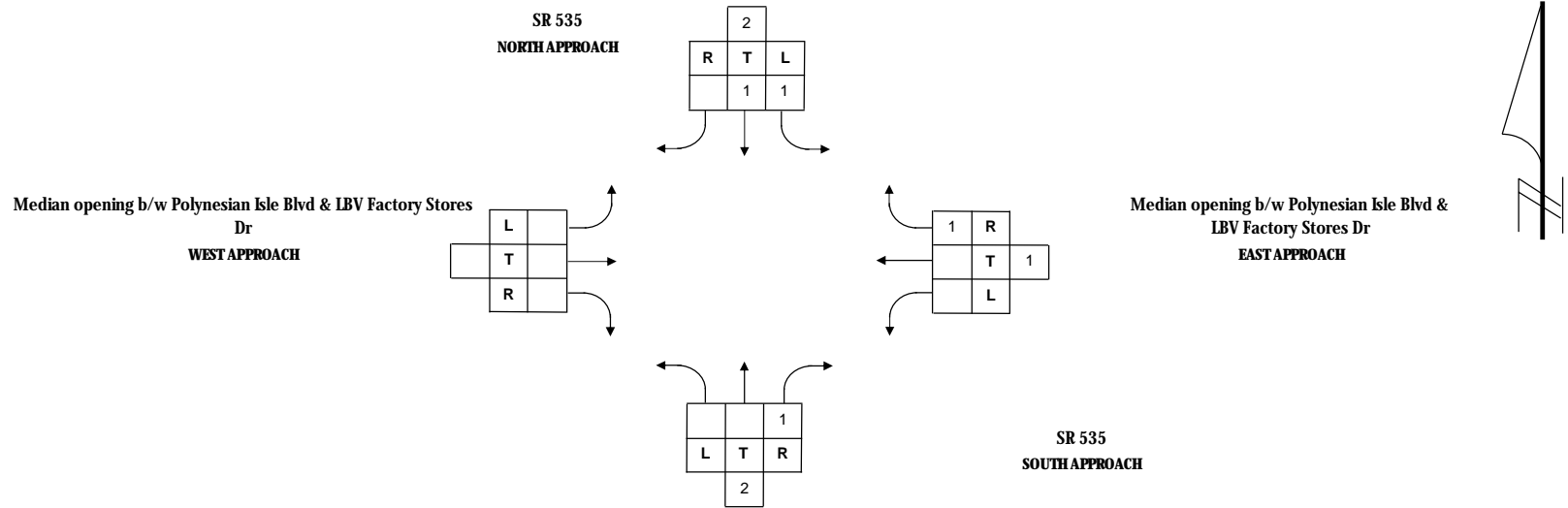


TIME	NORTHBOUND						SOUTHBOUND						TOTAL N/S	EASTBOUND						WESTBOUND						TOTAL E/W
	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT		U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	
7:00 - 8:00	2	15	1,858	5	0	1,880	2	10	1,026	44	0	1,082	2,962	0	0	0	30	0	30	0	0	0	35	0	35	65
8:00 - 9:00	6	25	1,701	13	0	1,745	3	7	861	72	0	943	2,688	0	0	0	45	0	45	0	0	0	40	0	40	85
9:00 - 10:00	12	30	1,386	23	0	1,451	2	23	826	98	0	949	2,400	0	0	0	46	0	46	0	0	0	34	0	34	80
10:00 - 11:00	6	41	1,328	38	0	1,413	3	20	883	105	0	1,011	2,424	0	0	0	83	0	83	0	0	0	52	0	52	135
15:00 - 16:00	1	37	1,336	43	0	1,417	5	28	1,630	153	0	1,816	3,233	0	0	0	113	0	113	0	0	0	69	0	69	182
16:00 - 17:00	4	41	1,203	36	0	1,284	2	18	1,629	147	0	1,796	3,080	0	0	0	138	0	138	0	0	0	72	0	72	210
17:00 - 18:00	6	25	1,184	48	0	1,263	7	24	1,707	154	0	1,892	3,155	0	0	0	128	0	128	0	0	0	84	0	84	212
18:00 - 19:00	10	40	922	53	0	1,025	6	26	1,528	166	0	1,726	2,751	0	0	0	123	0	123	0	1	0	87	0	88	211
TOTAL	47	254	10,918	259	0	11,478	30	156	10,090	939	0	11,215	22,693	0	0	0	706	0	706	0	1	0	473	0	474	1,180

Percentage	0.4%	2.2%	95.1%	2.3%	0.0%	100.0%	0.3%	1.4%	90.0%	8.4%	0.0%	100.0%	N/A	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.2%	0.0%	99.8%	0.0%	100.0%	N/A
Maximum	12	41	1,858	53	0	1,880	7	28	1,707	166	0	1,892	3,233	0	0	0	138	0	138	0	1	0	87	0	88	212
Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Heavy Veh	4		208	3	0	215	5		230	6	0	241	456	0		0	8	0	8	0		0	5	0	5	13
% Heavy Veh	1.3%		1.9%	1.2%		1.9%	2.7%		2.3%	0.6%		2.1%	2.0%	0.0%		0.0%	1.1%		1.1%	0.0%		0.0%	1.1%		1.1%	

**FLORIDA DEPARTMENT OF TRANSPORTATION
SUMMARY OF VEHICLE MOVEMENTS**

SECTION: 62954.39	CITY: Orlando	COUNTY: Orange
STATE ROUTE: SR 535	INTERSECTING ROUTE: Median opening b/w Polynesian Isle Blvd & LBV Factory Stores Dr	MILEPOST: 0.000
OBSERVER: VHB	DATE: 2/4/20	COMPLETED BY: VHB
WEATHER: Good	ROAD CONDITION: Good	DATE COMPLETED: 2/4/20
REMARKS:		



TIME	NORTHBOUND						SOUTHBOUND						TOTAL N/S	EASTBOUND						WESTBOUND						TOTAL E/W
	U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT		U	L	T	R	RTOR	TOT	U	L	T	R	RTOR	TOT	
7:00 - 8:00	0	0	2,343	17	0	2,360	0	6	1,035	0	0	1,041	3,401	0	0	0	0	0	0	0	0	0	2	0	2	
8:00 - 9:00	0	0	2,184	21	0	2,205	2	7	985	0	0	994	3,199	0	0	0	0	0	0	0	0	0	1	0	1	
9:00 - 10:00	0	0	1,827	57	0	1,884	2	13	1,051	0	0	1,066	2,950	0	0	0	0	0	0	0	0	0	11	0	11	
10:00 - 11:00	0	0	1,649	115	0	1,764	7	34	1,173	0	0	1,214	2,978	0	0	0	0	0	0	0	0	0	34	0	34	
15:00 - 16:00	0	0	1,760	85	0	1,845	2	19	1,983	0	0	2,004	3,849	0	0	0	0	0	0	3	0	0	62	0	65	
16:00 - 17:00	0	0	1,539	114	0	1,653	1	21	2,231	0	0	2,253	3,906	0	0	0	0	0	0	0	0	0	56	0	56	
17:00 - 18:00	0	0	1,496	84	0	1,580	3	16	2,053	0	0	2,072	3,652	0	0	0	0	0	0	0	0	0	57	0	57	
18:00 - 19:00	0	0	1,337	64	0	1,401	4	13	2,140	0	0	2,157	3,558	0	0	0	0	0	0	0	0	0	63	0	63	
TOTAL	0	0	14,135	557	0	14,692	21	129	12,651	0	0	12,801	27,493	0	0	0	0	0	0	3	0	0	286	0	289	

Percentage	0.0%	0.0%	96.2%	3.8%	0.0%	100.0%	0.2%	1.0%	98.8%	0.0%	0.0%	100.0%	N/A	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	99.0%	0.0%	100.0%	N/A
Maximum	0	0	2,343	115	0	2,360	7	34	2,231	0	0	2,253	3,906	0	0	0	0	0	0	3	0	0	63	0	65	65
Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Heavy Veh	0	0	242	6	0	248	2	0	235	0	0	237	485	0	0	0	0	0	0	0	0	0	1	0	1	1
% Heavy Veh	0.0	0.0	1.7%	0.1%	0.0%	1.7%	1.3%	0.0%	1.9%	0.0%	0.0%	1.9%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.3%	0.3%	

International Dr & World Gateway Dr - TMC

Tue Aug 10, 2021

Full Length (7 AM-11 AM, 3 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862636, Location: 28.355367, -81.505127

Provided by: Metric Engineering
 13940 SW 136th Street, Suite 200,
 Miami, FL, 33186, US

Leg Direction	West Eastbound					East Westbound					North Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2021-08-10 7:00AM	16	21	2	39	0	17	12	0	29	0	1	4	0	5	1	73
7:15AM	21	10	4	35	0	17	11	0	28	0	5	6	0	11	0	74
7:30AM	23	13	4	40	0	16	14	0	30	0	1	8	0	9	0	79
7:45AM	20	15	5	40	0	19	15	0	34	0	7	12	0	19	0	93
Hourly Total	80	59	15	154	0	69	52	0	121	0	14	30	0	44	1	319
8:00AM	22	13	5	40	0	14	9	0	23	0	4	8	0	12	0	75
8:15AM	26	22	7	55	0	28	10	0	38	0	6	13	0	19	0	112
8:30AM	35	18	6	59	0	12	7	0	19	0	2	11	0	13	0	91
8:45AM	21	21	6	48	0	29	7	0	36	0	3	11	1	15	0	99
Hourly Total	104	74	24	202	0	83	33	0	116	0	15	43	1	59	0	377
9:00AM	21	16	5	42	0	18	5	0	23	0	3	10	0	13	0	78
9:15AM	27	22	3	52	0	15	5	0	20	0	4	11	0	15	1	87
9:30AM	26	20	5	51	0	19	12	0	31	0	5	13	0	18	0	100
9:45AM	21	19	4	44	0	16	7	0	23	0	4	7	0	11	0	78
Hourly Total	95	77	17	189	0	68	29	0	97	0	16	41	0	57	1	343
10:00AM	20	23	6	49	0	14	6	0	20	0	3	13	0	16	0	85
10:15AM	20	25	7	52	0	27	11	0	38	0	1	7	0	8	0	98
10:30AM	20	25	2	47	0	21	0	0	21	0	6	6	0	12	0	80
10:45AM	19	31	7	57	0	14	3	1	18	0	7	7	0	14	0	89
Hourly Total	79	104	22	205	0	76	20	1	97	0	17	33	0	50	0	352
3:00PM	18	28	4	50	0	20	6	0	26	0	11	19	0	30	0	106
3:15PM	27	35	6	68	0	18	6	0	24	0	8	16	0	24	0	116
3:30PM	17	31	10	58	0	32	10	0	42	0	19	21	0	40	0	140
3:45PM	18	35	3	56	0	15	0	0	15	0	15	17	0	32	0	103
Hourly Total	80	129	23	232	0	85	22	0	107	0	53	73	0	126	0	465
4:00PM	17	27	3	47	0	21	4	0	25	0	18	15	0	33	0	105
4:15PM	26	39	4	69	0	22	3	0	25	0	15	23	0	38	1	132
4:30PM	18	33	5	56	0	22	3	0	25	0	21	22	0	43	0	124
4:45PM	21	34	6	61	0	20	1	0	21	0	21	27	0	48	0	130
Hourly Total	82	133	18	233	0	85	11	0	96	0	75	87	0	162	1	491
5:00PM	22	44	5	71	0	33	5	0	38	0	19	16	0	35	0	144
5:15PM	32	51	1	84	0	19	4	0	23	0	24	14	0	38	0	145
5:30PM	22	28	2	52	0	25	9	0	34	0	21	24	0	45	0	131
5:45PM	19	40	1	60	0	28	2	0	30	0	21	26	0	47	0	137
Hourly Total	95	163	9	267	0	105	20	0	125	0	85	80	0	165	0	557
6:00PM	18	33	4	55	0	32	3	1	36	0	12	16	0	28	0	119
6:15PM	19	43	7	69	0	31	6	0	37	0	23	14	0	37	0	143
6:30PM	18	31	4	53	0	27	2	0	29	0	13	19	0	32	0	114
6:45PM	16	29	1	46	0	18	5	0	23	0	12	18	0	30	1	99
Hourly Total	71	136	16	223	0	108	16	1	125	0	60	67	0	127	1	475
Total	686	875	144	1705	0	679	203	2	884	0	335	454	1	790	4	3379
% Approach	40.2%	51.3%	8.4%	-	-	76.8%	23.0%	0.2%	-	-	42.4%	57.5%	0.1%	-	-	-
% Total	20.3%	25.9%	4.3%	50.5%	-	20.1%	6.0%	0.1%	26.2%	-	9.9%	13.4%	0%	23.4%	-	-
Motorcycles	2	6	0	8	-	7	0	0	7	-	0	0	0	0	-	15
% Motorcycles	0.3%	0.7%	0%	0.5%	-	1.0%	0%	0%	0.8%	-	0%	0%	0%	0%	-	0.4%
Lights	662	843	143	1648	-	664	203	2	869	-	333	441	1	775	-	3292
% Lights	96.5%	96.3%	99.3%	96.7%	-	97.8%	100%	100%	98.3%	-	99.4%	97.1%	100%	98.1%	-	97.4%
Single-Unit Trucks	15	15	1	31	-	6	0	0	6	-	1	5	0	6	-	43
% Single-Unit Trucks	2.2%	1.7%	0.7%	1.8%	-	0.9%	0%	0%	0.7%	-	0.3%	1.1%	0%	0.8%	-	1.3%
Articulated Trucks	1	4	0	5	-	0	0	0	0	-	0	0	0	0	-	5
% Articulated Trucks	0.1%	0.5%	0%	0.3%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.1%
Buses	5	7	0	12	-	2	0	0	2	-	0	8	0	8	-	22
% Buses	0.7%	0.8%	0%	0.7%	-	0.3%	0%	0%	0.2%	-	0%	1.8%	0%	1.0%	-	0.7%

Leg Direction	West Eastbound					East Westbound					North Southbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
Bicycles on Road	1	0	0	1	-	0	0	0	0	-	1	0	0	1	-	2
% Bicycles on Road	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	-	0.3%	0%	0%	0.1%	-	0.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	3
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75.0%
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	1
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25.0%

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

International Dr & World Gateway Dr - TMC

Tue Aug 10, 2021

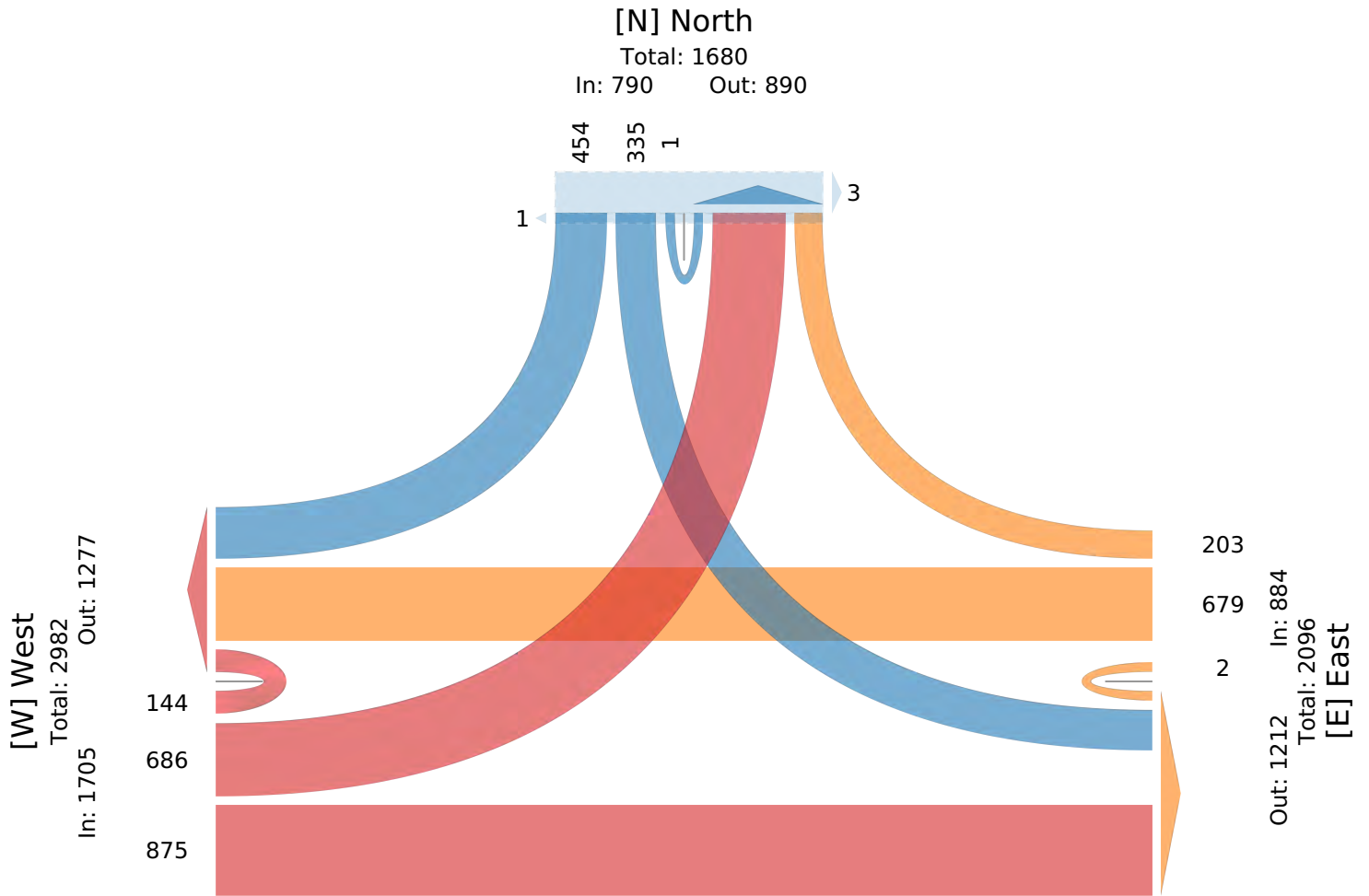
Full Length (7 AM-11 AM, 3 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862636, Location: 28.355367, -81.505127

Provided by: Metric Engineering
 13940 SW 136th Street, Suite 200,
 Miami, FL, 33186, US



International Dr & World Gateway Dr - TMC

Tue Aug 10, 2021

AM Peak (8:15 AM - 9:15 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862636, Location: 28.355367, -81.505127

Provided by: Metric Engineering

13940 SW 136th Street, Suite 200,

Miami, FL, 33186, US

Leg Direction	West Eastbound					East Westbound					North Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
Time																
2021-08-10 8:15AM	26	22	7	55	0	28	10	0	38	0	6	13	0	19	0	112
8:30AM	35	18	6	59	0	12	7	0	19	0	2	11	0	13	0	91
8:45AM	21	21	6	48	0	29	7	0	36	0	3	11	1	15	0	99
9:00AM	21	16	5	42	0	18	5	0	23	0	3	10	0	13	0	78
Total	103	77	24	204	0	87	29	0	116	0	14	45	1	60	0	380
% Approach	50.5%	37.7%	11.8%	-	-	75.0%	25.0%	0%	-	-	23.3%	75.0%	1.7%	-	-	-
% Total	27.1%	20.3%	6.3%	53.7%	-	22.9%	7.6%	0%	30.5%	-	3.7%	11.8%	0.3%	15.8%	-	-
PHF	0.736	0.875	0.857	0.864	-	0.750	0.725	-	0.763	-	0.583	0.865	0.250	0.789	-	0.848
Motorcycles	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Lights	103	67	24	194	-	86	29	0	115	-	14	43	1	58	-	367
% Lights	100%	87.0%	100%	95.1%	-	98.9%	100%	0%	99.1%	-	100%	95.6%	100%	96.7%	-	96.6%
Single-Unit Trucks	0	5	0	5	-	1	0	0	1	-	0	1	0	1	-	7
% Single-Unit Trucks	0%	6.5%	0%	2.5%	-	1.1%	0%	0%	0.9%	-	0%	2.2%	0%	1.7%	-	1.8%
Articulated Trucks	0	3	0	3	-	0	0	0	0	-	0	0	0	0	-	3
% Articulated Trucks	0%	3.9%	0%	1.5%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.8%
Buses	0	2	0	2	-	0	0	0	0	-	0	1	0	1	-	3
% Buses	0%	2.6%	0%	1.0%	-	0%	0%	0%	0%	-	0%	2.2%	0%	1.7%	-	0.8%
Bicycles on Road	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%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

International Dr & World Gateway Dr - TMC

Tue Aug 10, 2021

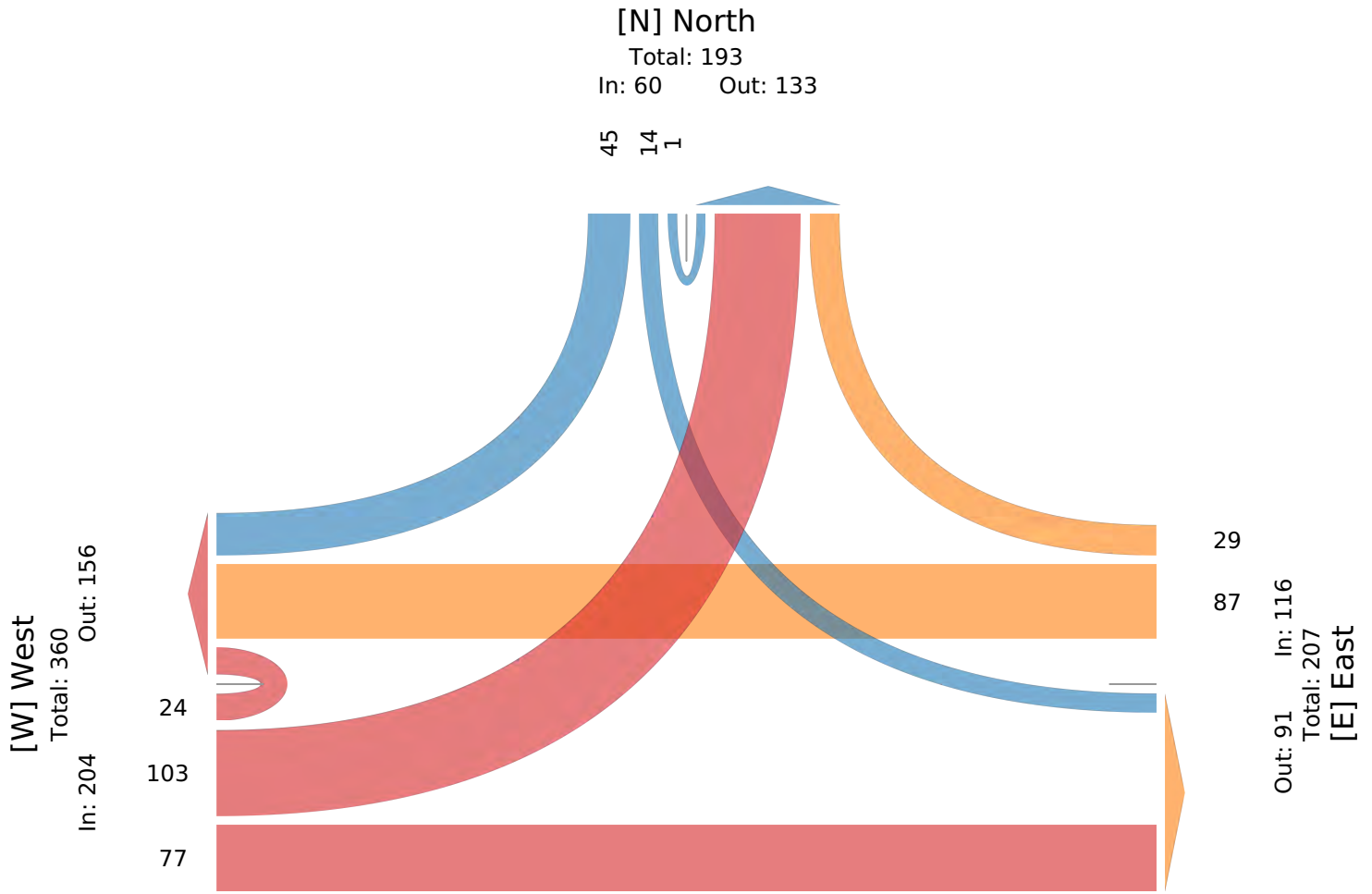
AM Peak (8:15 AM - 9:15 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862636, Location: 28.355367, -81.505127

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US



International Dr & World Gateway Dr - TMC

Tue Aug 10, 2021

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862636, Location: 28.355367, -81.505127

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US

Leg Direction	West Eastbound					East Westbound					North Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
Time																
2021-08-10 5:00PM	22	44	5	71	0	33	5	0	38	0	19	16	0	35	0	144
5:15PM	32	51	1	84	0	19	4	0	23	0	24	14	0	38	0	145
5:30PM	22	28	2	52	0	25	9	0	34	0	21	24	0	45	0	131
5:45PM	19	40	1	60	0	28	2	0	30	0	21	26	0	47	0	137
Total	95	163	9	267	0	105	20	0	125	0	85	80	0	165	0	557
% Approach	35.6%	61.0%	3.4%	-	-	84.0%	16.0%	0%	-	-	51.5%	48.5%	0%	-	-	-
% Total	17.1%	29.3%	1.6%	47.9%	-	18.9%	3.6%	0%	22.4%	-	15.3%	14.4%	0%	29.6%	-	-
PHF	0.742	0.799	0.450	0.795	-	0.795	0.556	-	0.822	-	0.885	0.769	-	0.878	-	0.960
Motorcycles	0	1	0	1	-	0	0	0	0	-	0	0	0	0	-	1
% Motorcycles	0%	0.6%	0%	0.4%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.2%
Lights	91	161	9	261	-	105	20	0	125	-	85	78	0	163	-	549
% Lights	95.8%	98.8%	100%	97.8%	-	100%	100%	0%	100%	-	100%	97.5%	0%	98.8%	-	98.6%
Single-Unit Trucks	1	0	0	1	-	0	0	0	0	-	0	0	0	0	-	1
% Single-Unit Trucks	1.1%	0%	0%	0.4%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.2%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses	3	1	0	4	-	0	0	0	0	-	0	2	0	2	-	6
% Buses	3.2%	0.6%	0%	1.5%	-	0%	0%	0%	0%	-	0%	2.5%	0%	1.2%	-	1.1%
Bicycles on Road	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%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

International Dr & World Gateway Dr - TMC

Tue Aug 10, 2021

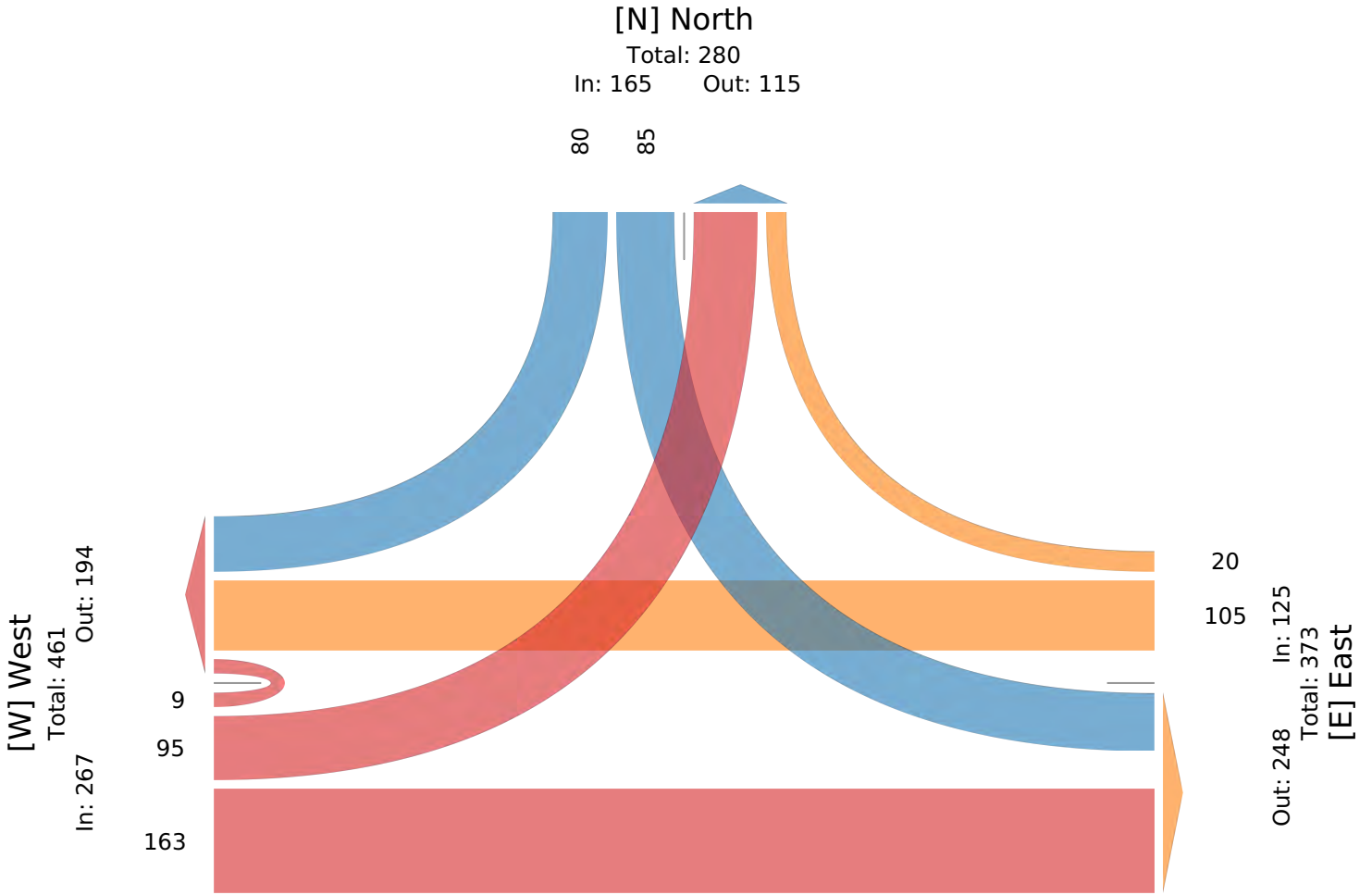
PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862636, Location: 28.355367, -81.505127

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US



Poinciana Blvd & Osceola Pkwy EB off Ramp - TMC

Wed Aug 11, 2021

Full Length (7 AM-11 AM, 3 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 863067, Location: 28.339833, -81.485308

Provided by: Metric Engineering

13940 SW 136th Street, Suite 200,

Miami, FL, 33186, US

Leg Direction	West Eastbound					South Northbound					North Southbound					Int
	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	
2021-08-11 7:00AM	2	6	0	8	2	0	258	0	258	0	97	0	0	97	0	363
7:15AM	1	3	0	4	0	0	292	0	292	0	94	0	0	94	0	390
7:30AM	4	5	0	9	0	0	228	0	228	0	86	0	0	86	0	323
7:45AM	2	8	0	10	0	0	213	0	213	0	123	0	0	123	0	346
Hourly Total	9	22	0	31	2	0	991	0	991	0	400	0	0	400	0	1422
8:00AM	2	5	0	7	0	0	220	0	220	0	102	0	0	102	0	329
8:15AM	2	1	0	3	0	0	234	0	234	0	89	0	1	90	0	327
8:30AM	2	9	0	11	2	0	224	0	224	0	85	0	0	85	0	320
8:45AM	4	2	0	6	2	0	192	0	192	0	123	1	0	124	0	322
Hourly Total	10	17	0	27	4	0	870	0	870	0	399	1	1	401	0	1298
9:00AM	4	8	0	12	0	0	206	0	206	0	106	0	0	106	0	324
9:15AM	8	9	0	17	5	0	239	0	239	5	112	0	0	112	0	368
9:30AM	6	6	0	12	0	0	202	0	202	0	95	0	0	95	0	309
9:45AM	6	11	0	17	0	0	235	0	235	0	110	0	0	110	0	362
Hourly Total	24	34	0	58	5	0	882	0	882	5	423	0	0	423	0	1363
10:00AM	5	5	0	10	0	0	204	0	204	0	117	0	0	117	0	331
10:15AM	7	4	0	11	0	0	223	0	223	0	107	0	0	107	0	341
10:30AM	3	7	0	10	2	0	200	0	200	0	124	0	0	124	0	334
10:45AM	13	6	0	19	0	0	228	0	228	0	131	0	0	131	0	378
Hourly Total	28	22	0	50	2	0	855	0	855	0	479	0	0	479	0	1384
3:00PM	5	10	0	15	0	0	169	0	169	1	202	0	0	202	0	386
3:15PM	10	10	0	20	1	0	183	0	183	1	225	0	0	225	0	428
3:30PM	8	14	0	22	0	0	189	0	189	0	206	0	0	206	0	417
3:45PM	5	5	0	10	0	0	174	0	174	0	200	0	0	200	0	384
Hourly Total	28	39	0	67	1	0	715	0	715	2	833	0	0	833	0	1615
4:00PM	10	12	0	22	1	0	186	0	186	0	227	0	0	227	0	435
4:15PM	7	16	0	23	1	0	188	0	188	0	223	0	0	223	0	434
4:30PM	13	20	0	33	1	0	142	0	142	1	202	0	0	202	0	377
4:45PM	12	12	0	24	0	0	166	0	166	0	207	0	0	207	0	397
Hourly Total	42	60	0	102	3	0	682	0	682	1	859	0	0	859	0	1643
5:00PM	13	15	0	28	0	0	183	0	183	0	202	0	0	202	0	413
5:15PM	10	16	0	26	0	0	174	0	174	0	179	0	0	179	0	379
5:30PM	7	12	0	19	0	0	176	0	176	0	210	0	0	210	0	405
5:45PM	6	18	0	24	0	0	182	0	182	0	203	0	0	203	0	409
Hourly Total	36	61	0	97	0	0	715	0	715	0	794	0	0	794	0	1606
6:00PM	11	21	0	32	0	0	179	0	179	0	238	0	0	238	0	449
6:15PM	6	13	0	19	1	0	174	0	174	0	255	0	0	255	0	448
6:30PM	11	16	0	27	1	0	135	0	135	0	285	0	0	285	0	447
6:45PM	10	14	0	24	1	0	146	0	146	0	211	0	1	212	0	382
Hourly Total	38	64	0	102	3	0	634	0	634	0	989	0	1	990	0	1726
Total	215	319	0	534	20	0	6344	0	6344	8	5176	1	2	5179	0	12057
% Approach	40.3%	59.7%	0%	-	-	0%	100%	0%	-	-	99.9%	0%	0%	-	-	-
% Total	1.8%	2.6%	0%	4.4%	-	0%	52.6%	0%	52.6%	-	42.9%	0%	0%	43.0%	-	-
Motorcycles	0	1	0	1	-	0	9	0	9	-	9	0	0	9	-	19
% Motorcycles	0%	0.3%	0%	0.2%	-	0%	0.1%	0%	0.1%	-	0.2%	0%	0%	0.2%	-	0.2%
Lights	209	278	0	487	-	0	6170	0	6170	-	4993	0	2	4995	-	11652
% Lights	97.2%	87.1%	0%	91.2%	-	0%	97.3%	0%	97.3%	-	96.5%	0%	100%	96.4%	-	96.6%
Single-Unit Trucks	5	25	0	30	-	0	88	0	88	-	84	0	0	84	-	202
% Single-Unit Trucks	2.3%	7.8%	0%	5.6%	-	0%	1.4%	0%	1.4%	-	1.6%	0%	0%	1.6%	-	1.7%
Articulated Trucks	0	15	0	15	-	0	73	0	73	-	85	0	0	85	-	173
% Articulated Trucks	0%	4.7%	0%	2.8%	-	0%	1.2%	0%	1.2%	-	1.6%	0%	0%	1.6%	-	1.4%
Buses	1	0	0	1	-	0	4	0	4	-	5	0	0	5	-	10
% Buses	0.5%	0%	0%	0.2%	-	0%	0.1%	0%	0.1%	-	0.1%	0%	0%	0.1%	-	0.1%

Leg Direction	West Eastbound					South Northbound					North Southbound					
Time	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	Int
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	1	0	1	-	1
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	100%	0%	0%	-	0%
Pedestrians	-	-	-	-	14	-	-	-	-	8	-	-	-	-	0	-
% Pedestrians	-	-	-	-	70.0%	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	6	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	30.0%	-	-	-	-	0%	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5005 Calypso Cay Way - TMC

Wed Aug 11, 2021

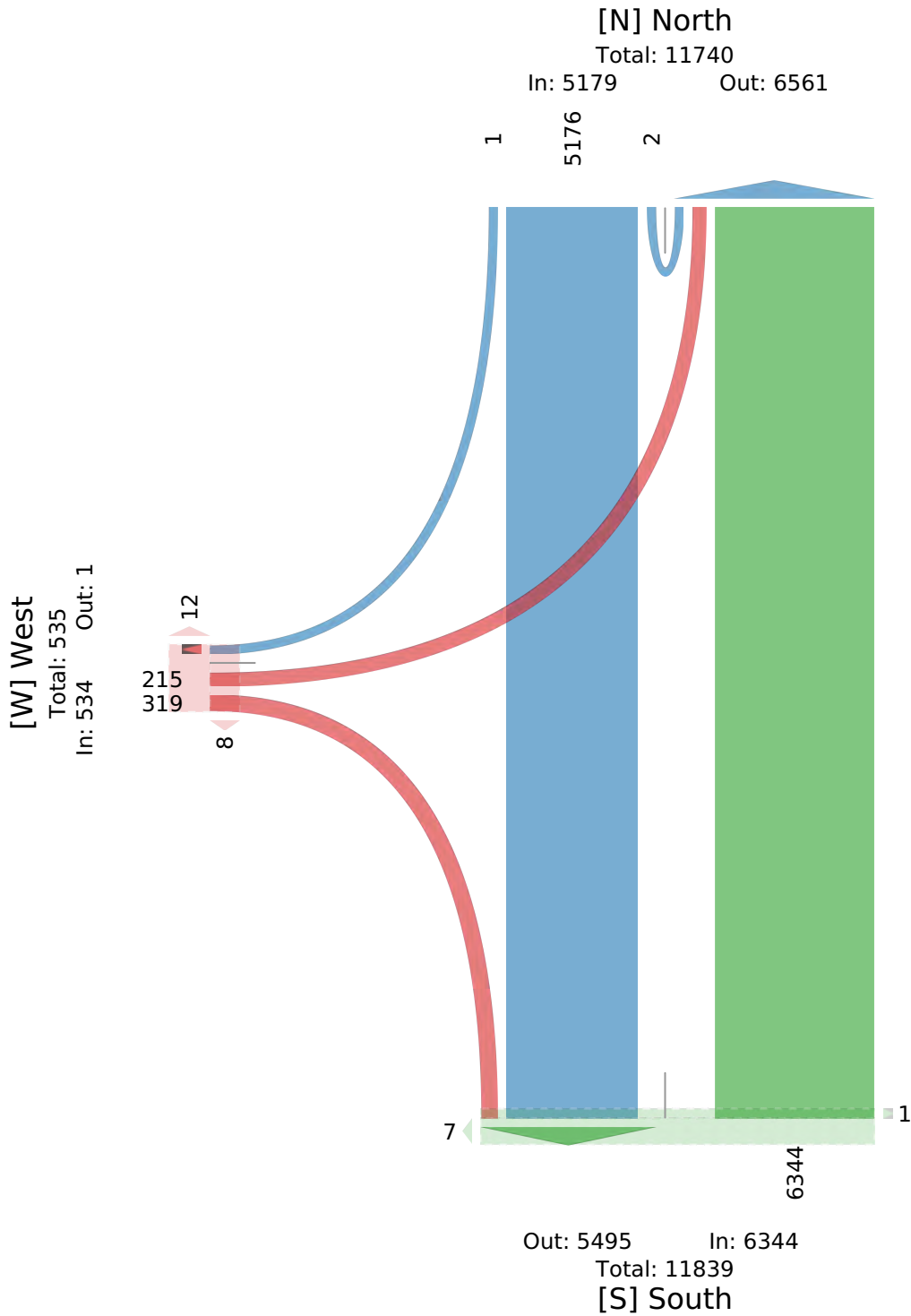
Full Length (7 AM-11 AM, 3 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 863067, Location: 28.339833, -81.485308

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US



5005 Calypso Cay Way - TMC

Wed Aug 11, 2021

AM Peak (7 AM - 8 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 863067, Location: 28.339833, -81.485308

Provided by: Metric Engineering

13940 SW 136th Street, Suite 200,

Miami, FL, 33186, US

Leg Direction	West Eastbound					South Northbound					North Southbound					Int
	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	
Time																
2021-08-11 7:00AM	2	6	0	8	2	0	258	0	258	0	97	0	0	97	0	363
7:15AM	1	3	0	4	0	0	292	0	292	0	94	0	0	94	0	390
7:30AM	4	5	0	9	0	0	228	0	228	0	86	0	0	86	0	323
7:45AM	2	8	0	10	0	0	213	0	213	0	123	0	0	123	0	346
Total	9	22	0	31	2	0	991	0	991	0	400	0	0	400	0	1422
% Approach	29.0%	71.0%	0%	-	-	0%	100%	0%	-	-	100%	0%	0%	-	-	-
% Total	0.6%	1.5%	0%	2.2%	-	0%	69.7%	0%	69.7%	-	28.1%	0%	0%	28.1%	-	-
PHF	0.563	0.688	-	0.775	-	-	0.848	-	0.848	-	0.813	-	-	0.813	-	0.912
Motorcycles	0	0	0	0	-	0	1	0	1	-	2	0	0	2	-	3
% Motorcycles	0%	0%	0%	0%	-	0%	0.1%	0%	0.1%	-	0.5%	0%	0%	0.5%	-	0.2%
Lights	8	13	0	21	-	0	968	0	968	-	358	0	0	358	-	1347
% Lights	88.9%	59.1%	0%	67.7%	-	0%	97.7%	0%	97.7%	-	89.5%	0%	0%	89.5%	-	94.7%
Single-Unit Trucks	1	9	0	10	-	0	9	0	9	-	23	0	0	23	-	42
% Single-Unit Trucks	11.1%	40.9%	0%	32.3%	-	0%	0.9%	0%	0.9%	-	5.8%	0%	0%	5.8%	-	3.0%
Articulated Trucks	0	0	0	0	-	0	13	0	13	-	16	0	0	16	-	29
% Articulated Trucks	0%	0%	0%	0%	-	0%	1.3%	0%	1.3%	-	4.0%	0%	0%	4.0%	-	2.0%
Buses	0	0	0	0	-	0	0	0	0	-	1	0	0	1	-	1
% Buses	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.3%	0%	0%	0.3%	-	0.1%
Bicycles on Road	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%
Pedestrians	-	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5005 Calypso Cay Way - TMC

Wed Aug 11, 2021

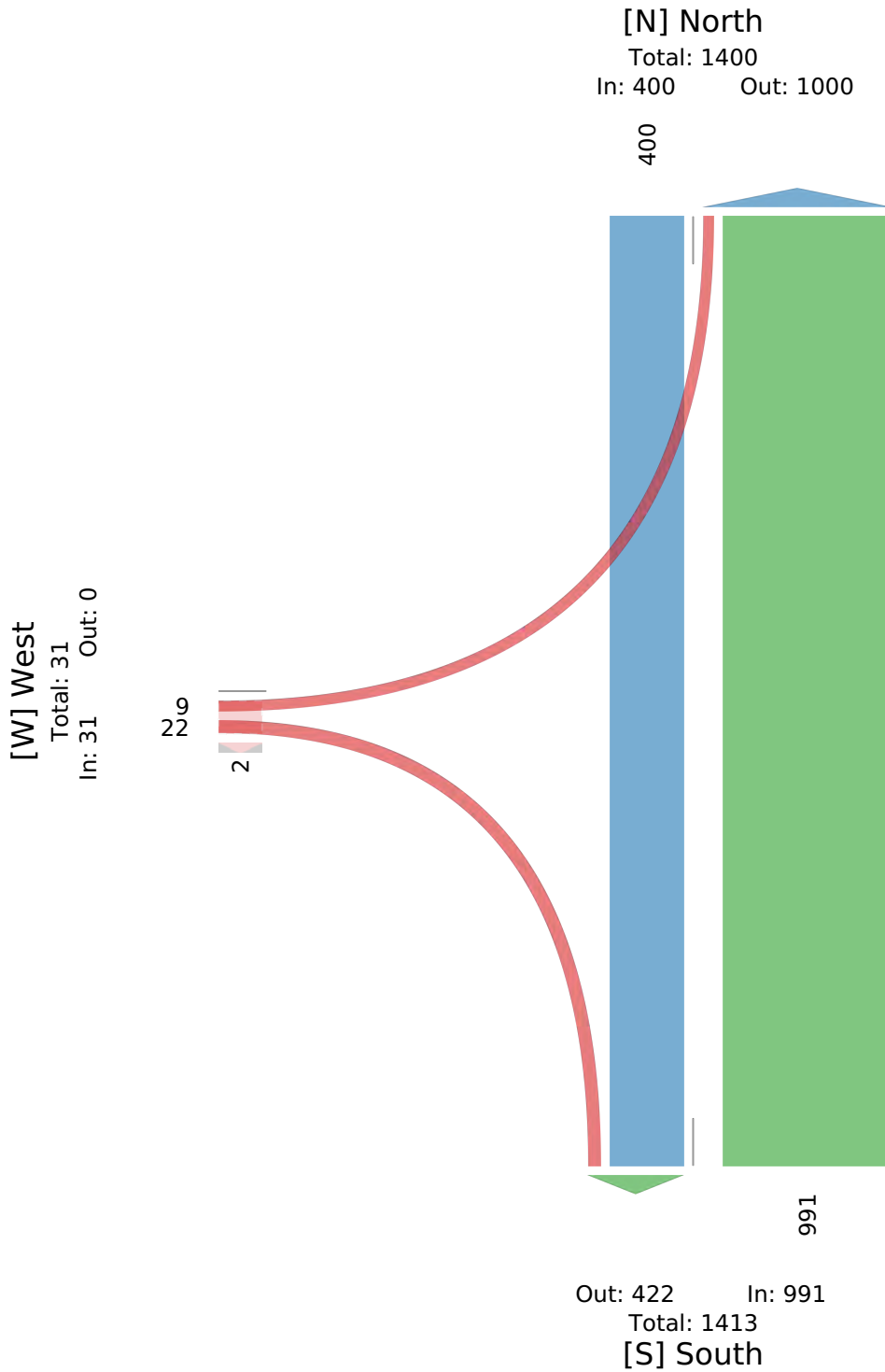
AM Peak (7 AM - 8 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 863067, Location: 28.339833, -81.485308

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US



5005 Calypso Cay Way - TMC

Wed Aug 11, 2021

PM Peak (5:45 PM - 6:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 863067, Location: 28.339833, -81.485308

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US

Leg Direction	West Eastbound					South Northbound					North Southbound					Int
	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	
Time																
2021-08-11 5:45PM	6	18	0	24	0	0	182	0	182	0	203	0	0	203	0	409
6:00PM	11	21	0	32	0	0	179	0	179	0	238	0	0	238	0	449
6:15PM	6	13	0	19	1	0	174	0	174	0	255	0	0	255	0	448
6:30PM	11	16	0	27	1	0	135	0	135	0	285	0	0	285	0	447
Total	34	68	0	102	2	0	670	0	670	0	981	0	0	981	0	1753
% Approach	33.3%	66.7%	0%	-	-	0%	100%	0%	-	-	100%	0%	0%	-	-	-
% Total	1.9%	3.9%	0%	5.8%	-	0%	38.2%	0%	38.2%	-	56.0%	0%	0%	56.0%	-	-
PHF	0.773	0.810	-	0.797	-	-	0.920	-	0.920	-	0.861	-	-	0.861	-	0.976
Motorcycles	0	0	0	0	-	0	2	0	2	-	0	0	0	0	-	2
% Motorcycles	0%	0%	0%	0%	-	0%	0.3%	0%	0.3%	-	0%	0%	0%	0%	-	0.1%
Lights	34	64	0	98	-	0	657	0	657	-	972	0	0	972	-	1727
% Lights	100%	94.1%	0%	96.1%	-	0%	98.1%	0%	98.1%	-	99.1%	0%	0%	99.1%	-	98.5%
Single-Unit Trucks	0	3	0	3	-	0	1	0	1	-	4	0	0	4	-	8
% Single-Unit Trucks	0%	4.4%	0%	2.9%	-	0%	0.1%	0%	0.1%	-	0.4%	0%	0%	0.4%	-	0.5%
Articulated Trucks	0	1	0	1	-	0	9	0	9	-	5	0	0	5	-	15
% Articulated Trucks	0%	1.5%	0%	1.0%	-	0%	1.3%	0%	1.3%	-	0.5%	0%	0%	0.5%	-	0.9%
Buses	0	0	0	0	-	0	1	0	1	-	0	0	0	0	-	1
% Buses	0%	0%	0%	0%	-	0%	0.1%	0%	0.1%	-	0%	0%	0%	0%	-	0.1%
Bicycles on Road	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%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5005 Calypso Cay Way - TMC

Wed Aug 11, 2021

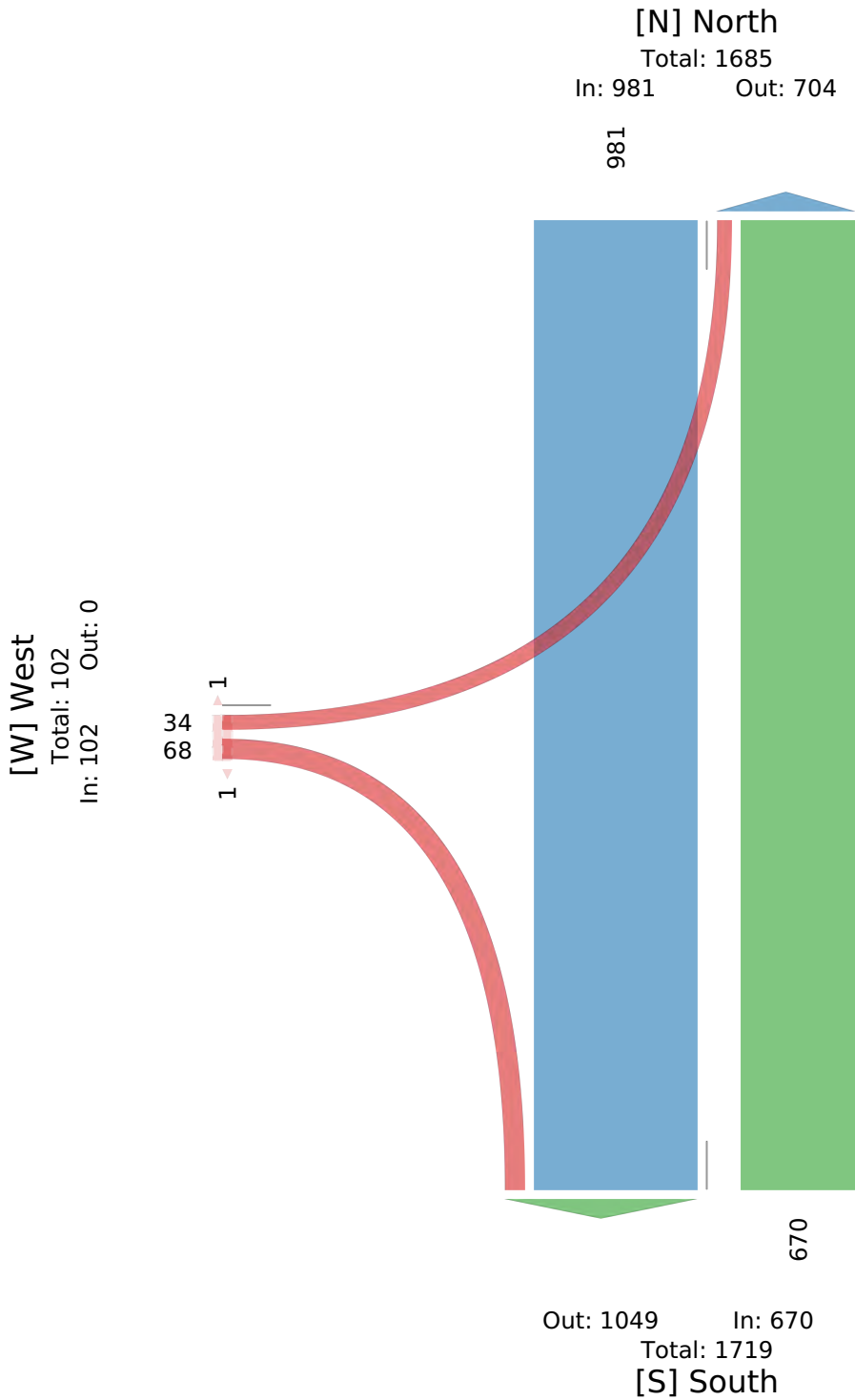
PM Peak (5:45 PM - 6:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 863067, Location: 28.339833, -81.485308

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US



Poinciana Blvd & Osceola Parkway WB off Ramp - TMC

Tue Aug 10, 2021

Full Length (7 AM-11 AM, 3 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862637, Location: 28.343423, -81.482663

Provided by: Metric Engineering
 13940 SW 136th Street, Suite 200,
 Miami, FL, 33186, US

Leg Direction	East Westbound					South Northbound					North Southbound					Int
	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	
2021-08-10 7:00AM	37	17	0	54	0	8	0	2	10	0	0	6	0	6	0	70
7:15AM	38	18	0	56	0	15	0	1	16	0	0	3	0	3	0	75
7:30AM	53	33	0	86	0	10	0	1	11	0	0	12	0	12	0	109
7:45AM	48	30	0	78	1	15	0	5	20	0	0	11	0	11	0	109
Hourly Total	176	98	0	274	1	48	0	9	57	0	0	32	0	32	0	363
8:00AM	39	25	0	64	0	11	0	2	13	0	0	13	0	13	0	90
8:15AM	44	34	0	78	0	14	0	2	16	0	0	16	0	16	0	110
8:30AM	58	29	0	87	0	19	0	1	20	0	0	11	0	11	0	118
8:45AM	47	35	0	82	0	19	0	1	20	0	0	18	0	18	0	120
Hourly Total	188	123	0	311	0	63	0	6	69	0	0	58	0	58	0	438
9:00AM	43	20	0	63	0	22	0	0	22	0	0	19	0	19	0	104
9:15AM	55	20	0	75	0	19	0	2	21	0	0	22	0	22	0	118
9:30AM	47	34	0	81	0	15	0	2	17	0	0	21	0	21	0	119
9:45AM	33	23	0	56	0	16	0	0	16	0	0	32	0	32	0	104
Hourly Total	178	97	0	275	0	72	0	4	76	0	0	94	0	94	0	445
10:00AM	48	29	0	77	0	25	0	2	27	0	0	21	0	21	0	125
10:15AM	49	21	0	70	0	31	0	0	31	0	0	25	0	25	0	126
10:30AM	40	30	0	70	0	30	0	1	31	0	0	40	0	40	0	141
10:45AM	50	37	0	87	0	31	0	3	34	0	0	38	0	38	0	159
Hourly Total	187	117	0	304	0	117	0	6	123	0	0	124	0	124	0	551
3:00PM	38	39	0	77	0	22	0	2	24	0	0	64	0	64	0	165
3:15PM	44	31	0	75	0	22	0	0	22	0	0	68	0	68	0	165
3:30PM	36	27	0	63	0	23	0	0	23	0	0	53	0	53	0	139
3:45PM	46	39	0	85	1	25	0	0	25	0	0	51	0	51	0	161
Hourly Total	164	136	0	300	1	92	0	2	94	0	0	236	0	236	0	630
4:00PM	65	44	0	109	0	30	0	0	30	0	0	55	0	55	0	194
4:15PM	56	35	0	91	0	27	0	2	29	0	0	58	1	59	0	179
4:30PM	58	49	0	107	0	25	0	0	25	0	0	57	0	57	0	189
4:45PM	53	33	0	86	0	33	0	2	35	0	0	53	0	53	0	174
Hourly Total	232	161	0	393	0	115	0	4	119	0	0	223	1	224	0	736
5:00PM	51	28	0	79	1	42	0	1	43	0	0	66	1	67	0	189
5:15PM	63	42	0	105	0	29	0	0	29	0	0	60	0	60	0	194
5:30PM	52	45	0	97	0	31	0	0	31	0	0	77	1	78	0	206
5:45PM	59	53	0	112	0	23	0	0	23	0	0	62	1	63	0	198
Hourly Total	225	168	0	393	1	125	0	1	126	0	0	265	3	268	0	787
6:00PM	46	40	0	86	0	20	0	0	20	0	0	67	0	67	0	173
6:15PM	55	33	0	88	0	39	0	1	40	0	0	56	0	56	0	184
6:30PM	57	42	0	99	0	22	0	0	22	0	0	67	1	68	0	189
6:45PM	64	26	0	90	1	31	0	1	32	0	0	77	1	78	0	200
Hourly Total	222	141	0	363	1	112	0	2	114	0	0	267	2	269	0	746
Total	1572	1041	0	2613	4	744	0	34	778	0	0	1299	6	1305	0	4696
% Approach	60.2%	39.8%	0%	-	-	95.6%	0%	4.4%	-	-	0%	99.5%	0.5%	-	-	-
% Total	33.5%	22.2%	0%	55.6%	-	15.8%	0%	0.7%	16.6%	-	0%	27.7%	0.1%	27.8%	-	-
Motorcycles	3	2	0	5	-	1	0	0	1	-	0	4	0	4	-	10
% Motorcycles	0.2%	0.2%	0%	0.2%	-	0.1%	0%	0%	0.1%	-	0%	0.3%	0%	0.3%	-	0.2%
Lights	1545	1032	0	2577	-	731	0	34	765	-	0	1276	6	1282	-	4624
% Lights	98.3%	99.1%	0%	98.6%	-	98.3%	0%	100%	98.3%	-	0%	98.2%	100%	98.2%	-	98.5%
Single-Unit Trucks	18	4	0	22	-	9	0	0	9	-	0	14	0	14	-	45
% Single-Unit Trucks	1.1%	0.4%	0%	0.8%	-	1.2%	0%	0%	1.2%	-	0%	1.1%	0%	1.1%	-	1.0%
Articulated Trucks	4	0	0	4	-	0	0	0	0	-	0	2	0	2	-	6
% Articulated Trucks	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	-	0%	0.2%	0%	0.2%	-	0.1%
Buses	2	3	0	5	-	3	0	0	3	-	0	2	0	2	-	10
% Buses	0.1%	0.3%	0%	0.2%	-	0.4%	0%	0%	0.4%	-	0%	0.2%	0%	0.2%	-	0.2%

Leg Direction	East Westbound					South Northbound					North Southbound					
Time	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	Int
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	1	0	1	-	1
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0.1%	0%	0.1%	-	0%
Pedestrians	-	-	-	-	3	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	75.0%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	25.0%	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Poinciana Blvd & Osceola Parkway WB off Ramp - TMC

Tue Aug 10, 2021

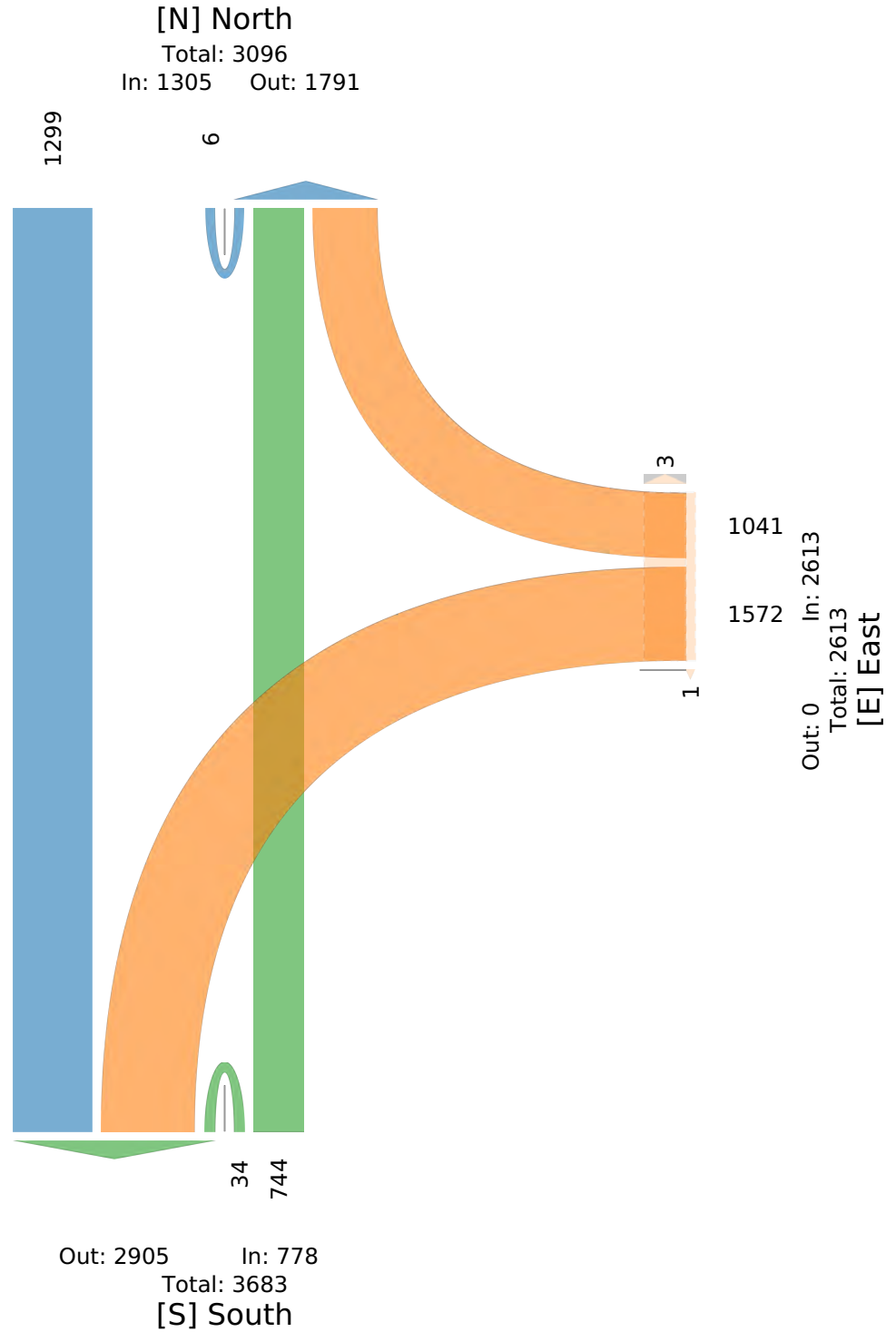
Full Length (7 AM-11 AM, 3 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862637, Location: 28.343423, -81.482663

Provided by: Metric Engineering
 13940 SW 136th Street, Suite 200,
 Miami, FL, 33186, US



Poinciana Blvd & Osceola Parkway WB off Ramp - TMC

Tue Aug 10, 2021

AM Peak (10 AM - 11 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862637, Location: 28.343423, -81.482663

Provided by: Metric Engineering

13940 SW 136th Street, Suite 200,

Miami, FL, 33186, US

Leg Direction	East Westbound					South Northbound					North Southbound					Int
	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	
Time																
2021-08-10 10:00AM	48	29	0	77	0	25	0	2	27	0	0	21	0	21	0	125
10:15AM	49	21	0	70	0	31	0	0	31	0	0	25	0	25	0	126
10:30AM	40	30	0	70	0	30	0	1	31	0	0	40	0	40	0	141
10:45AM	50	37	0	87	0	31	0	3	34	0	0	38	0	38	0	159
Total	187	117	0	304	0	117	0	6	123	0	0	124	0	124	0	551
% Approach	61.5%	38.5%	0%	-	-	95.1%	0%	4.9%	-	-	0%	100%	0%	-	-	-
% Total	33.9%	21.2%	0%	55.2%	-	21.2%	0%	1.1%	22.3%	-	0%	22.5%	0%	22.5%	-	-
PHF	0.935	0.791	-	0.874	-	0.944	-	0.500	0.904	-	-	0.775	-	0.775	-	0.866
Motorcycles	0	0	0	0	-	1	0	0	1	-	0	1	0	1	-	2
% Motorcycles	0%	0%	0%	0%	-	0.9%	0%	0%	0.8%	-	0%	0.8%	0%	0.8%	-	0.4%
Lights	186	115	0	301	-	114	0	6	120	-	0	118	0	118	-	539
% Lights	99.5%	98.3%	0%	99.0%	-	97.4%	0%	100%	97.6%	-	0%	95.2%	0%	95.2%	-	97.8%
Single-Unit Trucks	0	2	0	2	-	2	0	0	2	-	0	4	0	4	-	8
% Single-Unit Trucks	0%	1.7%	0%	0.7%	-	1.7%	0%	0%	1.6%	-	0%	3.2%	0%	3.2%	-	1.5%
Articulated Trucks	1	0	0	1	-	0	0	0	0	-	0	1	0	1	-	2
% Articulated Trucks	0.5%	0%	0%	0.3%	-	0%	0%	0%	0%	-	0%	0.8%	0%	0.8%	-	0.4%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	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
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Poinciana Blvd & Osceola Parkway WB off Ramp - TMC

Tue Aug 10, 2021

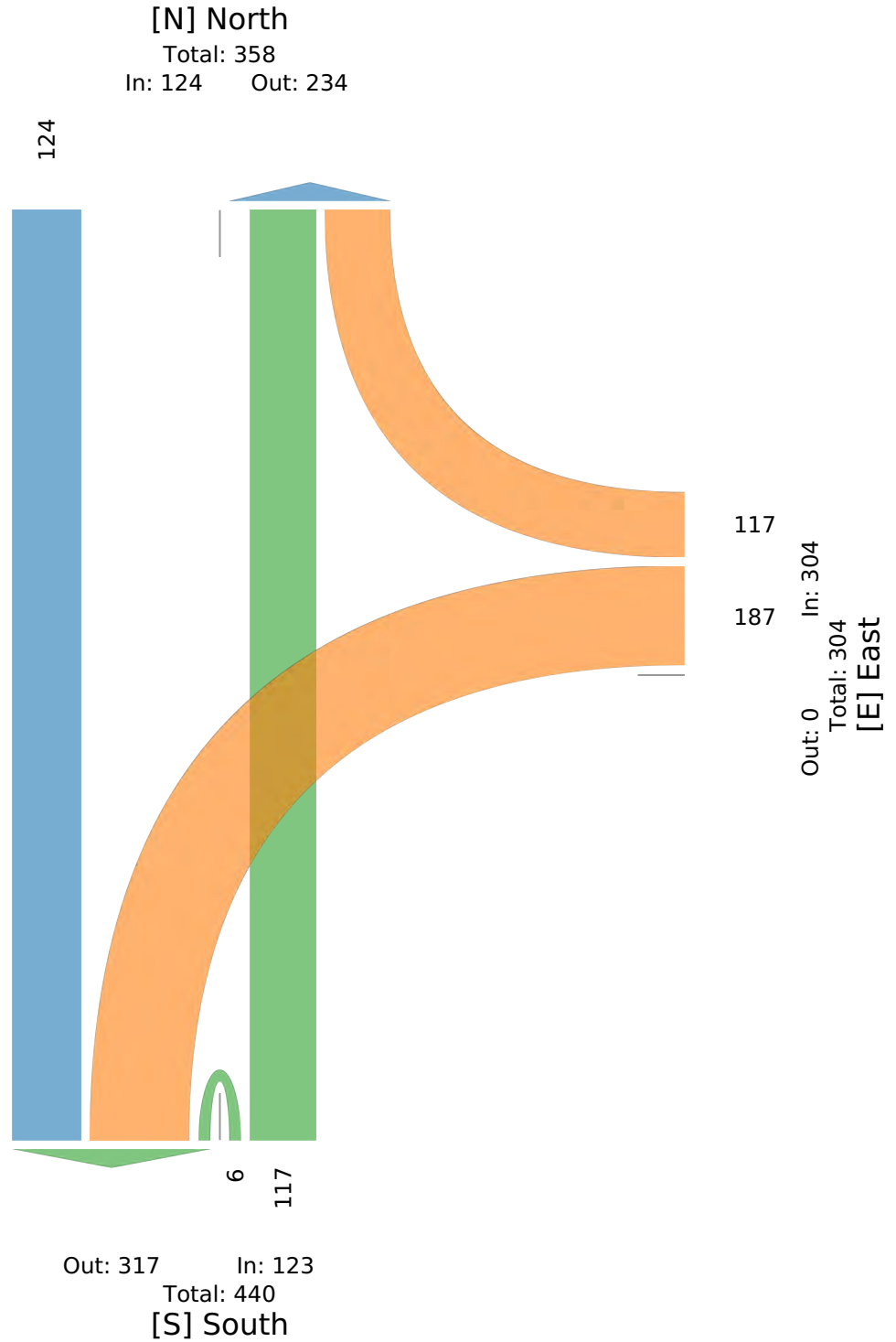
AM Peak (10 AM - 11 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862637, Location: 28.343423, -81.482663

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US



Poinciana Blvd & Osceola Parkway WB off Ramp - TMC

Tue Aug 10, 2021

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862637, Location: 28.343423, -81.482663

Provided by: Metric Engineering

13940 SW 136th Street, Suite 200,

Miami, FL, 33186, US

Leg Direction	East Westbound					South Northbound					North Southbound					Int
	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	
Time																
2021-08-10 5:00PM	51	28	0	79	1	42	0	1	43	0	0	66	1	67	0	189
5:15PM	63	42	0	105	0	29	0	0	29	0	0	60	0	60	0	194
5:30PM	52	45	0	97	0	31	0	0	31	0	0	77	1	78	0	206
5:45PM	59	53	0	112	0	23	0	0	23	0	0	62	1	63	0	198
Total	225	168	0	393	1	125	0	1	126	0	0	265	3	268	0	787
% Approach	57.3%	42.7%	0%	-	-	99.2%	0%	0.8%	-	-	0%	98.9%	1.1%	-	-	-
% Total	28.6%	21.3%	0%	49.9%	-	15.9%	0%	0.1%	16.0%	-	0%	33.7%	0.4%	34.1%	-	-
PHF	0.893	0.792	-	0.877	-	0.744	-	0.250	0.733	-	-	0.860	0.750	0.859	-	0.955
Motorcycles	0	1	0	1	-	0	0	0	0	-	0	0	0	0	-	1
% Motorcycles	0%	0.6%	0%	0.3%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.1%
Lights	223	164	0	387	-	122	0	1	123	-	0	264	3	267	-	777
% Lights	99.1%	97.6%	0%	98.5%	-	97.6%	0%	100%	97.6%	-	0%	99.6%	100%	99.6%	-	98.7%
Single-Unit Trucks	2	0	0	2	-	1	0	0	1	-	0	1	0	1	-	4
% Single-Unit Trucks	0.9%	0%	0%	0.5%	-	0.8%	0%	0%	0.8%	-	0%	0.4%	0%	0.4%	-	0.5%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses	0	3	0	3	-	2	0	0	2	-	0	0	0	0	-	5
% Buses	0%	1.8%	0%	0.8%	-	1.6%	0%	0%	1.6%	-	0%	0%	0%	0%	-	0.6%
Bicycles on Road	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%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Poinciana Blvd & Osceola Parkway WB off Ramp - TMC

Tue Aug 10, 2021

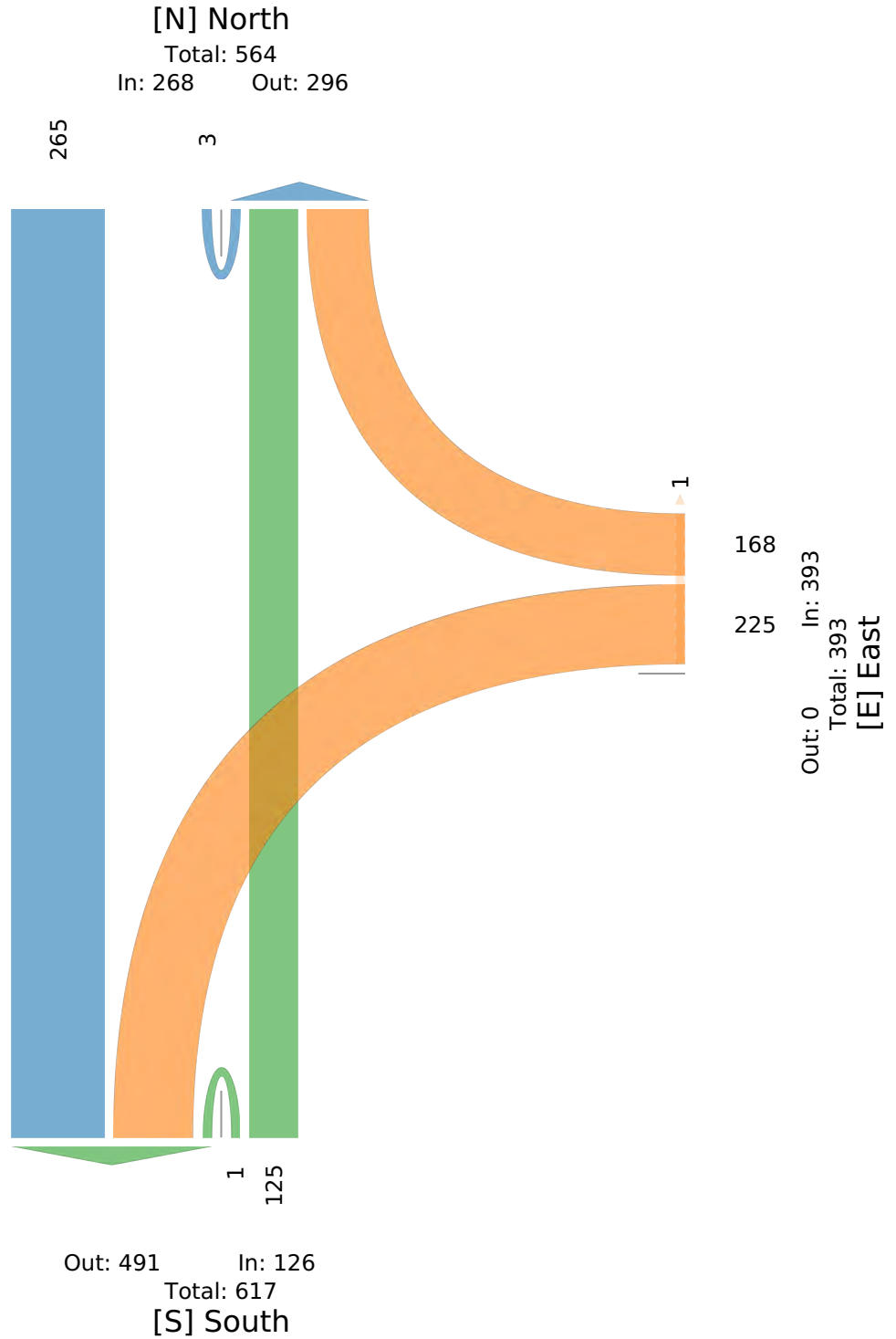
PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862637, Location: 28.343423, -81.482663

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US



Poinciana Blvd & Osceola Parkway WB on Ramp - TMC

Tue Aug 10, 2021

Full Length (7 AM-11 AM, 3 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862638, Location: 28.340573, -81.485014

Provided by: Metric Engineering

13940 SW 136th Street, Suite 200,

Miami, FL, 33186, US

Leg Direction	West Eastbound					Southwest Northeastbound					Northeast Southwestbound					Int
	BL	HR	U	App	Ped*	HL	T	U	App	Ped*	T	BR	U	App	Ped*	
2021-08-10 7:00AM	0	0	0	0	1	26	236	0	262	0	82	7	0	89	0	351
7:15AM	0	1	0	1	0	27	244	0	271	0	107	5	0	112	0	384
7:30AM	0	0	0	0	0	24	224	1	249	0	76	14	0	90	0	339
7:45AM	0	1	0	1	0	36	178	0	214	0	136	16	0	152	0	367
Hourly Total	0	2	0	2	1	113	882	1	996	0	401	42	0	443	0	1441
8:00AM	0	1	0	1	0	32	198	1	231	0	92	17	0	109	0	341
8:15AM	0	1	0	1	2	24	224	0	248	0	89	11	0	100	0	349
8:30AM	0	0	0	0	0	28	231	0	259	0	84	7	0	91	0	350
8:45AM	0	1	0	1	3	21	199	0	220	0	113	16	0	129	0	350
Hourly Total	0	3	0	3	5	105	852	1	958	0	378	51	0	429	0	1390
9:00AM	0	1	0	1	2	35	181	0	216	2	106	13	0	119	0	336
9:15AM	0	1	0	1	0	24	217	0	241	0	119	17	0	136	0	378
9:30AM	0	0	0	0	0	20	196	0	216	0	106	12	0	118	0	334
9:45AM	0	0	0	0	2	20	198	2	220	0	125	25	0	150	0	370
Hourly Total	0	2	0	2	4	99	792	2	893	2	456	67	0	523	0	1418
10:00AM	0	0	0	0	0	13	198	0	211	0	104	13	0	117	0	328
10:15AM	0	0	0	0	3	22	200	1	223	0	106	14	0	120	0	343
10:30AM	0	0	0	0	0	17	211	0	228	0	115	10	0	125	0	353
10:45AM	0	0	0	0	0	25	194	0	219	0	144	19	0	163	0	382
Hourly Total	0	0	0	0	3	77	803	1	881	0	469	56	0	525	0	1406
3:00PM	0	0	0	0	0	23	186	0	209	0	159	19	0	178	0	387
3:15PM	0	0	0	0	0	22	176	0	198	0	221	20	0	241	0	439
3:30PM	0	0	0	0	0	18	169	0	187	0	208	18	0	226	1	413
3:45PM	0	0	0	0	1	22	156	0	178	0	193	7	0	200	0	378
Hourly Total	0	0	0	0	1	85	687	0	772	0	781	64	0	845	1	1617
4:00PM	0	1	0	1	3	23	152	0	175	0	226	7	0	233	0	409
4:15PM	0	0	0	0	1	19	180	1	200	0	190	18	0	208	0	408
4:30PM	0	0	0	0	1	25	167	0	192	0	198	10	0	208	0	400
4:45PM	0	0	0	0	1	37	179	1	217	0	231	14	0	245	0	462
Hourly Total	0	1	0	1	6	104	678	2	784	0	845	49	0	894	0	1679
5:00PM	0	0	0	0	3	22	170	1	193	0	193	26	0	219	0	412
5:15PM	0	0	0	0	0	21	154	0	175	0	196	23	0	219	0	394
5:30PM	0	0	0	0	0	29	170	0	199	0	247	16	1	264	0	463
5:45PM	0	1	0	1	0	16	171	0	187	0	214	12	0	226	0	414
Hourly Total	0	1	0	1	3	88	665	1	754	0	850	77	1	928	0	1683
6:00PM	0	0	0	0	1	24	139	1	164	0	198	18	0	216	0	380
6:15PM	0	0	0	0	1	8	154	0	162	0	170	14	0	184	0	346
6:30PM	0	0	0	0	0	13	137	1	151	0	216	9	0	225	0	376
6:45PM	0	0	0	0	0	9	133	0	142	0	208	15	0	223	0	365
Hourly Total	0	0	0	0	2	54	563	2	619	0	792	56	0	848	0	1467
Total	0	9	0	9	25	725	5922	10	6657	2	4972	462	1	5435	1	12101
% Approach	0%	100%	0%	-	-	10.9%	89.0%	0.2%	-	-	91.5%	8.5%	0%	-	-	-
% Total	0%	0.1%	0%	0.1%	-	6.0%	48.9%	0.1%	55.0%	-	41.1%	3.8%	0%	44.9%	-	-
Motorcycles	0	0	0	0	-	1	7	0	8	-	7	0	0	7	-	15
% Motorcycles	0%	0%	0%	0%	-	0.1%	0.1%	0%	0.1%	-	0.1%	0%	0%	0.1%	-	0.1%
Lights	0	8	0	8	-	668	5760	10	6438	-	4813	443	1	5257	-	11703
% Lights	0%	88.9%	0%	88.9%	-	92.1%	97.3%	100%	96.7%	-	96.8%	95.9%	100%	96.7%	-	96.7%
Single-Unit Trucks	0	0	0	0	-	34	98	0	132	-	92	15	0	107	-	239
% Single-Unit Trucks	0%	0%	0%	0%	-	4.7%	1.7%	0%	2.0%	-	1.9%	3.2%	0%	2.0%	-	2.0%
Articulated Trucks	0	0	0	0	-	21	54	0	75	-	57	3	0	60	-	135
% Articulated Trucks	0%	0%	0%	0%	-	2.9%	0.9%	0%	1.1%	-	1.1%	0.6%	0%	1.1%	-	1.1%
Buses	0	0	0	0	-	1	3	0	4	-	2	1	0	3	-	7
% Buses	0%	0%	0%	0%	-	0.1%	0.1%	0%	0.1%	-	0%	0.2%	0%	0.1%	-	0.1%

Leg Direction	West Eastbound					Southwest Northeastbound					Northeast Southwestbound					
Time	BL	HR	U	App	Ped*	HL	T	U	App	Ped*	T	BR	U	App	Ped*	Int
Bicycles on Road	0	1	0	1	-	0	0	0	0	-	1	0	0	1	-	2
% Bicycles on Road	0%	11.1%	0%	11.1%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	19	-	-	-	-	2	-	-	-	-	1	-
% Pedestrians	-	-	-	-	76.0%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	6	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	24.0%	-	-	-	-	0%	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, T: Thru, U: U-Turn

Poinciana Blvd & Osceola Parkway WB on Ramp - TMC

Tue Aug 10, 2021

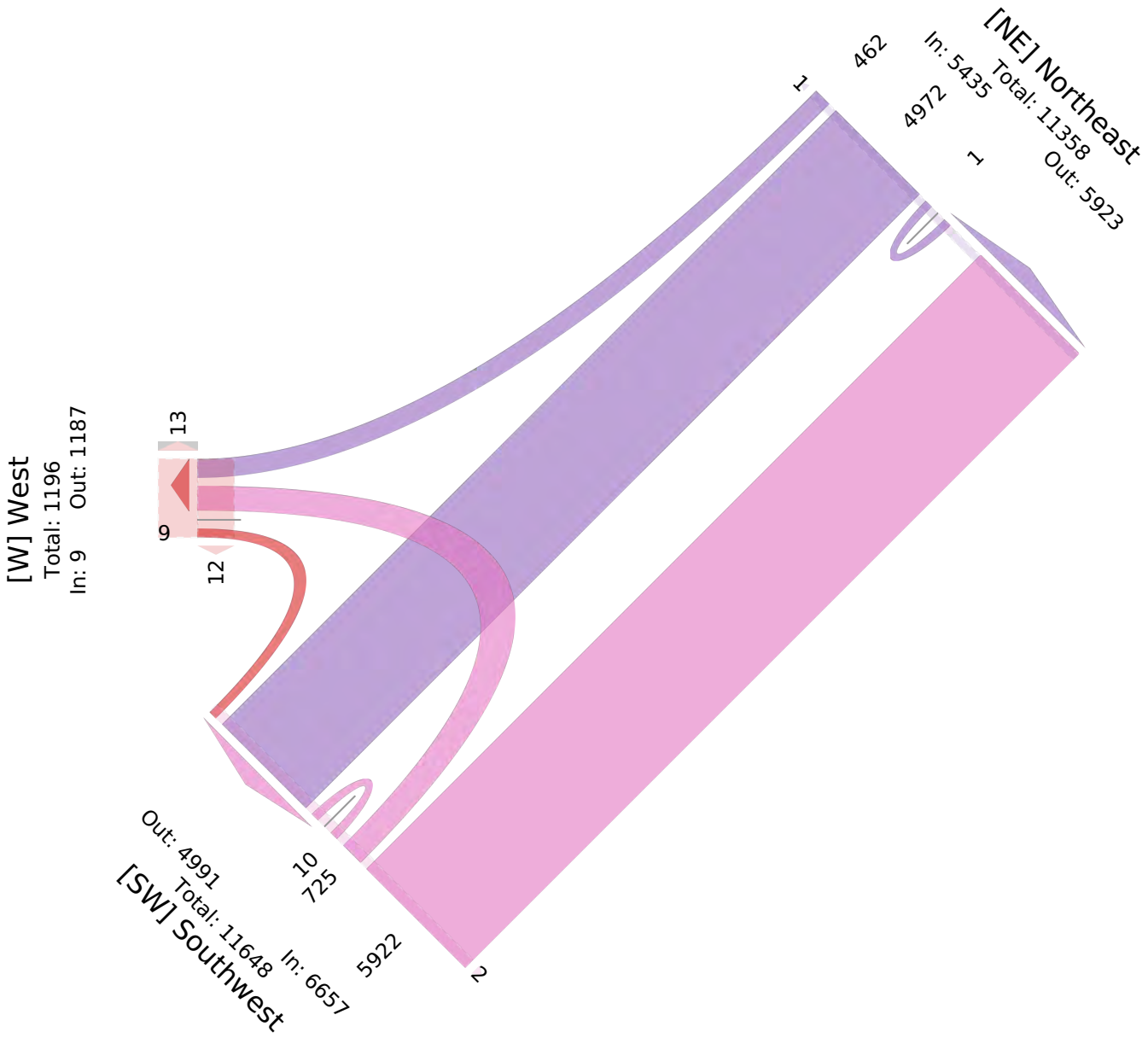
Full Length (7 AM-11 AM, 3 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862638, Location: 28.340573, -81.485014

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US



Poinciana Blvd & Osceola Parkway WB on Ramp - TMC

Tue Aug 10, 2021

AM Peak (7 AM - 8 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862638, Location: 28.340573, -81.485014

Provided by: Metric Engineering

13940 SW 136th Street, Suite 200,

Miami, FL, 33186, US

Leg Direction	West Eastbound					Southwest Northeastbound					Northeast Southwestbound					Int
	BL	HR	U	App	Ped*	HL	T	U	App	Ped*	T	BR	U	App	Ped*	
Time																
2021-08-10 7:00AM	0	0	0	0	1	26	236	0	262	0	82	7	0	89	0	351
7:15AM	0	1	0	1	0	27	244	0	271	0	107	5	0	112	0	384
7:30AM	0	0	0	0	0	24	224	1	249	0	76	14	0	90	0	339
7:45AM	0	1	0	1	0	36	178	0	214	0	136	16	0	152	0	367
Total	0	2	0	2	1	113	882	1	996	0	401	42	0	443	0	1441
% Approach	0%	100%	0%	-	-	11.3%	88.6%	0.1%	-	-	90.5%	9.5%	0%	-	-	-
% Total	0%	0.1%	0%	0.1%	-	7.8%	61.2%	0.1%	69.1%	-	27.8%	2.9%	0%	30.7%	-	-
PHF	-	0.500	-	0.500	-	0.785	0.904	0.250	0.919	-	0.735	0.656	-	0.727	-	0.938
Motorcycles	0	0	0	0	-	1	0	0	1	-	1	0	0	1	-	2
% Motorcycles	0%	0%	0%	0%	-	0.9%	0%	0%	0.1%	-	0.2%	0%	0%	0.2%	-	0.1%
Lights	0	2	0	2	-	106	857	1	964	-	365	39	0	404	-	1370
% Lights	0%	100%	0%	100%	-	93.8%	97.2%	100%	96.8%	-	91.0%	92.9%	0%	91.2%	-	95.1%
Single-Unit Trucks	0	0	0	0	-	6	14	0	20	-	27	2	0	29	-	49
% Single-Unit Trucks	0%	0%	0%	0%	-	5.3%	1.6%	0%	2.0%	-	6.7%	4.8%	0%	6.5%	-	3.4%
Articulated Trucks	0	0	0	0	-	0	11	0	11	-	6	1	0	7	-	18
% Articulated Trucks	0%	0%	0%	0%	-	0%	1.2%	0%	1.1%	-	1.5%	2.4%	0%	1.6%	-	1.2%
Buses	0	0	0	0	-	0	0	0	0	-	1	0	0	1	-	1
% Buses	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.2%	0%	0%	0.2%	-	0.1%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	1	0	0	1	-	1
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.2%	0%	0%	0.2%	-	0.1%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, T: Thru, U: U-Turn

Poinciana Blvd & Osceola Parkway WB on Ramp - TMC

Tue Aug 10, 2021

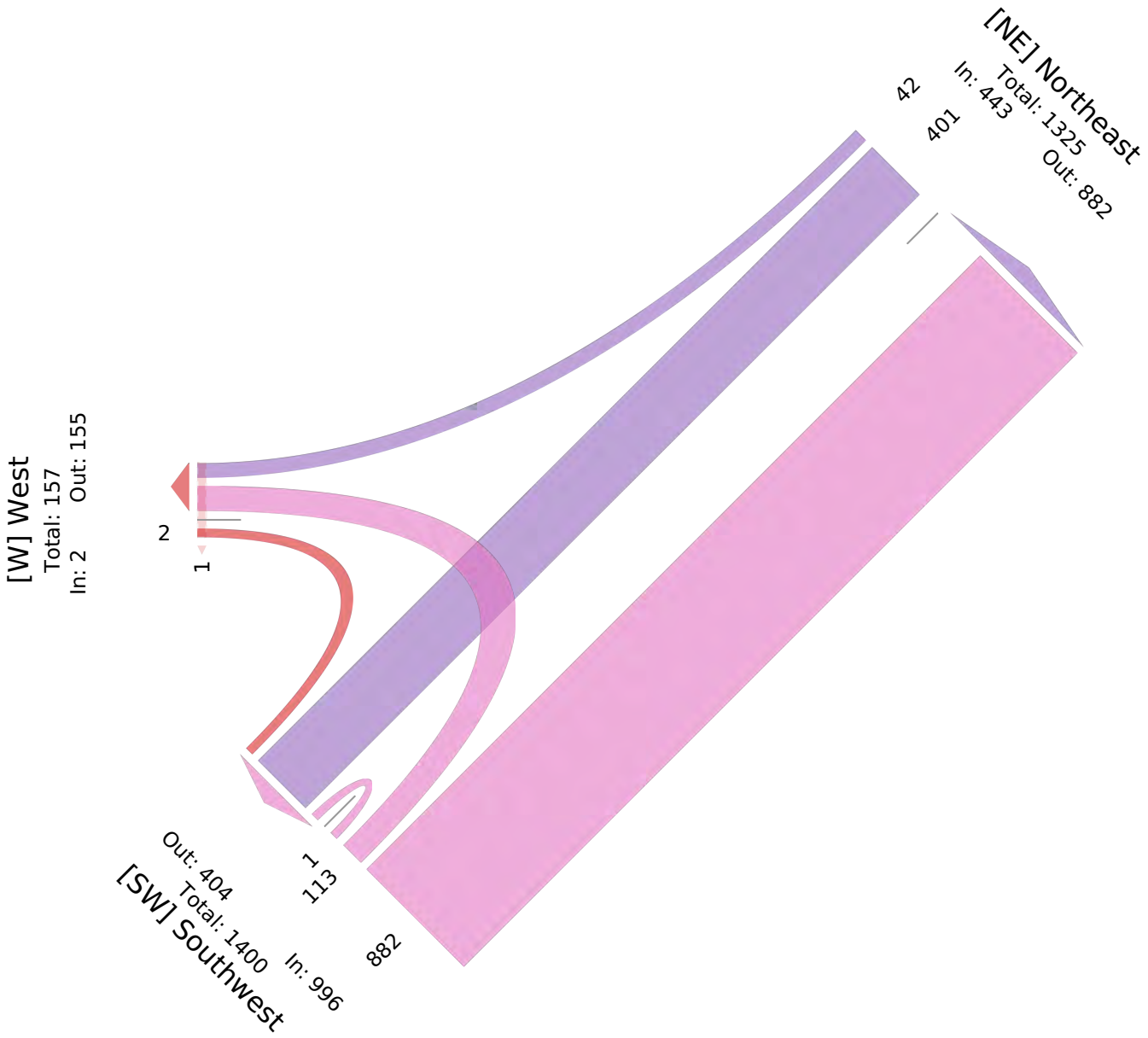
AM Peak (7 AM - 8 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862638, Location: 28.340573, -81.485014

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US



Poinciana Blvd & Osceola Parkway WB on Ramp - TMC

Tue Aug 10, 2021

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862638, Location: 28.340573, -81.485014

Provided by: Metric Engineering

13940 SW 136th Street, Suite 200,

Miami, FL, 33186, US

Leg Direction	West Eastbound					Southwest Northeastbound					Northeast Southwestbound					Int
	BL	HR	U	App	Ped*	HL	T	U	App	Ped*	T	BR	U	App	Ped*	
Time																
2021-08-10 4:45PM	0	0	0	0	1	37	179	1	217	0	231	14	0	245	0	462
5:00PM	0	0	0	0	3	22	170	1	193	0	193	26	0	219	0	412
5:15PM	0	0	0	0	0	21	154	0	175	0	196	23	0	219	0	394
5:30PM	0	0	0	0	0	29	170	0	199	0	247	16	1	264	0	463
Total	0	0	0	0	4	109	673	2	784	0	867	79	1	947	0	1731
% Approach	0%	0%	0%	-	-	13.9%	85.8%	0.3%	-	-	91.6%	8.3%	0.1%	-	-	-
% Total	0%	0%	0%	0%	-	6.3%	38.9%	0.1%	45.3%	-	50.1%	4.6%	0.1%	54.7%	-	-
PHF	-	-	-	-	-	0.736	0.940	0.500	0.903	-	0.878	0.760	0.250	0.897	-	0.935
Motorcycles	0	0	0	0	-	0	1	0	1	-	1	0	0	1	-	2
% Motorcycles	0%	0%	0%	-	-	0%	0.1%	0%	0.1%	-	0.1%	0%	0%	0.1%	-	0.1%
Lights	0	0	0	0	-	98	663	2	763	-	860	76	1	937	-	1700
% Lights	0%	0%	0%	-	-	89.9%	98.5%	100%	97.3%	-	99.2%	96.2%	100%	98.9%	-	98.2%
Single-Unit Trucks	0	0	0	0	-	6	2	0	8	-	4	2	0	6	-	14
% Single-Unit Trucks	0%	0%	0%	-	-	5.5%	0.3%	0%	1.0%	-	0.5%	2.5%	0%	0.6%	-	0.8%
Articulated Trucks	0	0	0	0	-	5	7	0	12	-	2	1	0	3	-	15
% Articulated Trucks	0%	0%	0%	-	-	4.6%	1.0%	0%	1.5%	-	0.2%	1.3%	0%	0.3%	-	0.9%
Buses	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Buses	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
% Bicycles on Road	0%	0%	0%	-	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	3	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	75.0%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	25.0%	-	-	-	-	-	-	-	-	-	-	-

* Pedestrians and Bicycles on Crosswalk. BL: Bear left, BR: Bear right, HL: Hard left, HR: Hard right, T: Thru, U: U-Turn

Poinciana Blvd & Osceola Parkway WB on Ramp - TMC

Tue Aug 10, 2021

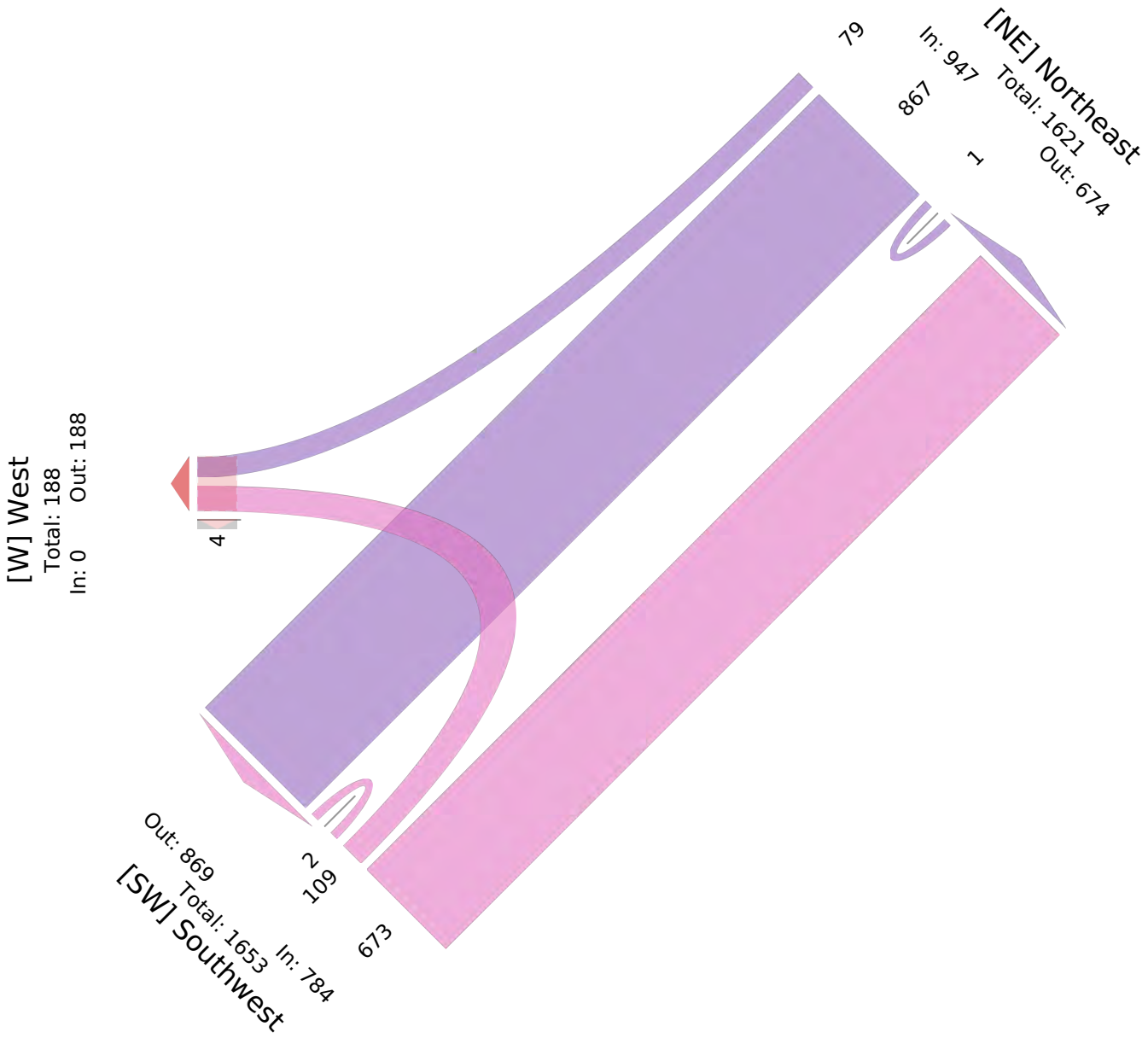
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862638, Location: 28.340573, -81.485014

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US



US-192 & N Poinciana Blvd - TMC

Tue Aug 10, 2021

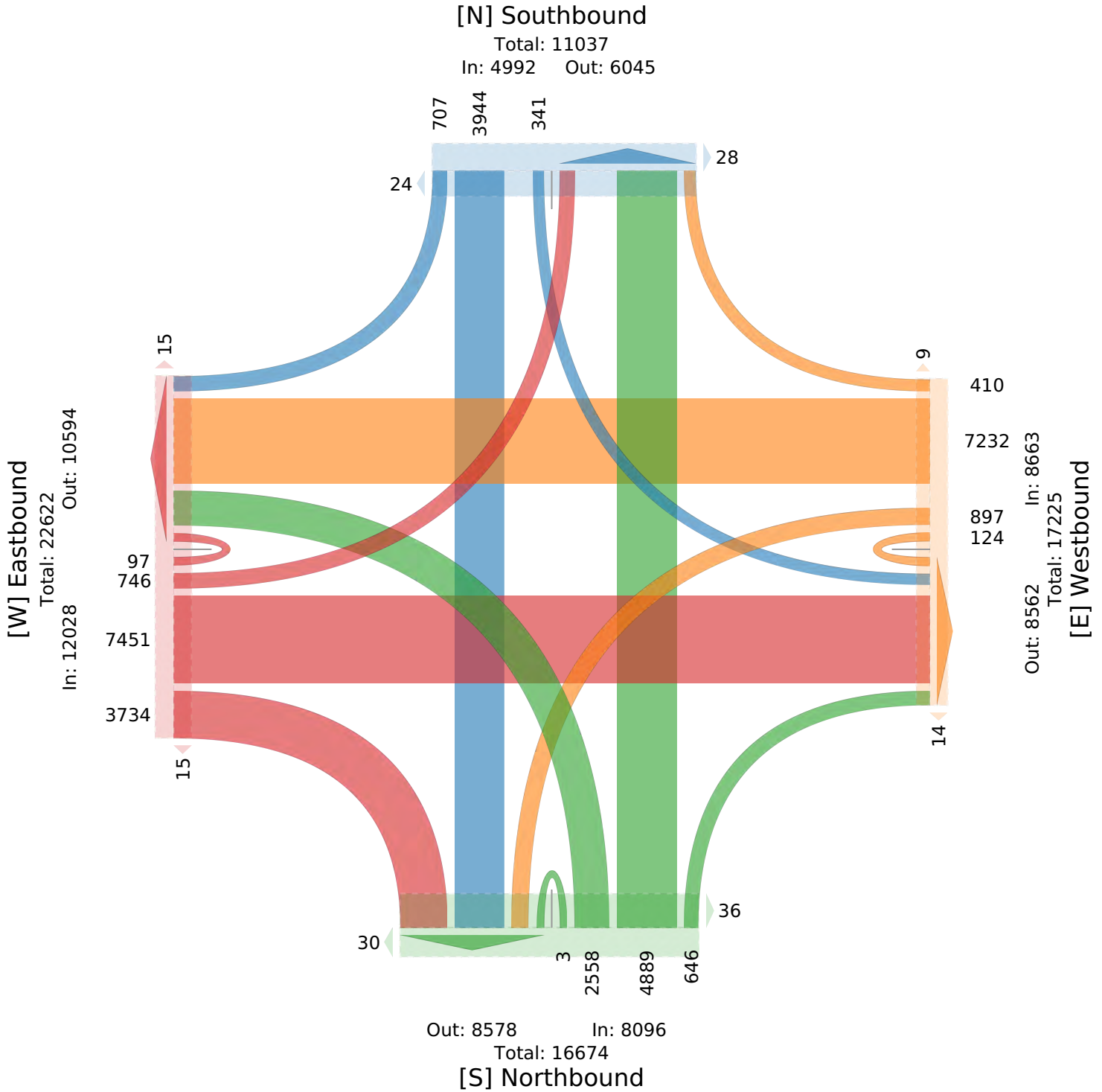
Full Length (7 AM-11 AM, 3 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862639, Location: 28.332907, -81.48957

Provided by: Metric Engineering
 13940 SW 136th Street, Suite 200,
 Miami, FL, 33186, US



US-192 & N Poinciana Blvd - TMC

Tue Aug 10, 2021

AM Peak (10 AM - 11 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862639, Location: 28.332907, -81.48957

Provided by: Metric Engineering
 13940 SW 136th Street, Suite 200,
 Miami, FL, 33186, US

Leg Direction	Eastbound					Westbound					Northbound					Southbound					Int				
	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*					
2021-08-10 10:00AM	22	249	54	8	333	0	15	197	18	5	235	0	100	170	24	0	294	2	15	60	31	0	106	1	968
10:15AM	28	233	62	9	332	0	24	201	13	3	241	0	74	163	19	0	256	0	13	100	31	0	144	2	973
10:30AM	30	260	72	7	369	0	22	243	19	5	289	1	88	169	24	0	281	0	11	63	25	0	99	0	1038
10:45AM	40	272	53	10	375	0	25	181	11	4	221	1	65	167	21	0	253	2	18	114	37	0	169	0	1018
Total	120	1014	241	34	1409	0	86	822	61	17	986	2	327	669	88	0	1084	4	57	337	124	0	518	3	3997
% Approach	8.5%	72.0%	17.1%	2.4%	-	-	8.7%	83.4%	6.2%	1.7%	-	-	30.2%	61.7%	8.1%	0%	-	-	11.0%	65.1%	23.9%	0%	-	-	-
% Total	3.0%	25.4%	6.0%	0.9%	35.3%	-	2.2%	20.6%	1.5%	0.4%	24.7%	-	8.2%	16.7%	2.2%	0%	27.1%	-	1.4%	8.4%	3.1%	0%	13.0%	-	-
PHF	0.750	0.932	0.837	0.850	0.939	-	0.860	0.846	0.803	0.850	0.853	-	0.818	0.984	0.917	-	0.922	-	0.792	0.739	0.838	-	0.766	-	0.963
Motorcycles	0	3	1	0	4	-	0	3	0	0	3	-	1	2	0	0	3	-	0	1	0	0	1	-	11
% Motorcycles	0%	0.3%	0.4%	0%	0.3%	-	0%	0.4%	0%	0%	0.3%	-	0.3%	0.3%	0%	0%	0.3%	-	0%	0.3%	0%	0%	0.2%	-	0.3%
Lights	118	985	231	34	1368	-	84	802	60	17	963	-	323	644	84	0	1051	-	52	315	121	0	488	-	3870
% Lights	98.3%	97.1%	95.9%	100%	97.1%	-	97.7%	97.6%	98.4%	100%	97.7%	-	98.8%	96.3%	95.5%	0%	97.0%	-	91.2%	93.5%	97.6%	0%	94.2%	-	96.8%
Single-Unit Trucks	2	15	5	0	22	-	2	8	1	0	11	-	3	9	3	0	15	-	5	8	1	0	14	-	62
% Single-Unit Trucks	1.7%	1.5%	2.1%	0%	1.6%	-	2.3%	1.0%	1.6%	0%	1.1%	-	0.9%	1.3%	3.4%	0%	1.4%	-	8.8%	2.4%	0.8%	0%	2.7%	-	1.6%
Articulated Trucks	0	7	4	0	11	-	0	5	0	0	5	-	0	14	1	0	15	-	0	13	1	0	14	-	45
% Articulated Trucks	0%	0.7%	1.7%	0%	0.8%	-	0%	0.6%	0%	0%	0.5%	-	0%	2.1%	1.1%	0%	1.4%	-	0%	3.9%	0.8%	0%	2.7%	-	1.1%
Buses	0	4	0	0	4	-	0	4	0	0	4	-	0	0	0	0	0	-	0	0	1	0	1	-	9
% Buses	0%	0.4%	0%	0%	0.3%	-	0%	0.5%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0.8%	0%	0.2%	-	0.2%
Bicycles on Road	0	0	0	0	0	-	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%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	75.0%	-	-	-	-	-	66.7%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	25.0%	-	-	-	-	-	33.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US-192 & N Poinciana Blvd - TMC

Tue Aug 10, 2021

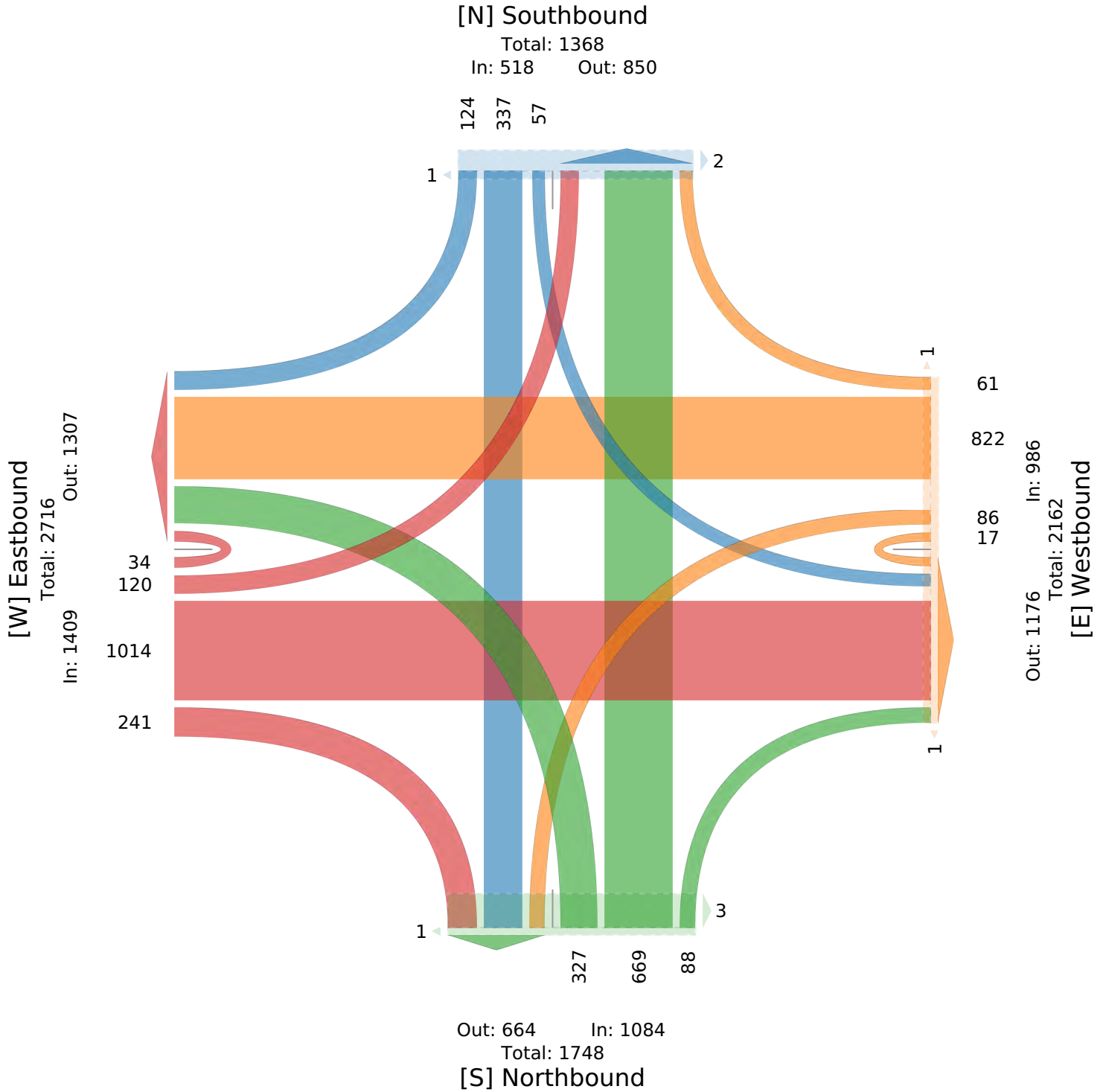
AM Peak (10 AM - 11 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862639, Location: 28.332907, -81.48957

Provided by: Metric Engineering
 13940 SW 136th Street, Suite 200,
 Miami, FL, 33186, US



US-192 & N Poinciana Blvd - TMC

Tue Aug 10, 2021

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862639, Location: 28.332907, -81.48957

Provided by: Metric Engineering
 13940 SW 136th Street, Suite 200,
 Miami, FL, 33186, US

Leg Direction	Eastbound						Westbound						Northbound						Southbound						Int
	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-08-10 4:15PM	31	292	189	0	512	6	49	246	18	8	321	0	69	138	29	0	236	8	7	183	20	0	210	1	1279
4:30PM	19	273	198	5	495	0	40	267	14	9	330	0	75	130	28	0	233	4	20	181	26	0	227	0	1285
4:45PM	23	320	207	2	552	1	40	221	11	8	280	1	79	147	27	0	253	5	10	163	15	0	188	2	1273
5:00PM	25	289	210	2	526	0	51	273	14	1	339	2	56	111	25	0	192	6	14	164	24	0	202	4	1259
Total	98	1174	804	9	2085	7	180	1007	57	26	1270	3	279	526	109	0	914	23	51	691	85	0	827	7	5096
% Approach	4.7%	56.3%	38.6%	0.4%	-	-	14.2%	79.3%	4.5%	2.0%	-	-	30.5%	57.5%	11.9%	0%	-	-	6.2%	83.6%	10.3%	0%	-	-	-
% Total	1.9%	23.0%	15.8%	0.2%	40.9%	-	3.5%	19.8%	1.1%	0.5%	24.9%	-	5.5%	10.3%	2.1%	0%	17.9%	-	1.0%	13.6%	1.7%	0%	16.2%	-	-
PHF	0.790	0.917	0.957	0.450	0.944	-	0.882	0.922	0.778	0.722	0.936	-	0.883	0.895	0.940	-	0.903	-	0.638	0.944	0.817	-	0.911	-	0.991
Motorcycles	1	7	0	0	8	-	2	6	0	0	8	-	1	2	3	0	6	-	0	1	0	0	1	-	23
% Motorcycles	1.0%	0.6%	0%	0%	0.4%	-	1.1%	0.6%	0%	0%	0.6%	-	0.4%	0.4%	2.8%	0%	0.7%	-	0%	0.1%	0%	0%	0.1%	-	0.5%
Lights	95	1151	799	9	2054	-	176	982	55	26	1239	-	275	507	104	0	886	-	50	679	84	0	813	-	4992
% Lights	96.9%	98.0%	99.4%	100%	98.5%	-	97.8%	97.5%	96.5%	100%	97.6%	-	98.6%	96.4%	95.4%	0%	96.9%	-	98.0%	98.3%	98.8%	0%	98.3%	-	98.0%
Single-Unit Trucks	2	9	5	0	16	-	1	8	1	0	10	-	2	7	2	0	11	-	1	4	1	0	6	-	43
% Single-Unit Trucks	2.0%	0.8%	0.6%	0%	0.8%	-	0.6%	0.8%	1.8%	0%	0.8%	-	0.7%	1.3%	1.8%	0%	1.2%	-	2.0%	0.6%	1.2%	0%	0.7%	-	0.8%
Articulated Trucks	0	2	0	0	2	-	1	6	0	0	7	-	1	10	0	0	11	-	0	7	0	0	7	-	27
% Articulated Trucks	0%	0.2%	0%	0%	0.1%	-	0.6%	0.6%	0%	0%	0.6%	-	0.4%	1.9%	0%	0%	1.2%	-	0%	1.0%	0%	0%	0.8%	-	0.5%
Buses	0	5	0	0	5	-	0	5	0	0	5	-	0	0	0	0	0	-	0	0	0	0	0	-	10
% Buses	0%	0.4%	0%	0%	0.2%	-	0%	0.5%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Bicycles on Road	0	0	0	0	0	-	0	0	1	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	1.8%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	3	-	-	-	-	-	18	-	-	-	-	-	4	-
% Pedestrians	-	-	-	-	-	57.1%	-	-	-	-	-	100%	-	-	-	-	-	78.3%	-	-	-	-	-	57.1%	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	3	-
% Bicycles on Crosswalk	-	-	-	-	-	42.9%	-	-	-	-	-	0%	-	-	-	-	-	21.7%	-	-	-	-	-	42.9%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

US-192 & N Poinciana Blvd - TMC

Tue Aug 10, 2021

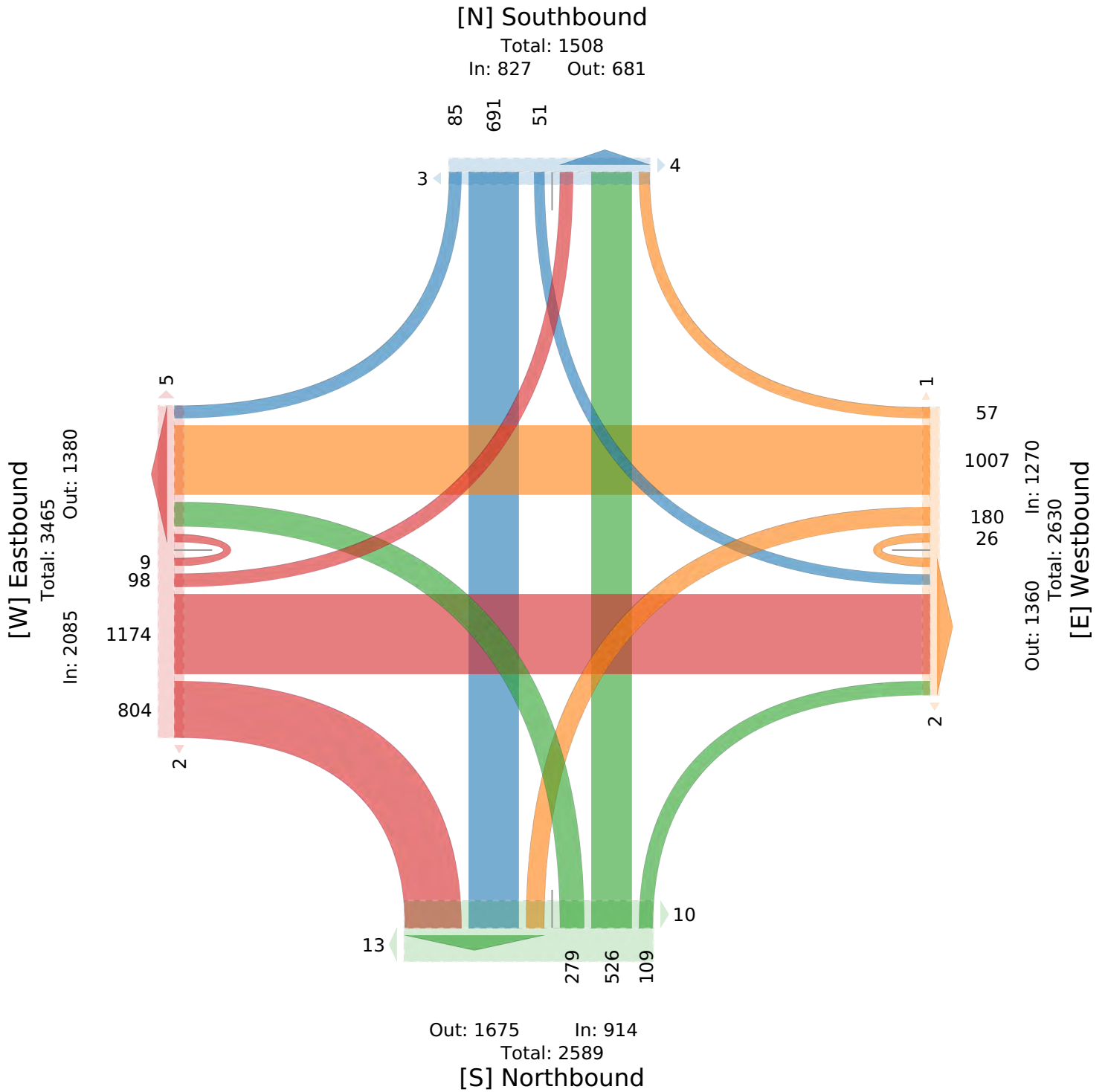
PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862639, Location: 28.332907, -81.48957

Provided by: Metric Engineering
 13940 SW 136th Street, Suite 200,
 Miami, FL, 33186, US



*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4836 US-192 - TMC

Tue Aug 10, 2021

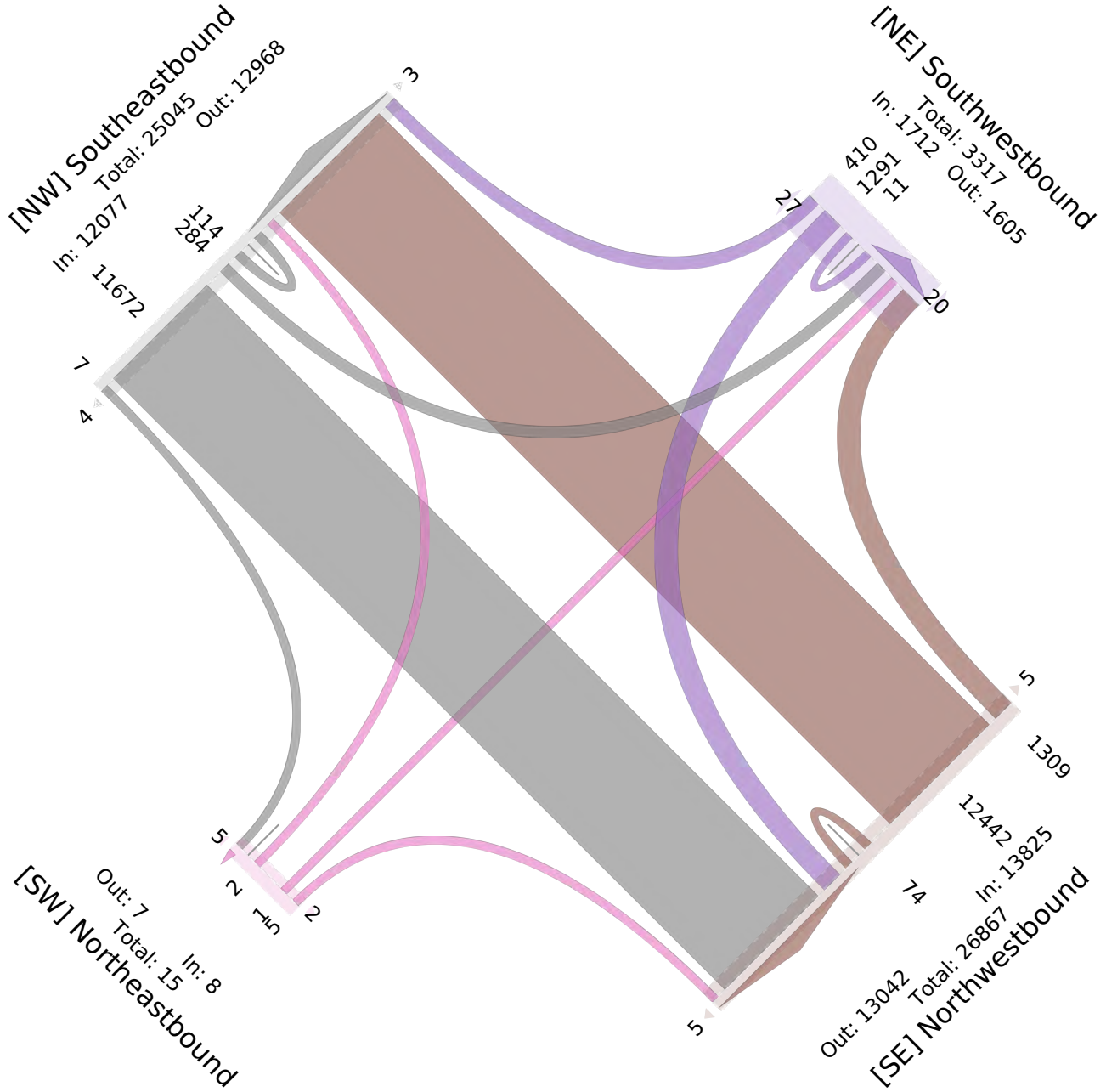
Full Length (7 AM-11 AM, 3 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862640, Location: 28.3323, -81.475715

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US



4836 US-192 - TMC

Tue Aug 10, 2021

AM Peak (7:30 AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862640, Location: 28.3323, -81.475715

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US

Leg Direction	Southeastbound						Northwestbound						Northeastbound						Southwestbound						Int
	Southeastbound						Northwestbound						Northeastbound						Southwestbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-08-10 7:30AM	1	256	0	3	260	0	0	547	36	0	583	0	0	0	0	0	0	0	19	0	10	0	29	1	872
7:45AM	1	264	0	0	265	0	0	454	45	0	499	0	0	0	0	0	0	0	24	0	13	0	37	2	801
8:00AM	4	230	0	4	238	0	0	419	36	2	457	0	0	0	0	0	0	0	17	0	4	0	21	1	716
8:15AM	10	256	0	1	267	0	0	448	28	1	477	0	0	0	0	0	0	0	26	0	13	0	39	0	783
Total	16	1006	0	8	1030	0	0	1868	145	3	2016	0	0	0	0	0	0	0	86	0	40	0	126	4	3172
% Approach	1.6%	97.7%	0%	0.8%	-	-	0%	92.7%	7.2%	0.1%	-	-	0%	0%	0%	0%	-	-	68.3%	0%	31.7%	0%	-	-	-
% Total	0.5%	31.7%	0%	0.3%	32.5%	-	0%	58.9%	4.6%	0.1%	63.6%	-	0%	0%	0%	0%	0%	0%	2.7%	0%	1.3%	0%	4.0%	-	-
PHF	0.400	0.952	-	0.500	0.967	-	-	0.854	0.806	0.375	0.864	-	-	-	-	-	-	-	0.827	-	0.769	-	0.808	-	0.909
Motorcycles	0	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Motorcycles	0%	0%	0%	0%	0%	0%	0%	0.2%	1.4%	0%	0.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.2%
Lights	14	971	0	8	993	0	0	1829	143	3	1975	0	0	0	0	0	0	0	86	0	40	0	126	0	3094
% Lights	87.5%	96.5%	0%	100%	96.4%	0%	0%	97.9%	98.6%	100%	98.0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	0%	100%	0%	97.5%
Single-Unit Trucks	1	19	0	0	20	0	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	40
% Single-Unit Trucks	6.3%	1.9%	0%	0%	1.9%	0%	0%	1.1%	0%	0%	1.0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.3%
Articulated Trucks	1	6	0	0	7	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	18
% Articulated Trucks	6.3%	0.6%	0%	0%	0.7%	0%	0%	0.6%	0%	0%	0.5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.6%
Buses	0	9	0	0	9	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	14
% Buses	0%	0.9%	0%	0%	0.9%	0%	0%	0.3%	0%	0%	0.2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.4%
Bicycles on Road	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0%	0.1%	0%	0%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25.0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4836 US-192 - TMC

Tue Aug 10, 2021

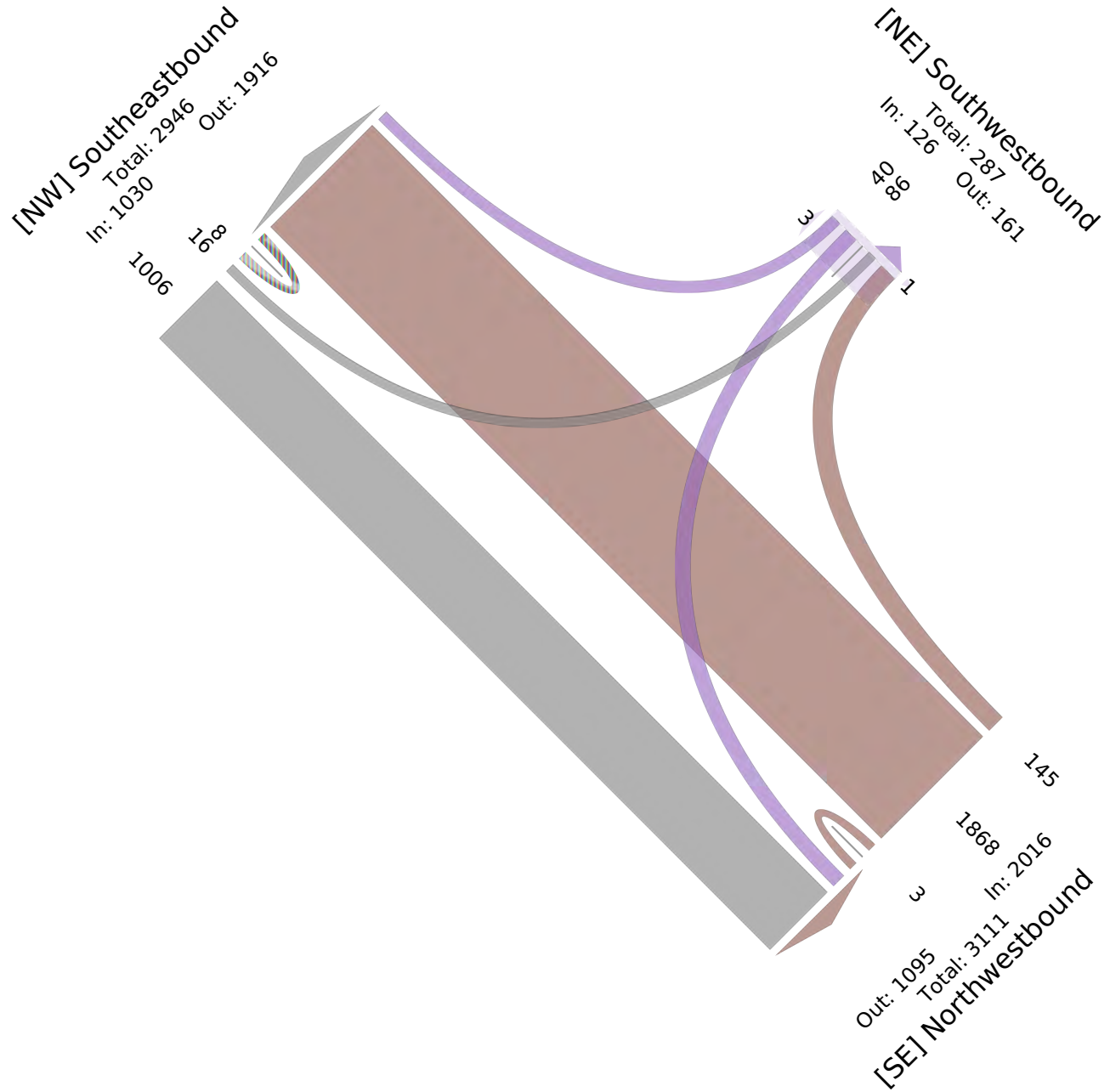
AM Peak (7:30 AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862640, Location: 28.3323, -81.475715

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US



4836 US-192 - TMC

Tue Aug 10, 2021

PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862640, Location: 28.3323, -81.475715

Provided by: Metric Engineering

13940 SW 136th Street, Suite 200,

Miami, FL, 33186, US

Leg Direction	Southeastbound Southeastbound						Northwestbound Northwestbound						Northeastbound Northeastbound						Southwestbound Southwestbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-08-10 3:30PM	6	454	0	1	461	0	0	481	49	8	538	0	0	0	0	0	0	0	39	0	21	0	60	3	1059
3:45PM	10	496	0	6	512	1	0	460	37	2	499	0	0	0	0	0	0	0	56	0	10	0	66	0	1077
4:00PM	11	399	0	5	415	0	0	396	42	5	443	1	0	0	0	0	0	0	46	0	15	0	61	1	919
4:15PM	5	499	1	7	512	0	0	390	47	3	440	1	0	1	0	0	1	1	57	0	19	1	77	1	1030
Total	32	1848	1	19	1900	1	0	1727	175	18	1920	2	0	1	0	0	1	1	198	0	65	1	264	5	4085
% Approach	1.7%	97.3%	0.1%	1.0%	-	-	0%	89.9%	9.1%	0.9%	-	-	0%	100%	0%	0%	-	-	75.0%	0%	24.6%	0.4%	-	-	-
% Total	0.8%	45.2%	0%	0.5%	46.5%	-	0%	42.3%	4.3%	0.4%	47.0%	-	0%	0%	0%	0%	0%	-	4.8%	0%	1.6%	0%	6.5%	-	-
PHF	0.727	0.925	0.250	0.679	0.927	-	-	0.898	0.893	0.563	0.892	-	-	0.250	-	0.250	-	0.868	-	0.774	0.250	0.857	-	0.949	
Motorcycles	0	4	0	0	4	-	0	3	0	0	3	-	0	0	0	0	0	-	0	0	0	0	0	-	7
% Motorcycles	0%	0.2%	0%	0%	0.2%	-	0%	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Lights	32	1826	1	19	1878	-	0	1700	174	18	1892	-	0	1	0	0	1	-	197	0	64	1	262	-	4033
% Lights	100%	98.8%	100%	100%	98.8%	-	0%	98.4%	99.4%	100%	98.5%	-	0%	100%	0%	0%	100%	-	99.5%	0%	98.5%	100%	99.2%	-	98.7%
Single-Unit Trucks	0	12	0	0	12	-	0	11	0	0	11	-	0	0	0	0	0	-	0	0	1	0	1	-	24
% Single-Unit Trucks	0%	0.6%	0%	0%	0.6%	-	0%	0.6%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	0%	1.5%	0%	0.4%	-	0.6%
Articulated Trucks	0	1	0	0	1	-	0	5	1	0	6	-	0	0	0	0	0	-	1	0	0	0	1	-	8
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0.3%	0.6%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.5%	0%	0%	0%	0.4%	-	0.2%
Buses	0	4	0	0	4	-	0	8	0	0	8	-	0	0	0	0	0	-	0	0	0	0	0	-	12
% Buses	0%	0.2%	0%	0%	0.2%	-	0%	0.5%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.3%
Bicycles on Road	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	3	-
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	60.0%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	40.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4836 US-192 - TMC

Tue Aug 10, 2021

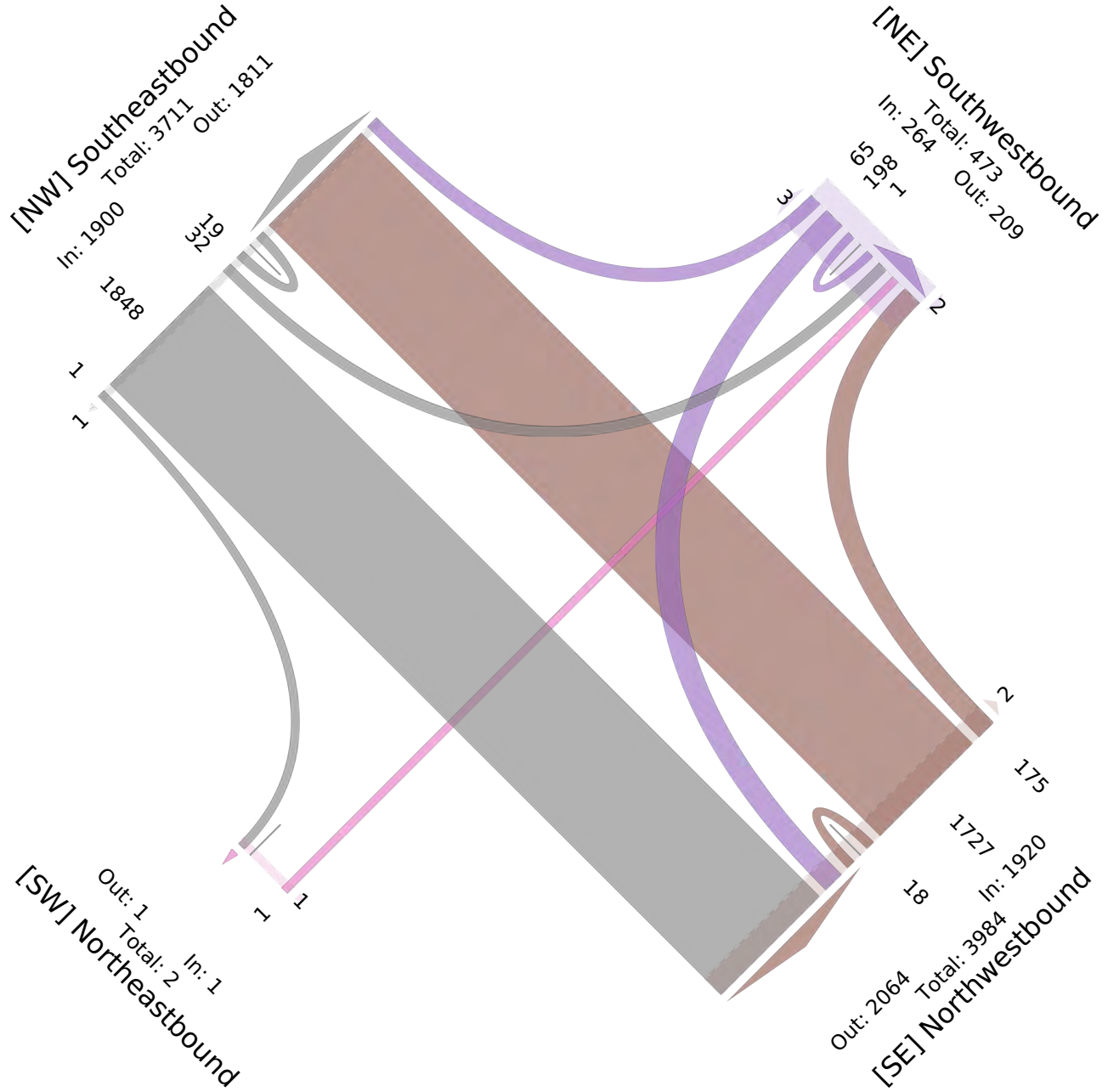
PM Peak (3:30 PM - 4:30 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862640, Location: 28.3323, -81.475715

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US



8216 World Center Dr - TMC

Tue Aug 10, 2021

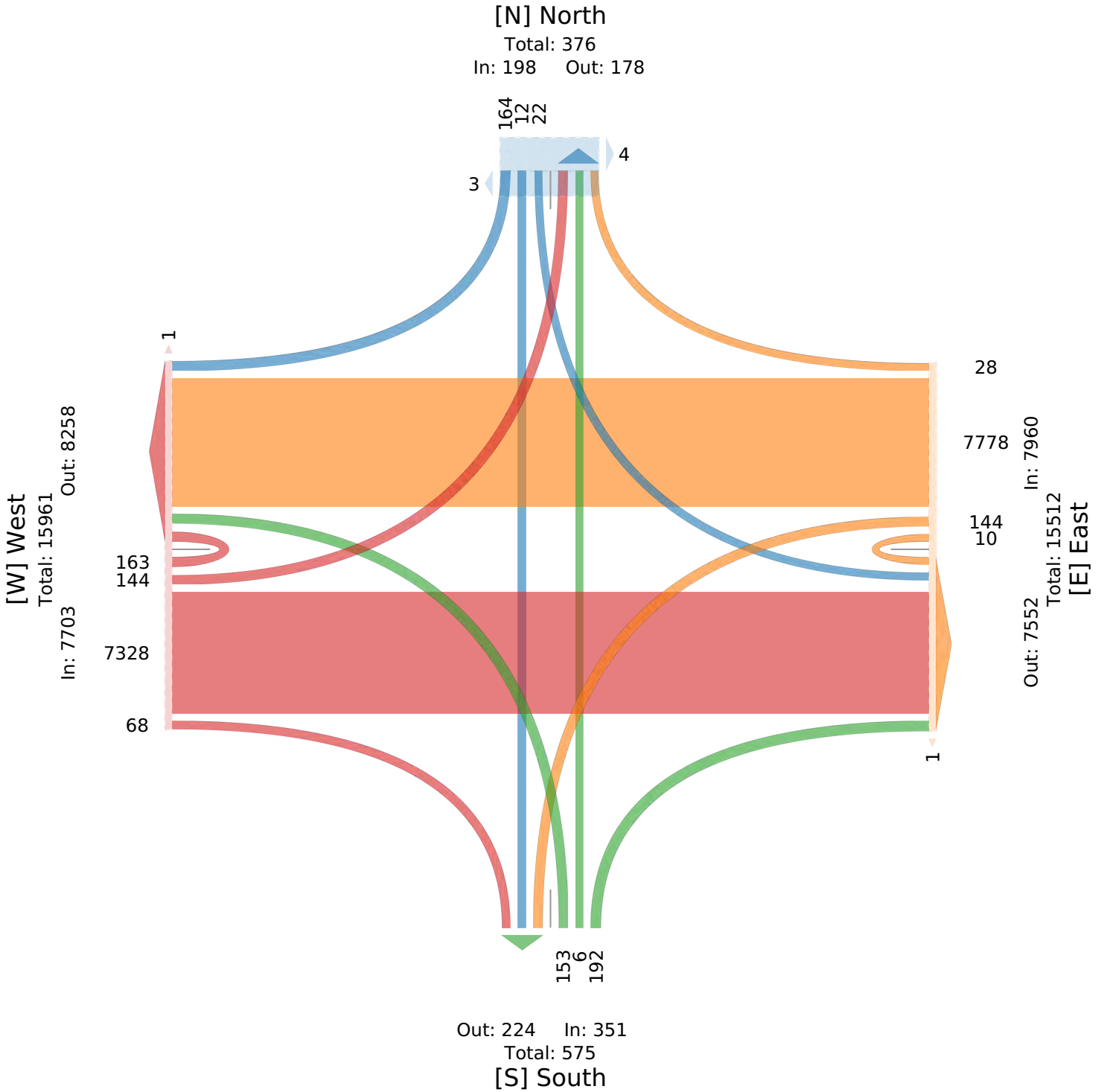
Full Length (7 AM-11 AM, 3 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862641, Location: 28.357333, -81.494573

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US



8216 World Center Dr - TMC

Tue Aug 10, 2021

AM Peak (7:30 AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862641, Location: 28.357333, -81.494573

Provided by: Metric Engineering

13940 SW 136th Street, Suite 200,

Miami, FL, 33186, US

Leg Direction	West Eastbound						East Westbound						South Northbound						North Southbound						Int
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-08-10 7:30AM	9	208	0	1	218	0	2	249	2	0	253	0	5	0	6	0	11	0	1	0	0	0	1	0	483
7:45AM	10	203	2	4	219	1	5	243	2	0	250	0	3	2	2	0	7	0	0	1	9	0	10	1	486
8:00AM	8	195	1	4	208	0	5	264	1	0	270	0	3	0	3	0	6	0	0	0	2	0	2	0	486
8:15AM	6	184	2	5	197	0	4	236	5	0	245	0	2	0	3	0	5	0	0	0	5	0	5	0	452
Total	33	790	5	14	842	1	16	992	10	0	1018	0	13	2	14	0	29	0	1	1	16	0	18	1	1907
% Approach	3.9%	93.8%	0.6%	1.7%	-	-	1.6%	97.4%	1.0%	0%	-	-	44.8%	6.9%	48.3%	0%	-	-	5.6%	5.6%	88.9%	0%	-	-	-
% Total	1.7%	41.4%	0.3%	0.7%	44.2%	-	0.8%	52.0%	0.5%	0%	53.4%	-	0.7%	0.1%	0.7%	0%	1.5%	-	0.1%	0.1%	0.8%	0%	0.9%	-	-
PHF	0.889	0.950	0.625	0.700	0.964	-	0.800	0.939	0.500	-	0.943	-	0.650	0.250	0.583	-	0.659	-	0.250	0.250	0.469	-	0.472	-	0.980
Motorcycles	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Lights	31	756	5	14	806	-	16	945	9	0	970	-	12	2	14	0	28	-	1	1	13	0	15	-	1819
% Lights	93.9%	95.7%	100%	100%	95.7%	-	100%	95.3%	90.0%	0%	95.3%	-	92.3%	100%	100%	0%	96.6%	-	100%	100%	81.3%	0%	83.3%	-	95.4%
Single-Unit Trucks	1	15	0	0	16	-	0	31	1	0	32	-	0	0	0	0	0	-	0	0	1	0	1	-	49
% Single-Unit Trucks	3.0%	1.9%	0%	0%	1.9%	-	0%	3.1%	10.0%	0%	3.1%	-	0%	0%	0%	0%	0%	-	0%	0%	6.3%	0%	5.6%	-	2.6%
Articulated Trucks	0	10	0	0	10	-	0	10	0	0	10	-	0	0	0	0	0	-	0	0	0	0	0	-	20
% Articulated Trucks	0%	1.3%	0%	0%	1.2%	-	0%	1.0%	0%	0%	1.0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.0%
Buses	0	9	0	0	9	-	0	5	0	0	5	-	1	0	0	0	1	-	0	0	1	0	1	-	16
% Buses	0%	1.1%	0%	0%	1.1%	-	0%	0.5%	0%	0%	0.5%	-	7.7%	0%	0%	0%	3.4%	-	0%	0%	6.3%	0%	5.6%	-	0.8%
Bicycles on Road	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	1	-	2
% Bicycles on Road	3.0%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	6.3%	0%	5.6%	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-
% Bicycles on Crosswalk	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

8216 World Center Dr - TMC

Tue Aug 10, 2021

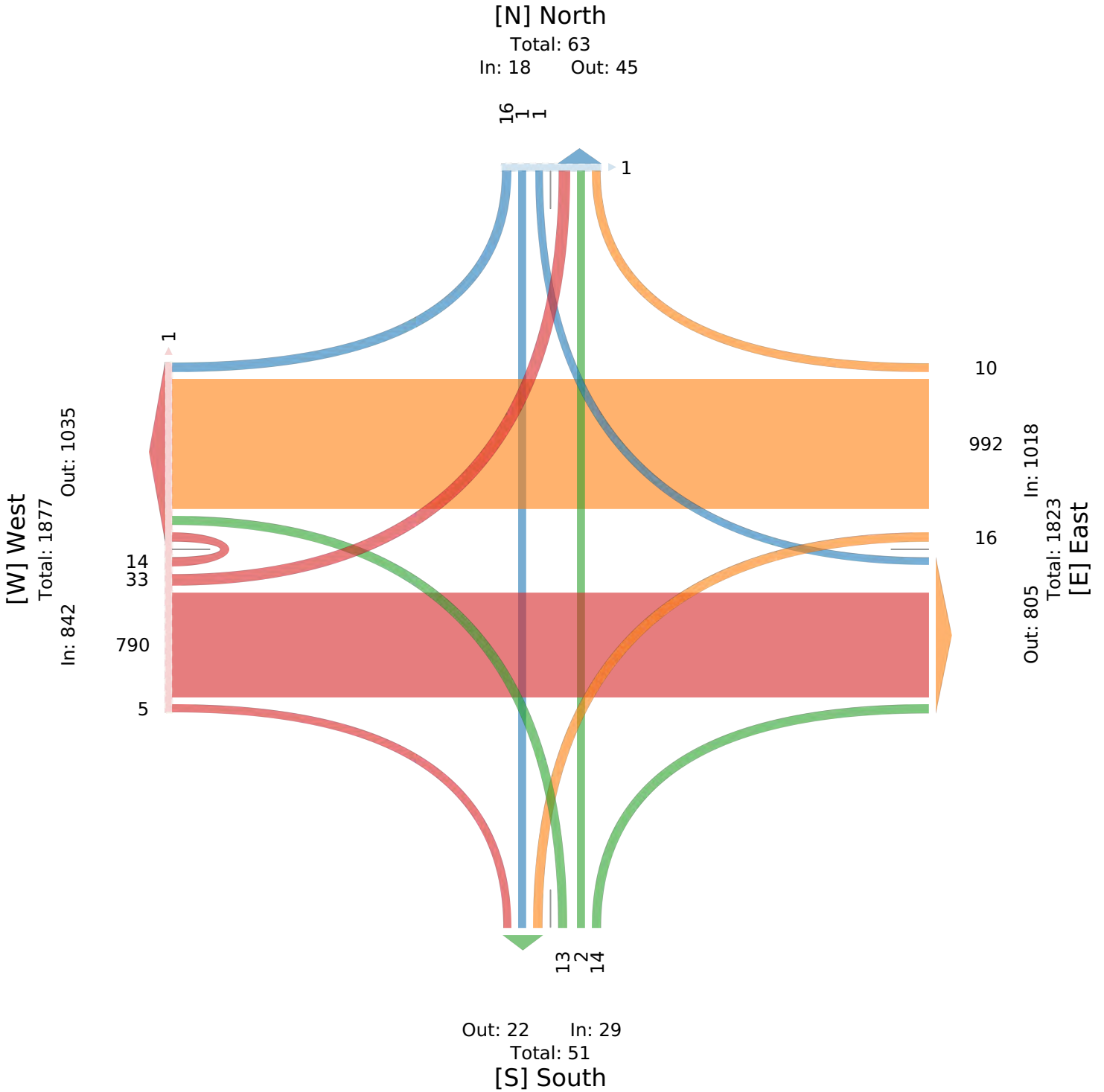
AM Peak (7:30 AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862641, Location: 28.357333, -81.494573

Provided by: Metric Engineering
 13940 SW 136th Street, Suite 200,
 Miami, FL, 33186, US



8216 World Center Dr - TMC

Tue Aug 10, 2021

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862641, Location: 28.357333, -81.494573

Provided by: Metric Engineering

13940 SW 136th Street, Suite 200,

Miami, FL, 33186, US

Leg Direction	West Eastbound						East Westbound						South Northbound						North Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2021-08-10 4:45PM	5	345	0	3	353	0	2	256	1	1	260	0	6	0	9	0	15	0	0	0	7	0	7	1	635
5:00PM	5	270	3	4	282	0	7	319	1	2	329	0	7	0	12	0	19	0	4	0	3	0	7	1	637
5:15PM	6	308	8	2	324	0	4	289	1	0	294	0	3	0	9	0	12	0	1	0	10	0	11	0	641
5:30PM	4	292	2	7	305	0	7	274	1	0	282	0	5	0	10	0	15	0	1	0	10	0	11	0	613
Total	20	1215	13	16	1264	0	20	1138	4	3	1165	0	21	0	40	0	61	0	6	0	30	0	36	2	2526
% Approach	1.6%	96.1%	1.0%	1.3%	-	-	1.7%	97.7%	0.3%	0.3%	-	-	34.4%	0%	65.6%	0%	-	-	16.7%	0%	83.3%	0%	-	-	-
% Total	0.8%	48.1%	0.5%	0.6%	50.0%	-	0.8%	45.1%	0.2%	0.1%	46.1%	-	0.8%	0%	1.6%	0%	2.4%	-	0.2%	0%	1.2%	0%	1.4%	-	-
PHF	0.833	0.880	0.406	0.571	0.895	-	0.714	0.892	1.000	0.375	0.885	-	0.750	-	0.833	-	0.803	-	0.375	-	0.750	-	0.818	-	0.985
Motorcycles	0	1	0	0	1	-	1	4	0	0	5	-	0	0	0	0	0	-	0	0	0	0	0	-	6
% Motorcycles	0%	0.1%	0%	0%	0.1%	-	5.0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Lights	19	1189	13	16	1237	-	19	1114	4	3	1140	-	20	0	40	0	60	-	6	0	28	0	34	-	2471
% Lights	95.0%	97.9%	100%	100%	97.9%	-	95.0%	97.9%	100%	100%	97.9%	-	95.2%	0%	100%	0%	98.4%	-	100%	0%	93.3%	0%	94.4%	-	97.8%
Single-Unit Trucks	1	12	0	0	13	-	0	6	0	0	6	-	1	0	0	0	1	-	0	0	2	0	2	-	22
% Single-Unit Trucks	5.0%	1.0%	0%	0%	1.0%	-	0%	0.5%	0%	0%	0.5%	-	4.8%	0%	0%	0%	1.6%	-	0%	0%	6.7%	0%	5.6%	-	0.9%
Articulated Trucks	0	5	0	0	5	-	0	5	0	0	5	-	0	0	0	0	0	-	0	0	0	0	0	-	10
% Articulated Trucks	0%	0.4%	0%	0%	0.4%	-	0%	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.4%
Buses	0	8	0	0	8	-	0	9	0	0	9	-	0	0	0	0	0	-	0	0	0	0	0	-	17
% Buses	0%	0.7%	0%	0%	0.6%	-	0%	0.8%	0%	0%	0.8%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.7%
Bicycles on Road	0	0	0	0	0	-	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%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

8216 World Center Dr - TMC

Tue Aug 10, 2021

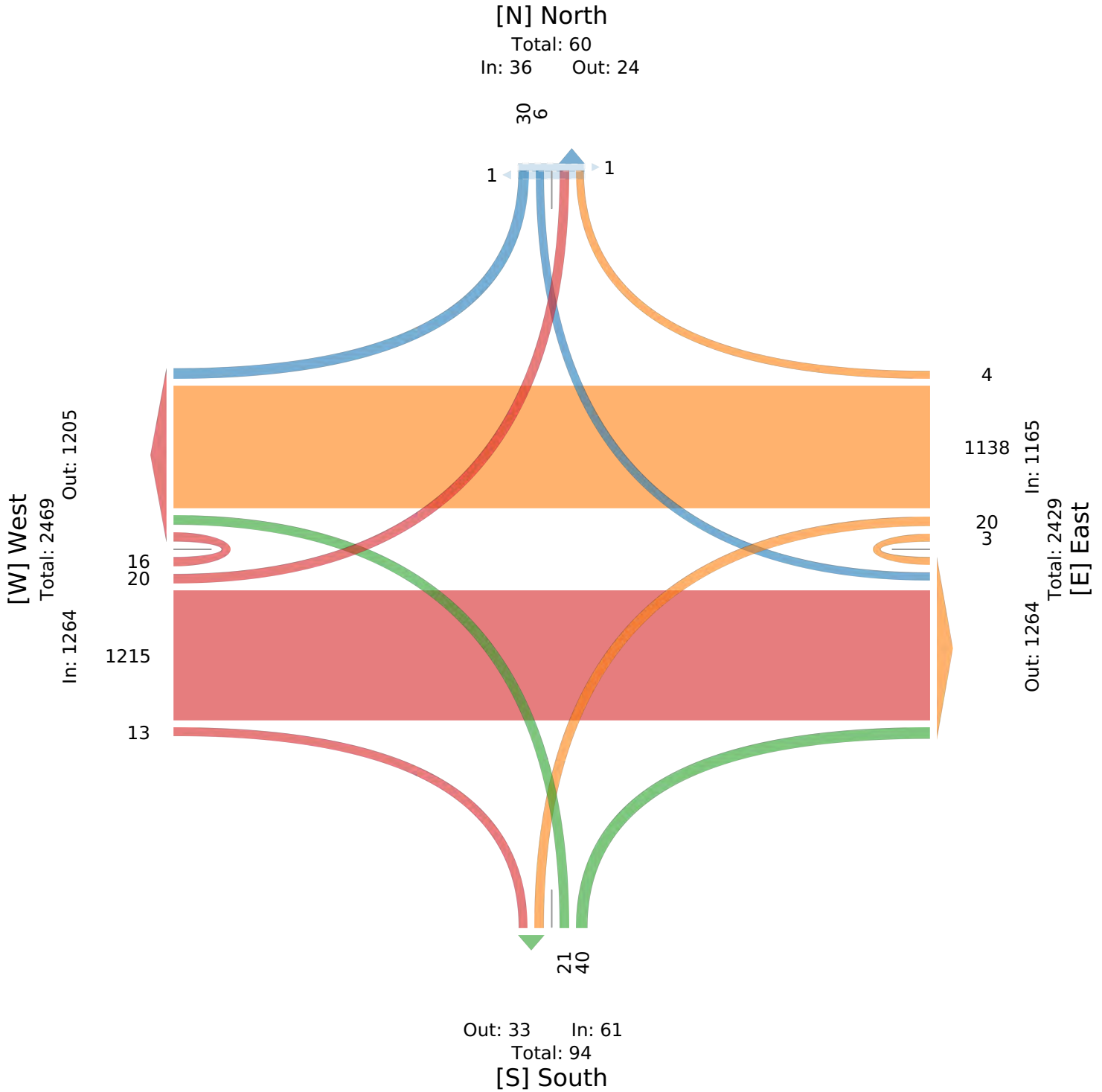
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862641, Location: 28.357333, -81.494573

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US



World Gateway Dr & Caribe Royale Driveway- TMC

Tue Aug 10, 2021

Full Length (7 AM-11 AM, 3 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862642, Location: 28.357377, -81.491666

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US

Leg Direction	West Eastbound					East Westbound					North Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
Time																
2021-08-10 7:00AM	7	161	0	168	0	182	7	0	189	0	0	4	0	4	0	361
7:15AM	8	189	0	197	0	213	1	0	214	0	1	4	0	5	1	416
7:30AM	6	213	0	219	0	253	4	0	257	0	1	5	0	6	1	482
7:45AM	12	192	0	204	0	257	7	0	264	0	2	1	0	3	1	471
Hourly Total	33	755	0	788	0	905	19	0	924	0	4	14	0	18	3	1730
8:00AM	10	183	0	193	0	248	5	0	253	0	4	6	0	10	0	456
8:15AM	10	183	0	193	0	238	12	2	252	0	2	5	0	7	0	452
8:30AM	2	169	0	171	0	244	4	1	249	0	2	3	0	5	0	425
8:45AM	1	188	0	189	0	229	4	0	233	0	0	2	0	2	0	424
Hourly Total	23	723	0	746	0	959	25	3	987	0	8	16	0	24	0	1757
9:00AM	1	169	0	170	0	217	1	0	218	0	0	3	1	4	0	392
9:15AM	0	175	0	175	0	211	2	0	213	0	1	8	0	9	0	397
9:30AM	4	179	0	183	0	225	2	3	230	0	2	2	0	4	0	417
9:45AM	1	201	1	203	0	191	4	0	195	0	1	3	0	4	0	402
Hourly Total	6	724	1	731	0	844	9	3	856	0	4	16	1	21	0	1608
10:00AM	1	161	1	163	0	199	4	1	204	0	0	2	0	2	0	369
10:15AM	2	202	2	206	0	171	3	1	175	0	0	2	0	2	0	383
10:30AM	4	230	1	235	0	210	2	0	212	0	3	3	0	6	0	453
10:45AM	1	208	1	210	0	181	3	0	184	0	3	10	0	13	5	407
Hourly Total	8	801	5	814	0	761	12	2	775	0	6	17	0	23	5	1612
3:00PM	4	238	2	244	0	252	2	0	254	0	1	1	0	2	0	500
3:15PM	4	254	1	259	0	275	9	0	284	0	5	5	0	10	0	553
3:30PM	3	289	2	294	0	298	0	0	298	0	6	4	0	10	0	602
3:45PM	7	329	1	337	0	268	2	0	270	0	1	7	0	8	0	615
Hourly Total	18	1110	6	1134	0	1093	13	0	1106	0	13	17	0	30	0	2270
4:00PM	7	267	1	275	0	291	0	1	292	0	2	9	0	11	0	578
4:15PM	4	280	2	286	0	273	3	0	276	0	0	1	0	1	0	563
4:30PM	1	267	1	269	0	275	3	0	278	0	7	7	0	14	0	561
4:45PM	4	361	1	366	0	252	1	0	253	0	4	10	0	14	2	633
Hourly Total	16	1175	5	1196	0	1091	7	1	1099	0	13	27	0	40	2	2335
5:00PM	4	274	8	286	0	330	3	0	333	0	8	8	0	16	0	635
5:15PM	5	317	6	328	0	272	1	0	273	0	4	12	0	16	0	617
5:30PM	0	300	0	300	0	263	7	0	270	0	6	5	0	11	0	581
5:45PM	1	250	1	252	0	254	4	0	258	0	6	8	0	14	0	524
Hourly Total	10	1141	15	1166	0	1119	15	0	1134	0	24	33	0	57	0	2357
6:00PM	3	259	1	263	0	254	4	0	258	0	2	4	0	6	0	527
6:15PM	3	222	2	227	0	254	3	0	257	0	3	5	0	8	0	492
6:30PM	2	203	3	208	0	278	4	0	282	0	5	3	0	8	0	498
6:45PM	3	250	1	254	0	196	2	0	198	0	3	4	0	7	0	459
Hourly Total	11	934	7	952	0	982	13	0	995	0	13	16	0	29	0	1976
Total	125	7363	39	7527	0	7754	113	9	7876	0	85	156	1	242	10	15645
% Approach	1.7%	97.8%	0.5%	-	-	98.5%	1.4%	0.1%	-	-	35.1%	64.5%	0.4%	-	-	-
% Total	0.8%	47.1%	0.2%	48.1%	-	49.6%	0.7%	0.1%	50.3%	-	0.5%	1.0%	0%	1.5%	-	-
Motorcycles	0	5	0	5	-	12	0	0	12	-	0	0	0	0	-	17
% Motorcycles	0%	0.1%	0%	0.1%	-	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	-	0.1%
Lights	115	7121	38	7274	-	7486	109	9	7604	-	83	151	1	235	-	15113
% Lights	92.0%	96.7%	97.4%	96.6%	-	96.5%	96.5%	100%	96.5%	-	97.6%	96.8%	100%	97.1%	-	96.6%
Single-Unit Trucks	3	123	0	126	-	147	2	0	149	-	1	1	0	2	-	277
% Single-Unit Trucks	2.4%	1.7%	0%	1.7%	-	1.9%	1.8%	0%	1.9%	-	1.2%	0.6%	0%	0.8%	-	1.8%
Articulated Trucks	1	64	0	65	-	65	1	0	66	-	1	0	0	1	-	132
% Articulated Trucks	0.8%	0.9%	0%	0.9%	-	0.8%	0.9%	0%	0.8%	-	1.2%	0%	0%	0.4%	-	0.8%
Buses	6	50	1	57	-	43	1	0	44	-	0	4	0	4	-	105
% Buses	4.8%	0.7%	2.6%	0.8%	-	0.6%	0.9%	0%	0.6%	-	0%	2.6%	0%	1.7%	-	0.7%

Leg Direction	West Eastbound					East Westbound					North Southbound					
Time	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
Bicycles on Road	0	0	0	0	-	1	0	0	1	-	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	10
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

14261 International Dr - TMC

Tue Aug 10, 2021

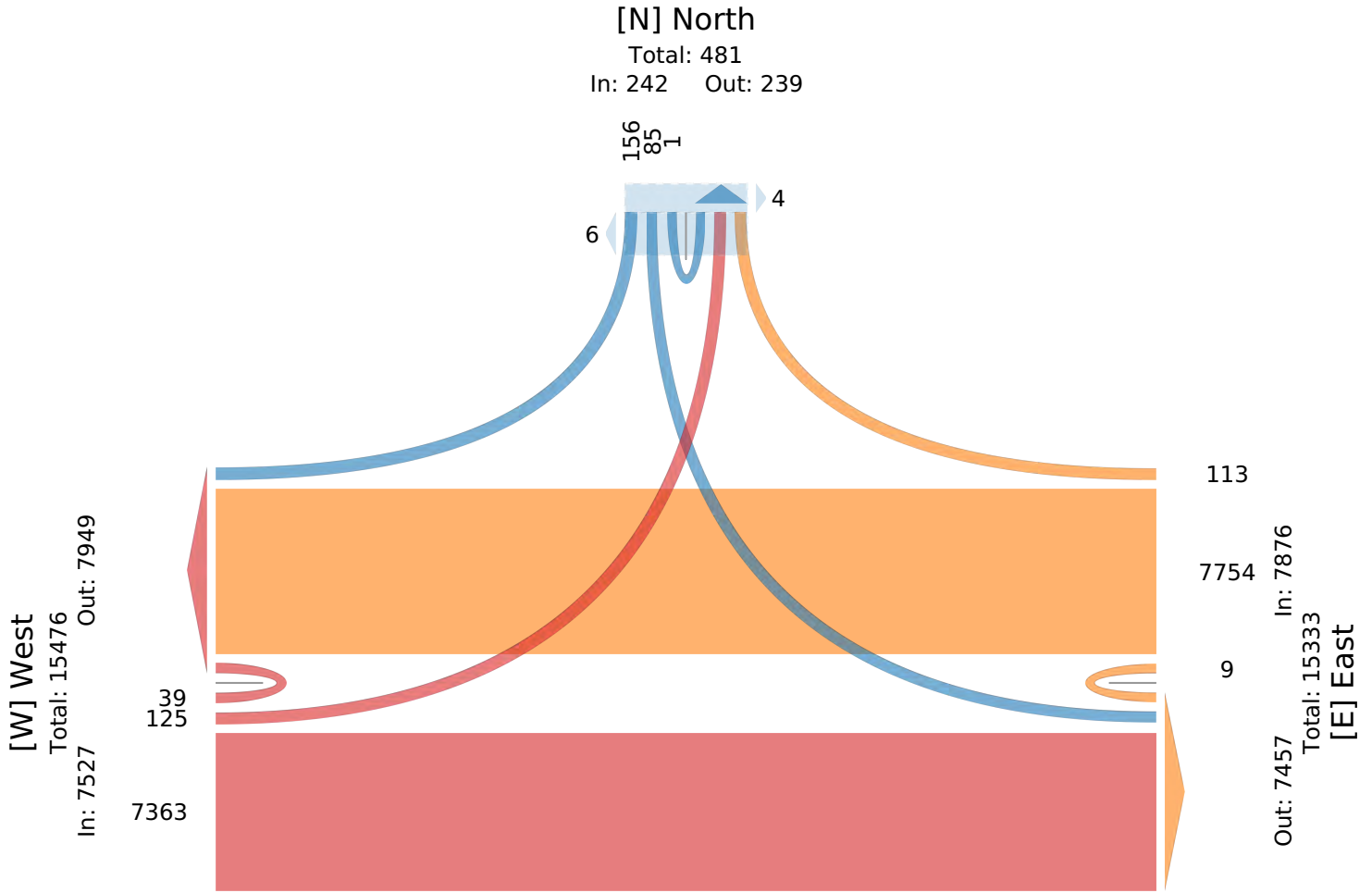
Full Length (7 AM-11 AM, 3 PM-7 PM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862642, Location: 28.357377, -81.491666

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US



14261 International Dr - TMC

Tue Aug 10, 2021

AM Peak (7:30 AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862642, Location: 28.357377, -81.491666

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US

Leg Direction	West Eastbound					East Westbound					North Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
Time																
2021-08-10 7:30AM	6	213	0	219	0	253	4	0	257	0	1	5	0	6	1	482
7:45AM	12	192	0	204	0	257	7	0	264	0	2	1	0	3	1	471
8:00AM	10	183	0	193	0	248	5	0	253	0	4	6	0	10	0	456
8:15AM	10	183	0	193	0	238	12	2	252	0	2	5	0	7	0	452
Total	38	771	0	809	0	996	28	2	1026	0	9	17	0	26	2	1861
% Approach	4.7%	95.3%	0%	-	-	97.1%	2.7%	0.2%	-	-	34.6%	65.4%	0%	-	-	-
% Total	2.0%	41.4%	0%	43.5%	-	53.5%	1.5%	0.1%	55.1%	-	0.5%	0.9%	0%	1.4%	-	-
PHF	0.792	0.905	-	0.924	-	0.969	0.583	0.250	0.972	-	0.563	0.708	-	0.650	-	0.965
Motorcycles	0	0	0	0	-	2	0	0	2	-	0	0	0	0	-	2
% Motorcycles	0%	0%	0%	0%	-	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	-	0.1%
Lights	36	736	0	772	-	955	28	2	985	-	9	16	0	25	-	1782
% Lights	94.7%	95.5%	0%	95.4%	-	95.9%	100%	100%	96.0%	-	100%	94.1%	0%	96.2%	-	95.8%
Single-Unit Trucks	0	17	0	17	-	29	0	0	29	-	0	0	0	0	-	46
% Single-Unit Trucks	0%	2.2%	0%	2.1%	-	2.9%	0%	0%	2.8%	-	0%	0%	0%	0%	-	2.5%
Articulated Trucks	0	10	0	10	-	6	0	0	6	-	0	0	0	0	-	16
% Articulated Trucks	0%	1.3%	0%	1.2%	-	0.6%	0%	0%	0.6%	-	0%	0%	0%	0%	-	0.9%
Buses	2	8	0	10	-	4	0	0	4	-	0	1	0	1	-	15
% Buses	5.3%	1.0%	0%	1.2%	-	0.4%	0%	0%	0.4%	-	0%	5.9%	0%	3.8%	-	0.8%
Bicycles on Road	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%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

14261 International Dr - TMC

Tue Aug 10, 2021

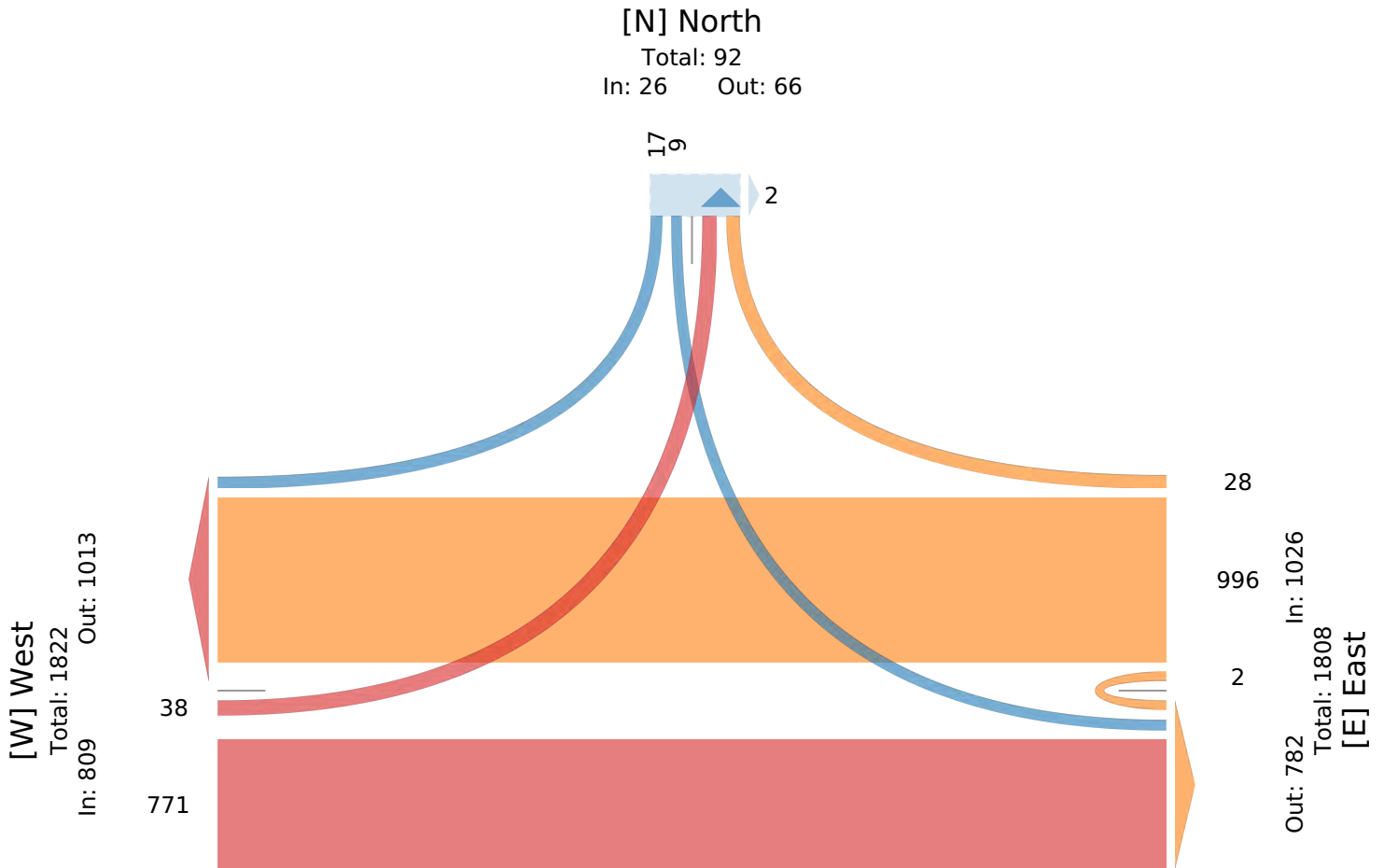
AM Peak (7:30 AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862642, Location: 28.357377, -81.491666

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US



14261 International Dr - TMC

Tue Aug 10, 2021

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862642, Location: 28.357377, -81.491666

Provided by: Metric Engineering
 13940 SW 136th Street, Suite 200,
 Miami, FL, 33186, US

Leg Direction	West Eastbound					East Westbound					North Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2021-08-10 4:45PM	4	361	1	366	0	252	1	0	253	0	4	10	0	14	2	633
5:00PM	4	274	8	286	0	330	3	0	333	0	8	8	0	16	0	635
5:15PM	5	317	6	328	0	272	1	0	273	0	4	12	0	16	0	617
5:30PM	0	300	0	300	0	263	7	0	270	0	6	5	0	11	0	581
Total	13	1252	15	1280	0	1117	12	0	1129	0	22	35	0	57	2	2466
% Approach	1.0%	97.8%	1.2%	-	-	98.9%	1.1%	0%	-	-	38.6%	61.4%	0%	-	-	-
% Total	0.5%	50.8%	0.6%	51.9%	-	45.3%	0.5%	0%	45.8%	-	0.9%	1.4%	0%	2.3%	-	-
PHF	0.650	0.867	0.469	0.874	-	0.846	0.429	-	0.848	-	0.688	0.729	-	0.891	-	0.971
Motorcycles	0	0	0	0	-	5	0	0	5	-	0	0	0	0	-	5
% Motorcycles	0%	0%	0%	0%	-	0.4%	0%	0%	0.4%	-	0%	0%	0%	0%	-	0.2%
Lights	13	1230	15	1258	-	1089	12	0	1101	-	22	34	0	56	-	2415
% Lights	100%	98.2%	100%	98.3%	-	97.5%	100%	0%	97.5%	-	100%	97.1%	0%	98.2%	-	97.9%
Single-Unit Trucks	0	11	0	11	-	8	0	0	8	-	0	0	0	0	-	19
% Single-Unit Trucks	0%	0.9%	0%	0.9%	-	0.7%	0%	0%	0.7%	-	0%	0%	0%	0%	-	0.8%
Articulated Trucks	0	4	0	4	-	7	0	0	7	-	0	0	0	0	-	11
% Articulated Trucks	0%	0.3%	0%	0.3%	-	0.6%	0%	0%	0.6%	-	0%	0%	0%	0%	-	0.4%
Buses	0	7	0	7	-	8	0	0	8	-	0	1	0	1	-	16
% Buses	0%	0.6%	0%	0.5%	-	0.7%	0%	0%	0.7%	-	0%	2.9%	0%	1.8%	-	0.6%
Bicycles on Road	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%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

14261 International Dr - TMC

Tue Aug 10, 2021

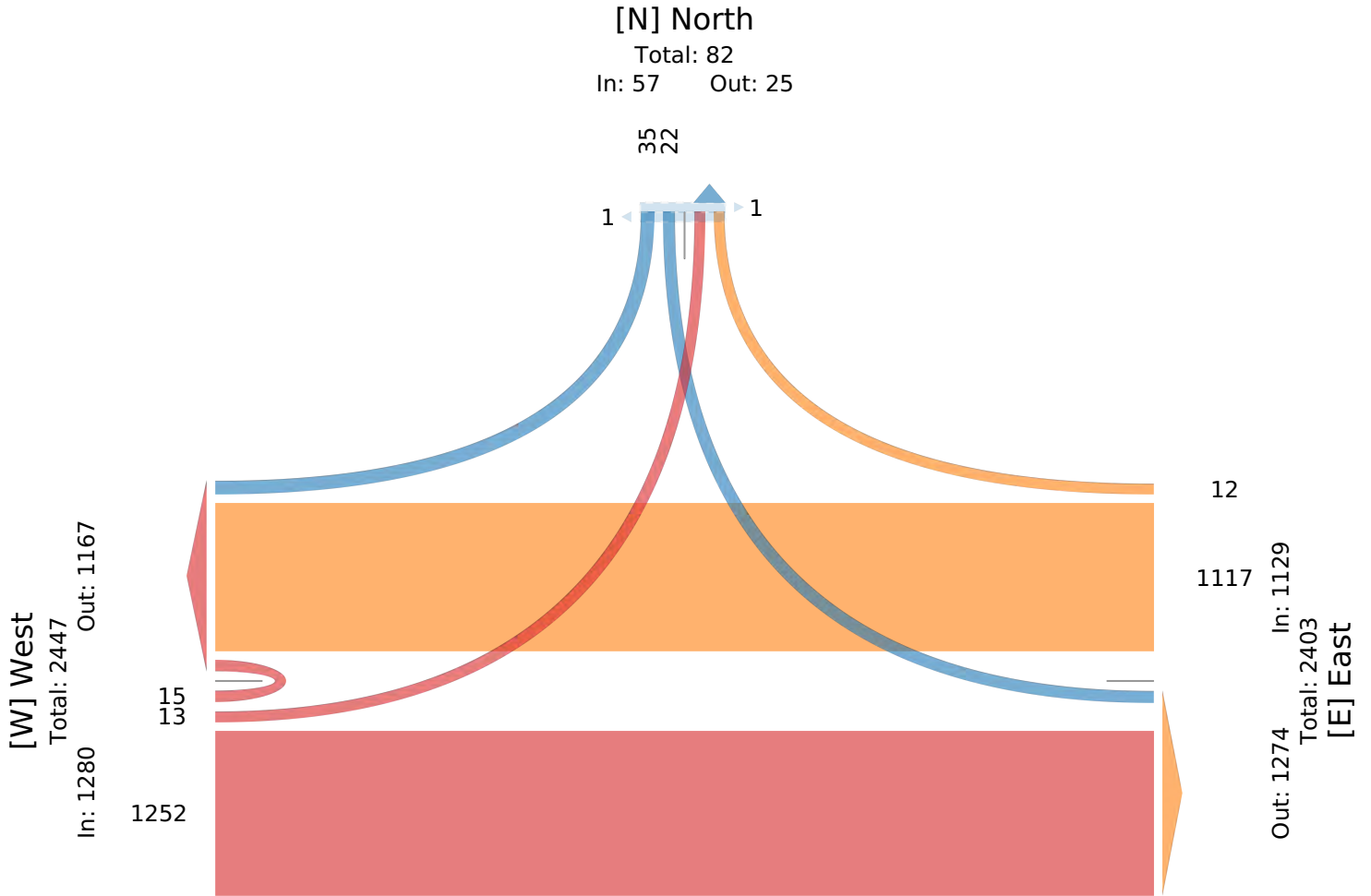
PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 862642, Location: 28.357377, -81.491666

Provided by: Metric Engineering
13940 SW 136th Street, Suite 200,
Miami, FL, 33186, US



Florida Traffic Online (FTO)

Peak Season Factor Category Reports

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 7549 ORANGE 14 DISNEY

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.00	1.03
2	01/06/2019 - 01/12/2019	1.03	1.06
3	01/13/2019 - 01/19/2019	1.05	1.08
4	01/20/2019 - 01/26/2019	1.04	1.07
5	01/27/2019 - 02/02/2019	1.02	1.05
6	02/03/2019 - 02/09/2019	1.01	1.04
7	02/10/2019 - 02/16/2019	1.00	1.03
8	02/17/2019 - 02/23/2019	0.99	1.02
* 9	02/24/2019 - 03/02/2019	0.98	1.01
*10	03/03/2019 - 03/09/2019	0.97	1.00
*11	03/10/2019 - 03/16/2019	0.97	1.00
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.97	1.00
*16	04/14/2019 - 04/20/2019	0.97	1.00
*17	04/21/2019 - 04/27/2019	0.97	1.00
*18	04/28/2019 - 05/04/2019	0.97	1.00
*19	05/05/2019 - 05/11/2019	0.98	1.01
*20	05/12/2019 - 05/18/2019	0.98	1.01
*21	05/19/2019 - 05/25/2019	0.98	1.01
22	05/26/2019 - 06/01/2019	0.99	1.02
23	06/02/2019 - 06/08/2019	0.99	1.02
24	06/09/2019 - 06/15/2019	1.00	1.03
25	06/16/2019 - 06/22/2019	1.00	1.03
26	06/23/2019 - 06/29/2019	1.00	1.03
27	06/30/2019 - 07/06/2019	1.00	1.03
28	07/07/2019 - 07/13/2019	1.00	1.03
29	07/14/2019 - 07/20/2019	1.00	1.03
30	07/21/2019 - 07/27/2019	1.00	1.03
31	07/28/2019 - 08/03/2019	1.01	1.04
32	08/04/2019 - 08/10/2019	1.01	1.04
33	08/11/2019 - 08/17/2019	1.01	1.04
34	08/18/2019 - 08/24/2019	1.03	1.06
35	08/25/2019 - 08/31/2019	1.04	1.07
36	09/01/2019 - 09/07/2019	1.05	1.08
37	09/08/2019 - 09/14/2019	1.06	1.09
38	09/15/2019 - 09/21/2019	1.08	1.11
39	09/22/2019 - 09/28/2019	1.06	1.09
40	09/29/2019 - 10/05/2019	1.04	1.07
41	10/06/2019 - 10/12/2019	1.02	1.05
42	10/13/2019 - 10/19/2019	1.01	1.04
43	10/20/2019 - 10/26/2019	1.01	1.04
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	1.00	1.03
46	11/10/2019 - 11/16/2019	1.00	1.03
47	11/17/2019 - 11/23/2019	1.00	1.03
48	11/24/2019 - 11/30/2019	1.00	1.03
49	12/01/2019 - 12/07/2019	1.00	1.03
50	12/08/2019 - 12/14/2019	1.00	1.03
51	12/15/2019 - 12/21/2019	1.00	1.03
52	12/22/2019 - 12/28/2019	1.03	1.06
53	12/29/2019 - 12/31/2019	1.05	1.08

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 9200 OSCEOLA COUNTYWIDE

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	0.99	1.02
2	01/06/2019 - 01/12/2019	1.01	1.04
3	01/13/2019 - 01/19/2019	1.03	1.06
4	01/20/2019 - 01/26/2019	1.02	1.05
5	01/27/2019 - 02/02/2019	1.01	1.04
6	02/03/2019 - 02/09/2019	1.00	1.03
7	02/10/2019 - 02/16/2019	0.99	1.02
* 8	02/17/2019 - 02/23/2019	0.98	1.01
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.95	0.98
*12	03/17/2019 - 03/23/2019	0.96	0.99
*13	03/24/2019 - 03/30/2019	0.96	0.99
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.97	1.00
*16	04/14/2019 - 04/20/2019	0.98	1.01
*17	04/21/2019 - 04/27/2019	0.98	1.01
*18	04/28/2019 - 05/04/2019	0.98	1.01
*19	05/05/2019 - 05/11/2019	0.99	1.02
*20	05/12/2019 - 05/18/2019	0.99	1.02
21	05/19/2019 - 05/25/2019	0.99	1.02
22	05/26/2019 - 06/01/2019	1.00	1.03
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.01	1.04
26	06/23/2019 - 06/29/2019	1.01	1.04
27	06/30/2019 - 07/06/2019	1.01	1.04
28	07/07/2019 - 07/13/2019	1.01	1.04
29	07/14/2019 - 07/20/2019	1.01	1.04
30	07/21/2019 - 07/27/2019	1.01	1.04
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.02	1.05
34	08/18/2019 - 08/24/2019	1.03	1.06
35	08/25/2019 - 08/31/2019	1.04	1.07
36	09/01/2019 - 09/07/2019	1.06	1.09
37	09/08/2019 - 09/14/2019	1.07	1.10
38	09/15/2019 - 09/21/2019	1.08	1.11
39	09/22/2019 - 09/28/2019	1.06	1.09
40	09/29/2019 - 10/05/2019	1.05	1.08
41	10/06/2019 - 10/12/2019	1.03	1.06
42	10/13/2019 - 10/19/2019	1.01	1.04
43	10/20/2019 - 10/26/2019	1.01	1.04
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	0.99	1.02
46	11/10/2019 - 11/16/2019	0.99	1.02
47	11/17/2019 - 11/23/2019	0.99	1.02

AADT Reports

COUNTY: 75
 STATION: 0595
 DESCRIPTION: ON SR-536, 0.315 MI. W OF SR-535 (UCLP)
 START DATE: 02/19/2018
 START TIME: 1200

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	163	155	110	107	535	43	36	45	28	152	687	
0100	61	56	46	36	199	28	20	22	26	96	295	
0200	32	21	23	22	98	13	26	31	30	100	198	
0300	22	12	25	16	75	20	41	38	56	155	230	
0400	17	19	28	42	106	91	114	113	125	443	549	
0500	29	39	28	63	159	110	156	208	250	724	883	
0600	47	75	74	116	312	224	287	369	408	1288	1600	
0700	123	137	173	195	628	382	455	493	441	1771	2399	
0800	193	161	197	197	748	418	497	461	406	1782	2530	
0900	193	209	212	242	856	409	372	354	337	1472	2328	
1000	244	206	229	212	891	384	399	366	308	1457	2348	
1100	214	200	197	234	845	327	305	283	274	1189	2034	
1200	239	248	263	238	988	349	350	297	313	1309	2297	
1300	228	275	257	291	1051	332	316	336	321	1305	2356	
1400	275	323	322	355	1275	348	310	360	343	1361	2636	
1500	328	330	320	271	1249	310	355	371	346	1382	2631	
1600	336	366	308	345	1355	371	291	351	323	1336	2691	
1700	281	329	303	337	1250	304	331	339	339	1313	2563	
1800	289	293	247	289	1118	301	268	286	302	1157	2275	
1900	297	276	262	298	1133	258	228	186	161	833	1966	
2000	276	228	262	286	1052	158	149	133	146	586	1638	
2100	279	281	337	347	1244	126	182	172	156	636	1880	
2200	287	307	244	236	1074	147	178	136	123	584	1658	
2300	214	239	203	227	883	100	84	78	49	311	1194	
24-HOUR TOTALS:					19124						22742	41866

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	811	730	1849	730	2571
P.M.	1600	1355	1515	1443	1445	2712
DAILY	1600	1355	730	1849	1445	2712

TRUCK PERCENTAGE 6.55 2.18 4.18

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	210	14915	2542	450	409	51	101	61	122	47	0	1	11	0	204	1253	19124
W	36	20735	1476	200	209	32	1	21	31	1	0	0	0	0	0	495	22742

COUNTY: 75
 STATION: 0630
 DESCRIPTION: ON SR-535, 0.835 MI. NW OF SR-536 (UV)
 START DATE: 02/19/2018
 START TIME: 1200

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	108	70	72	66	316	200	166	144	102	612	928
0100	50	48	50	34	182	99	88	77	79	343	525
0200	28	35	26	25	114	67	67	62	50	246	360
0300	29	34	44	47	154	46	53	41	42	182	336
0400	45	53	106	113	317	42	29	43	38	152	469
0500	98	167	238	224	727	58	58	84	127	327	1054
0600	265	339	372	370	1346	133	179	213	250	775	2121
0700	412	429	452	452	1745	247	284	258	344	1133	2878
0800	503	540	465	469	1977	341	332	296	289	1258	3235
0900	522	467	487	407	1883	309	297	329	342	1277	3160
1000	458	426	424	417	1725	339	358	346	298	1341	3066
1100	435	341	417	358	1551	367	337	339	331	1374	2925
1200	407	394	384	388	1573	404	361	346	420	1531	3104
1300	358	360	370	371	1459	376	384	435	434	1629	3088
1400	416	385	370	407	1578	437	410	442	448	1737	3315
1500	351	369	403	417	1540	439	487	481	458	1865	3405
1600	413	361	388	382	1544	484	458	474	458	1874	3418
1700	425	431	437	403	1696	446	371	384	320	1521	3217
1800	390	370	325	324	1409	394	365	395	340	1494	2903
1900	316	348	298	264	1226	300	376	377	377	1430	2656
2000	237	249	239	228	953	340	346	339	303	1328	2281
2100	253	278	220	253	1004	322	334	380	342	1378	2382
2200	251	223	177	228	879	354	341	291	252	1238	2117
2300	146	128	120	114	508	254	279	231	197	961	1469
24-HOUR TOTALS:	27406					27006					54412

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	815	1996	745	1313	745	3273
P.M.	1700	1696	1515	1910	1515	3512
DAILY	815	1996	1515	1910	1515	3512

COUNTY: 75
 STATION: 0630
 DESCRIPTION: ON SR-535, 0.835 MI. NW OF SR-536 (UV)
 START DATE: 12/11/2018
 START TIME: 0330

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	68	74	60	46	248	157	143	121	117	538	786	
0100	38	25	27	26	116	97	94	69	66	326	442	
0200	29	34	36	22	121	76	46	42	42	206	327	
0300	29	36	51	46	162	24	42	33	30	129	291	
0400	53	74	94	105	326	38	50	36	41	165	491	
0500	137	168	202	259	766	49	64	103	102	318	1084	
0600	250	319	327	349	1245	115	153	192	184	644	1889	
0700	367	377	391	418	1553	223	263	294	262	1042	2595	
0800	392	470	441	358	1661	272	241	276	249	1038	2699	
0900	318	314	293	348	1273	239	276	276	274	1065	2338	
1000	305	266	300	299	1170	304	277	283	285	1149	2319	
1100	262	261	281	251	1055	305	278	282	302	1167	2222	
1200	252	295	289	270	1106	307	328	338	317	1290	2396	
1300	285	268	293	280	1126	290	329	310	302	1231	2357	
1400	312	290	296	281	1179	353	356	393	361	1463	2642	
1500	281	336	328	304	1249	385	379	441	359	1564	2813	
1600	313	267	285	347	1212	435	432	415	365	1647	2859	
1700	326	329	311	276	1242	351	347	361	359	1418	2660	
1800	269	285	274	234	1062	375	368	315	345	1403	2465	
1900	240	254	208	219	921	328	317	311	328	1284	2205	
2000	219	204	173	184	780	322	318	299	304	1243	2023	
2100	214	162	165	163	704	299	309	314	266	1188	1892	
2200	176	144	143	111	574	295	275	244	220	1034	1608	
2300	136	99	91	91	417	243	217	227	178	865	1282	
24-HOUR TOTALS:					21268						23417	44685

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	745	1721	715	1091	745	2772
P.M.	1645	1313	1530	1667	1515	2895
DAILY	745	1721	1530	1667	1515	2895

TRUCK PERCENTAGE 4.55 3.80 4.16

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	97	18122	2081	194	254	36	18	158	80	18	96	34	80	0	0	968	21268
S	8	19837	2682	257	237	29	2	182	57	0	83	16	27	0	0	890	23417

COUNTY: 75
 STATION: 0630
 DESCRIPTION: ON SR-535, 0.835 MI. NW OF SR-536 (UV)
 START DATE: 12/12/2018
 START TIME: 0330

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	77	70	50	28	225	174	154	124	103	555	780	
0100	43	46	37	44	170	100	102	61	71	334	504	
0200	32	37	21	17	107	64	56	49	34	203	310	
0300	40	33	47	47	167	29	43	27	27	126	293	
0400	61	90	100	103	354	33	37	26	47	143	497	
0500	149	175	208	226	758	56	63	83	85	287	1045	
0600	259	266	369	327	1221	121	170	181	220	692	1913	
0700	364	427	415	424	1630	216	253	266	288	1023	2653	
0800	441	431	397	305	1574	284	252	259	262	1057	2631	
0900	318	337	329	296	1280	261	258	293	277	1089	2369	
1000	291	300	269	252	1112	256	297	276	281	1110	2222	
1100	288	251	256	283	1078	284	261	265	323	1133	2211	
1200	280	322	270	270	1142	316	315	317	352	1300	2442	
1300	282	308	315	311	1216	348	307	301	361	1317	2533	
1400	286	292	336	319	1233	381	388	392	366	1527	2760	
1500	311	329	318	346	1304	398	388	428	388	1602	2906	
1600	339	348	361	346	1394	429	397	414	373	1613	3007	
1700	343	272	306	315	1236	340	346	345	312	1343	2579	
1800	270	255	271	239	1035	337	322	333	313	1305	2340	
1900	214	204	205	178	801	295	315	332	323	1265	2066	
2000	181	196	202	161	740	319	295	297	258	1169	1909	
2100	175	162	188	183	708	283	324	296	305	1208	1916	
2200	156	166	129	123	574	309	289	258	253	1109	1683	
2300	116	104	119	71	410	218	236	218	169	841	1251	
24-HOUR TOTALS:					21469						23351	44820

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	1711	715	1091	730	2801
P.M.	1615	1398	1530	1642	1545	3022
DAILY	730	1711	1530	1642	1545	3022

TRUCK PERCENTAGE 4.50 3.50 3.98

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	91	18372	2040	181	311	42	24	117	89	10	102	29	61	0	0	966	21469
S	15	19757	2762	255	216	16	5	165	56	4	65	15	20	0	0	817	23351

COUNTY: 92
 STATION: 0312
 DESCRIPTION: ON SR-535, 0.3 MI. N OF POINCIANA BLVD. (UCLP)
 START DATE: 07/17/2018
 START TIME: 0345

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	94	79	67	69	309	330	282	221	224	1057	1366
0100	50	63	42	37	192	152	164	97	87	500	692
0200	44	31	52	41	168	80	83	53	55	271	439
0300	47	55	70	72	244	43	36	27	0	106	350
0400	99	136	167	110	512	0	25	42	34	101	613
0500	172	248	272	260	952	48	63	84	96	291	1243
0600	364	320	279	324	1287	92	97	134	159	482	1769
0700	370	230	210	146	956	200	192	196	258	846	1802
0800	199	241	277	291	1008	221	221	211	247	900	1908
0900	243	238	280	248	1009	234	223	231	205	893	1902
1000	269	246	250	275	1040	244	237	224	264	969	2009
1100	246	252	217	222	937	248	270	242	269	1029	1966
1200	190	196	182	248	816	283	280	332	343	1238	2054
1300	257	251	265	226	999	285	373	298	395	1351	2350
1400	232	198	197	205	832	314	308	367	346	1335	2167
1500	273	284	211	215	983	387	426	382	446	1641	2624
1600	275	283	263	232	1053	389	422	372	430	1613	2666
1700	247	263	250	251	1011	455	386	434	420	1695	2706
1800	266	257	239	255	1017	401	416	370	394	1581	2598
1900	210	222	231	216	879	336	417	342	370	1465	2344
2000	236	229	221	206	892	322	268	321	334	1245	2137
2100	197	208	212	189	806	309	307	312	327	1255	2061
2200	182	216	189	160	747	322	382	332	379	1415	2162
2300	128	155	109	114	506	381	362	396	370	1509	2015
24-HOUR TOTALS:	19155					24788					43943

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	1134	845	935	845	1987
P.M.	1600	1053	1645	1705	1700	2706
DAILY	615	1293	1645	1705	1700	2706

TRUCK PERCENTAGE 10.27 6.12 7.93

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	154	14532	2501	92	127	201	110	160	207	148	164	145	614	0	0	1968	19155
S	75	17925	5271	141	227	91	33	209	187	33	182	95	319	0	0	1517	24788

COUNTY: 92
 STATION: 7033
 DESCRIPTION: POLYNESIA ISLE BLVD, 550 FT S OF WARRIOR LN (HPMS)
 START DATE: 06/28/2018
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	52	53	31	43	179	27	18	22	13	80	259
0100	19	27	28	24	98	19	13	8	9	49	147
0200	16	11	11	7	45	14	4	12	7	37	82
0300	13	10	9	8	40	8	12	14	10	44	84
0400	8	9	7	5	29	4	7	15	10	36	65
0500	10	8	10	15	43	14	33	33	21	101	144
0600	21	20	17	27	85	34	40	71	54	199	284
0700	24	37	49	29	139	74	63	90	65	292	431
0800	53	44	43	33	173	75	76	95	104	350	523
0900	43	39	54	46	182	69	74	74	64	281	463
1000	68	59	57	38	222	59	73	82	89	303	525
1100	47	63	58	49	217	81	87	72	56	296	513
1200	48	59	65	57	229	71	75	81	77	304	533
1300	53	65	68	66	252	76	61	71	65	273	525
1400	73	66	71	96	306	68	58	61	87	274	580
1500	87	80	81	81	329	68	68	66	60	262	591
1600	91	95	84	78	348	78	75	100	83	336	684
1700	86	105	100	111	402	61	75	74	66	276	678
1800	115	111	97	98	421	79	79	70	69	297	718
1900	81	110	97	98	386	79	62	63	62	266	652
2000	79	73	85	87	324	65	58	81	62	266	590
2100	108	113	91	84	396	52	54	61	45	212	608
2200	95	103	82	78	358	53	43	49	45	190	548
2300	83	66	58	67	274	38	26	34	36	134	408
24-HOUR TOTALS:	5477					5158					10635

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	175	800	350	800	523
P.M.	1730	437	1600	336	1730	735
DAILY	1730	437	800	350	1730	735

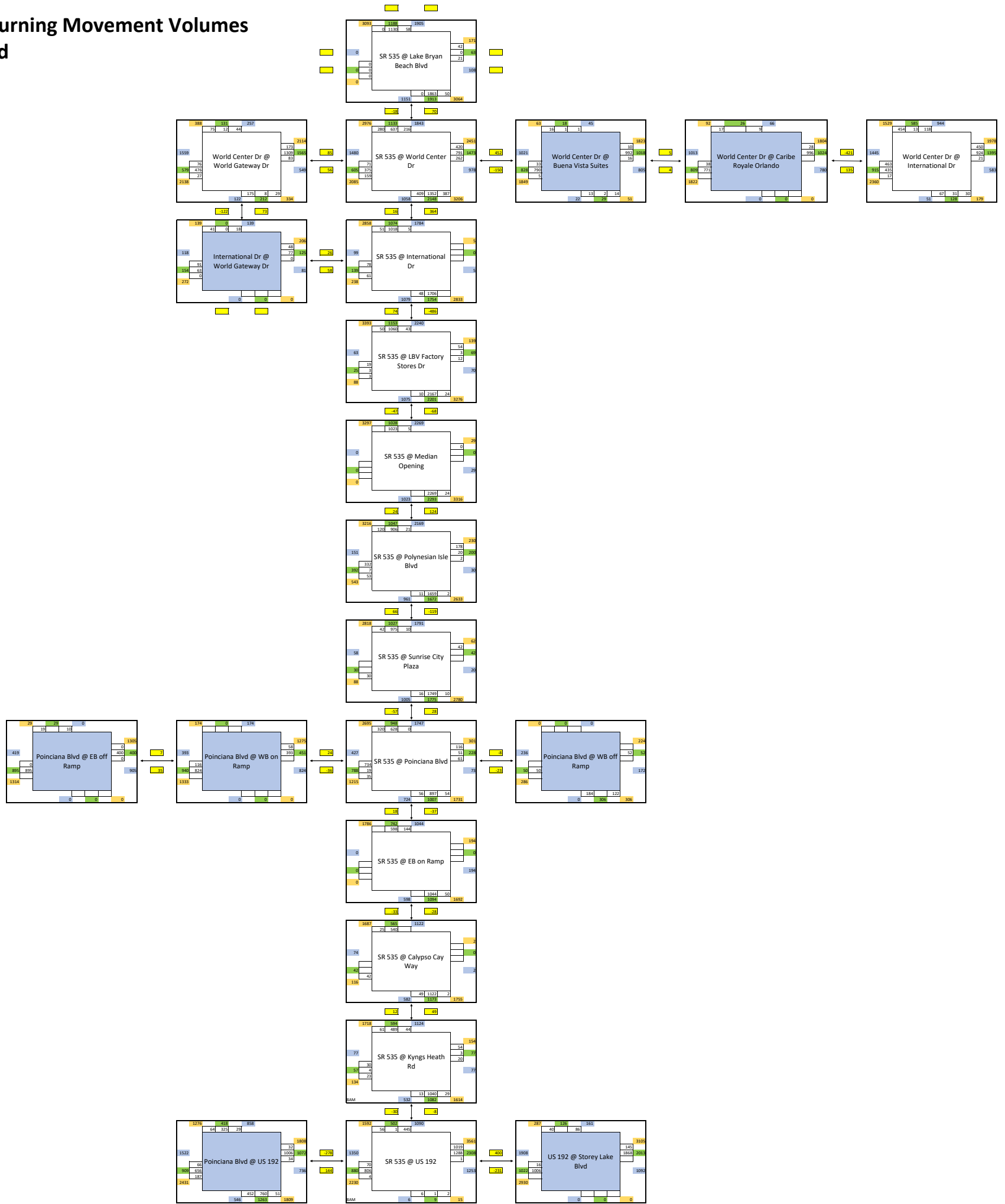
TRUCK PERCENTAGE 1.11 1.40 1.25

CLASSIFICATION SUMMARY DATABASE

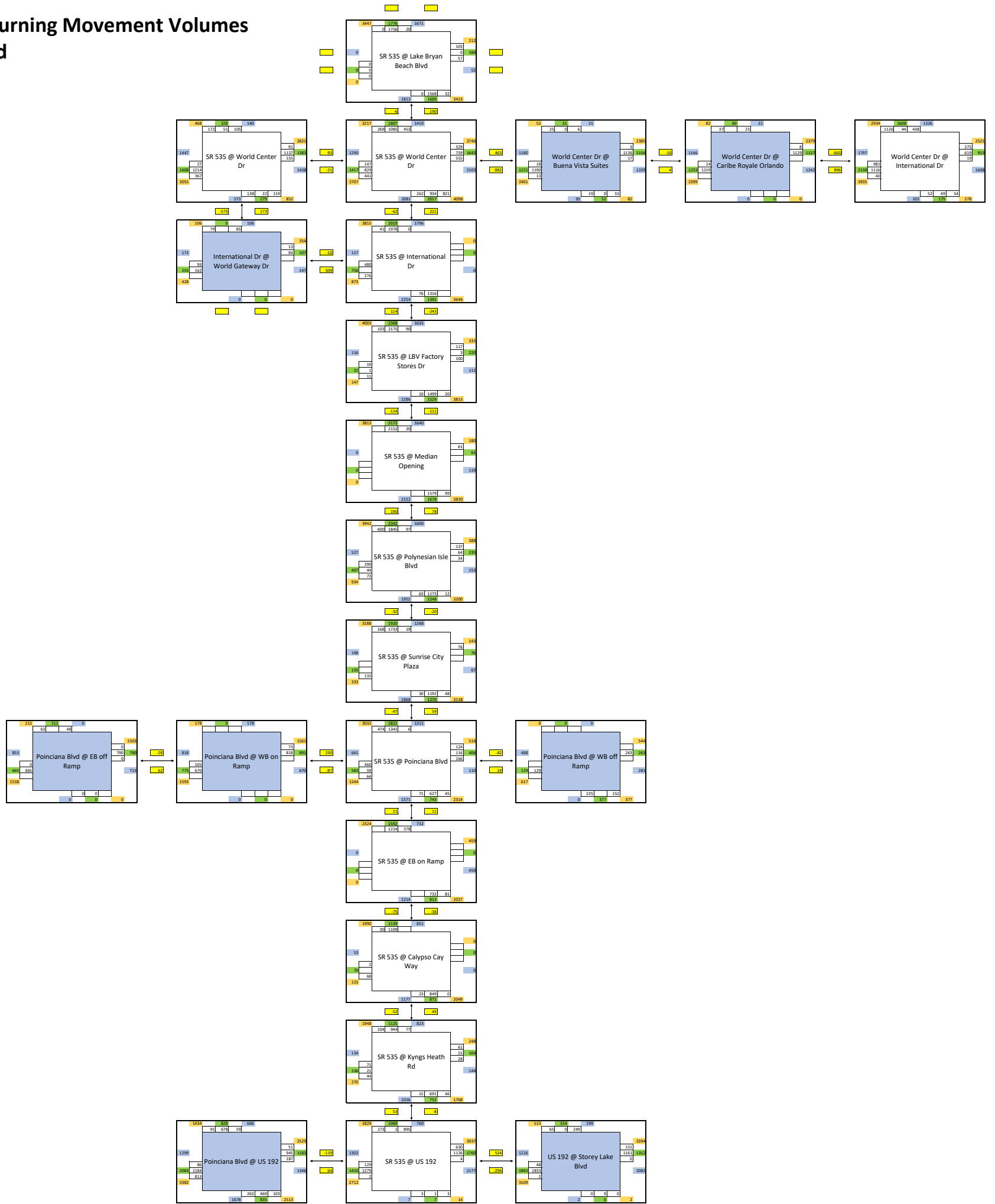
DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	7	4859	550	6	21	9	4	17	1	0	3	0	0	0	0	61	5477
S	7	4526	553	15	23	9	0	18	3	0	2	1	1	0	0	72	5158

2020 Unbalanced & Balanced Turning Movement Volumes

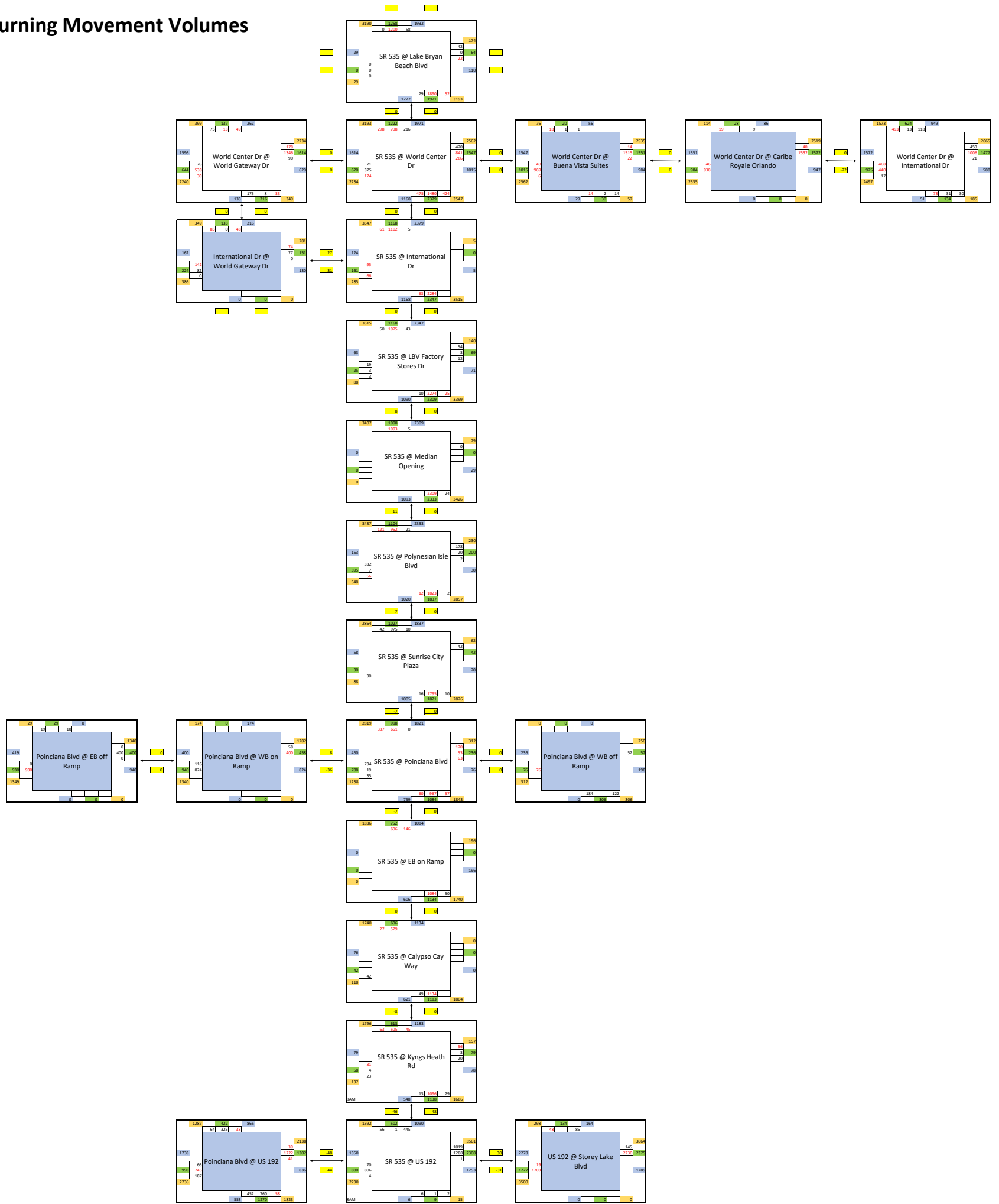
2020 Existing Turning Movement Volumes AM Unbalanced



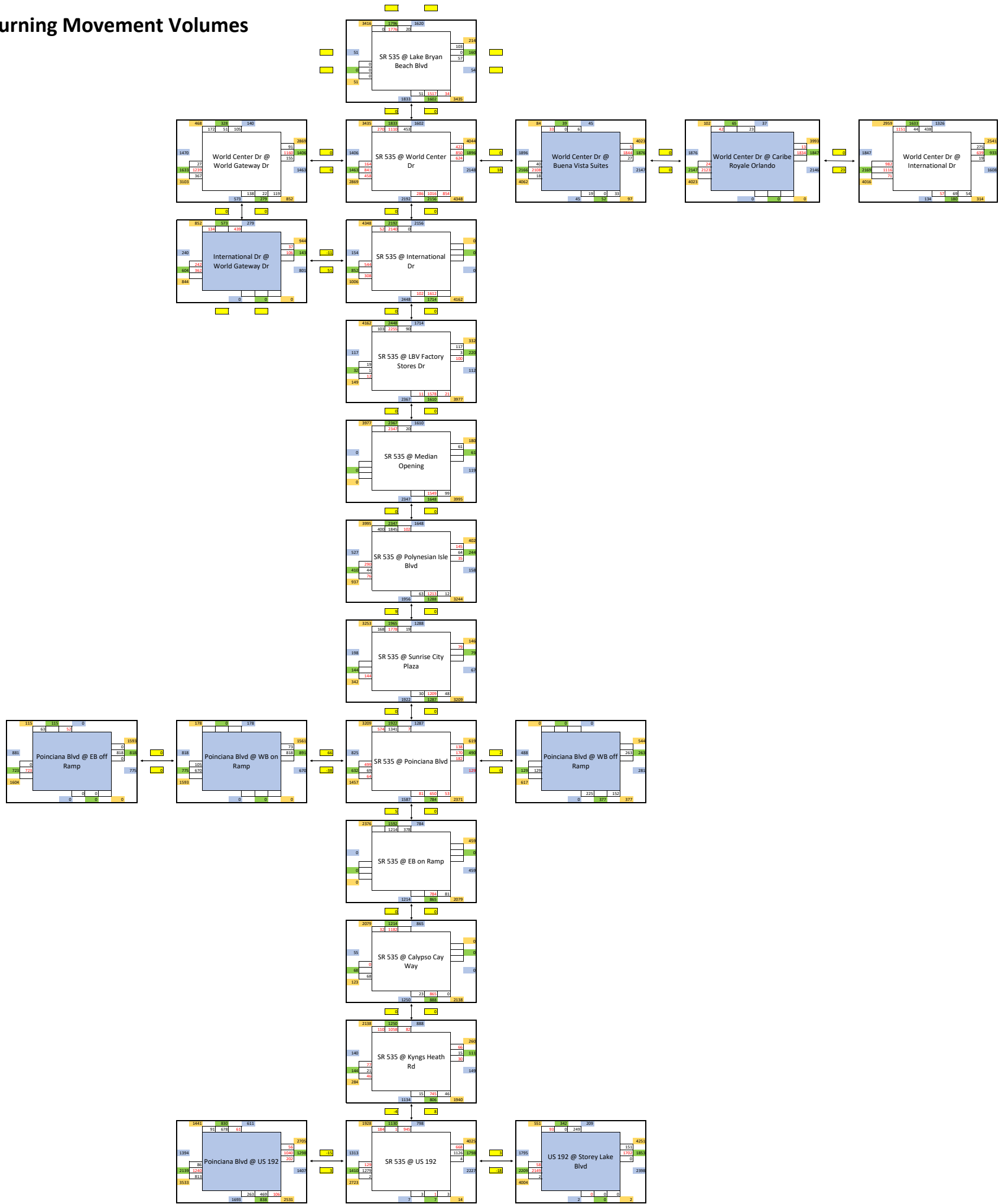
2020 Existing Turning Movement Volumes PM Unbalanced



2020 Existing Turning Movement Volumes AM Balanced



2020 Existing Turning Movement Volumes PM Balanced



Signal timing data



MOVING TRAFFIC FORWARD

US 192 @ Vineland - ASC/3 - 10.39.114.97 - Econolite Type - ASC/3

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

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

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

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

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

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

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

Osceola County



MOVING TRAFFIC FORWARD

US 192 @ Vineland - ASC/3 - 10.39.114.97 - Econolite Type - ASC/3

Configuration Logging / Display

Event Logging (MM) 1-6-1

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

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

Display Options (MM) 1-7-2

Key Click Enable:	No
Backlight Enable:	Yes
LED Mode:	Auto
Display Mode:	Basic
Screen Format:	Advanced
Trans Mode Pop-Up Disable:	No

Sign On (MM) 8-5

Sign On Message Line 1: Solutions that Move the World
 Sign On Message Line 2:

Software Modules (MM) 8-7

Application Version: 02.50.00
 OS (Boot) Version: 01.12.05

Osceola County



MOVING TRAFFIC FORWARD

US 192 @ Vineland - ASC/3 - 10.39.114.97 - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	WBLT	EB		SB	EBLT	WB		NB								
Min Green	5	15	0	6	5	15	0	6	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	10	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	30	0	33	0	19	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	3.0	0.0	3.0	1.5	3.0	0.0	1.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	32	85	0	65	24	85	0	10	35	35	35	35	35	35	35	35
Max2	22	81	0	72	13	72	0	13	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.8	4.8	0.0	4.8	4.8	4.8	0.0	3.4	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	0.0	2.0	2.0	2.0	0.0	3.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	WBLT	EB		SB	EBLT	WB		NB								
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	WBLT	EB		SB	EBLT	WB		NB								
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	WBLT	EB		SB	EBLT	WB		NB								
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Osceola County



MOVING TRAFFIC FORWARD

US 192 @ Vineland - ASC/3 - 10.39.114.97 - Econolite Type - ASC/3

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I	X					X										
Non-Act II				X				X								
Dual Entry																
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

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

Phase Recall Options (MM) 2-8

Plan # 1

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



MOVING TRAFFIC FORWARD

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Coordination Options**Options (MM) 3-1**

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Fixed
Offset Reference	Yellow	Use Ped Time	No
Ped Recall	No	Ped Reservice	No
Local Zero	No	FO Added Ini	No
Override		Green	
Re-sync Count	0	Multisync	No

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

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

Split Demand (MM) 3-5

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

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

Osceola County



MOVING TRAFFIC FORWARD

US 192 @ Vineland - ASC/3 - 10.39.114.97 - Econolite Type - ASC/3

Coordination Pattern Data

Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	190	Std (COS)	9	Offsets In	Seconds
Offset Value	25s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	5		
Phase					
Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	WBLT	EB		SB	EBLT	WB		NB								
Splits (Split Pat 1)	25	101	0	47	18	108	0	17	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	190s	126s	0s	0s

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

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	170	Std (COS)	10	Offsets In	Seconds
Offset Value	74s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	5		
Phase					
Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	WBLT	EB		SB	EBLT	WB		NB								
Splits (Split Pat 2)	23	74	0	53	25	72	0	20	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	170s	97s	0s	0s

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

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	210	Std (COS)	11	Offsets In	Seconds
Offset Value	117s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	5		
Phase					
Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	WBLT	EB		SB	EBLT	WB		NB								
Splits (Split Pat 3)	26	107	0	57	29	104	0	20	0	0	0	0	0	0	0	0

Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	210s	133s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall					X											
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	120	Std (COS)	12	Offsets In	Seconds
Offset Value	30s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	2		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	WBLT	EB		SB	EBLT	WB		NB								
Splits (Split Pat 4)	16	60	0	29	16	60	0	15	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	76s	0s	0s

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

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time					X											
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	160	Std (COS)	13	Offsets In	Seconds
Offset Value	85s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	0		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	WBLT	EB		SB	EBLT	WB		NB								
Splits (Split Pat 5)	24	77	0	44	16	85	0	15	0	0	0	0	0	0	0	0

Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	101s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 31

Split Pattern	31	TS2 (Pat-Off)	10-1	Splits In	Seconds
Cycle	180	Std (COS)	138	Offsets In	Seconds
Offset Value	164s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	5		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	WBLT	EB		SB	EBLT	WB		NB								
Splits (Split Pat 31)	25	83	0	50	27	81	0	22	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	180s	108s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 32

Split Pattern	32	TS2 (Pat-Off)	10-2	Splits In	Seconds
Cycle	220	Std (COS)	146	Offsets In	Seconds
Offset Value	111s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	5		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	WBLT	EB		SB	EBLT	WB		NB								

Splits (Split Pat 32)	28	113	0	61	29	112	0	18	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	220s	141s	0s	0s

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

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Osceola County



MOVING TRAFFIC FORWARD

US 192 @ Vineland - ASC/3 - 10.39.114.97 - Econolite Type - ASC/3

Coordination Split Pattern
Split Pattern Data (MM) 3-3
Split Pattern # 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	WBLT	EB		SB	EBLT	WB		NB								
Split (seconds)	25	101	0	47	18	108	0	17	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	190s	126s	0s	0s

Split Pattern # 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	WBLT	EB		SB	EBLT	WB		NB								
Split (seconds)	23	74	0	53	25	72	0	20	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	170s	97s	0s	0s

Split Pattern # 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	WBLT	EB		SB	EBLT	WB		NB								
Split (seconds)	26	107	0	57	29	104	0	20	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall					X											
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	210s	133s	0s	0s

Split Pattern # 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	WBLT	EB		SB	EBLT	WB		NB								
Split (seconds)	16	60	0	29	16	60	0	15	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time					X											
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	120s	76s	0s	0s

Split Pattern # 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	WBLT	EB		SB	EBLT	WB		NB								
Split (seconds)	24	77	0	44	16	85	0	15	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	160s	101s	0s	0s

Split Pattern # 31

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	WBLT	EB		SB	EBLT	WB		NB								
Split (seconds)	25	83	0	50	27	81	0	22	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	180s	108s	0s	0s

Split Pattern # 32

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

Description	WBLT	EB		SB	EBLT	WB		NB								
Split (seconds)	28	113	0	61	29	112	0	18	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	220s	141s	0s	0s



MOVING TRAFFIC FORWARD

US 192 @ Vineland - ASC/3 - 10.39.114.97 - Econolite Type - ASC/3

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

Day Plan #1

Event	Action Plan	Start Time
1	31	07:30
2	32	14:00
3	2	20:00
4	100	23:00

Day Plan #2

Event	Action Plan	Start Time
1	1	06:30
2	2	09:30
3	3	15:30
4	2	19:15
5	100	23:30

Schedule (MM) 5-4**Schedule Number - 1**

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

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

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

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



MOVING TRAFFIC FORWARD

US 192 @ Vineland - ASC/3 - 10.39.114.97 - Econolite Type - ASC/3

Detectors**Detectors - Pg 2****Log - Speed Detector Setup (MM) 6-4**

NTCIP Log ECPI Log Length Unit:
 Period: 60 Period: 0 Inches

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

Vehicle Detector Diagnostics (MM) 6-5**Veh Diagnostic Plan Number - 1**

Det	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay

Veh Diagnostic Plan Number - 2

Det	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay

Veh Diagnostic Plan Number - 3

Det	Counts	Act	Pres	Multiplier	Failed Time	Failed Call Delay



MOVING TRAFFIC FORWARD

Vineland @ Kyngs Heath - ASC/3 - 10.39.112.97 - Econolite Type - ASC/3

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

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

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

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

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

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

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

Administration (MM) 1-7-1

Enable Controller/Cabinet No
 Interlock CRC
 CRC (16 bit) 5B6F



Osceola County

MOVING TRAFFIC FORWARD

Vineland @ Kyngs Heath - ASC/3 - 10.39.112.97 - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	NBLT	SB		WB	SBLT	NB		EB								
Min Green	5	15	0	5	5	15	0	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	7	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	21	0	44	0	21	0	40	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.5	3.0	0.0	2.5	2.5	3.0	0.0	2.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	22	90	0	28	15	90	0	25	35	35	35	35	35	35	35	35
Max2	20	120	0	20	15	120	0	20	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.8	4.8	0.0	3.7	4.8	4.8	0.0	3.7	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	0.0	3.3	2.0	2.0	0.0	2.9	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	NBLT	SB		WB	SBLT	NB		EB								
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	NBLT	SB		WB	SBLT	NB		EB								
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	NBLT	SB		WB	SBLT	NB		EB								
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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MOVING TRAFFIC FORWARD

Vineland @ Kyngs Heath - ASC/3 - 10.39.112.97 - Econolite Type - ASC/3

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I	X					X										
Non-Act II				X				X								
Dual Entry																
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

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

Phase Recall Options (MM) 2-8

Plan # 1

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



MOVING TRAFFIC FORWARD

Vineland @ Kyngs Heath - ASC/3 - 10.39.112.97 - Econolite Type - ASC/3

Coordination Options**Options (MM) 3-1**

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Float
Offset Reference	Yellow	Use Ped Time	No
Ped Recall	No	Ped Reservice	No
Local Zero	No	FO Added Ini	No
Override		Green	
Re-sync Count	0	Multisync	No

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

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

Split Demand (MM) 3-5

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

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

Osceola County



MOVING TRAFFIC FORWARD

Vineland @ Kyngs Heath - ASC/3 - 10.39.112.97 - Econolite Type - ASC/3

Coordination Pattern Data

Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	190	Std (COS)	9	Offsets In	Seconds
Offset Value	116s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	2		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 1)	19	71	0	52	19	71	0	48	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	190s	90s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase			X				X		X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	170	Std (COS)	10	Offsets In	Seconds
Offset Value	90s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	0		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 2)	31	63	0	28	31	63	0	48	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	170s	94s	0s	0s

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

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase			X				X		X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	190	Std (COS)	11	Offsets In	Seconds
Offset Value	38s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	2		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 3)	21	69	0	52	25	65	0	48	0	0	0	0	0	0	0	0

Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	190s	90s	0s	0s

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

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase			X				X		X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	120	Std (COS)	12	Offsets In	Seconds
Offset Value	78s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 4)	18	63	0	20	23	58	0	19	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	81s	0s	0s

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

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase			X				X		X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	160	Std (COS)	13	Offsets In	Seconds
Offset Value	131s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	2		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 5)	15	67	0	58	15	67	0	20	0	0	0	0	0	0	0	0

Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	82s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time					X											
Omit Phase			X				X		X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	190	Std (COS)	14	Offsets In	Seconds
Offset Value	68s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Splits (Split Pat 6)	20	91	0	59	20	91	0	20	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	190s	111s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase			X				X		X	X	X	X	X	X	X	X
Special Function Outputs																

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Vineland @ Kyngs Heath - ASC/3 - 10.39.112.97 - Econolite Type - ASC/3

Coordination Split Pattern
Split Pattern Data (MM) 3-3
Split Pattern # 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Split (seconds)	19	71	0	52	19	71	0	48	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase			X				X		X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	190s	90s	0s	0s

Split Pattern # 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Split (seconds)	31	63	0	28	31	63	0	48	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase			X				X		X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	170s	94s	0s	0s

Split Pattern # 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Split (seconds)	21	69	0	52	25	65	0	48	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase			X				X		X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	190s	90s	0s	0s

Split Pattern # 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Split (seconds)	18	63	0	20	23	58	0	19	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase			X				X		X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	120s	81s	0s	0s

Split Pattern # 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Split (seconds)	15	67	0	58	15	67	0	20	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time					X											
Omit Phase			X				X		X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	160s	82s	0s	0s

Split Pattern # 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB		WB	SBLT	NB		EB								
Split (seconds)	20	91	0	59	20	91	0	20	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase			X				X		X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	190s	111s	0s	0s

Osceola County



MOVING TRAFFIC FORWARD

Vineland @ Kyngs Heath - ASC/3 - 10.39.112.97 - Econolite Type - ASC/3

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

Action Plan - 1

Pattern	1	Override Sys	No
Timing Plan	0	Sequence	2
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

Spec Func (1-8)								
-----------------	--	--	--	--	--	--	--	--

Aux Func (1-3)			
----------------	--	--	--

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

Action Plan - 2

Pattern 2 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag 0
 Dimming Enable No Pmt Veh Priority Ret No
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

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

Spec Func (1-8)																
-----------------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Aux Func (1-3)			
----------------	--	--	--

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

Action Plan - 3

Pattern 3 Override Sys No
 Timing Plan 0 Sequence 2
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag 0
 Dimming Enable No Pmt Veh Priority Ret No
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

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

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15	
LP 16-30	
LP 31-45	
LP 46-60	
LP 61-75	
LP 76-90	
LP 91-100	

Action Plan - 4

Pattern 4 Override Sys No
 Timing Plan 0 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag 0
 Dimming Enable No Pmt Veh Priority Ret No
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

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

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

Action Plan - 5

Pattern 5 Override Sys No
 Timing Plan 0 Sequence 2
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag 0
 Dimming Enable No Pmt Veh Priority Ret No
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

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

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15	
LP 16-30	
LP 31-45	
LP 46-60	
LP 61-75	
LP 76-90	
LP 91-100	

Action Plan - 6

Pattern	6	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

Spec Func (1-8)								
-----------------	--	--	--	--	--	--	--	--

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

Osceola County*MOVING TRAFFIC FORWARD*

Vineland @ Kyngs Heath - ASC/3 - 10.39.112.97 - Econolite Type - ASC/3

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

Event	Action Plan	Start Time
1	2	07:30
2	3	14:00
3	2	20:00
4	100	22:00

Day Plan #2

Event	Action Plan	Start Time
1	1	06:30
2	2	09:30
3	3	15:00
4	2	19:00
5	100	22:00

Schedule (MM) 5-4**Schedule Number - 1**

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

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

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

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

Osceola County



MOVING TRAFFIC FORWARD

Vineland @ Osceola Pkwy - ASC/3 - 10.39.116.81 - Econolite Type - ASC/3

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

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

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

Sequence 13

Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.

Sequence 14

Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.

Sequence 15

Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.

Sequence 16

Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.

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

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

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

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

Administration (MM) 1-7-1

Enable Controller/Cabinet No
 Interlock CRC
 CRC (16 bit) 9AE6
 Enable Automatic Backup to Datakey No



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MOVING TRAFFIC FORWARD

Vineland @ Osceola Pkwy - ASC/3 - 10.39.116.81 - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction		NB				SBLT										
Min Green	5	12	0	0	0	0	0	0	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	25	70	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	26	70	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.5	4.8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Osceola County



MOVING TRAFFIC FORWARD

Vineland @ Osceola Pkwy - ASC/3 - 10.39.116.81 - Econolite Type - ASC/3

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

Overlap	Type	Lag Green	Yellow	Red	Adv. Green
---------	------	-----------	--------	-----	------------

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phases	Lag 2 Phases	Flash Green
---------	-------	----------	---------	-------------	-------------	----------	--------------	--------------	-------------

PPLT FYA

Overlap	Protected Phase (Left Turn)	Permissive Phase (Opposing Thru)	Flashing Arrow Output	Flashing Arrow Output CH	Delay Start of FYA	Delay Start of Clearance	Action Plan SF Bit Disable	Ped Protected Enable
---------	-----------------------------	----------------------------------	-----------------------	--------------------------	--------------------	--------------------------	----------------------------	----------------------

Guaranteed Minimum Time Data (MM) 2-4

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5



MOVING TRAFFIC FORWARD

Vineland @ Osceola Pkwy - ASC/3 - 10.39.116.81 - Econolite Type - ASC/3

Controller Start / Flash Data (MM) 2-5**Start Up**

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

Overlap
A
B
C
D

Flash Thru Mon: Yes
Flash Time: 8
All Red: 3
Power Start Seq: 1
MUTCD Enabled: No
Y->G: n/a

Automatic Flash

Entry
1

Exit
2

Overlap Exit

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MOVING TRAFFIC FORWARD

Vineland @ Osceola Pkwy - ASC/3 - 10.39.116.81 - Econolite Type - ASC/3

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I	X				X											
Non-Act II			X				X									
Dual Entry																
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

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

Phase Recall Options (MM) 2-8

Plan # 1

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



MOVING TRAFFIC FORWARD

Vineland @ Osceola Pkwy - ASC/3 - 10.39.116.81 - Econolite Type - ASC/3

Coordination Options**Options (MM) 3-1**

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAX 2
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Float
Offset Reference	Yellow	Use Ped Time	No
Ped Recall	No	Ped Reservice	No
Local Zero	No	FO Added Ini	No
Override		Green	
Re-sync Count	0	Multisync	No

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

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

Split Demand (MM) 3-5

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

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

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MOVING TRAFFIC FORWARD

Vineland @ Osceola Pkwy - ASC/3 - 10.39.116.81 - Econolite Type - ASC/3

Coordination Pattern Data Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 1

Split Pattern	3	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	95	Std (COS)	9	Offsets In	Seconds
Offset Value	81s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Splits (Split Pat 3)	30	65	0	0	0	95	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	95s	95s	0s	0s

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

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	85	Std (COS)	10	Offsets In	Seconds
Offset Value	29s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Splits (Split Pat 2)	26	59	0	0	0	85	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	85s	85s	0s	0s

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

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	95	Std (COS)	11	Offsets In	Seconds
Offset Value	58s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Splits (Split Pat 3)	30	65	0	0	0	95	0	0	0	0	0	0	0	0	0	0

Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	95s	95s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	60	Std (COS)	12	Offsets In	Seconds
Offset Value	9s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Splits (Split Pat 4)	22	38	0	0	0	60	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	60s	60s	0s	0s

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

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	80	Std (COS)	13	Offsets In	Seconds
Offset Value	40s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Splits (Split Pat 5)	15	65	0	0	0	80	0	0	0	0	0	0	0	0	0	0

Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	80s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	95	Std (COS)	14	Offsets In	Seconds
Offset Value	60s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Splits (Split Pat 6)	26	69	0	0	0	95	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	95s	95s	0s	0s

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

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

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Vineland @ Osceola Pkwy - ASC/3 - 10.39.116.81 - Econolite Type - ASC/3

Coordination Split Pattern
Split Pattern Data (MM) 3-3
Split Pattern # 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Split (seconds)	25	70	0	0	0	95	0	0	0	0	0	0	0	0	0	0
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	95s	95s	0s	0s

Split Pattern # 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Split (seconds)	26	59	0	0	0	85	0	0	0	0	0	0	0	0	0	0
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	85s	85s	0s	0s

Split Pattern # 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Split (seconds)	30	65	0	0	0	95	0	0	0	0	0	0	0	0	0	0
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	95s	95s	0s	0s

Split Pattern # 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Split (seconds)	22	38	0	0	0	60	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	60s	60s	0s	0s

Split Pattern # 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Split (seconds)	15	65	0	0	0	80	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	80s	80s	0s	0s

Split Pattern # 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Split (seconds)	26	69	0	0	0	95	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	95s	95s	0s	0s

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Vineland @ Osceola Pkwy - ASC/3 - 10.39.116.81 - Econolite Type - ASC/3

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

Event	Action Plan	Start Time
1	100	00:00
2	2	07:30
3	3	14:00
4	2	20:00

Day Plan #2

Event	Action Plan	Start Time
1	100	00:00
2	1	06:30
3	2	09:30
4	3	15:00
5	2	19:00
6	100	22:00

Day Plan #3

Event	Action Plan	Start Time
1	4	00:00
2	100	02:00
3	4	06:00
4	5	09:00
5	6	14:00
6	5	18:30
7	4	23:00

Schedule (MM) 5-4**Schedule Number - 1**

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						

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

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

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

Schedule Number - 3

Day Plan No.: 3

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
							X

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

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Vineland @ Osceola Pkwy - ASC/3 - 10.39.116.81 - Econolite Type - ASC/3

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

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

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

Sequence 13

Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.

Sequence 14

Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.

Sequence 15

Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.

Sequence 16

Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.

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

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

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

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

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC No
 CRC (16 bit) 9AE6
 Enable Automatic Backup to Datakey No



MOVING TRAFFIC FORWARD

Vineland @ Osceola Pkwy - ASC/3 - 10.39.116.81 - Econolite Type - ASC/3

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

BIU	1	2	3	4	5	6	7	8
Term & Facility								
Detector Rack								

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

MMU Program (MM) 1-4-2

Channel Can Serve With Channel	
Channel 1	Channel 2

Color Check Enable (MM) 1-4-3

Enable Color Check: Yes

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

Secondary Stations/Tests (MM) 1-4-4

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

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

Enable SDLC Diagnostic Test: No



MOVING TRAFFIC FORWARD

Vineland @ Osceola Pkwy - ASC/3 - 10.39.116.81 - Econolite Type - ASC/3

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

Controller IP: 10.15.31.41
 Subnet Mask: 255.255.255.0
 Default Gateway IP: 10.15.31.2
 Server IP: 10.70.10.1

NTCIP (MM) 1-5-5

NTCIP Backup Time (Sec): 0
 NTCIP UDP Port: 501
 Ethernet Priority: 1
 Port 2 Priority (Port C50S for 2070): 4
 Port 3A Priority (Port C21S for 2070): 2
 Port 3B Priority (Port C22S for 2070): 3

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

Port	2 (C50S)	3A (C21S)	3B (C22S)
Protocol	TERMINAL	NTCIP	ECPIP
Enable	No	No	Yes
Data Rate (BPS)	9600	19.2K	1200
Data, Parity, Stop	8 N 1	8 N 1	8 O 1
Address	0	0	1
Telemetry Response Delay	0.0	0.0	0.9
Duplex - Half or Full	Half	Full	Full
Flow Control	Yes	Yes	Yes
Group Address	0	0	0
Single Flag Enable	Yes	Yes	Yes
RTS to CTS Delay	n/a	n/a	3.0
RTS Turn Off Delay	n/a	n/a	2.0
Dropout Time	10	10	300
Early RTS	n/a	n/a	No
Telemetry Mode	n/a	n/a	FSK
ATCS Railroad	0	n/a	n/a
ATCS Railroad Line	0	n/a	n/a
ATCS Group	0	n/a	n/a
Wayside Device	0	n/a	n/a
ATC Device	0	n/a	n/a
Wayside Subnode	0	n/a	n/a
ATC Subnode	0	n/a	n/a

ECPIP (MM) 1-5-6

Controller Address: 1
 Expanded System Detector Address: 0

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Vineland @ Osceola Pkwy - ASC/3 - 10.39.116.81 - Econolite Type - ASC/3

Configuration Logging / Display

Event Logging (MM) 1-6-1

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

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

Display Options (MM) 1-7-2

Key Click Enable:	No
Backlight Enable:	Yes
LED Mode:	Auto
Display Mode:	Basic
Screen Format:	Advanced
Trans Mode Pop-Up Disable:	No

Sign On (MM) 8-5

Sign On Message Line 1: Solutions that Move the World
 Sign On Message Line 2:

Software Modules (MM) 8-7

Application Version: 02.51.00
 OS (Boot) Version: 01.12.05



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MOVING TRAFFIC FORWARD

Vineland @ Osceola Pkwy - ASC/3 - 10.39.116.81 - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction		NB				SBLT										
Min Green	5	12	0	0	0	0	0	0	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	3.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	25	70	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	26	70	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.5	4.8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction		NB				SBLT										
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction		NB				SBLT										
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction		NB				SBLT										
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Osceola County



MOVING TRAFFIC FORWARD

Vineland @ Osceola Pkwy - ASC/3 - 10.39.116.81 - Econolite Type - ASC/3

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I	X				X											
Non-Act II			X				X									
Dual Entry																
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

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

Phase Recall Options (MM) 2-8

Plan # 1

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



MOVING TRAFFIC FORWARD

Vineland @ Osceola Pkwy - ASC/3 - 10.39.116.81 - Econolite Type - ASC/3

Coordination Options**Options (MM) 3-1**

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAX 2
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Float
Offset Reference	Yellow	Use Ped Time	No
Ped Recall	No	Ped Reservice	No
Local Zero	No	FO Added Ini	No
Override		Green	
Re-sync Count	0	Multisync	No

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

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

Split Demand (MM) 3-5

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

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

Osceola County



MOVING TRAFFIC FORWARD

Vineland @ Osceola Pkwy - ASC/3 - 10.39.116.81 - Econolite Type - ASC/3

Coordination Pattern Data

Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 1

Split Pattern	3	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	95	Std (COS)	9	Offsets In	Seconds
Offset Value	81s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk	No	Sequence	1		
Rest					
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Splits (Split Pat 3)	30	65	0	0	0	95	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	95s	95s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	85	Std (COS)	10	Offsets In	Seconds
Offset Value	29s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Splits (Split Pat 2)	26	59	0	0	0	85	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	85s	85s	0s	0s

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

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	95	Std (COS)	11	Offsets In	Seconds
Offset Value	58s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Splits (Split Pat 3)	30	65	0	0	0	95	0	0	0	0	0	0	0	0	0	0

Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	95s	95s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	60	Std (COS)	12	Offsets In	Seconds
Offset Value	9s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Splits (Split Pat 4)	22	38	0	0	0	60	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	60s	60s	0s	0s

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

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	80	Std (COS)	13	Offsets In	Seconds
Offset Value	40s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Splits (Split Pat 5)	15	65	0	0	0	80	0	0	0	0	0	0	0	0	0	0

Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	80s	80s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	95	Std (COS)	14	Offsets In	Seconds
Offset Value	60s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Splits (Split Pat 6)	26	69	0	0	0	95	0	0	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	95s	95s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

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Vineland @ Osceola Pkwy - ASC/3 - 10.39.116.81 - Econolite Type - ASC/3

Coordination Split Pattern
Split Pattern Data (MM) 3-3
Split Pattern # 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Split (seconds)	25	70	0	0	0	95	0	0	0	0	0	0	0	0	0	0
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	95s	95s	0s	0s

Split Pattern # 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Split (seconds)	26	59	0	0	0	85	0	0	0	0	0	0	0	0	0	0
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	85s	85s	0s	0s

Split Pattern # 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Split (seconds)	30	65	0	0	0	95	0	0	0	0	0	0	0	0	0	0
Coord Phase		X														
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	95s	95s	0s	0s

Split Pattern # 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Split (seconds)	22	38	0	0	0	60	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	60s	60s	0s	0s

Split Pattern # 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Split (seconds)	15	65	0	0	0	80	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	80s	80s	0s	0s

Split Pattern # 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB				SBLT										
Split (seconds)	26	69	0	0	0	95	0	0	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	95s	95s	0s	0s

Osceola County



MOVING TRAFFIC FORWARD

Vineland @ Osceola Pkwy - ASC/3 - 10.39.116.81 - Econolite Type - ASC/3

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

Event	Action Plan	Start Time
1	100	00:00
2	2	07:30
3	3	14:00
4	2	20:00

Day Plan #2

Event	Action Plan	Start Time
1	100	00:00
2	1	06:30
3	2	09:30
4	3	15:00
5	2	19:00
6	100	22:00

Day Plan #3

Event	Action Plan	Start Time
1	4	00:00
2	100	02:00
3	4	06:00
4	5	09:00
5	6	14:00
6	5	18:30
7	4	23:00

Schedule (MM) 5-4**Schedule Number - 1**

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						

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

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

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

Schedule Number - 3

Day Plan No.: 3

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
							X

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

Osceola County



MOVING TRAFFIC FORWARD

Vineland @ Poinciana Blvd - ASC/3 - 10.39.114.81 - Econolite Type - ASC/3

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

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

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

Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 14																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 15																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 16																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.

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

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

Phase Compatibility (MM) 1-1-2

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

Phase and Overlap Descriptions

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

Administration (MM) 1-7-1

Enable Controller/Cabinet No
 Interlock CRC
 CRC (16 bit) AA80
 No

Backup Prevent (MM) 1-1-3

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

Simultaneous Gap (MM) 1-1-4

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

Load Switch Assignments (MM) 1-3

	Phase / Overlap	Type	Dimming				Power Up	Auto		Flash Together
			Red	Yellow	Green	Dark		Red	Yellow	
1	1	V				-	Auto	X		
2	2	V				-	Auto		X	X
3	3	V				-	Auto	X		
4	4	V				-	Auto	X		X
5	5	V				+	Auto	X		
6	6	V				+	Auto		X	X
7	7	V				+	Auto	X		
8	8	V				+	Auto	X		X
9	2	P				-	Auto			

10	4	P				-	Auto			
11	6	P				+	Auto			
12	8	P				+	Auto			
13	1	O				-	Auto	X		
14	2	O				+	Auto	X		X
15	3	O				-	Auto	X		
16	4	O				+	Auto	X		X

Osceola County



MOVING TRAFFIC FORWARD

Vineland @ Poinciana Blvd - ASC/3 - 10.39.114.81 - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Min Green	5	15	18	5	5	15	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	25	0	35	0	28	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	3.0	3.0	2.0	2.0	3.0	2.5	2.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	40	90	45	45	35	90	35	45	35	35	35	35	35	35	35	35
Max2	40	80	40	78	20	80	20	76	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.5	5.5	4.4	4.4	5.5	5.5	4.4	4.4	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.1	3.1	2.0	2.0	2.5	3.1	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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MOVING TRAFFIC FORWARD

Vineland @ Poinciana Blvd - ASC/3 - 10.39.114.81 - Econolite Type - ASC/3

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I	X				X											
Non-Act II																
Dual Entry	X				X											
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

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

Phase Recall Options (MM) 2-8

Plan # 1

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

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Vineland @ Poinciana Blvd - ASC/3 - 10.39.114.81 - Econolite Type - ASC/3

Coordination Options**Options (MM) 3-1**

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Float
Offset Reference	Yellow	Use Ped Time	No
Ped Recall	No	Ped Reservice	No
Local Zero	No	FO Added Ini	No
Override		Green	
Re-sync Count	0	Multisync	No

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

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

Split Demand (MM) 3-5

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

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

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MOVING TRAFFIC FORWARD

Vineland @ Poinciana Blvd - ASC/3 - 10.39.114.81 - Econolite Type - ASC/3

Coordination Pattern Data

Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	190	Std (COS)	9	Offsets In	Seconds
Offset Value	126s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk	No	Sequence	3		
Rest					
Phase		Action Plan	0		
Reservice	No				
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 1)	18	81	61	30	18	81	27	64	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	190s	190s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	170	Std (COS)	10	Offsets In	Seconds
Offset Value	97s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	7		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 2)	22	74	46	28	23	73	31	43	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	170s	170s	0s	0s

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

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	190	Std (COS)	11	Offsets In	Seconds
Offset Value	90s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	7		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 3)	22	82	52	34	23	81	39	47	0	0	0	0	0	0	0	0

Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	190s	190s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	120	Std (COS)	12	Offsets In	Seconds
Offset Value	65s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	4		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 4)	15	63	25	17	17	61	17	25	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	120s	0s	0s

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

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall		X				X										
Recall to Max. Time	X															
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	160	Std (COS)	13	Offsets In	Seconds
Offset Value	129s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	3		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 5)	15	77	45	23	15	77	19	49	0	0	0	0	0	0	0	0

Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	160s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Pat 1 Split Demand 0 Pat 2 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall		X				X										
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	190	Std (COS)	14	Offsets In	Seconds
Offset Value	52s	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	4		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Splits (Split Pat 6)	18	106	45	21	20	104	22	44	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	190s	190s	0s	0s

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

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall		X				X										
Recall to Max. Time	X															
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

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Coordination Split Pattern
Split Pattern Data (MM) 3-3
Split Pattern # 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Split (seconds)	18	81	61	30	18	81	27	64	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	190s	190s	0s	0s

Split Pattern # 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Split (seconds)	22	74	46	28	23	73	31	43	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	170s	170s	0s	0s

Split Pattern # 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Split (seconds)	22	82	52	34	23	81	39	47	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	190s	190s	0s	0s

Split Pattern # 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Split (seconds)	15	63	25	17	17	61	17	25	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall		X				X										
Recall to Max. Time	X															
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	120s	120s	0s	0s

Split Pattern # 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Split (seconds)	15	77	45	23	15	77	19	49	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall		X				X										
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	160s	160s	0s	0s

Split Pattern # 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	NBLT	SB	EBLT	WB	SBLT	NB	WBLT	EB								
Split (seconds)	18	106	45	21	20	104	22	44	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall		X				X										
Recall to Max. Time	X															
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	190s	190s	0s	0s

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

Action Plan - 1

Pattern	1	Override Sys	No
Timing Plan	0	Sequence	3
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Action Plan - 2

Pattern	2	Override Sys	No
Timing Plan	0	Sequence	7
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

Action Plan - 3

Pattern	3	Override Sys	No
Timing Plan	0	Sequence	7
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15	
LP 16-30	
LP 31-45	
LP 46-60	
LP 61-75	
LP 76-90	
LP 91-100	

Action Plan - 4

Pattern 4 Override Sys No
 Timing Plan 0 Sequence 4
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag 0
 Dimming Enable No Pmt Veh Priority Ret No
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

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

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

Action Plan - 5

Pattern 5 Override Sys No
 Timing Plan 0 Sequence 3
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag 0
 Dimming Enable No Pmt Veh Priority Ret No
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

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

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15	
LP 16-30	
LP 31-45	
LP 46-60	
LP 61-75	
LP 76-90	
LP 91-100	

Action Plan - 6

Pattern 6 Override Sys No
 Timing Plan 0 Sequence 4
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag 0
 Dimming Enable No Pmt Veh Priority Ret No
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

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

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

Action Plan - 7

Pattern 7 Override Sys No
 Timing Plan 0 Sequence 0
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag 0
 Dimming Enable No Pmt Veh Priority Ret No
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

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

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Spec Func (1-8)																
Aux Func (1-3)																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
LP 1-15	
LP 16-30	
LP 31-45	
LP 46-60	
LP 61-75	
LP 76-90	
LP 91-100	

Action Plan - 100

Pattern	Free	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Osceola County



MOVING TRAFFIC FORWARD

Vineland @ Poinciana Blvd - ASC/3 - 10.39.114.81 - Econolite Type - ASC/3

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

Event	Action Plan	Start Time
1	100	00:00
2	2	07:30
3	3	14:00
4	2	20:00

Day Plan #2

Event	Action Plan	Start Time
1	100	00:00
2	1	06:30
3	2	09:30
4	3	15:00
5	2	19:00
6	0	22:00

Day Plan #3

Event	Action Plan	Start Time
1	4	00:00
2	100	02:00
3	4	06:00
4	5	09:00
5	6	14:00
6	5	18:30
7	4	23:00

Schedule (MM) 5-4**Schedule Number - 1**

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						

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

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

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

Schedule Number - 3

Day Plan No.: 3

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
							X

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

Osceola County



MOVING TRAFFIC FORWARD

Vineland @ Polynesian Isle Blvd - ASC/3 - 10.39.112.81 - Econolite Type - ASC/3

Configuration Controller Sequence

Phase Ring Sequence and Assignment (MM) 1-1-1

Hardware Alternate Sequence Enable: No

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

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

Sequence 13

Ring 1	| 1	2	| 3	4	| 9	10	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.

Sequence 14

Ring 1	| 2	1	| 3	4	| 10	9	| 13	14	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.

Sequence 15

Ring 1	| 1	2	| 4	3	| 9	10	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.

Sequence 16

Ring 1	| 2	1	| 4	3	| 10	9	| 14	13	| .	.	.	.	.	.	.	.
Ring 2	| 6	5	| 8	7	| 12	11	| 16	15	| .	.	.	.	.	.	.	.

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

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

Phase Compatibility (MM) 1-1-2

Phase	
n/a	Barrier Mode

Phase and Overlap Descriptions

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

Administration (MM) 1-7-1

Enable Controller/Cabinet Interlock CRC No
 CRC (16 bit) 7466
 Enable Automatic Backup to Datakey No

Osceola County



MOVING TRAFFIC FORWARD

Vineland @ Polynesian Isle Blvd - ASC/3 - 10.39.112.81 - Econolite Type - ASC/3

Controller Timing Plan (MM) 2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction		NB		EB	NBLT	SB										
Min Green	5	25	5	10	5	25	8	10	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	7	0	7	0	7	0	0	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	23	0	42	0	25	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.0	3.5	2.0	2.0	2.0	3.5	2.0	2.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	18	50	18	40	30	50	40	40	35	35	35	35	35	35	35	35
Max2	0	0	0	0	0	0	0	0	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.1	5.5	3.7	4.4	5.5	5.5	4.4	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	2.0	2.0	2.0	3.2	2.0	2.2	2.0	3.9	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction		NB		EB	NBLT	SB										
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction		NB		EB	NBLT	SB										
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction		NB		EB	NBLT	SB										
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Bk Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dym Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Act	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDuc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTReduc	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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MOVING TRAFFIC FORWARD

Vineland @ Polynesian Isle Blvd - ASC/3 - 10.39.112.81 - Econolite Type - ASC/3

Controller Options

Controller Options (MM) 2-6-1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flashing Grn Ph	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Guar Passage																
Non-Act I	X				X											
Non-Act II			X				X									
Dual Entry	X	X	X	X												
Cond Service																
Cond Reservice																
Ped Re-Service																
Rest In Walk																
Flashing Walk																
Ped Clr-Yel																
Ped Clr-Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Unit Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Pre-Timed Mode (MM) 2-7

Enable Pre-Timed Mode: No Free Input Disables Pre-Timed: No

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

Phase Recall Options (MM) 2-8

Plan # 1

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

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MOVING TRAFFIC FORWARD

Vineland @ Polynesian Isle Blvd - ASC/3 - 10.39.112.81 - Econolite Type - ASC/3

Coordination Options**Options (MM) 3-1**

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	STD
Splits In	Seconds	Offsets In	Seconds
Transition	Smooth	Max Select	MAXINH
Dwell / Add Time	0		
Delay Coord Wk-LZ	No	Force Off	Float
Offset Reference	Yellow	Use Ped Time	No
Ped Recall	No	Ped Reservice	No
Local Zero	No	FO Added Ini	No
Override		Green	
Re-sync Count	0	Multisync	No

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

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

Split Demand (MM) 3-5

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

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

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MOVING TRAFFIC FORWARD

Vineland @ Polynesian Isle Blvd - ASC/3 - 10.39.112.81 - Econolite Type - ASC/3

Coordination Pattern Data

Coordinator Pattern Data (MM) 3-2

Coordinator Pattern # 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits In	Seconds
Cycle	190	Std (COS)	9	Offsets In	Seconds
Offset Value	159s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase		Action Plan	0		
Reservice	No				
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB		EB	NBLT	SB										
Splits (Split Pat 1)	17	112	17	44	17	112	41	20	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	190s	190s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits In	Seconds
Cycle	170	Std (COS)	17	Offsets In	Seconds
Offset Value	110s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	5		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB		EB	NBLT	SB										
Splits (Split Pat 2)	30	76	32	32	25	81	39	25	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	170s	170s	0s	0s

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

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits In	Seconds
Cycle	190	Std (COS)	25	Offsets In	Seconds
Offset Value	85s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	5		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB		EB	NBLT	SB										
Splits (Split Pat 3)	34	91	35	30	21	104	40	25	0	0	0	0	0	0	0	0

Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	190s	190s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand 0 Split Demand 0 Crossing Arterial 0
 Pat 1 Pat 2 Pat

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time					X											
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits In	Seconds
Cycle	120	Std (COS)	33	Offsets In	Seconds
Offset Value	28s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	No	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB		EB	NBLT	SB										
Splits (Split Pat 4)	24	55	18	23	19	60	20	21	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	120s	120s	0s	0s

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

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall		X				X										
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 5

Split Pattern	5	TS2 (Pat-Off)	1-2	Splits In	Seconds
Cycle	160	Std (COS)	41	Offsets In	Seconds
Offset Value	130s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	5		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB		EB	NBLT	SB										
Splits (Split Pat 5)	30	70	32	28	22	78	32	28	0	0	0	0	0	0	0	0

Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	160s	160s	0s	0s

Misc. Data

Veh Perm 1 0 Veh Perm 2 0 Veh Perm 2 Disp 0
 Split Demand Pat 1 0 Split Demand Pat 2 0 Crossing Arterial Pat 0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall		X				X										
Recall to Max. Time					X											
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

Coordinator Pattern # 6

Split Pattern	6	TS2 (Pat-Off)	1-3	Splits In	Seconds
Cycle	190	Std (COS)	14	Offsets In	Seconds
Offset Value	186s	Dwell/Add Time	0		
Actuated Coord	No	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	1		
Phase	No	Action Plan	0		
Reservice					
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB		EB	NBLT	SB										
Splits (Split Pat 6)	30	92	38	30	22	100	30	38	0	0	0	0	0	0	0	0
Pref 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pref 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Displacement	-	0	0	0
Split Sum	190s	190s	0s	0s

Misc. Data

Veh Perm 1	0	Veh Perm 2	0	Veh Perm 2 Disp	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall		X				X										
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X
Special Function Outputs																

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Vineland @ Polynesian Isle Blvd - ASC/3 - 10.39.112.81 - Econolite Type - ASC/3

Coordination Split Pattern
Split Pattern Data (MM) 3-3
Split Pattern # 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB		EB	NBLT	SB										
Split (seconds)	17	112	17	44	17	112	41	20	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	190s	190s	0s	0s

Split Pattern # 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB		EB	NBLT	SB										
Split (seconds)	30	76	32	32	25	81	39	25	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time		X				X										
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	170s	170s	0s	0s

Split Pattern # 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB		EB	NBLT	SB										
Split (seconds)	34	91	35	30	21	104	40	25	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall																
Recall to Max. Time					X											
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	190s	190s	0s	0s

Split Pattern # 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB		EB	NBLT	SB										
Split (seconds)	24	55	18	23	19	60	20	21	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall		X				X										
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	120s	120s	0s	0s

Split Pattern # 5

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB		EB	NBLT	SB										
Split (seconds)	30	70	32	28	22	78	32	28	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall		X				X										
Recall to Max. Time					X											
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	160s	160s	0s	0s

Split Pattern # 6

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description		NB		EB	NBLT	SB										
Split (seconds)	30	92	38	30	22	100	30	38	0	0	0	0	0	0	0	0
Coord Phase		X				X										
Vehicle Recall																
Pedestrian Recall		X				X										
Recall to Max. Time																
Omit Phase									X	X	X	X	X	X	X	X

Ring	1	2	3	4
Split Sum	190s	190s	0s	0s

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MOVING TRAFFIC FORWARD

Vineland @ Polynesian Isle Blvd - ASC/3 - 10.39.112.81 - Econolite Type - ASC/3

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

Action Plan - 1

Pattern	1	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Action Plan - 2

Pattern 2 Override Sys No
 Timing Plan 0 Sequence 5
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag 0
 Dimming Enable No Pmt Veh Priority Ret No
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

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

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

Action Plan - 3

Pattern 3 Override Sys No
 Timing Plan 0 Sequence 5
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag 0
 Dimming Enable No Pmt Veh Priority Ret No
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

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

Action Plan - 4

Pattern 4 Override Sys No
 Timing Plan 0 Sequence 1
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag 0
 Dimming Enable No Pmt Veh Priority Ret No
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

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

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

Action Plan - 5

Pattern 5 Override Sys No
 Timing Plan 0 Sequence 5
 Veh Detector Plan 0 Det Log None
 Flash No Red Rest No
 Veh Det Diag Plan 0 Ped Det Diag 0
 Dimming Enable No Pmt Veh Priority Ret No
 Pmt Ped Priority Ret No Pmt Queue Delay No
 Pmt Cond Delay No

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

Action Plan - 6

Pattern	6	Override Sys	No
Timing Plan	0	Sequence	1
Veh Detector Plan	0	Det Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Dimming Enable	No	Pmt Veh Priority Ret	No
Pmt Ped Priority Ret	No	Pmt Queue Delay	No
Pmt Cond Delay	No		

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

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

Osceola County



MOVING TRAFFIC FORWARD

Vineland @ Polynesian Isle Blvd - ASC/3 - 10.39.112.81 - Econolite Type - ASC/3

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

Event	Action Plan	Start Time
2	100	00:00
3	4	07:00
4	5	09:30
5	6	14:00
6	5	18:00
7	100	22:00

Day Plan #2

Event	Action Plan	Start Time
1	100	00:00
2	1	06:30
3	2	09:30
4	3	15:00
5	2	19:00
6	100	22:00

Schedule (MM) 5-4**Schedule Number - 1**

Day Plan No.: 1

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
	X						X

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

Schedule Number - 2

Day Plan No.: 2

Month	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
	X	X	X	X	X	X	X	X	X	X	X	X

Day (DOW)	SUN	MON	TUE	WED	THU	FRI	SAT
		X	X	X	X	X	

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

Osceola County



MOVING TRAFFIC FORWARD

Vineland @ Polynesian Isle Blvd - ASC/3 - 10.39.112.81 - Econolite Type - ASC/3

Time Base Exceptions

Exception Day Program (MM) 5-5

Excep Day	Float/Fixed	Mon/Mon	DOW/DOM	WOM/Year	Day Plan
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ORANGE COUNTY TRAFFIC SIGNAL TIMING.

Hazem El-Assar, P.E.

Intersection: SR 535 & LBV Factory Store Dr
 Equipment: Eagle

CDI: 9/13/16

CDO:

Node: 433
 Date: 6/20/16

BASIC TIMING.

Phase	1	2	3	4	5	6	7	8
Direction	SBL	NB		EB	NBL	SB		WB
Min Green (sec)	5	10		5	5	10		5
Vehicle Gap (sec)	1.0	1.0		1.0	1.0	1.0		1.0
Max Green 1 (sec)	20	50		25	20	50		25
Max Green 2 (sec)	20	140		18	15	140		18
Yellow (sec)	5.5	5.6		4.2	5.6	5.5		3.4
All-Red (sec)	3.3	2.0		3.9	3.4	2.0		3.9
Walk (sec)		7		7		7		
Flash Don't Walk (sec)		24		43		24		
Recall/Memory	NL	SF/NL		NL	NL	SF/NL		NL
Delay (sec)								
Detector Switching								
Dual Entry		Y		Y		Y		Y
Overlap								
Flash	4-Section	Y		R	4-Section	Y		R
Speed (mph)	55	55		35	55	55		25
Veh Distance (ft)	136	103		154	140	89		158
Grade (%)	-0.3%	-0.5%		-1.8%	-0.5%	-0.3%		-0.9%
Ped Distance (ft)		84.0		149.0		82.0		
Ped Clearance (sec)		24		43		24		

COORDINATION PLANS.

Pattern	1/1/1	2/1/1	3/1/1	4/1/1	2/2/2	3/3/3	Day	Time	Pattern
Cycle	160	160	190	120	160	190	1	0:01	FREE
Split 1	15	20	27	22	20	24	2	0:01	FREE
Split 2	86	81	104	79	118	107			
Split 3	0	0	0	0	0	0			
Split 4	59	59	59	19	22	59			
Split 5	15	15	15	16	15	18			
Split 6	86	86	116	85	123	113			
Split 7	0	0	0	0	0	0			
Split 8	59	59	59	19	22	59			
Offset	115	99	40	67	113	45			
Lagging Phs									
Source Day	Equate 1	Equate 2	Equate 3	Equate 4	Equate 5				
1	7								
2	3	4	5	6					

Notes:

1. This intersection operates under adaptive control.
2. When **not** running adaptive control **adjust** Vehicle Gap to 3.0 for all phases
3. Phase 1 and Phase 5 operates as protected turn only.
4. Phase 1 and Phase 5 flashes red during conflict flash

ORANGE COUNTY TRAFFIC SIGNAL TIMING

Intersection: SR 535 & International Dr South Node: 674
 Equipment: Eagle *Design Timing* CDI: CDO: Date: 06/20/17

BASIC TIMING

Phase	1	2	3	4	5	6	7	8
Direction	SBLT	NB		EB	NBLT	SB		PED
Min Green (sec)	5	10		5	5	10		
Vehicle Gap (sec)	1.0	1.0		1.0	1.0	1.0		
Max Green 1 (sec)	20	50		30	20	50		
Max Green 2 (sec)	20	50		30	20	50		
Yellow (sec)	5.5	5.5		4.8	5.5	5.5		4.8
All-Red (sec)	4.6	2.0		4.2	5.2	2.0		2.0
Walk (sec)				7		7		7
Flash Don't Walk (sec)				39		50		39
Recall/Memory	NL	SF/NL		NL	NL	SF/NL		
Delay (sec)								
Detector Switching								
Dual Entry		Y				Y		
Overlap								
Flash	R	Y		R	R	Y		
Speed (mph)	50	50		45	50	50		
Veh Distance (ft)								
Ped Distance (ft)								
Ped Clearance (sec)								

COORDINATION PLANS

Coordination Pattern						Day	Time	Pattern
Cycle						1	0:01	FREE
Split 1						2	0:01	FREE
Split 2								
Split 3								
Split 4								
Split 5								
Split 6								
Split 7								
Split 8								
Offset								
Lagging Phases								
Source Day	Equate 1	Equate 2	Equate 3	Equate 4	Equate 5			
	1	7						
	2	3	4	5	6			

Notes:

1. This intersection operates under adaptive control.
2. When **not** running adaptive control **adjust** Vehicle Gap to 3.0 sec. for all phases
3. PH 1 & 5 running as protected only
4. P8 to run concurrent with PH 5 when PED button is actuated.

ORANGE COUNTY TRAFFIC SIGNAL TIMING.

Hazem El-Assar, P.E.

Intersection: SR 535 & SR 536/World Center Dr
 Equipment: Eagle

CDI: 9/13/16

CDO:

Node: 233
 Date: 12/30/16

BASIC TIMING.

Phase	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Min Green (sec)	5	5	5	10	5	5	5	10
Vehicle Gap (sec)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Max Green 1 (sec)	20	60	25	75	35	45	50	50
Max Green 2 (sec)	30	60	25	90	33	90	35	90
Yellow (sec)	5.5	4.8	5.6	5.6	4.8	5.5	5.6	5.6
All-Red (sec)	3.3	3.2	6.0	2.0	3.2	2.2	6.0	2.0
Walk (sec)								
Flash Don't Walk (sec)								
Recall/Memory	NL	NL	NL	SF/NL	NL	NL	NL	SF/NL
Delay (sec)								
Detector Switching								
Dual Entry		Y		Y		Y		Y
Overlap						C	C	
Flash	R	R	R	R	R	R	R	R
Speed (mph)	55	45	55	55	45	55	45	55
Veh Distance (ft)	136	252	240	151	132	235	236	173
Grade (%)	-0.1%	-0.5%	-0.5%	-0.9%	-0.5%	-0.1%	-0.9%	-0.5%
Ped Distance (ft)								
Ped Clearance (sec)								

COORDINATION PLANS.

Pattern	1/1/1	2/1/1	3/1/1	4/1/1	2/2/2	3/3/3	Day	Time	Pattern
Cycle	160	160	190	120	160	190	1	0:01	FREE
Split 1	17	30	33	15	30	36	2	0:01	FREE
Split 2	57	37	55	38	37	55			
Split 3	23	24	33	20	24	31			
Split 4	63	69	69	47	69	68			
Split 5	31	30	38	20	30	35			
Split 6	43	37	50	33	37	56			
Split 7	44	33	30	24	33	31			
Split 8	42	60	72	43	60	68			
Offset	140	84	67	4	126	51			
Lagging Phs	0/0/07	0/0/07	0/3/0/0	0/0/0/7	0/0/0/7	0/0/0/7			
Source Day	Equate 1	Equate 2	Equate 3	Equate 4	Equate 5				
1	7								
2	3	4	5	6					

Notes:

1. This intersection operates under adaptive control
2. When **not** running adaptive control **adjust** Vehivcle Gap to 3.0 for all phases
3. OLC=EBR

ORANGE COUNTY TRAFFIC SIGNAL TIMING.

Intersection: World Center Dr (SR536) - SR 417 & International Dr **Node:** 297
Equipment: Eagle **CDI:** 9/13/16 **CDO:** **Date:** 06/20/16

BASIC TIMING.

Phase	1	2	3	4	5	6	7	8
Direction	EBL	WB		NB	WBL	EB		SB
Min Green (sec)	5	10		5	5	10		5
Vehicle Gap (sec)	1.0	1.0		1.0	1.0	1.0		1.0
Max Green 1 (sec)	40	60		35	40	60		35
Max Green 2 (sec)	40	60		35	40	60		35
Yellow (sec)	4.8	5.6		4.8	5.6	4.8		4.9
All-Red (sec)	2.6	2.0		2.0	2.0	2.0		2.0
Walk (sec)						7		
Flash Don't Walk (sec)						24		
Recall/Memory	NL	SF/NL		NL	NL	SF/NL		NL
Delay (sec)								
Detector Switching								
Dual Entry		Y				Y		
Overlap								
Flash	R	Y		R	R	Y		R
Speed (mph)	45	55		45	55	45		45
Veh Distance (ft)	110	112		123	112	113		140
Grade (%)	0.2	-0.8		-0.1	-0.8	0.2		-1.6
Ped Distance (ft)						85		
Ped Clearance (sec)						24		

COORDINATION PLANS.

Pattern	1/1/1	2/1/1	3/1/1	4/1/1	2/2/2	3/3/3	Day	Time	Pattern
Cycle	160	160	190	120	160	190	1	0:01	FREE
Split 1	34	56	61	40	56	61	2	0:01	FREE
Split 2	66	52	58	41	52	58			
Split 3	0	0	0	0	0	0			
Split 4	17	21	20	16	21	20			
Split 5	14	20	15	15	20	15			
Split 6	86	88	104	66	88	104			
Split 7	0	0	0	0	0	0			
Split 8	43	31	51	23	31	51			
Offset	136	105	97	0	105	97			
Lagging Phs	0/0/05/0	0/0/5/0	0/0/5/0	1/0/0/0	0/0/5/0	0/0/5/0			
Source Day	Equate 1	Equate 2	Equate 3	Equate 4	Equate 5				
1	7								
2	3	4	5	6					

Notes:

1. This intersection operates under adaptive control
2. When *not* running adaptive control *adjust* Vehicle Gap to 3.0 for all phases
3. Sequential side street



ORANGE COUNTY TRAFFIC SIGNAL TIMING

Hazem El-Assar, P.E.

Intersection: SR 536 & World Gateway Dr. / World Center Dr Node: 478
 Equipment: Eagle CDI: 9/13/16 CDO: Date: 01/04/17

BASIC TIMING

Phase	1	2	3	4	5	6	7	8
Direction	WBL	EB	NBL	SB	EBL	WB	SBL	NB
Min Green (sec)	5	10	5	5	5	10	5	5
Vehicle Gap (sec)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Max Green 1 (sec)	20	120	20	20	20	120	20	20
Max Green 2 (sec)	20	90	20	20	20	90	20	20
Yellow (sec)	5.5	5.6	3.4	3.4	5.6	5.5	3.4	3.4
All-Red (sec)	3.0	3.0	3.3	3.9	3.1	3.0	2.7	3.9
Walk (sec)		7						
Flash Don't Walk (sec)		27						
Recall/Memory	NL	SF/NL	NL	NL	NL	SF/NL	NL	NL
Delay (sec)								
Detector Switching			3>8				7>4	
Dual Entry		Y		Y		Y		Y
Overlap								
Flash	R	Y	5-Section	R	R	Y	5-Section	R
Speed (mph)	55	55	25	25	55	55	25	25
Veh Distance (ft)	127	111	135	160	130	126	115	160
Grade (%)	0.2%	-0.7%	0.7%	0.2%	-0.7%	0.2%	0.2%	0.7%
Ped Distance (ft)		93.0						
Ped Clearance (sec)		27						

COORDINATION PLANS

Pattern	1/1/1	2/1/1	3/1/1	4/1/1	2/2/2	3/3/3	Day	Time	Pattern
Cycle	160	160	95	120	160	95	1	0:01	FREE
Split 1	20	20	17	19	20	15	2	0:01	FREE
Split 2	95	100	43	61	97	47			
Split 3	20	20	15	22	22	15			
Split 4	25	20	20	18	21	18			
Split 5	20	20	18	22	20	19			
Split 6	95	100	42	58	97	43			
Split 7	21	20	19	22	25	16			
Split 8	24	20	16	18	18	17			
Offset	35	50	71	41	64	57			
Lagging Phs	1/0/0/0								
Source Day	Equate 1	Equate 2	Equate 3	Equate 4	Equate 5				
1	7								
2	3	4	5	6					

Notes:

1. This intersection operates under adaptive control
2. When **not** running adaptive control **adjust** Vehicle Gap to 3.0 for all phases

Appendix D – Existing Operation Analysis
































Existing Operational Analysis

Signalized intersections

Lanes, Volumes, Timings

1: SR 535 & US 192

03/01/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 		 	 	 
Traffic Volume (vph)	70	806	4	1	1288	1019	6	1	2	445	1	56
Future Volume (vph)	70	806	4	1	1288	1019	6	1	2	445	1	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	475		0	350		400	0		0	0		300
Storage Lanes	2		0	1		1	1		0	1		2
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor		1.00		0.99		0.99	1.00			1.00	1.00	
Frt		0.999				0.850		0.900				0.850
Flt Protected	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (prot)	3367	4983	0	902	5085	1599	1556	1710	0	1649	1654	2656
Flt Permitted	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (perm)	3367	4983	0	896	5085	1579	1551	1710	0	1646	1652	2656
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						696		2				100
Link Speed (mph)		45			45			50				45
Link Distance (ft)		3191			1318			1015				993
Travel Time (s)		48.3			20.0			13.8				15.0
Confl. Peds. (#/hr)			3	9		2	3			1		2
Confl. Bikes (#/hr)				4			1					
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	0%	100%	2%	1%	16%	0%	0%	4%	0%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	74	857	4	1	1370	1084	6	1	2	473	1	60
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	74	861	0	1	1370	1084	6	3	0	236	238	60
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		8	8		4	4	5
Permitted Phases						Free						4
Detector Phase	5	2		1	6		8	8		4	4	4 5
Switch Phase												

Lanes, Volumes, Timings
1: SR 535 & US 192

03/01/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	15.0		5.0	15.0		6.0	6.0		6.0	6.0	5.0
Minimum Split (s)	11.8	43.8		11.8	35.8		12.9	12.9		46.8	46.8	11.8
Total Split (s)	18.0	101.0		25.0	108.0		17.0	17.0		47.0	47.0	18.0
Total Split (%)	9.5%	53.2%		13.2%	56.8%		8.9%	8.9%		24.7%	24.7%	9.5%
Maximum Green (s)	11.2	94.2		18.2	101.2		10.1	10.1		40.2	40.2	11.2
Yellow Time (s)	4.8	4.8		4.8	4.8		3.4	3.4		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0		2.0	2.0		3.5	3.5		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.9	6.9		6.8	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	1.5	3.0		2.0	3.0		1.5	1.5		3.0	3.0	1.5
Minimum Gap (s)	1.5	3.0		2.0	3.0		1.5	1.5		3.0	3.0	1.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		7.0			10.0					7.0	7.0	
Flash Dont Walk (s)		30.0			19.0					33.0	33.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)	8.1	136.3		5.2	124.0	190.0	6.1	6.1		32.3	32.3	44.5
Actuated g/C Ratio	0.04	0.72		0.03	0.65	1.00	0.03	0.03		0.17	0.17	0.23
v/c Ratio	0.52	0.24		0.04	0.41	0.69	0.12	0.05		0.84	0.85	0.09
Control Delay	101.3	11.1		108.0	16.6	9.5	94.7	67.7		113.3	113.9	12.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	101.3	11.1		108.0	16.6	9.5	94.7	67.7		113.3	113.9	12.6
LOS	F	B		F	B	A	F	E		F	F	B
Approach Delay		18.2			13.5			85.7			102.3	
Approach LOS		B			B			F			F	
90th %ile Green (s)	10.8	110.2		5.9	105.3		6.4	6.4		40.2	40.2	10.8
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap		Max	Max	Gap
70th %ile Green (s)	9.2	126.2		0.0	110.2		6.0	6.0		37.3	37.3	9.2
70th %ile Term Code	Gap	Coord		Skip	Coord		Min	Min		Gap	Gap	Gap
50th %ile Green (s)	8.1	143.8		0.0	128.9		0.0	0.0		32.6	32.6	8.1
50th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
30th %ile Green (s)	7.0	147.8		0.0	134.0		0.0	0.0		28.6	28.6	7.0
30th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
10th %ile Green (s)	5.4	153.6		0.0	141.4		0.0	0.0		22.8	22.8	5.4
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
Stops (vph)	66	274		2	511	440	7	3		208	211	23
Fuel Used(gal)	4	22		0	22	16	0	0		9	9	1
CO Emissions (g/hr)	260	1537		4	1520	1130	18	7		639	648	55
NOx Emissions (g/hr)	51	299		1	296	220	4	1		124	126	11
VOC Emissions (g/hr)	60	356		1	352	262	4	2		148	150	13
Dilemma Vehicles (#)	0	21		0	34	0	0	0		0	4	0
Queue Length 50th (ft)	47	106		1	263	488	7	1		290	292	8
Queue Length 95th (ft)	78	224		m3	305	1020	28	15		428	432	29
Internal Link Dist (ft)		3111			1238			935			913	
Turn Bay Length (ft)	475			350		400						300
Base Capacity (vph)	198	3575		86	3317	1579	82	92		348	349	747

Lanes, Volumes, Timings

1: SR 535 & US 192

03/01/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.37	0.24		0.01	0.41	0.69	0.07	0.03		0.68	0.68	0.08

Intersection Summary
























Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	25 (13%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	26.9
Intersection LOS:	C
Intersection Capacity Utilization	62.1%
ICU Level of Service	B
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 1: SR 535 & US 192



Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Road

05/04/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	4	23	20	3	56	13	1096	29	45	505	63
Future Volume (vph)	31	4	23	20	3	56	13	1096	29	45	505	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	150		0	375		0	250		300
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor		0.99		1.00	1.00							
Frt		0.871				0.850			0.850			0.850
Flt Protected	0.950			0.950	0.964		0.950			0.950		
Satd. Flow (prot)	1752	1580	0	1429	1513	1615	1805	3574	1615	1703	3471	1538
Flt Permitted	0.950			0.950	0.964		0.950			0.950		
Satd. Flow (perm)	1752	1580	0	1427	1512	1615	1805	3574	1615	1703	3471	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24				99			100			100
Link Speed (mph)		30			30			45			50	
Link Distance (ft)		1016			992			993			1206	
Travel Time (s)		23.1			22.5			15.0			16.4	
Confl. Peds. (#/hr)				1								
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	25%	0%	20%	0%	0%	0%	1%	0%	6%	4%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	33	4	24	21	3	59	14	1154	31	47	532	66
Shared Lane Traffic (%)				43%								
Lane Group Flow (vph)	33	28	0	12	12	59	14	1154	31	47	532	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4			6			2
Detector Phase	8	8		4	4	4	1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Road

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	11.6	11.6		12.0	12.0	12.0	11.8	34.8	34.8	11.8	34.8	34.8
Total Split (s)	48.0	48.0		52.0	52.0	52.0	19.0	71.0	71.0	19.0	71.0	71.0
Total Split (%)	25.3%	25.3%		27.4%	27.4%	27.4%	10.0%	37.4%	37.4%	10.0%	37.4%	37.4%
Maximum Green (s)	41.4	41.4		45.0	45.0	45.0	12.2	64.2	64.2	12.2	64.2	64.2
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.9	2.9		3.3	3.3	3.3	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6		7.0	7.0	7.0	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Minimum Gap (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Dont Walk (s)								21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	8.5	8.5		6.7	6.7	6.7	6.6	142.3	142.3	10.1	148.2	148.2
Actuated g/C Ratio	0.04	0.04		0.04	0.04	0.04	0.03	0.75	0.75	0.05	0.78	0.78
v/c Ratio	0.42	0.30		0.24	0.23	0.39	0.23	0.43	0.03	0.52	0.20	0.05
Control Delay	103.4	40.6		99.6	98.3	8.2	85.5	15.1	0.0	83.4	12.7	5.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.4	40.6		99.6	98.3	8.2	85.5	15.1	0.0	83.4	12.7	5.9
LOS	F	D		F	F	A	F	B	A	F	B	A
Approach Delay		74.6			34.5			15.5			17.2	
Approach LOS		E			C			B			B	
90th %ile Green (s)	12.0	12.0		9.0	9.0	9.0	8.6	127.5	127.5	14.3	133.2	133.2
90th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord	Coord	Gap	Coord	Coord
70th %ile Green (s)	9.9	9.9		7.6	7.6	7.6	7.3	133.4	133.4	11.9	138.0	138.0
70th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	8.5	8.5		6.5	6.5	6.5	6.4	137.7	137.7	10.1	141.4	141.4
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	7.1	7.1		5.5	5.5	5.5	0.0	141.8	141.8	8.4	157.0	157.0
30th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Skip	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	0.0	0.0		5.0	5.0	5.0	0.0	171.2	171.2	0.0	171.2	171.2
10th %ile Term Code	Skip	Skip		Min	Min	Min	Skip	Coord	Coord	Skip	Coord	Coord
Stops (vph)	29	10		12	12	1	13	497	0	44	201	11
Fuel Used(gal)	1	0		0	0	1	0	17	0	2	8	1
CO Emissions (g/hr)	74	34		26	26	37	33	1161	13	125	577	51
NOx Emissions (g/hr)	14	7		5	5	7	6	226	3	24	112	10
VOC Emissions (g/hr)	17	8		6	6	9	8	269	3	29	134	12
Dilemma Vehicles (#)	0	0		0	0	0	0	39	0	0	15	0
Queue Length 50th (ft)	41	5		15	15	0	16	412	0	59	170	6
Queue Length 95th (ft)	83	43		43	43	5	m26	450	m0	111	250	39
Internal Link Dist (ft)		936			912			913			1126	
Turn Bay Length (ft)	100			150			375			250		300
Base Capacity (vph)	381	363		338	358	458	115	2677	1234	113	2706	1221

Lanes, Volumes, Timings
 2: SR 535 & Kyngs Heath Road

05/04/2022

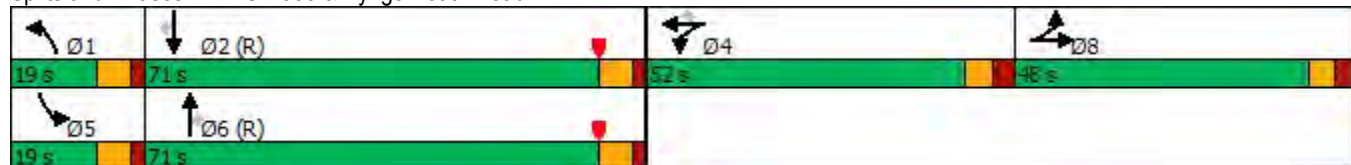


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.08		0.04	0.03	0.13	0.12	0.43	0.03	0.42	0.20	0.05

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 116 (61%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 18.7
 Intersection LOS: B
 Intersection Capacity Utilization 56.9%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SR 535 & Kyngs Heath Road



Lanes, Volumes, Timings
 3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↖	↑↑	↗		↑↑	↗
Traffic Volume (vph)	0	0	42	0	0	0	49	1134	0	0	579	27
Future Volume (vph)	0	0	42	0	0	0	49	1134	0	0	579	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	225		375	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	0			0			150			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.865									0.850
Flt Protected							0.950					
Satd. Flow (prot)	0	0	1644	0	0	0	1736	3574	1900	0	3471	1615
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	1644	0	0	0	1736	3574	1900	0	3471	1615
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1258			543			1206			422	
Travel Time (s)		28.6			12.3			16.4			5.8	
Confl. Peds. (#/hr)							1					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	1%	0%	0%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	45	0	0	0	53	1219	0	0	623	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	45	0	0	0	53	1219	0	0	623	29
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			0			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 34.7% ICU Level of Service A
 Analysis Period (min) 15

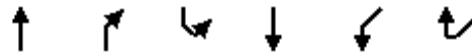
Lanes, Volumes, Timings
4: SR 535 & Osceola Pkwy on-ramp

05/04/2022

	↑	↗	↘	↓	↙	↖
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑		↗↘	↑↑↑		
Traffic Volume (vph)	1084	50	146	606	0	0
Future Volume (vph)	1084	50	146	606	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	525		0	0
Storage Lanes		0	2		0	0
Taper Length (ft)			75		0	
Lane Util. Factor	0.95	0.95	0.97	0.91	1.00	1.00
Ped Bike Factor						
Frt	0.993					
Flt Protected			0.950			
Satd. Flow (prot)	3548	0	3400	4988	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	3548	0	3400	4988	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	10					
Link Speed (mph)	50			50	30	
Link Distance (ft)	422			1068	1026	
Travel Time (s)	5.8			14.6	23.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	3%	4%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1166	54	157	652	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1220	0	157	652	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	48			48	0	
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
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		
Detector Template	Thru		Left	Thru		
Leading Detector (ft)	100		20	100		
Trailing Detector (ft)	0		0	0		
Turn Type	NA		Prot	NA		
Protected Phases	2		1	6		
Permitted Phases						
Detector Phase	2		1	6		
Switch Phase						

Lanes, Volumes, Timings
4: SR 535 & Osceola Pkwy on-ramp

05/04/2022



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	12.0		5.0	12.0		
Minimum Split (s)	24.8		12.5	25.5		
Total Split (s)	70.0		25.0	95.0		
Total Split (%)	73.7%		26.3%	100.0%		
Maximum Green (s)	63.2		17.5	88.2		
Yellow Time (s)	4.8		5.5	4.8		
All-Red Time (s)	2.0		2.0	2.0		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	6.8		7.5	6.8		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		2.0	3.0		
Minimum Gap (s)	3.0		2.0	3.0		
Time Before Reduce (s)	0.0		0.0	0.0		
Time To Reduce (s)	0.0		0.0	0.0		
Recall Mode	C-Min		None	C-Min		
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	71.9		8.8	95.0		
Actuated g/C Ratio	0.76		0.09	1.00		
v/c Ratio	0.45		0.50	0.13		
Control Delay	3.5		41.5	0.1		
Queue Delay	0.0		0.0	0.0		
Total Delay	3.5		41.5	0.1		
LOS	A		D	A		
Approach Delay	3.5			8.1		
Approach LOS	A			A		
90th %ile Green (s)	69.2		11.5	88.2		
90th %ile Term Code	Coord		Gap	Coord		
70th %ile Green (s)	70.8		9.9	88.2		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	71.9		8.8	88.2		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	73.0		7.7	88.2		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	74.7		6.0	88.2		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	263		131	0		
Fuel Used(gal)	8		4	4		
CO Emissions (g/hr)	551		296	287		
NOx Emissions (g/hr)	107		58	56		
VOC Emissions (g/hr)	128		69	67		
Dilemma Vehicles (#)	39		0	0		
Queue Length 50th (ft)	99		59	0		
Queue Length 95th (ft)	131		107	0		
Internal Link Dist (ft)	342			988	946	
Turn Bay Length (ft)			525			
Base Capacity (vph)	2688		626	4988		

Lanes, Volumes, Timings
 4: SR 535 & Osceola Pkwy on-ramp

05/04/2022

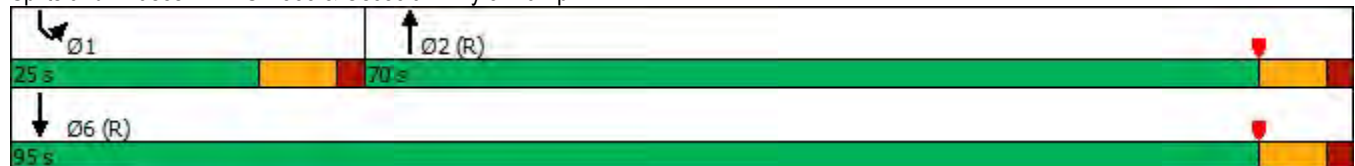


Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.45		0.25	0.13		

Intersection Summary























Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	81 (85%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	5.3
Intersection LOS:	A
Intersection Capacity Utilization	47.6%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 4: SR 535 & Osceola Pkwy on-ramp



Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

05/04/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	734	19	35	63	53	120	60	967	57	0	661	337
Future Volume (vph)	734	19	35	63	53	120	60	967	57	0	661	337
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	300		0	375		250	375		0
Storage Lanes	2		0	2		0	2		1	1		0
Taper Length (ft)	150			100			200			50		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.91	0.91
Ped Bike Factor		0.99			0.99				0.98			
Frt		0.902			0.896				0.850		0.949	
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	3495	3086	0	3400	3023	0	3502	3574	1553	1900	4688	0
Flt Permitted	0.950			0.950			0.950					
Satd. Flow (perm)	3495	3086	0	3400	3023	0	3502	3574	1529	1900	4688	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			108				146			79
Link Speed (mph)		40			40			50				50
Link Distance (ft)		641			637			1068				1019
Travel Time (s)		10.9			10.9			14.6				13.9
Confl. Peds. (#/hr)						1			2			
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	5%	3%	6%	6%	0%	1%	4%	0%	5%	5%
Bus Blockages (#/hr)	1	5	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	825	21	39	71	60	135	67	1087	64	0	743	379
Shared Lane Traffic (%)												
Lane Group Flow (vph)	825	60	0	71	195	0	67	1087	64	0	1122	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.01	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	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases									6			
Detector Phase	3	8		7	4		1	6	6	5	2	
Switch Phase												

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	18.0	5.0		5.0	5.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	61.0	64.0		27.0	30.0		18.0	81.0	81.0	18.0	81.0	
Total Split (s)	61.0	64.0		27.0	30.0		18.0	81.0	81.0	18.0	81.0	
Total Split (%)	32.1%	33.7%		14.2%	15.8%		9.5%	42.6%	42.6%	9.5%	42.6%	
Maximum Green (s)	54.5	56.5		20.1	22.5		10.5	73.5	73.5	10.5	73.5	
Yellow Time (s)	4.4	4.4		4.4	4.4		5.5	5.5	5.5	5.5	5.5	
All-Red Time (s)	2.1	3.1		2.5	3.1		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	7.5		6.9	7.5		7.5	7.5	7.5	7.5	7.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	2.0		2.5	2.0		2.0	3.0	3.0	2.0	3.0	
Minimum Gap (s)	3.0	2.0		2.5	2.0		2.0	3.0	3.0	2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)					7.0			7.0	7.0			7.0
Flash Dont Walk (s)					35.0			28.0	28.0			25.0
Pedestrian Calls (#/hr)					0			0	0			0
Act Effct Green (s)	50.9	51.8		8.8	10.1		8.0	107.5	107.5			92.0
Actuated g/C Ratio	0.27	0.27		0.05	0.05		0.04	0.57	0.57			0.48
v/c Ratio	0.88	0.07		0.45	0.74		0.45	0.54	0.07			0.49
Control Delay	77.9	19.6		96.8	56.2		104.5	24.6	0.3			27.0
Queue Delay	3.3	0.0		0.0	0.0		0.0	0.0	0.0			0.0
Total Delay	81.2	19.6		96.8	56.2		104.5	24.6	0.3			27.0
LOS	F	B		F	E		F	C	A			C
Approach Delay		77.0			67.0			27.7				27.0
Approach LOS		E			E			C				C
90th %ile Green (s)	60.6	63.8		11.5	15.1		10.5	92.8	92.8	0.0		74.8
90th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Skip		Coord
70th %ile Green (s)	53.9	55.7		9.9	12.1		9.1	102.5	102.5	0.0		85.9
70th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Skip		Coord
50th %ile Green (s)	50.8	51.6		8.9	10.1		8.0	107.6	107.6	0.0		92.1
50th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Skip		Coord
30th %ile Green (s)	47.5	47.3		7.8	8.0		7.0	113.0	113.0	0.0		98.5
30th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Skip		Coord
10th %ile Green (s)	41.8	40.4		6.0	5.0		5.6	121.7	121.7	0.0		108.6
10th %ile Term Code	Gap	Hold		Gap	Min		Gap	Coord	Coord	Skip		Coord
Stops (vph)	690	15		61	77		54	664	1			402
Fuel Used(gal)	22	1		2	3		3	22	0			18
CO Emissions (g/hr)	1511	41		148	245		176	1508	28			1267
NOx Emissions (g/hr)	294	8		29	48		34	293	6			247
VOC Emissions (g/hr)	350	10		34	57		41	350	7			294
Dilemma Vehicles (#)	0	1		0	3		0	40	0			26
Queue Length 50th (ft)	514	10		45	56		40	547	0			241
Queue Length 95th (ft)	550	28		74	102		65	563	4			225
Internal Link Dist (ft)		561			557			988				939
Turn Bay Length (ft)	175			300			375		250			
Base Capacity (vph)	1024	968		359	453		193	2022	928			2310

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

05/04/2022

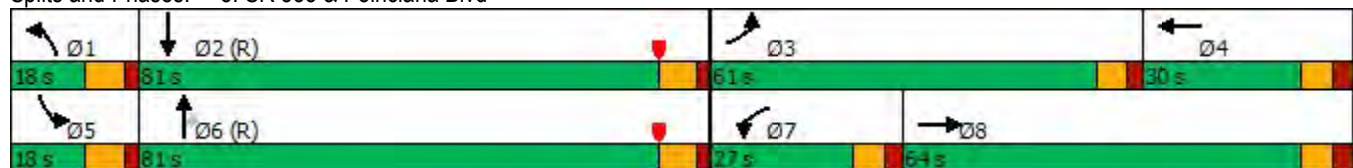


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	119	0		0	0		0	0	0		0	
Spillback Cap Reductn	0	0		0	0		0	0	0		0	
Storage Cap Reductn	0	0		0	0		0	0	0		0	
Reduced v/c Ratio	0.91	0.06		0.20	0.43		0.35	0.54	0.07		0.49	

Intersection Summary





























Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	126 (66%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle:	190
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.88
Intersection Signal Delay:	43.0
Intersection LOS:	D
Intersection Capacity Utilization	74.4%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 5: SR 535 & Poinciana Blvd



Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

05/04/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 	 		 	 			  	
Traffic Volume (vph)	332	7	56	2	20	178	12	1823	2	21	962	121
Future Volume (vph)	332	7	56	2	20	178	12	1823	2	21	962	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		225	175		0	500		250	450		450
Storage Lanes	2		1	1		0	2		1	1		2
Taper Length (ft)	0			50			100			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.91	1.00
Ped Bike Factor		0.99										0.99
Frt		0.866			0.865				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1626	0	1203	3079	0	2968	3574	1615	1656	4940	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1626	0	1203	3079	0	2968	3574	1615	1656	4940	1546
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		58			98				141			141
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1192			1002			901			963	
Travel Time (s)		27.1			22.8			12.3			13.1	
Confl. Peds. (#/hr)			1									1
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	50%	5%	1%	18%	1%	0%	9%	5%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	342	7	58	2	21	184	12	1879	2	22	992	125
Shared Lane Traffic (%)												
Lane Group Flow (vph)	342	65	0	2	205	0	12	1879	2	22	992	125
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			24			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	8.0	10.0		5.0	10.0		5.0	25.0	25.0	5.0	25.0	25.0
Minimum Split (s)	41.0	44.0		17.0	20.0		17.0	112.0	112.0	17.0	112.0	112.0
Total Split (s)	41.0	44.0		17.0	20.0		17.0	112.0	112.0	17.0	112.0	112.0
Total Split (%)	21.6%	23.2%		8.9%	10.5%		8.9%	58.9%	58.9%	8.9%	58.9%	58.9%
Maximum Green (s)	34.6	36.4		11.3	12.1		9.5	104.5	104.5	9.9	104.3	104.3
Yellow Time (s)	4.4	4.4		3.7	4.0		5.5	5.5	5.5	5.1	5.5	5.5
All-Red Time (s)	2.0	3.2		2.0	3.9		2.0	2.0	2.0	2.0	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	7.6		5.7	7.9		7.5	7.5	7.5	7.1	7.7	7.7
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.5	3.5	2.0	3.5	3.5
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	3.5	3.5	2.0	3.5	3.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		7.0						7.0	7.0		7.0	7.0
Flash Dont Walk (s)		42.0						23.0	23.0		25.0	25.0
Pedestrian Calls (#/hr)		0						0	0		0	0
Act Effct Green (s)	23.3	39.8		5.2	12.1		5.5	123.5	123.5	7.1	127.2	127.2
Actuated g/C Ratio	0.12	0.21		0.03	0.06		0.03	0.65	0.65	0.04	0.67	0.67
v/c Ratio	0.81	0.17		0.06	0.95dr		0.14	0.81	0.00	0.35	0.30	0.12
Control Delay	96.6	16.3		93.5	58.9		99.2	36.3	0.0	103.9	14.6	1.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.6	16.3		93.5	58.9		99.2	36.3	0.0	103.9	14.6	1.8
LOS	F	B		F	E		F	D	A	F	B	A
Approach Delay		83.8			59.2			36.7			14.9	
Approach LOS		F			E			D			B	
90th %ile Green (s)	28.9	40.1		6.0	16.2		6.4	106.1	106.1	9.9	109.0	109.0
90th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	Coord
70th %ile Green (s)	25.6	45.6		0.0	13.3		5.7	114.0	114.0	8.2	115.9	115.9
70th %ile Term Code	Gap	Hold		Skip	Gap		Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	23.3	41.2		0.0	11.2		0.0	119.7	119.7	6.9	133.5	133.5
50th %ile Term Code	Gap	Hold		Skip	Gap		Skip	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	21.0	37.7		0.0	10.0		0.0	137.2	137.2	0.0	137.0	137.0
30th %ile Term Code	Gap	Hold		Skip	Min		Skip	Coord	Coord	Skip	Coord	Coord
10th %ile Green (s)	17.6	34.3		0.0	10.0		0.0	140.6	140.6	0.0	140.4	140.4
10th %ile Term Code	Gap	Hold		Skip	Min		Skip	Coord	Coord	Skip	Coord	Coord
Stops (vph)	318	13		3	102		13	1364	0	20	394	5
Fuel Used(gal)	11	1		0	5		1	45	0	1	15	1
CO Emissions (g/hr)	795	61		5	315		36	3134	1	61	1033	60
NOx Emissions (g/hr)	155	12		1	61		7	610	0	12	201	12
VOC Emissions (g/hr)	184	14		1	73		8	726	0	14	239	14
Dilemma Vehicles (#)	0	0		0	0		0	83	0	0	25	0
Queue Length 50th (ft)	218	7		2	70		6	794	0	27	159	0
Queue Length 95th (ft)	270	55		14	118		m13	1262	m0	62	268	24
Internal Link Dist (ft)		1112			922			821			883	
Turn Bay Length (ft)				175			500		250	450		450
Base Capacity (vph)	625	389		71	304		148	2323	1099	86	3306	1081

Lanes, Volumes, Timings
 6: SR 535 & Polynesian Isle Blvd

05/04/2022

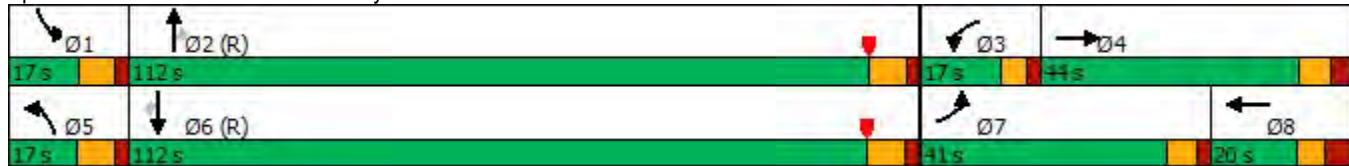


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.17		0.03	0.67		0.08	0.81	0.00	0.26	0.30	0.12

Intersection Summary























Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 159 (84%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 190
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 36.4 Intersection LOS: D
 Intersection Capacity Utilization 86.4% ICU Level of Service E
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 6: SR 535 & Polynesian Isle Blvd



Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

05/04/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	3	3	12	3	54	10	2274	25	43	1075	50
Future Volume (vph)	19	3	3	12	3	54	10	2274	25	43	1075	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	525		525	575		350
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	0			0			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor				1.00					0.98			
Frt		0.925			0.857				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	1406	0	1805	1540	0	1805	3574	1615	1656	3471	1583
Flt Permitted	0.716			0.754			0.950			0.950		
Satd. Flow (perm)	1296	1406	0	1431	1540	0	1805	3574	1588	1656	3471	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			60				96			96
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1002			1000			773			1162	
Travel Time (s)		22.8			22.7			10.5			15.8	
Confl. Peds. (#/hr)				1					3			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	0%	50%	0%	0%	6%	0%	1%	0%	9%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	21	3	3	13	3	60	11	2527	28	48	1194	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	6	0	13	63	0	11	2527	28	48	1194	56
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			30			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	58.1	58.1		12.3	12.3		14.0	38.6	38.6	13.8	38.5	38.5
Total Split (s)	59.0	59.0		59.0	59.0		15.0	86.0	86.0	15.0	86.0	86.0
Total Split (%)	36.9%	36.9%		36.9%	36.9%		9.4%	53.8%	53.8%	9.4%	53.8%	53.8%
Maximum Green (s)	50.9	50.9		51.7	51.7		6.0	78.4	78.4	6.2	78.5	78.5
Yellow Time (s)	4.2	4.2		3.4	3.4		5.6	5.6	5.6	5.5	5.5	5.5
All-Red Time (s)	3.9	3.9		3.9	3.9		3.4	2.0	2.0	3.3	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.1	8.1		7.3	7.3		9.0	7.6	7.6	8.8	7.5	7.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	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	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	7.0
Flash Dont Walk (s)	43.0	43.0						24.0	24.0		24.0	24.0
Pedestrian Calls (#/hr)	0	0						0	0		0	0
Act Effct Green (s)	8.2	8.2		8.9	8.9		6.6	124.0	124.0	10.7	133.8	133.8
Actuated g/C Ratio	0.05	0.05		0.06	0.06		0.04	0.78	0.78	0.07	0.84	0.84
v/c Ratio	0.32	0.08		0.16	0.45		0.15	0.91	0.02	0.44	0.41	0.04
Control Delay	84.6	56.4		75.2	27.1		77.9	24.7	0.0	60.5	13.1	2.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.6	56.4		75.2	27.1		77.9	24.7	0.0	60.5	13.1	2.2
LOS	F	E		E	C		E	C	A	E	B	A
Approach Delay		78.4			35.4			24.6			14.4	
Approach LOS		E			D			C			B	
90th %ile Green (s)	11.5	11.5		12.3	12.3		8.1	110.0	110.0	14.0	115.8	115.8
90th %ile Term Code	Gap	Gap		Hold	Hold		Gap	Coord	Coord	Gap	Coord	Coord
70th %ile Green (s)	9.4	9.4		10.2	10.2		7.1	113.9	113.9	12.2	118.9	118.9
70th %ile Term Code	Gap	Gap		Hold	Hold		Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	8.0	8.0		8.8	8.8		0.0	116.6	116.6	10.9	136.4	136.4
50th %ile Term Code	Gap	Gap		Hold	Hold		Skip	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	6.7	6.7		7.5	7.5		0.0	119.5	119.5	9.3	137.7	137.7
30th %ile Term Code	Hold	Hold		Hold	Hold		Skip	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	0.0	0.0		0.0	0.0		0.0	152.4	152.4	0.0	152.5	152.5
10th %ile Term Code	Skip	Skip		Skip	Skip		Skip	Coord	Coord	Skip	Coord	Coord
Stops (vph)	19	5		12	14		12	1552	0	42	483	4
Fuel Used(gal)	1	0		0	1		0	46	0	2	25	1
CO Emissions (g/hr)	41	9		24	58		27	3243	9	122	1715	52
NOx Emissions (g/hr)	8	2		5	11		5	631	2	24	334	10
VOC Emissions (g/hr)	9	2		6	14		6	752	2	28	398	12
Dilemma Vehicles (#)	0	0		0	0		0	56	0	0	40	0
Queue Length 50th (ft)	22	3		13	3		11	1181	0	52	169	3
Queue Length 95th (ft)	53	20		37	54		34	#1595	0	101	373	15
Internal Link Dist (ft)		922			920			693			1082	
Turn Bay Length (ft)							525		525	575		350
Base Capacity (vph)	412	449		462	538		75	2770	1252	110	2902	1339

Lanes, Volumes, Timings
 7: SR 535 & LBV Factory Stores

05/04/2022

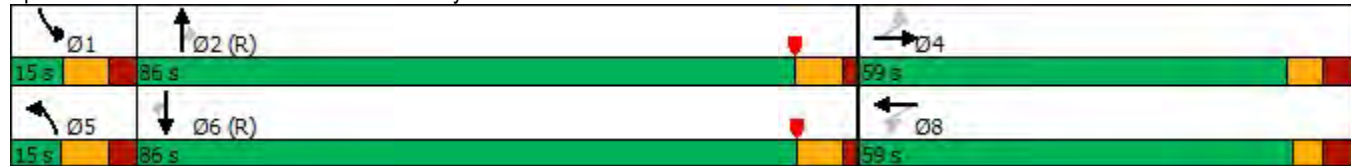


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.01		0.03	0.12		0.15	0.91	0.02	0.44	0.41	0.04

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 115 (72%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 21.9
 Intersection LOS: C
 Intersection Capacity Utilization 83.7%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 7: SR 535 & LBV Factory Stores



Lanes, Volumes, Timings
8: SR 535 & International Dr

05/04/2022



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↖↖	↖	↖	↑↑	↘	↑↑↑	↖
Traffic Volume (vph)	95	66	63	2284	5	1102	61
Future Volume (vph)	95	66	63	2284	5	1102	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%		0%	
Storage Length (ft)	200	0	450		475		475
Storage Lanes	0	1	1		1		1
Taper Length (ft)	100		100		100		
Lane Util. Factor	0.97	1.00	1.00	0.95	1.00	0.91	1.00
Ped Bike Factor							
Frt		0.850					0.850
Flt Protected	0.950		0.950		0.950		
Satd. Flow (prot)	3367	1553	1770	3539	1805	4988	1553
Flt Permitted	0.950		0.950		0.950		
Satd. Flow (perm)	3367	1553	1770	3539	1805	4988	1553
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		73					67
Link Speed (mph)	45			50		50	
Link Distance (ft)	3654			928		1389	
Travel Time (s)	55.4			12.7		18.9	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	0%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%		0%	
Adj. Flow (vph)	104	73	69	2510	5	1211	67
Shared Lane Traffic (%)							
Lane Group Flow (vph)	104	73	69	2510	5	1211	67
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	65			60		60	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	16			36		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9		9
Number of Detectors	1	1	1	2	1	2	1
Detector Template	Left	Right	Left	Thru	Left	Thru	Right
Leading Detector (ft)	20	20	20	100	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0
Turn Type	Prot	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	4		5	2	1	6	
Permitted Phases		4					6
Detector Phase	4	4	5	2	1	6	6
Switch Phase							

Lanes, Volumes, Timings
8: SR 535 & International Dr

05/04/2022



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	55.0	55.0	15.7	17.5	15.1	64.5	64.5
Total Split (s)	60.0	60.0	21.0	80.0	20.0	79.0	79.0
Total Split (%)	37.5%	37.5%	13.1%	50.0%	12.5%	49.4%	49.4%
Maximum Green (s)	51.0	51.0	10.3	72.5	9.9	71.5	71.5
Yellow Time (s)	4.8	4.8	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	4.2	4.2	5.2	2.0	4.6	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	10.7	7.5	10.1	7.5	7.5
Lead/Lag			Lead	Lag	Lead	Lag	Lag
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
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Min	None	C-Min	C-Min
Walk Time (s)	7.0	7.0				7.0	7.0
Flash Dont Walk (s)	39.0	39.0				50.0	50.0
Pedestrian Calls (#/hr)	0	0				0	0
Act Effct Green (s)	10.3	10.3	11.7	129.7	6.1	110.8	110.8
Actuated g/C Ratio	0.06	0.06	0.07	0.81	0.04	0.69	0.69
v/c Ratio	0.48	0.43	0.53	0.87	0.07	0.35	0.06
Control Delay	79.2	21.9	93.8	9.8	47.0	26.4	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.2	21.9	93.8	9.8	47.0	26.4	15.8
LOS	E	C	F	A	D	C	B
Approach Delay	55.6			12.1		25.9	
Approach LOS	E			B		C	
90th %ile Green (s)	13.3	13.3	16.1	113.0	7.1	103.4	103.4
90th %ile Term Code	Gap	Gap	Gap	Coord	Gap	Coord	Coord
70th %ile Green (s)	11.5	11.5	13.6	132.0	0.0	107.7	107.7
70th %ile Term Code	Gap	Gap	Gap	Coord	Skip	Coord	Coord
50th %ile Green (s)	10.3	10.3	11.7	133.2	0.0	110.8	110.8
50th %ile Term Code	Gap	Gap	Gap	Coord	Skip	Coord	Coord
30th %ile Green (s)	9.2	9.2	9.9	134.3	0.0	113.7	113.7
30th %ile Term Code	Gap	Gap	Gap	Coord	Skip	Coord	Coord
10th %ile Green (s)	7.4	7.4	7.2	136.1	0.0	118.2	118.2
10th %ile Term Code	Gap	Gap	Gap	Coord	Skip	Coord	Coord
Stops (vph)	90	13	58	1503	7	612	25
Fuel Used(gal)	5	2	3	58	0	25	1
CO Emissions (g/hr)	343	141	205	4048	14	1749	78
NOx Emissions (g/hr)	67	27	40	788	3	340	15
VOC Emissions (g/hr)	79	33	47	938	3	405	18
Dilemma Vehicles (#)	0	0	0	14	0	77	0
Queue Length 50th (ft)	55	0	70	5	5	312	26
Queue Length 95th (ft)	88	54	m74	#1591	m11	363	m58
Internal Link Dist (ft)	3574			848		1309	
Turn Bay Length (ft)	200		450		475		475
Base Capacity (vph)	1073	544	137	2869	111	3452	1095

Lanes, Volumes, Timings
8: SR 535 & International Dr

05/04/2022

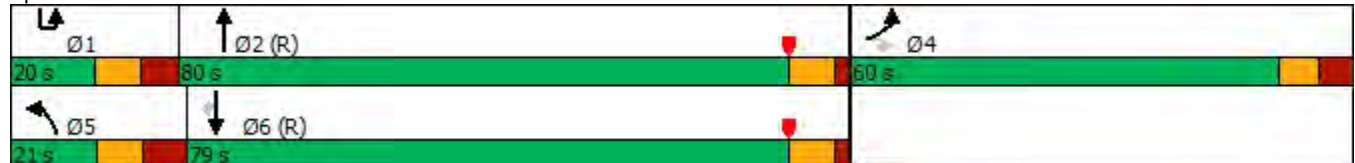


Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.13	0.50	0.87	0.05	0.35	0.06

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	3 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	140
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.87
Intersection Signal Delay:	18.4
Intersection LOS:	B
Intersection Capacity Utilization	81.1%
ICU Level of Service	D
Analysis Period (min)	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: SR 535 & International Dr



Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	375	174	286	841	420	475	1480	424	216	708	298
Future Volume (vph)	71	375	174	286	841	420	475	1480	424	216	708	298
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	575		575	250		0	500		300	650		400
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	50			200			300			150		
Lane Util. Factor	1.00	0.95	0.88	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3374	2760	3273	3471	1538	3502	5085	1495	3433	5085	1455
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1719	3374	2760	3273	3471	1538	3502	5085	1495	3433	5085	1455
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			304			359			359			359
Link Speed (mph)		55			45			50				50
Link Distance (ft)		2496			1190			1389				1779
Travel Time (s)		30.9			18.0			18.9				24.3
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	7%	3%	7%	4%	5%	0%	2%	8%	2%	2%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	72	379	176	289	849	424	480	1495	428	218	715	301
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	379	176	289	849	424	480	1495	428	218	715	301
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36				48
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			Free			Free			Free
Detector Phase	1	6	6	5	2		7	4		3	8	
Switch Phase												

Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	13.8	12.7	12.7	13.0	13.0		16.6	17.6		16.6	17.6	
Total Split (s)	17.0	43.0	43.0	31.0	57.0		42.0	63.0		23.0	44.0	
Total Split (%)	10.6%	26.9%	26.9%	19.4%	35.6%		26.3%	39.4%		14.4%	27.5%	
Maximum Green (s)	8.2	35.3	35.3	23.0	49.0		30.4	55.4		11.4	36.4	
Yellow Time (s)	5.5	5.5	5.5	4.8	4.8		5.6	5.6		5.6	5.6	
All-Red Time (s)	3.3	2.2	2.2	3.2	3.2		6.0	2.0		6.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.8	7.7	7.7	8.0	8.0		11.6	7.6		11.6	7.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	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	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	8.9	39.4	39.4	19.1	48.4	160.0	37.9	53.7	160.0	13.0	28.7	160.0
Actuated g/C Ratio	0.06	0.25	0.25	0.12	0.30	1.00	0.24	0.34	1.00	0.08	0.18	1.00
v/c Ratio	0.76	0.46	0.19	0.74	0.81	0.28	0.58	0.88	0.29	0.78	0.78	0.21
Control Delay	135.7	44.2	2.6	98.2	55.1	0.4	70.5	68.7	0.2	91.0	69.0	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	135.7	44.2	2.6	98.2	55.1	0.4	70.5	68.7	0.2	91.0	69.0	0.3
LOS	F	D	A	F	E	A	E	E	A	F	E	A
Approach Delay		43.1			48.2			56.9			56.1	
Approach LOS		D			D			E			E	
90th %ile Green (s)	8.2	35.3	35.3	23.0	49.0		32.5	55.4		11.4	34.3	
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Max		Max	Gap	
70th %ile Green (s)	8.2	36.9	36.9	21.4	49.0		35.3	55.4		11.4	31.5	
70th %ile Term Code	Max	Coord	Coord	Gap	Coord		Hold	Max		Max	Gap	
50th %ile Green (s)	8.2	35.8	35.8	19.3	45.8		41.4	55.4		14.6	28.6	
50th %ile Term Code	Max	Coord	Coord	Gap	Coord		Hold	Max		Max	Gap	
30th %ile Green (s)	11.4	39.5	39.5	17.3	44.3		41.8	53.4		14.9	26.5	
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Hold	Gap		Gap	Gap	
10th %ile Green (s)	8.5	49.3	49.3	14.4	54.1		38.7	48.9		12.5	22.7	
10th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Hold	Gap		Gap	Gap	
Stops (vph)	64	258	21	282	612	0	438	1374	0	194	661	0
Fuel Used(gal)	4	14	3	11	24	3	18	55	4	9	28	3
CO Emissions (g/hr)	299	986	226	799	1646	229	1239	3832	263	658	1963	236
NOx Emissions (g/hr)	58	192	44	155	320	45	241	746	51	128	382	46
VOC Emissions (g/hr)	69	228	52	185	381	53	287	888	61	153	455	55
Dilemma Vehicles (#)	0	26	0	0	46	0	0	39	0	0	18	0
Queue Length 50th (ft)	80	188	0	161	314	0	242	517	0	115	265	0
Queue Length 95th (ft)	#181	169	0	211	420	0	m314	658	m0	#198	302	0
Internal Link Dist (ft)		2416			1110			1309			1699	
Turn Bay Length (ft)	575		575	250			500		300	650		400
Base Capacity (vph)	95	829	908	470	1084	1538	830	1760	1495	278	1156	1455

Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

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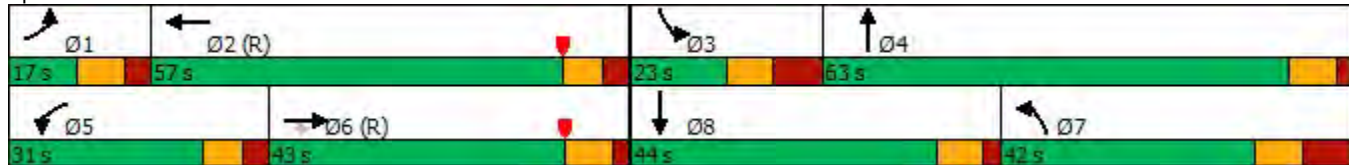


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.46	0.19	0.61	0.78	0.28	0.58	0.85	0.29	0.78	0.62	0.21

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	140 (88%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.88
Intersection Signal Delay:	52.9
Intersection LOS:	D
Intersection Capacity Utilization	92.2%
ICU Level of Service	F
Analysis Period (min)	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SR 535 & SR 536/World Center Dr



Lanes, Volumes, Timings
10: SR 535 & Lake Bryan Beach Blvd

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	22	0	42	29	1890	52	58	1200	0
Future Volume (vph)	0	0	0	22	0	42	29	1890	52	58	1200	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		175	150		0
Storage Lanes	0		0	0		0	1		1	1		0
Taper Length (ft)	0			0			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor												
Frt					0.912				0.850			
Flt Protected					0.983		0.950			0.950		
Satd. Flow (prot)	0	1900	0	0	1513	0	1805	5036	1583	1770	4988	0
Flt Permitted					0.983		0.950			0.950		
Satd. Flow (perm)	0	1900	0	0	1513	0	1805	5036	1583	1770	4988	0
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1035			1008			1779			2813	
Travel Time (s)		23.5			22.9			24.3			38.4	
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	10%	0%	14%	0%	3%	2%	2%	4%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	23	0	43	30	1948	54	60	1237	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	66	0	30	1948	54	60	1237	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
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	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	53.7%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
11: World Gateway Dr & SR 536

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	538	30	90	1346	178	175	8	33	49	13	75
Future Volume (vph)	76	538	30	90	1346	178	175	8	33	49	13	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	700		500	525		575	0		0	250		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			0			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.880				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	4848	1553	1736	5036	1583	1787	1672	0	1805	1638	1357
Flt Permitted	0.950			0.950			0.412			0.728		
Satd. Flow (perm)	1719	4848	1553	1736	5036	1583	775	1672	0	1383	1638	1357
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			134			196			36			143
Link Speed (mph)		55			55			30				30
Link Distance (ft)		2142			2496			879				1989
Travel Time (s)		26.6			30.9			20.0				45.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	7%	4%	4%	3%	2%	1%	0%	0%	0%	16%	19%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	84	591	33	99	1479	196	192	9	36	54	14	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	591	33	99	1479	196	192	45	0	54	14	82
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Detector Phase	5	2	2	1	6	6	3	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
11: World Gateway Dr & SR 536

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	13.7	42.6	42.6	13.5	18.5	18.5	11.7	12.3		11.1	12.3	12.3
Total Split (s)	20.0	95.0	95.0	20.0	95.0	95.0	20.0	24.0		21.0	25.0	25.0
Total Split (%)	12.5%	59.4%	59.4%	12.5%	59.4%	59.4%	12.5%	15.0%		13.1%	15.6%	15.6%
Maximum Green (s)	11.3	86.4	86.4	11.5	86.5	86.5	13.3	16.7		14.9	17.7	17.7
Yellow Time (s)	5.6	5.6	5.6	5.5	5.5	5.5	3.4	3.4		3.4	3.4	3.4
All-Red Time (s)	3.1	3.0	3.0	3.0	3.0	3.0	3.3	3.9		2.7	3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.7	8.6	8.6	8.5	8.5	8.5	6.7	7.3		6.1	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0	7.0									
Flash Dont Walk (s)		27.0	27.0									
Pedestrian Calls (#/hr)		0	0									
Act Effct Green (s)	13.5	85.7	85.7	15.2	87.3	87.3	35.3	21.8		17.4	7.0	7.0
Actuated g/C Ratio	0.08	0.54	0.54	0.10	0.55	0.55	0.22	0.14		0.11	0.04	0.04
v/c Ratio	0.58	0.23	0.04	0.60	0.54	0.21	0.63	0.17		0.31	0.20	0.42
Control Delay	85.8	21.2	0.1	85.5	16.4	2.5	63.8	25.7		53.3	79.5	6.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	85.8	21.2	0.1	85.5	16.4	2.5	63.8	25.7		53.3	79.5	6.5
LOS	F	C	A	F	B	A	E	C		D	E	A
Approach Delay		27.9			18.7			56.5			30.1	
Approach LOS		C			B			E			C	
90th %ile Green (s)	18.2	71.7	71.7	19.8	73.2	73.2	28.4	25.9		12.1	9.0	9.0
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
70th %ile Green (s)	15.6	79.8	79.8	17.5	81.6	81.6	23.9	21.7		10.5	7.7	7.7
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
50th %ile Green (s)	13.6	85.7	85.7	15.5	87.5	87.5	20.9	19.0		9.3	6.8	6.8
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
30th %ile Green (s)	11.5	91.9	91.9	13.2	93.5	93.5	17.9	16.3		8.1	5.9	5.9
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
10th %ile Green (s)	8.5	99.5	99.5	10.0	100.9	100.9	13.9	26.1		0.0	5.5	5.5
10th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Skip	Gap	Gap
Stops (vph)	71	281	0	83	645	24	153	15		44	14	0
Fuel Used(gal)	4	15	0	5	38	3	4	1		2	0	1
CO Emissions (g/hr)	257	1038	28	317	2639	234	302	40		107	34	88
NOx Emissions (g/hr)	50	202	6	62	513	46	59	8		21	7	17
VOC Emissions (g/hr)	60	241	7	73	612	54	70	9		25	8	20
Dilemma Vehicles (#)	0	17	0	0	56	0	0	0		0	0	0
Queue Length 50th (ft)	86	117	0	102	307	11	181	8		46	14	0
Queue Length 95th (ft)	144	172	0	m136	284	m51	255	51		80	40	0
Internal Link Dist (ft)		2062			2416			799			1909	
Turn Bay Length (ft)	700		500	525		575				250		
Base Capacity (vph)	150	2730	933	168	2863	984	303	259		239	181	277

Lanes, Volumes, Timings
 11: World Gateway Dr & SR 536

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.56	0.22	0.04	0.59	0.52	0.20	0.63	0.17		0.23	0.08	0.30

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 35 (22%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 24.7
 Intersection LOS: C
 Intersection Capacity Utilization 67.0%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.




























Splits and Phases: 11: World Gateway Dr & SR 536



Lanes, Volumes, Timings

12: International Dr & World Center Dr/SR 536

05/04/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 			 	
Traffic Volume (vph)	468	440	17	21	1006	450	73	31	30	118	13	493
Future Volume (vph)	468	440	17	21	1006	450	73	31	30	118	13	493
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	375		275	150		0	0		0
Storage Lanes	1		0	1		1	2		0	1		1
Taper Length (ft)	50			50			125			0		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.994				0.850		0.927				0.850
Flt Protected	0.950			0.950			0.950			0.950	0.961	
Satd. Flow (prot)	3433	3384	0	1583	3438	1538	1736	3221	0	1665	1694	1357
Flt Permitted	0.950			0.950			0.950			0.950	0.961	
Satd. Flow (perm)	3433	3384	0	1583	3438	1538	1736	3221	0	1665	1694	1357
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				230		34				509
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1520			2554			1025				1719
Travel Time (s)		23.0			38.7			23.3				39.1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	6%	7%	14%	5%	5%	4%	0%	8%	3%	0%	19%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	538	506	20	24	1156	517	84	36	34	136	15	567
Shared Lane Traffic (%)										45%		
Lane Group Flow (vph)	538	526	0	24	1156	517	84	70	0	75	76	567
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	Free
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases						Free						Free
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												

Lanes, Volumes, Timings
 12: International Dr & World Center Dr/SR 536

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	12.4	37.8		12.6	17.6		11.8	11.8		11.9	11.9	
Total Split (s)	34.0	86.0		14.0	66.0		17.0	17.0		43.0	43.0	
Total Split (%)	21.3%	53.8%		8.8%	41.3%		10.6%	10.6%		26.9%	26.9%	
Maximum Green (s)	26.6	79.2		6.4	58.4		10.2	10.2		36.1	36.1	
Yellow Time (s)	4.8	4.8		5.6	5.6		4.8	4.8		4.9	4.9	
All-Red Time (s)	2.6	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.4	6.8		7.6	7.6		6.8	6.8		6.9	6.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		24.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	31.5	105.9		7.9	76.3	160.0	10.9	10.9		12.6	12.6	160.0
Actuated g/C Ratio	0.20	0.66		0.05	0.48	1.00	0.07	0.07		0.08	0.08	1.00
v/c Ratio	0.80	0.23		0.31	0.70	0.34	0.71	0.28		0.57	0.57	0.42
Control Delay	46.4	22.9		82.6	37.1	0.6	103.1	42.3		87.1	86.8	0.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	46.4	22.9		82.6	37.1	0.6	103.1	42.3		87.1	86.8	0.9
LOS	D	C		F	D	A	F	D		F	F	A
Approach Delay		34.8			26.7			75.4				19.0
Approach LOS		C			C			E				B
90th %ile Green (s)	35.9	93.2		10.8	67.5		10.2	10.2		17.7	17.7	
90th %ile Term Code	Gap	Coord		Gap	Coord		Max	Max		Gap	Gap	
70th %ile Green (s)	33.7	98.0		9.0	72.7		10.2	10.2		14.7	14.7	
70th %ile Term Code	Gap	Coord		Gap	Coord		Max	Max		Gap	Gap	
50th %ile Green (s)	32.0	98.2		7.8	73.4		13.3	13.3		12.6	12.6	
50th %ile Term Code	Gap	Coord		Gap	Coord		Max	Max		Gap	Gap	
30th %ile Green (s)	29.7	117.1		0.0	79.2		11.9	11.9		10.5	10.5	
30th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Gap	Gap	
10th %ile Green (s)	26.0	123.1		0.0	88.9		8.8	8.8		7.6	7.6	
10th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Gap	Gap	
Stops (vph)	420	329		21	787	0	66	32		61	62	0
Fuel Used(gal)	14	11		1	34	8	2	1		2	2	7
CO Emissions (g/hr)	997	751		67	2382	525	173	83		165	167	469
NOx Emissions (g/hr)	194	146		13	463	102	34	16		32	33	91
VOC Emissions (g/hr)	231	174		16	552	122	40	19		38	39	109
Dilemma Vehicles (#)	0	9		0	32	0	0	0		0	0	0
Queue Length 50th (ft)	229	246		25	513	0	86	18		81	82	0
Queue Length 95th (ft)	320	300		56	610	0	#175	44		133	134	0
Internal Link Dist (ft)		1440			2474			945				1639
Turn Bay Length (ft)	250			375		275	150					
Base Capacity (vph)	677	2241		80	1640	1538	121	256		375	382	1357

Lanes, Volumes, Timings
 12: International Dr & World Center Dr/SR 536

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.79	0.23		0.30	0.70	0.34	0.69	0.27		0.20	0.20	0.42

Intersection Summary





























Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 136 (85%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 29.6 Intersection LOS: C
 Intersection Capacity Utilization 69.5% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: International Dr & World Center Dr/SR 536



Lanes, Volumes, Timings
 13: Storey Lake Blvd & US 192

12/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 		 		
Traffic Volume (vph)	19	1203	0	0	2230	145	0	0	0	86	0	48
Future Volume (vph)	19	1203	0	0	2230	145	0	0	0	86	0	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	530		350	0		0	250		0
Storage Lanes	2		0	1		1	0		0	2		1
Taper Length (ft)	100			50			0			50		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.97	0.95	0.95
Ped Bike Factor										0.99	0.99	0.99
Fr t						0.850					0.850	0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3467	5187	0	1900	5187	1615	0	1827	0	3502	1402	1421
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3467	5187	0	1900	5187	1615	0	1827	0	3481	1402	1402
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						142						87
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1318			1205			1001				1017
Travel Time (s)		20.0			18.3			22.8				23.1
Confl. Peds. (#/hr)										2		1
Confl. Bikes (#/hr)										1		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	0%	42%	0%	0%	0%	35%	4%	0%	0%	2%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	21	1322	0	0	2451	159	0	0	0	95	0	53
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	21	1322	0	0	2451	159	0	0	0	95	27	26
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			24			24	
Link Offset(ft)		0			0			0			3	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Perm				Prot	NA	Perm
Protected Phases	5	2		1	6			4		3	8	
Permitted Phases						6	4					8
Detector Phase	5	2		1	6	6	4	4		3	8	8
Switch Phase												

Lanes, Volumes, Timings
 13: Storey Lake Blvd & US 192

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	25.0		6.0	25.0	25.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	17.0	95.0		17.0	95.0	95.0	50.0	50.0		28.0	78.0	78.0
Total Split (s)	17.0	95.0		17.0	95.0	95.0	50.0	50.0		28.0	78.0	78.0
Total Split (%)	8.9%	50.0%		8.9%	50.0%	50.0%	26.3%	26.3%		14.7%	41.1%	41.1%
Maximum Green (s)	7.2	86.6		7.2	86.7	86.7	42.4	42.4		19.0	69.0	69.0
Yellow Time (s)	4.8	4.8		4.8	4.8	4.8	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	5.0	3.6		5.0	3.5	3.5	3.6	3.6		5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	9.8	8.4		9.8	8.3	8.3		7.6		9.0	9.0	9.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.5		2.0	3.5	3.5	2.0	2.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.5		2.0	3.5	3.5	2.0	2.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0					7.0	7.0
Flash Dont Walk (s)		29.0			26.0	26.0					45.0	45.0
Pedestrian Calls (#/hr)		0			0	0					0	0
Act Effct Green (s)	6.7	162.1			152.0	152.0				10.5	10.5	10.5
Actuated g/C Ratio	0.04	0.85			0.80	0.80				0.06	0.06	0.06
v/c Ratio	0.17	0.30			0.59	0.12				0.49	0.17	0.16
Control Delay	90.2	3.2			8.9	1.3				95.4	2.3	2.2
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Total Delay	90.2	3.2			8.9	1.3				95.4	2.3	2.2
LOS	F	A			A	A				F	A	A
Approach Delay		4.6			8.5						62.0	
Approach LOS		A			A						E	
90th %ile Green (s)	8.0	159.2		0.0	141.5	141.5	0.0	0.0		13.4	13.4	13.4
90th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
70th %ile Green (s)	7.1	160.9		0.0	144.1	144.1	0.0	0.0		11.7	11.7	11.7
70th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
50th %ile Green (s)	6.6	162.1		0.0	145.8	145.8	0.0	0.0		10.5	10.5	10.5
50th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
30th %ile Green (s)	0.0	163.2		0.0	163.3	163.3	0.0	0.0		9.4	9.4	9.4
30th %ile Term Code	Skip	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
10th %ile Green (s)	0.0	165.0		0.0	165.1	165.1	0.0	0.0		7.6	7.6	7.6
10th %ile Term Code	Skip	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
Stops (vph)	19	182			820	7				81	0	0
Fuel Used(gal)	1	13			32	1				3	0	0
CO Emissions (g/hr)	52	933			2215	88				196	15	14
NOx Emissions (g/hr)	10	182			431	17				38	3	3
VOC Emissions (g/hr)	12	216			513	20				45	3	3
Dilemma Vehicles (#)	0	39			59	0				0	0	0
Queue Length 50th (ft)	13	57			451	5				60	0	0
Queue Length 95th (ft)	m26	212			532	26				94	0	0
Internal Link Dist (ft)		1238			1125			921			937	
Turn Bay Length (ft)	425					350				250		
Base Capacity (vph)	134	4424			4148	1320				350	564	564

Lanes, Volumes, Timings
 13: Storey Lake Blvd & US 192

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0			0	0				0	0	0
Spillback Cap Reductn	0	0			0	0				0	0	0
Storage Cap Reductn	0	0			0	0				0	0	0
Reduced v/c Ratio	0.16	0.30			0.59	0.12				0.27	0.05	0.05

Intersection Summary





















Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 86 (45%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 190
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 9.1
 Intersection LOS: A
 Intersection Capacity Utilization 63.8%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Storey Lake Blvd & US 192



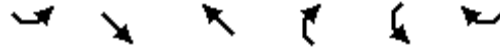
Lanes, Volumes, Timings
 14: SR 535 & Median Opening S

05/04/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	30	0	0	42	16	1795	0	10	975	42
Future Volume (vph)	0	0	30	0	0	42	16	1795	0	10	975	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	750		275	500		400
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	0			0			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865			0.865						0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1536	0	0	1644	1703	3574	1900	1641	4988	1583
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1536	0	0	1644	1703	3574	1900	1641	4988	1583
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		605			604			1019			901	
Travel Time (s)		13.8			13.7			13.9			12.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	7%	0%	0%	0%	6%	1%	0%	10%	4%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	33	0	0	47	18	1994	0	11	1083	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	33	0	0	47	18	1994	0	11	1083	47
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	59.6%						ICU Level of Service B					
Analysis Period (min)	15											

Lanes, Volumes, Timings
 15: SR 535 & Median Opening N

05/04/2022



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	5	1093	2309	24	0	0
Future Volume (vph)	5	1093	2309	24	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	550			550	0	0
Storage Lanes	1			1	0	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Frt				0.850		
Flt Protected	0.950					
Satd. Flow (prot)	1504	3505	3574	1615	0	1900
Flt Permitted	0.950					
Satd. Flow (perm)	1504	3505	3574	1615	0	1900
Link Speed (mph)		50	50		30	
Link Distance (ft)		773	963		1012	
Travel Time (s)		10.5	13.1		23.0	
Confl. Peds. (#/hr)				3		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	20%	3%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	5	1175	2483	26	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	1175	2483	26	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		60	60		0	
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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	67.2%
ICU Level of Service	C
Analysis Period (min)	15

Lanes, Volumes, Timings

16: Poinciana Blvd & Poinciana Blvd WB On Ramp

05/04/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Lane Configurations			↶	↷	↷			
Traffic Volume (vph)	0	0	116	824	400	58		
Future Volume (vph)	0	0	116	824	400	58		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	0			0		
Storage Lanes	0	0	1			0		
Taper Length (ft)	0		0					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95		
Ped Bike Factor								
Frt					0.981			
Flt Protected			0.950					
Satd. Flow (prot)	0	0	1719	3539	3283	0		
Flt Permitted			0.950					
Satd. Flow (perm)	0	0	1719	3539	3283	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)					15			
Link Speed (mph)	30			40	30			
Link Distance (ft)	1264			446	641			
Travel Time (s)	28.7			7.6	14.6			
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.94	0.94	0.95	0.95	0.95	0.95		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	5%	2%	8%	7%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	0	0	122	867	421	61		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	122	867	482	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			24	24			
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		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2			
Detector Template			Left	Thru	Thru			
Leading Detector (ft)			20	100	100			
Trailing Detector (ft)			0	0	0			
Turn Type			Prot	NA	NA			
Protected Phases			5	Free	6		2	4
Permitted Phases								
Detector Phase			5		6			
Switch Phase								

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

05/04/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Minimum Initial (s)			5.0		5.0		5.0	5.0
Minimum Split (s)			11.0		30.0		24.0	24.0
Total Split (s)			35.0		35.0		35.0	35.0
Total Split (%)			33.3%		33.3%		33%	33%
Maximum Green (s)			31.0		31.0		31.0	31.0
Yellow Time (s)			3.0		3.0		3.0	3.0
All-Red Time (s)			1.0		1.0		1.0	1.0
Lost Time Adjust (s)			0.0		0.0			
Total Lost Time (s)			4.0		4.0			
Lead/Lag			Lead		Lag			
Lead-Lag Optimize?			Yes		Yes			
Vehicle Extension (s)			3.0		3.0		3.0	3.0
Minimum Gap (s)			3.0		3.0		3.0	3.0
Time Before Reduce (s)			0.0		0.0		0.0	0.0
Time To Reduce (s)			0.0		0.0		0.0	0.0
Recall Mode			None		C-Min		C-Min	None
Walk Time (s)					10.0			
Flash Dont Walk (s)					16.0			
Pedestrian Calls (#/hr)					0			
Act Effct Green (s)			12.8	105.0	77.1			
Actuated g/C Ratio			0.12	1.00	0.73			
v/c Ratio			0.58	0.24	0.20			
Control Delay			52.2	0.2	5.6			
Queue Delay			0.0	0.0	0.0			
Total Delay			52.2	0.2	5.6			
LOS			D	A	A			
Approach Delay				6.6	5.6			
Approach LOS				A	A			
90th %ile Green (s)			17.9		66.2		88.1	8.9
90th %ile Term Code			Gap		Coord		Coord	Gap
70th %ile Green (s)			14.9		70.5		89.4	7.6
70th %ile Term Code			Gap		Coord		Coord	Gap
50th %ile Green (s)			12.8		73.5		90.3	6.7
50th %ile Term Code			Gap		Coord		Coord	Gap
30th %ile Green (s)			10.7		86.3		101.0	0.0
30th %ile Term Code			Gap		Coord		Coord	Skip
10th %ile Green (s)			7.8		89.2		101.0	0.0
10th %ile Term Code			Gap		Coord		Coord	Skip
Stops (vph)			96	0	137			
Fuel Used(gal)			3	3	4			
CO Emissions (g/hr)			177	176	249			
NOx Emissions (g/hr)			34	34	48			
VOC Emissions (g/hr)			41	41	58			
Dilemma Vehicles (#)			0	0	0			
Queue Length 50th (ft)			73	0	50			
Queue Length 95th (ft)			112	0	89			
Internal Link Dist (ft)	1184			366	561			
Turn Bay Length (ft)								
Base Capacity (vph)			507	3539	2415			

Lanes, Volumes, Timings

16: Poinciana Blvd & Poinciana Blvd WB On Ramp

05/04/2022

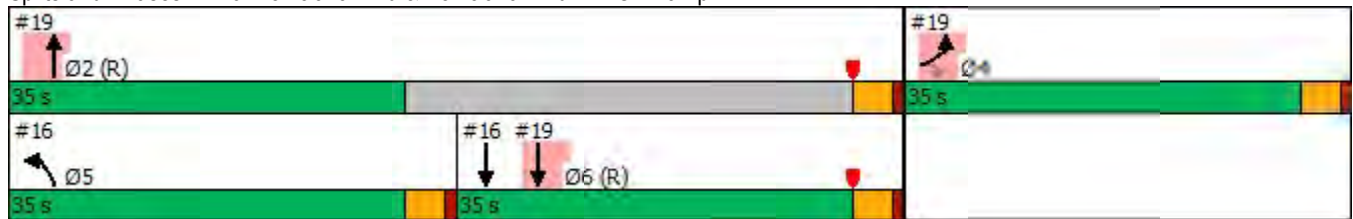


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Starvation Cap Reductn			0	0	0			
Spillback Cap Reductn			0	0	0			
Storage Cap Reductn			0	0	0			
Reduced v/c Ratio			0.24	0.24	0.20			

Intersection Summary
































Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	28 (27%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.58
Intersection Signal Delay:	6.2
Intersection LOS:	A
Intersection Capacity Utilization	36.5%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 16: Poinciana Blvd & Poinciana Blvd WB On Ramp



Lanes, Volumes, Timings
17: N Poinciana Blvd & US 192

05/04/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		 	  			 			 	
Traffic Volume (vph)	66	1745	187	41	1222	39	452	760	58	33	325	64
Future Volume (vph)	66	1745	187	41	1222	39	452	760	58	33	325	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	390		390	330		330	234		0	475		475
Storage Lanes	2		1	2		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.98			0.99	1.00	1.00				
Frt			0.850			0.850		0.989				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3467	5085	1583	3433	5085	1599	1805	3460	0	1671	3406	1583
Flt Permitted	0.950			0.950			0.443			0.205		
Satd. Flow (perm)	3466	5085	1558	3433	5085	1579	839	3460	0	361	3406	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131			95		4				129
Link Speed (mph)		45			45			30				30
Link Distance (ft)		3747			3191			547				771
Travel Time (s)		56.8			48.3			12.4				17.5
Confl. Peds. (#/hr)	1		3				3		3			
Confl. Bikes (#/hr)				2		1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	2%	2%	2%	1%	0%	3%	4%	8%	6%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	69	1837	197	43	1286	41	476	800	61	35	342	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	1837	197	43	1286	41	476	861	0	35	342	67
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
17: N Poinciana Blvd & US 192

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	13.4	49.4	49.4	13.4	50.4	50.4	13.8	40.8		13.8	38.8	38.8
Total Split (s)	28.0	49.4	49.4	48.0	65.0	65.0	21.0	76.0		21.0	76.0	76.0
Total Split (%)	14.4%	25.4%	25.4%	24.7%	33.4%	33.4%	10.8%	39.1%		10.8%	39.1%	39.1%
Maximum Green (s)	21.6	43.0	43.0	41.6	58.6	58.6	14.2	69.2		14.2	69.2	69.2
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		36.0	36.0		37.0	37.0		27.0			25.0	25.0
Pedestrian Calls (#/hr)		0	0		0	0		0			0	0
Act Effct Green (s)	9.3	79.2	79.2	8.1	75.3	75.3	89.4	78.1		77.2	69.2	69.2
Actuated g/C Ratio	0.05	0.41	0.41	0.04	0.39	0.39	0.46	0.40		0.40	0.36	0.36
v/c Ratio	0.42	0.89	0.28	0.30	0.65	0.06	1.04	0.62		0.18	0.28	0.10
Control Delay	97.1	60.1	14.5	95.5	51.0	0.2	98.0	49.2		31.2	45.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	97.1	60.1	14.5	95.5	51.0	0.2	98.0	49.2		31.2	45.6	0.3
LOS	F	E	B	F	D	A	F	D		C	D	A
Approach Delay		57.1			50.9			66.6			37.6	
Approach LOS		E			D			E			D	
90th %ile Green (s)	11.8	74.7	74.7	9.9	72.8	72.8	14.2	73.5		9.9	69.2	69.2
90th %ile Term Code	Gap	Max	Max	Gap	Hold	Hold	Max	Coord		Gap	Coord	Coord
70th %ile Green (s)	10.3	75.9	75.9	8.7	74.3	74.3	14.2	74.9		8.5	69.2	69.2
70th %ile Term Code	Gap	Max	Max	Gap	Hold	Hold	Max	Coord		Gap	Coord	Coord
50th %ile Green (s)	9.3	76.7	76.7	7.9	75.3	75.3	14.2	75.7		7.7	69.2	69.2
50th %ile Term Code	Gap	Max	Max	Gap	Hold	Hold	Max	Coord		Gap	Coord	Coord
30th %ile Green (s)	8.2	77.6	77.6	7.0	76.4	76.4	14.2	76.4		7.0	69.2	69.2
30th %ile Term Code	Gap	Max	Max	Min	Hold	Hold	Max	Coord		Min	Coord	Coord
10th %ile Green (s)	7.0	91.0	91.0	0.0	77.6	77.6	14.2	90.2		0.0	69.2	69.2
10th %ile Term Code	Min	Max	Max	Skip	Hold	Hold	Max	Coord		Skip	Coord	Coord
Stops (vph)	63	1565	44	38	985	0	302	642		20	227	0
Fuel Used(gal)	4	83	6	2	50	1	13	15		1	6	0
CO Emissions (g/hr)	258	5821	395	148	3512	57	882	1064		36	435	27
NOx Emissions (g/hr)	50	1132	77	29	683	11	172	207		7	85	5
VOC Emissions (g/hr)	60	1349	92	34	814	13	204	247		8	101	6
Dilemma Vehicles (#)	0	44	0	0	25	0	0	0		0	0	0
Queue Length 50th (ft)	45	817	53	28	495	0	~471	470		24	165	0
Queue Length 95th (ft)	75	896	122	52	560	0	#783	557		49	212	0
Internal Link Dist (ft)		3667			3111			467			691	
Turn Bay Length (ft)	390		390	330		330	234			475		475
Base Capacity (vph)	385	2071	712	734	1969	669	456	1393		250	1212	646

Lanes, Volumes, Timings
 17: N Poinciana Blvd & US 192

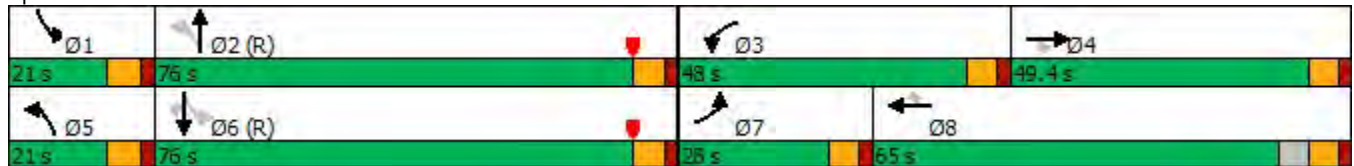
05/04/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.18	0.89	0.28	0.06	0.65	0.06	1.04	0.62		0.14	0.28	0.10

Intersection Summary













Area Type:	Other
Cycle Length:	194.4
Actuated Cycle Length:	194.4
Offset:	25.2 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.04
Intersection Signal Delay:	56.2
Intersection LOS:	E
Intersection Capacity Utilization	88.1%
ICU Level of Service	E
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 17: N Poinciana Blvd & US 192



Lanes, Volumes, Timings
 18: Poinciana Blvd & Westbound Off Ramp

05/04/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	184	122	76	0	0	52
Future Volume (vph)	184	122	76	0	0	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1599	3574	0	0	3471
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1599	3574	0	0	3471
Link Speed (mph)	30		30			30
Link Distance (ft)	1736		637			432
Travel Time (s)	39.5		14.5			9.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	2%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	194	128	80	0	0	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	194	128	80	0	0	55
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.2%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp

05/04/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Lane Configurations							
Traffic Volume (vph)	19	10	0	930	400	0	
Future Volume (vph)	19	10	0	930	400	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	1	0			0	
Taper Length (ft)	0		0				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	
Ped Bike Factor							
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	1626	1154	0	3539	3282	0	
Flt Permitted	0.950						
Satd. Flow (perm)	1626	1154	0	3539	3282	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		10					
Link Speed (mph)	30			40	40		
Link Distance (ft)	1471			395	446		
Travel Time (s)	33.4			6.7	7.6		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.96	0.96	0.92	0.96	0.96	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	11%	40%	2%	2%	10%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	20	10	0	969	417	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	20	10	0	969	417	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			24	24		
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	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	1		2	2		
Detector Template	Left	Right		Thru	Thru		
Leading Detector (ft)	20	20		100	100		
Trailing Detector (ft)	0	0		0	0		
Turn Type	Prot	Perm		NA	NA		
Protected Phases	4			2	6	5	
Permitted Phases		4					
Detector Phase	4	4		2	6		
Switch Phase							

Lanes, Volumes, Timings
 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp

05/04/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	24.0	24.0		24.0	30.0		11.0
Total Split (s)	35.0	35.0		35.0	35.0		35.0
Total Split (%)	33.3%	33.3%		33.3%	33.3%		33%
Maximum Green (s)	31.0	31.0		31.0	31.0		31.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		
Total Lost Time (s)	4.0	4.0		4.0	4.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None		C-Min	C-Min		None
Walk Time (s)					10.0		
Flash Dont Walk (s)					16.0		
Pedestrian Calls (#/hr)					0		
Act Effct Green (s)	6.9	6.9		95.6	77.1		
Actuated g/C Ratio	0.07	0.07		0.91	0.73		
v/c Ratio	0.19	0.12		0.30	0.17		
Control Delay	49.8	26.8		1.4	2.2		
Queue Delay	0.0	0.0		0.0	0.0		
Total Delay	49.8	26.8		1.4	2.2		
LOS	D	C		A	A		
Approach Delay	42.2			1.4	2.2		
Approach LOS	D			A	A		
90th %ile Green (s)	8.9	8.9		88.1	66.2		17.9
90th %ile Term Code	Gap	Gap		Coord	Coord		Gap
70th %ile Green (s)	7.6	7.6		89.4	70.5		14.9
70th %ile Term Code	Gap	Gap		Coord	Coord		Gap
50th %ile Green (s)	6.7	6.7		90.3	73.5		12.8
50th %ile Term Code	Gap	Gap		Coord	Coord		Gap
30th %ile Green (s)	0.0	0.0		101.0	86.3		10.7
30th %ile Term Code	Skip	Skip		Coord	Coord		Gap
10th %ile Green (s)	0.0	0.0		101.0	89.2		7.8
10th %ile Term Code	Skip	Skip		Coord	Coord		Gap
Stops (vph)	20	6		111	32		
Fuel Used(gal)	1	0		4	2		
CO Emissions (g/hr)	36	14		269	119		
NOx Emissions (g/hr)	7	3		52	23		
VOC Emissions (g/hr)	8	3		62	28		
Dilemma Vehicles (#)	0	0		30	19		
Queue Length 50th (ft)	13	0		42	12		
Queue Length 95th (ft)	37	17		67	16		
Internal Link Dist (ft)	1391			315	366		
Turn Bay Length (ft)							
Base Capacity (vph)	480	347		3221	2411		

Lanes, Volumes, Timings

19: Poinciana Blvd & Poinciana Blvd EB Off Ramp

05/04/2022

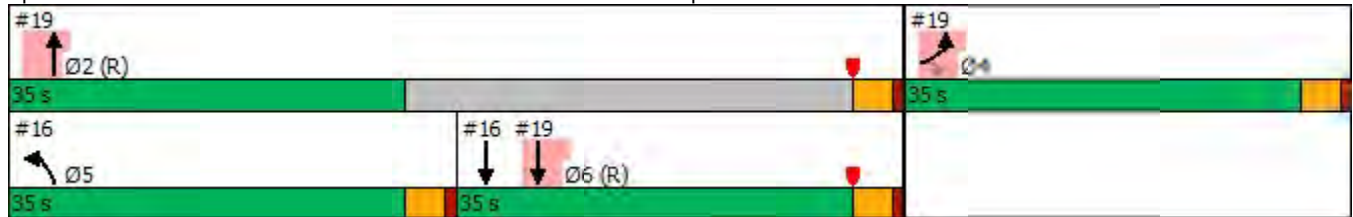


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Starvation Cap Reductn	0	0		0	0		
Spillback Cap Reductn	0	0		0	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	0.04	0.03		0.30	0.17		

Intersection Summary

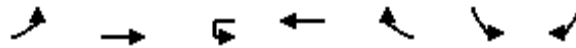
Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	28 (27%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.58
Intersection Signal Delay:	2.5
Intersection LOS:	A
Intersection Capacity Utilization	36.5%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp



Lanes, Volumes, Timings
20: International Dr & World Gateway Dr

05/04/2022



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↞	↑↑↑		↘	↘
Traffic Volume (vph)	142	82	0	77	74	48	85
Future Volume (vph)	142	82	0	77	74	48	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	200		200		0	0	0
Storage Lanes	1		1		0	1	1
Taper Length (ft)	50		50			0	
Lane Util. Factor	1.00	0.91	1.00	0.91	0.91	1.00	1.00
Ped Bike Factor							
Frt				0.926			0.850
Flt Protected	0.950					0.950	
Satd. Flow (prot)	1805	4590	1900	4779	0	1805	1553
Flt Permitted	0.950					0.950	
Satd. Flow (perm)	1805	4590	1900	4779	0	1805	1553
Link Speed (mph)		45		45		30	
Link Distance (ft)		1160		3654		879	
Travel Time (s)		17.6		55.4		20.0	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	13%	0%	1%	0%	0%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%		0%		0%	
Adj. Flow (vph)	178	103	0	96	93	60	106
Shared Lane Traffic (%)							
Lane Group Flow (vph)	178	103	0	189	0	60	106
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		60		60		36	
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
Turning Speed (mph)	15		9		9	15	9
Sign Control		Free		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	24.5%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
21: World Center Dr & Buena Vista Suites

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	969	6	22	1515	14	14	2	14	1	1	18
Future Volume (vph)	40	969	6	22	1515	14	14	2	14	1	1	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	500		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt		0.999			0.999			0.937				0.878
Flt Protected	0.950			0.950				0.977				0.998
Satd. Flow (prot)	1752	4984	0	1805	4980	0	0	1684	0	0	1503	0
Flt Permitted	0.950			0.950				0.977				0.998
Satd. Flow (perm)	1752	4984	0	1805	4980	0	0	1684	0	0	1503	0
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1190			510			350				496
Travel Time (s)		18.0			7.7			8.0				11.3
Confl. Peds. (#/hr)			1									
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	4%	0%	0%	4%	10%	7%	0%	0%	0%	0%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	41	989	6	22	1546	14	14	2	14	1	1	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	995	0	22	1560	0	0	30	0	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 47.5% ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
 22: World Center Dr & Caribe Royale Orlando

05/04/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↘	↗
Traffic Volume (vph)	46	938	1532	40	9	19
Future Volume (vph)	46	938	1532	40	9	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	1
Taper Length (ft)	0				0	
Lane Util. Factor	0.91	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.996			0.850
Flt Protected		0.998			0.950	
Satd. Flow (prot)	0	4975	5017	0	1770	1538
Flt Permitted		0.998			0.950	
Satd. Flow (perm)	0	4975	5017	0	1770	1538
Link Speed (mph)		45	45		30	
Link Distance (ft)		510	1520		505	
Travel Time (s)		7.7	23.0		11.5	
Confl. Peds. (#/hr)					1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	4%	3%	2%	2%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	47	967	1579	41	9	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1014	1620	0	9	20
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	




























Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	62.8%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings

1: SR 535 & US 192

03/01/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 						 	 
Traffic Volume (vph)	129	1279	2	4	1126	668	3	1	3	945	1	184
Future Volume (vph)	129	1279	2	4	1126	668	3	1	3	945	1	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	475		0	350		400	0		0	0		300
Storage Lanes	2		0	1		1	1		0	1		2
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor		1.00		1.00		0.99	1.00			1.00	1.00	
Frt						0.850		0.887				0.850
Flt Protected	0.950			0.950			0.950			0.950	0.952	
Satd. Flow (prot)	3467	5085	0	1805	5085	1583	1805	1685	0	1715	1718	2842
Flt Permitted	0.950			0.950			0.950			0.950	0.952	
Satd. Flow (perm)	3467	5085	0	1798	5085	1563	1801	1685	0	1712	1716	2842
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						471		3				134
Link Speed (mph)		45			45			50				45
Link Distance (ft)		3191			1318			1015				993
Travel Time (s)		48.3			20.0			13.8				15.0
Confl. Peds. (#/hr)			3	9		2	3			1		2
Confl. Bikes (#/hr)				4			1					
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	139	1375	2	4	1211	718	3	1	3	1016	1	198
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	139	1377	0	4	1211	718	3	4	0	508	509	198
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				60
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	pt+ov
Protected Phases	5	2		1	6		8	8		4	4	4
Permitted Phases						Free						
Detector Phase	5	2		1	6		8	8		4	4	4
Switch Phase												

Lanes, Volumes, Timings

1: SR 535 & US 192

03/01/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	15.0		5.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.8	43.8		11.8	35.8		12.9	12.9		46.8	46.8	
Total Split (s)	29.0	107.0		26.0	104.0		20.0	20.0		57.0	57.0	
Total Split (%)	13.8%	51.0%		12.4%	49.5%		9.5%	9.5%		27.1%	27.1%	
Maximum Green (s)	23.2	101.2		20.2	98.2		15.6	15.6		51.2	51.2	
Yellow Time (s)	4.8	4.8		4.8	4.8		3.4	3.4		4.8	4.8	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.8	5.8		5.8	5.8		4.4	4.4		5.8	5.8	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.5	3.0		2.0	3.0		1.5	1.5		3.0	3.0	
Minimum Gap (s)	1.5	3.0		2.0	3.0		1.5	1.5		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			10.0					7.0	7.0	
Flash Dont Walk (s)		30.0			19.0					33.0	33.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)	12.3	140.6		5.3	124.9	210.0	6.0	6.0		51.2	51.2	67.0
Actuated g/C Ratio	0.06	0.67		0.03	0.59	1.00	0.03	0.03		0.24	0.24	0.32
v/c Ratio	0.68	0.40		0.09	0.40	0.46	0.06	0.08		1.22	1.22	0.20
Control Delay	113.7	16.9		103.8	23.8	1.0	101.7	69.5		179.1	179.9	14.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	113.7	16.9		103.8	23.8	1.0	101.7	69.5		179.1	179.9	14.9
LOS	F	B		F	C	A	F	E		F	F	B
Approach Delay		25.8			15.5			83.3			152.7	
Approach LOS		C			B			F			F	
90th %ile Green (s)	16.1	124.8		6.2	114.9		6.0	6.0		51.2	51.2	
90th %ile Term Code	Gap	Coord		Gap	Coord		Min	Min		Max	Max	
70th %ile Green (s)	13.9	136.8		0.0	117.1		6.0	6.0		51.2	51.2	
70th %ile Term Code	Gap	Coord		Skip	Coord		Min	Min		Max	Max	
50th %ile Green (s)	12.3	147.2		0.0	129.1		0.0	0.0		51.2	51.2	
50th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Max	Max	
30th %ile Green (s)	10.8	147.2		0.0	130.6		0.0	0.0		51.2	51.2	
30th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Max	Max	
10th %ile Green (s)	8.5	147.2		0.0	132.9		0.0	0.0		51.2	51.2	
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Max	Max	
Stops (vph)	126	568		6	588	0	4	3		386	387	43
Fuel Used(gal)	7	38		0	22	6	0	0		25	25	2
CO Emissions (g/hr)	505	2657		14	1566	409	10	9		1751	1760	159
NOx Emissions (g/hr)	98	517		3	305	80	2	2		341	342	31
VOC Emissions (g/hr)	117	616		3	363	95	2	2		406	408	37
Dilemma Vehicles (#)	0	31		0	27	0	0	0		0	9	0
Queue Length 50th (ft)	99	272		6	302	0	4	1		-900	-902	34
Queue Length 95th (ft)	140	415		22	397	0	19	18		#1165	#1167	65
Internal Link Dist (ft)		3111			1238			935			913	
Turn Bay Length (ft)	475			350		400						300
Base Capacity (vph)	383	3405		173	3025	1563	134	127		418	418	1138

Lanes, Volumes, Timings

1: SR 535 & US 192

03/01/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.36	0.40		0.02	0.40	0.46	0.02	0.03		1.22	1.22	0.17

Intersection Summary
























Area Type:	Other
Cycle Length:	210
Actuated Cycle Length:	210
Offset:	137.8 (66%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.22
Intersection Signal Delay:	54.6
Intersection LOS:	D
Intersection Capacity Utilization	82.4%
ICU Level of Service	E
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 1: SR 535 & US 192

Ø1 26 s	Ø2 (R) 107 s	Ø4 57 s	Ø8 20 s
Ø5 29 s	Ø6 (R) 104 s		

Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Road

05/04/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	21	46	30	15	66	15	745	46	82	1058	110
Future Volume (vph)	77	21	46	30	15	66	15	745	46	82	1058	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	150		0	375		0	250		300
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor		0.99		1.00	1.00							
Frt		0.896				0.850			0.850			0.850
Flt Protected	0.950			0.950	0.984		0.950			0.950		
Satd. Flow (prot)	1752	1687	0	1649	1753	1615	1805	3539	1568	1805	3574	1583
Flt Permitted	0.950			0.950	0.984		0.950			0.950		
Satd. Flow (perm)	1752	1687	0	1647	1752	1615	1805	3539	1568	1805	3574	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49				99			100			100
Link Speed (mph)		30			30			45				50
Link Distance (ft)		1016			992			993			1206	
Travel Time (s)		23.1			22.5			15.0			16.4	
Confl. Peds. (#/hr)				1								
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	0%	4%	0%	0%	0%	2%	3%	0%	1%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	82	22	49	32	16	70	16	793	49	87	1126	117
Shared Lane Traffic (%)				26%								
Lane Group Flow (vph)	82	71	0	24	24	70	16	793	49	87	1126	117
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4			6			2
Detector Phase	8	8		4	4	4	1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Road

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	11.6	11.6		12.0	12.0	12.0	11.8	34.8	34.8	11.8	34.8	34.8
Total Split (s)	48.0	48.0		52.0	52.0	52.0	21.0	65.0	65.0	25.0	69.0	69.0
Total Split (%)	25.3%	25.3%		27.4%	27.4%	27.4%	11.1%	34.2%	34.2%	13.2%	36.3%	36.3%
Maximum Green (s)	41.4	41.4		45.0	45.0	45.0	14.2	58.2	58.2	18.2	62.2	62.2
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.9	2.9		3.3	3.3	3.3	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6		7.0	7.0	7.0	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Minimum Gap (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Dont Walk (s)								21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	13.8	13.8		7.8	7.8	7.8	6.7	127.2	127.2	14.0	139.4	139.4
Actuated g/C Ratio	0.07	0.07		0.04	0.04	0.04	0.04	0.67	0.67	0.07	0.73	0.73
v/c Ratio	0.65	0.43		0.36	0.34	0.43	0.25	0.33	0.05	0.65	0.43	0.10
Control Delay	107.6	38.5		102.4	100.1	12.8	97.9	14.8	0.1	107.5	11.8	2.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.6	38.5		102.4	100.1	12.8	97.9	14.8	0.1	107.5	11.8	2.7
LOS	F	D		F	F	B	F	B	A	F	B	A
Approach Delay		75.5			48.8			15.5			17.3	
Approach LOS		E			D			B			B	
90th %ile Green (s)	19.3	19.3		10.8	10.8	10.8	8.9	113.3	113.3	19.4	123.8	123.8
90th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord	Coord	Gap	Coord	Coord
70th %ile Green (s)	16.1	16.1		8.9	8.9	8.9	7.5	121.6	121.6	16.2	130.3	130.3
70th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	13.8	13.8		7.7	7.7	7.7	6.6	127.3	127.3	14.0	134.7	134.7
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	11.5	11.5		6.4	6.4	6.4	0.0	133.1	133.1	11.8	151.7	151.7
30th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Skip	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	8.3	8.3		5.0	5.0	5.0	0.0	140.9	140.9	8.6	156.3	156.3
10th %ile Term Code	Gap	Gap		Min	Min	Min	Skip	Coord	Coord	Gap	Coord	Coord
Stops (vph)	74	25		23	23	3	15	313	0	80	407	9
Fuel Used(gal)	3	1		1	1	1	1	11	0	4	17	1
CO Emissions (g/hr)	189	83		55	54	49	41	765	21	255	1180	73
NOx Emissions (g/hr)	37	16		11	11	10	8	149	4	50	230	14
VOC Emissions (g/hr)	44	19		13	13	11	9	177	5	59	274	17
Dilemma Vehicles (#)	0	0		0	0	0	0	20	0	0	28	0
Queue Length 50th (ft)	102	26		31	31	0	20	212	0	108	296	6
Queue Length 95th (ft)	163	83		69	69	22	51	310	0	172	412	33
Internal Link Dist (ft)		936			912			913			1126	
Turn Bay Length (ft)	100			150			375			250		300
Base Capacity (vph)	381	405		390	415	458	134	2370	1083	174	2621	1187

Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Road

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.18		0.06	0.06	0.15	0.12	0.33	0.05	0.50	0.43	0.10

Intersection Summary

Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	116 (61%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	21.8
Intersection LOS:	C
Intersection Capacity Utilization	61.2%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 2: SR 535 & Kyngs Heath Road



Lanes, Volumes, Timings
 3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↘	↕	↗		↕	↘
Traffic Volume (vph)	0	0	68	0	0	0	23	865	0	0	1182	32
Future Volume (vph)	0	0	68	0	0	0	23	865	0	0	1182	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	225		375	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	0			0			150			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Flt			0.865									0.850
Flt Protected							0.950					
Satd. Flow (prot)	0	0	1644	0	0	0	1805	3539	1900	0	3610	1568
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	1644	0	0	0	1805	3539	1900	0	3610	1568
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1258			543			1206			422	
Travel Time (s)		28.6			12.3			16.4			5.8	
Confl. Peds. (#/hr)							1					
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	74	0	0	0	25	940	0	0	1285	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	74	0	0	0	25	940	0	0	1285	35
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			0			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 43.6% ICU Level of Service A
 Analysis Period (min) 15

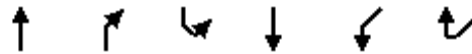
Lanes, Volumes, Timings
4: SR 535 & Osceola Pkwy on-ramp

05/04/2022

	↑	↗	↘	↓	↙	↖
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑		↗↘	↑↑↑		
Traffic Volume (vph)	784	81	378	1214	0	0
Future Volume (vph)	784	81	378	1214	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	525		0	0
Storage Lanes		0	2		0	0
Taper Length (ft)			75		0	
Lane Util. Factor	0.95	0.95	0.97	0.91	1.00	1.00
Ped Bike Factor						
Frt	0.986					
Flt Protected			0.950			
Satd. Flow (prot)	3493	0	3433	5136	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	3493	0	3433	5136	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	24					
Link Speed (mph)	50			50	30	
Link Distance (ft)	422			1068	1026	
Travel Time (s)	5.8			14.6	23.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	2%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	843	87	406	1305	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	930	0	406	1305	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	48			48	0	
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
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		
Detector Template	Thru		Left	Thru		
Leading Detector (ft)	100		20	100		
Trailing Detector (ft)	0		0	0		
Turn Type	NA		Prot	NA		
Protected Phases	2		1	6		
Permitted Phases						
Detector Phase	2		1	6		
Switch Phase						

Lanes, Volumes, Timings
4: SR 535 & Osceola Pkwy on-ramp

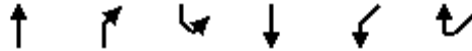
05/04/2022



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	12.0		5.0	12.0		
Minimum Split (s)	24.8		12.5	25.5		
Total Split (s)	59.0		26.0	85.0		
Total Split (%)	69.4%		30.6%	100.0%		
Maximum Green (s)	52.2		18.5	78.2		
Yellow Time (s)	4.8		5.5	4.8		
All-Red Time (s)	2.0		2.0	2.0		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	6.8		7.5	6.8		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		2.0	3.0		
Minimum Gap (s)	3.0		2.0	3.0		
Time Before Reduce (s)	0.0		0.0	0.0		
Time To Reduce (s)	0.0		0.0	0.0		
Recall Mode	C-Min		None	C-Min		
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	56.4		14.3	85.0		
Actuated g/C Ratio	0.66		0.17	1.00		
v/c Ratio	0.40		0.70	0.25		
Control Delay	7.4		39.9	0.1		
Queue Delay	0.0		0.0	0.0		
Total Delay	7.4		39.9	0.1		
LOS	A		D	A		
Approach Delay	7.4			9.6		
Approach LOS	A			A		
90th %ile Green (s)	52.4		18.3	78.2		
90th %ile Term Code	Coord		Gap	Coord		
70th %ile Green (s)	54.7		16.0	78.2		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	56.4		14.3	78.2		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	58.0		12.7	78.2		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	60.4		10.3	78.2		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	361		343	0		
Fuel Used(gal)	9		11	8		
CO Emissions (g/hr)	640		762	577		
NOx Emissions (g/hr)	124		148	112		
VOC Emissions (g/hr)	148		177	134		
Dilemma Vehicles (#)	51		0	0		
Queue Length 50th (ft)	101		106	0		
Queue Length 95th (ft)	157		145	0		
Internal Link Dist (ft)	342			988	946	
Turn Bay Length (ft)			525			
Base Capacity (vph)	2325		747	5136		

Lanes, Volumes, Timings
 4: SR 535 & Osceola Pkwy on-ramp

05/04/2022

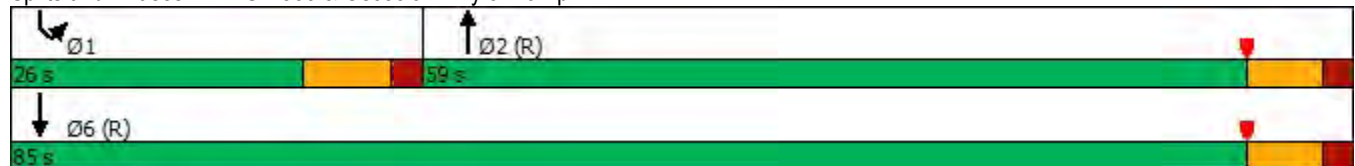


Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.40		0.54	0.25		

Intersection Summary































Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	81 (95%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.70
Intersection Signal Delay:	8.8
Intersection LOS:	A
Intersection Capacity Utilization	47.0%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 4: SR 535 & Osceola Pkwy on-ramp



Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

05/04/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 		 	  	
Traffic Volume (vph)	499	69	64	182	170	138	81	650	53	7	1341	574
Future Volume (vph)	499	69	64	182	170	138	81	650	53	7	1341	574
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	300		0	375		250	375		0
Storage Lanes	2		0	2		0	2		1	1		0
Taper Length (ft)	150			100			200			50		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.91	0.91
Ped Bike Factor		0.99			0.99				0.98			
Frt		0.928			0.933				0.850		0.955	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3360	3249	0	3433	3311	0	3155	3539	1615	1805	4890	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3360	3249	0	3433	3311	0	3155	3539	1590	1805	4890	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		67			91				146			67
Link Speed (mph)		40			40			50			50	
Link Distance (ft)		641			637			1068			1019	
Travel Time (s)		10.9			10.9			14.6			13.9	
Confl. Peds. (#/hr)						1			2			
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	0%	3%	2%	2%	0%	11%	2%	0%	0%	1%	2%
Bus Blockages (#/hr)	1	5	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	525	73	67	192	179	145	85	684	56	7	1412	604
Shared Lane Traffic (%)												
Lane Group Flow (vph)	525	140	0	192	324	0	85	684	56	7	2016	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.01	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	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases									6			
Detector Phase	3	8		7	4		1	6	6	5	2	
Switch Phase												

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	18.0	5.0		5.0	5.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	52.0	47.0		39.0	34.0		22.0	81.0	81.0	23.0	82.0	
Total Split (s)	52.0	47.0		39.0	34.0		22.0	81.0	81.0	23.0	82.0	
Total Split (%)	27.4%	24.7%		20.5%	17.9%		11.6%	42.6%	42.6%	12.1%	43.2%	
Maximum Green (s)	45.5	39.5		32.1	26.5		14.5	73.5	73.5	15.5	74.5	
Yellow Time (s)	4.4	4.4		4.4	4.4		5.5	5.5	5.5	5.5	5.5	
All-Red Time (s)	2.1	3.1		2.5	3.1		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	7.5		6.9	7.5		7.5	7.5	7.5	7.5	7.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	2.0		2.5	2.0		2.0	3.0	3.0	2.0	3.0	
Minimum Gap (s)	3.0	2.0		2.5	2.0		2.0	3.0	3.0	2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)					7.0			7.0	7.0			7.0
Flash Dont Walk (s)					35.0			28.0	28.0			25.0
Pedestrian Calls (#/hr)					0			0	0			0
Act Effct Green (s)	35.0	37.2		15.5	18.1		9.5	112.6	112.6	5.5	98.4	
Actuated g/C Ratio	0.18	0.20		0.08	0.10		0.05	0.59	0.59	0.03	0.52	
v/c Ratio	0.85	0.20		0.69	0.82		0.54	0.33	0.06	0.13	0.79	
Control Delay	88.2	32.2		97.4	76.6		100.2	21.9	0.1	102.4	26.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	88.2	32.2		97.4	76.6		100.2	21.9	0.1	102.4	26.1	
LOS	F	C		F	E		F	C	A	F	C	
Approach Delay		76.4			84.3			28.5			26.3	
Approach LOS		E			F			C			C	
90th %ile Green (s)	42.0	45.8		19.7	23.9		12.6	88.4	88.4	6.7	82.5	
90th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	
70th %ile Green (s)	37.9	40.7		17.3	20.5		10.8	110.1	110.1	0.0	91.8	
70th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Skip	Coord	
50th %ile Green (s)	35.0	37.2		15.5	18.1		9.5	115.4	115.4	0.0	98.4	
50th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Skip	Coord	
30th %ile Green (s)	32.2	33.8		13.7	15.7		8.3	120.6	120.6	0.0	104.8	
30th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Skip	Coord	
10th %ile Green (s)	27.9	28.4		11.3	12.2		6.5	128.4	128.4	0.0	114.4	
10th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Skip	Coord	
Stops (vph)	475	56		175	219		77	328	0	7	827	
Fuel Used(gal)	16	2		6	8		3	12	0	0	35	
CO Emissions (g/hr)	1104	140		427	579		236	863	25	21	2463	
NOx Emissions (g/hr)	215	27		83	113		46	168	5	4	479	
VOC Emissions (g/hr)	256	32		99	134		55	200	6	5	571	
Dilemma Vehicles (#)	0	2		0	6		0	17	0	0	60	
Queue Length 50th (ft)	331	40		122	154		54	212	0	9	306	
Queue Length 95th (ft)	386	71		167	209		87	352	0	m15	438	
Internal Link Dist (ft)		561			557			988			939	
Turn Bay Length (ft)	175			300			375		250	375		
Base Capacity (vph)	804	753		579	540		240	2096	1001	147	2564	

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

05/04/2022

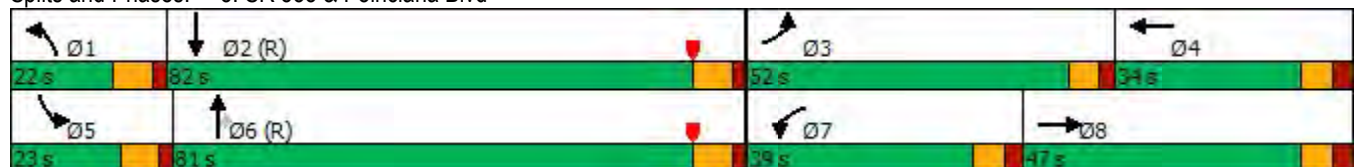


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.19		0.33	0.60		0.35	0.33	0.06	0.05	0.79	

Intersection Summary























Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	126 (66%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle:	190
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	42.5
Intersection LOS:	D
Intersection Capacity Utilization	81.7%
ICU Level of Service	D
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: SR 535 & Poinciana Blvd



Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

05/04/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	44	76	35	64	145	63	1213	12	102	1845	400
Future Volume (vph)	290	44	76	35	64	145	63	1213	12	102	1845	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		225	175		0	500		250	450		450
Storage Lanes	2		1	1		0	2		1	1		2
Taper Length (ft)	0			50			100			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.91	1.00
Ped Bike Factor		0.99										0.99
Frt		0.905			0.896				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3502	1631	0	1805	3193	0	3400	3539	1615	1805	5136	1615
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3502	1631	0	1805	3193	0	3400	3539	1615	1805	5136	1593
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			154				145			426
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1192			1002			901			963	
Travel Time (s)		27.1			22.8			12.3			13.1	
Confl. Peds. (#/hr)			1									1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	6%	0%	2%	1%	3%	2%	0%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	309	47	81	37	68	154	67	1290	13	109	1963	426
Shared Lane Traffic (%)												
Lane Group Flow (vph)	309	128	0	37	222	0	67	1290	13	109	1963	426
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			24			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	1.0	10.0		5.0	10.0		5.0	25.0	25.0	5.0	2.3	2.3
Minimum Split (s)	40.0	30.0		35.0	25.0		21.0	91.0	91.0	34.0	104.0	104.0
Total Split (s)	40.0	30.0		35.0	25.0		21.0	91.0	91.0	34.0	104.0	104.0
Total Split (%)	21.1%	15.8%		18.4%	13.2%		11.1%	47.9%	47.9%	17.9%	54.7%	54.7%
Maximum Green (s)	33.6	22.4		29.3	17.1		13.5	83.5	83.5	26.9	96.3	96.3
Yellow Time (s)	4.4	4.4		3.7	4.0		5.5	5.5	5.5	5.1	5.5	5.5
All-Red Time (s)	2.0	3.2		2.0	3.9		2.0	2.0	2.0	2.0	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	7.6		5.7	7.9		7.5	7.5	7.5	7.1	7.7	7.7
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.5	3.5	2.0	3.5	3.5
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	3.5	3.5	2.0	3.5	3.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		7.0						7.0	7.0		7.0	7.0
Flash Dont Walk (s)		42.0						23.0	23.0		25.0	25.0
Pedestrian Calls (#/hr)		0						0	0		0	0
Act Effct Green (s)	21.2	26.9		8.4	10.9		8.2	113.2	113.2	15.9	120.3	120.3
Actuated g/C Ratio	0.11	0.14		0.04	0.06		0.04	0.60	0.60	0.08	0.63	0.63
v/c Ratio	0.79	0.49		0.47	0.68		0.46	0.61	0.01	0.73	0.60	0.37
Control Delay	97.1	60.2		106.5	38.4		96.0	40.2	0.0	110.2	22.4	2.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.1	60.2		106.5	38.4		96.0	40.2	0.0	110.2	22.4	2.2
LOS	F	E		F	D		F	D	A	F	C	A
Approach Delay		86.3			48.2			42.6			22.8	
Approach LOS		F			D			D			C	
90th %ile Green (s)	26.4	29.3		11.9	13.8		10.7	99.0	99.0	21.9	109.6	109.6
90th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	Coord
70th %ile Green (s)	23.3	25.3		9.8	10.8		9.2	108.6	108.6	18.4	117.2	117.2
70th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	21.2	23.9		8.3	10.0		8.2	114.0	114.0	15.9	121.1	121.1
50th %ile Term Code	Gap	Hold		Gap	Min		Gap	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	19.0	23.2		6.8	10.0		7.1	118.8	118.8	13.3	124.4	124.4
30th %ile Term Code	Gap	Hold		Gap	Min		Gap	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	15.9	32.6		0.0	10.0		5.6	125.4	125.4	9.8	129.0	129.0
10th %ile Term Code	Gap	Hold		Skip	Min		Gap	Coord	Coord	Gap	Coord	Coord
Stops (vph)	279	80		34	66		61	1007	0	98	1073	15
Fuel Used(gal)	10	3		1	4		3	32	0	4	36	3
CO Emissions (g/hr)	697	212		85	254		177	2260	5	309	2529	200
NOx Emissions (g/hr)	136	41		17	49		34	440	1	60	492	39
VOC Emissions (g/hr)	162	49		20	59		41	524	1	72	586	46
Dilemma Vehicles (#)	0	0		0	0		0	25	0	0	48	0
Queue Length 50th (ft)	197	108		46	44		43	720	0	135	508	0
Queue Length 95th (ft)	248	182		91	93		m72	874	m0	206	646	50
Internal Link Dist (ft)		1112			922			821			883	
Turn Bay Length (ft)				175			500		250	450		450
Base Capacity (vph)	619	262		278	427		241	2107	1020	255	3250	1164

Lanes, Volumes, Timings
 6: SR 535 & Polynesian Isle Blvd

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.50	0.49		0.13	0.52		0.28	0.61	0.01	0.43	0.60	0.37

Intersection Summary	
Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	159 (84%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	190
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	36.3
Intersection LOS:	D
Intersection Capacity Utilization	81.0%
ICU Level of Service	D
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 6: SR 535 & Polynesian Isle Blvd



Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	1	12	100	3	117	11	1578	21	90	2255	103
Future Volume (vph)	19	1	12	100	3	117	11	1578	21	90	2255	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	525		525	575		350
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	0			0			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor				1.00					0.98			
Frt		0.862			0.854				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1638	0	1787	1533	0	1805	3574	1495	1752	3610	1568
Flt Permitted	0.543			0.749			0.950			0.950		
Satd. Flow (perm)	1032	1638	0	1408	1533	0	1805	3574	1471	1752	3610	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			88				96			96
Link Speed (mph)		30			30			50				50
Link Distance (ft)		1002			1000			773				1162
Travel Time (s)		22.8			22.7			10.5				15.8
Confl. Peds. (#/hr)				1						3		
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	1%	0%	6%	0%	1%	8%	3%	0%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	20	1	12	103	3	121	11	1627	22	93	2325	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	13	0	103	124	0	11	1627	22	93	2325	106
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			30			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	58.1	58.1		12.3	12.3		14.0	38.6	38.6	13.8	38.5	38.5
Total Split (s)	59.0	59.0		59.0	59.0		15.0	86.0	86.0	15.0	86.0	86.0
Total Split (%)	36.9%	36.9%		36.9%	36.9%		9.4%	53.8%	53.8%	9.4%	53.8%	53.8%
Maximum Green (s)	50.9	50.9		51.7	51.7		6.0	78.4	78.4	6.2	78.5	78.5
Yellow Time (s)	4.2	4.2		3.4	3.4		5.6	5.6	5.6	5.5	5.5	5.5
All-Red Time (s)	3.9	3.9		3.9	3.9		3.4	2.0	2.0	3.3	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.1	8.1		7.3	7.3		9.0	7.6	7.6	8.8	7.5	7.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	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	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	7.0
Flash Dont Walk (s)	43.0	43.0						24.0	24.0		24.0	24.0
Pedestrian Calls (#/hr)	0	0						0	0		0	0
Act Effct Green (s)	16.4	16.4		17.2	17.2		6.6	99.7	99.7	19.4	121.4	121.4
Actuated g/C Ratio	0.10	0.10		0.11	0.11		0.04	0.62	0.62	0.12	0.76	0.76
v/c Ratio	0.19	0.07		0.68	0.51		0.15	0.73	0.02	0.44	0.85	0.09
Control Delay	67.2	28.4		90.1	29.1		77.9	23.9	0.0	50.9	47.2	8.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.2	28.4		90.1	29.1		77.9	23.9	0.0	50.9	47.2	8.6
LOS	E	C		F	C		E	C	A	D	D	A
Approach Delay		51.9			56.8			24.0			45.7	
Approach LOS		D			E			C			D	
90th %ile Green (s)	23.5	23.5		24.3	24.3		8.1	93.0	93.0	19.0	103.8	103.8
90th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	Coord
70th %ile Green (s)	19.3	19.3		20.1	20.1		7.1	98.4	98.4	17.8	109.0	109.0
70th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	16.4	16.4		17.2	17.2		0.0	101.2	101.2	17.9	128.0	128.0
50th %ile Term Code	Hold	Hold		Gap	Gap		Skip	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	13.5	13.5		14.3	14.3		0.0	103.0	103.0	19.0	130.9	130.9
30th %ile Term Code	Hold	Hold		Gap	Gap		Skip	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	9.3	9.3		10.1	10.1		0.0	102.8	102.8	23.4	135.1	135.1
10th %ile Term Code	Hold	Hold		Gap	Gap		Skip	Coord	Coord	Gap	Coord	Coord
Stops (vph)	19	6		95	38		13	1070	0	75	2007	36
Fuel Used(gal)	1	0		3	2		0	32	0	3	82	2
CO Emissions (g/hr)	36	15		219	130		30	2226	7	229	5757	147
NOx Emissions (g/hr)	7	3		43	25		6	433	1	45	1120	29
VOC Emissions (g/hr)	8	3		51	30		7	516	2	53	1334	34
Dilemma Vehicles (#)	0	0		0	0		0	49	0	0	116	0
Queue Length 50th (ft)	20	1		106	35		11	576	0	81	1261	24
Queue Length 95th (ft)	48	23		167	101		34	763	0	m101	#1473	m58
Internal Link Dist (ft)		922			920			693			1082	
Turn Bay Length (ft)							525		525	575		350
Base Capacity (vph)	328	529		454	554		75	2226	952	212	2738	1212

Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

05/04/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.06	0.02		0.23	0.22		0.15	0.73	0.02	0.44	0.85	0.09

Intersection Summary	
Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	115 (72%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	38.2
Intersection LOS:	D
Intersection Capacity Utilization	98.5%
ICU Level of Service	F
Analysis Period (min)	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: SR 535 & LBV Factory Stores



Lanes, Volumes, Timings
8: SR 535 & International Dr

05/04/2022



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations							
Traffic Volume (vph)	544	308	102	1612	0	2140	52
Future Volume (vph)	544	308	102	1612	0	2140	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)	0%			0%		0%	
Storage Length (ft)	200	0	450		475		475
Storage Lanes	0	1	1		1		1
Taper Length (ft)	100		100		100		
Lane Util. Factor	0.97	1.00	1.00	0.95	1.00	0.91	1.00
Ped Bike Factor	0.850						0.850
Flt Protected	0.950	0.950					
Satd. Flow (prot)	3433	1599	1805	3539	1881	5136	1553
Flt Permitted	0.950	0.950					
Satd. Flow (perm)	3433	1599	1805	3539	1881	5136	1553
Right Turn on Red		Yes					
Satd. Flow (RTOR)		133					
Link Speed (mph)	45			50			50
Link Distance (ft)	3654			928			1389
Travel Time (s)	55.4			12.7			18.9
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	0%	2%	1%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%			0%
Adj. Flow (vph)	573	324	107	1697	0	2253	55
Shared Lane Traffic (%)							
Lane Group Flow (vph)	573	324	107	1697	0	2253	55
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	65			60			60
Link Offset(ft)	0			0			0
Crosswalk Width(ft)	16			36			16
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9		9
Number of Detectors	1	1	1	2	1	2	1
Detector Template	Left	Right	Left	Thru	Left	Thru	Right
Leading Detector (ft)	20	20	20	100	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0
Turn Type	Prot	Perm	Prot	NA	Prot	NA	Perm
Protected Phases	4	5		2	1	6	
Permitted Phases	4						6
Detector Phase	4	4	5	2	1	6	6
Switch Phase							

Lanes, Volumes, Timings
8: SR 535 & International Dr

05/04/2022



Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	10.0	5.0	10.0	10.0
Minimum Split (s)	55.0	55.0	15.7	17.5	15.1	64.5	64.5
Total Split (s)	60.0	60.0	21.0	80.0	20.0	79.0	79.0
Total Split (%)	37.5%	37.5%	13.1%	50.0%	12.5%	49.4%	49.4%
Maximum Green (s)	51.0	51.0	10.3	72.5	9.9	71.5	71.5
Yellow Time (s)	4.8	4.8	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	4.2	4.2	5.2	2.0	4.6	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.0	9.0	10.7	7.5	10.1	7.5	7.5
Lead/Lag			Lead	Lag	Lead	Lag	Lag
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
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Min	None	C-Min	C-Min
Walk Time (s)	7.0	7.0				7.0	7.0
Flash Dont Walk (s)	39.0	39.0				50.0	50.0
Pedestrian Calls (#/hr)	0	0				0	0
Act Effct Green (s)	33.2	33.2	16.5	110.3		83.2	83.2
Actuated g/C Ratio	0.21	0.21	0.10	0.69		0.52	0.52
v/c Ratio	0.81	0.74	0.58	0.70		0.84	0.07
Control Delay	69.3	44.7	85.9	9.1		55.0	17.9
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	69.3	44.7	85.9	9.1		55.0	17.9
LOS	E	D	F	A		E	B
Approach Delay	60.4			13.6		54.1	
Approach LOS	E			B		D	
90th %ile Green (s)	40.7	40.7	20.1	102.8	0.0	72.0	72.0
90th %ile Term Code	Gap	Gap	Gap	Coord	Skip	Coord	Coord
70th %ile Green (s)	36.0	36.0	18.2	107.5	0.0	78.6	78.6
70th %ile Term Code	Gap	Gap	Gap	Coord	Skip	Coord	Coord
50th %ile Green (s)	33.2	33.2	16.8	110.3	0.0	82.8	82.8
50th %ile Term Code	Gap	Gap	Gap	Coord	Skip	Coord	Coord
30th %ile Green (s)	30.4	30.4	15.2	113.1	0.0	87.2	87.2
30th %ile Term Code	Gap	Gap	Gap	Coord	Skip	Coord	Coord
10th %ile Green (s)	25.5	25.5	12.0	118.0	0.0	95.3	95.3
10th %ile Term Code	Gap	Gap	Gap	Coord	Skip	Coord	Coord
Stops (vph)	506	175	88	1205		1961	23
Fuel Used(gal)	27	12	4	43		73	1
CO Emissions (g/hr)	1879	859	314	2995		5097	70
NOx Emissions (g/hr)	366	167	61	583		992	14
VOC Emissions (g/hr)	435	199	73	694		1181	16
Dilemma Vehicles (#)	0	0	0	6		10	0
Queue Length 50th (ft)	297	194	96	697		831	17
Queue Length 95th (ft)	346	296	m137	713		m#945	m23
Internal Link Dist (ft)	3574			848		1309	
Turn Bay Length (ft)	200		450				475
Base Capacity (vph)	1094	600	185	2440		2670	833

Lanes, Volumes, Timings
8: SR 535 & International Dr

05/04/2022

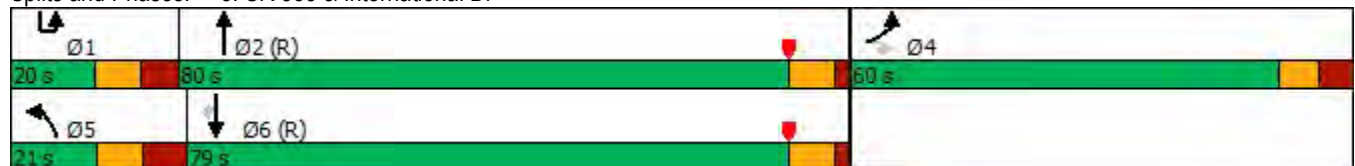


Lane Group	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Starvation Cap Reductn	0	0	0	0		0	0
Spillback Cap Reductn	0	0	0	0		0	0
Storage Cap Reductn	0	0	0	0		0	0
Reduced v/c Ratio	0.52	0.54	0.58	0.70		0.84	0.07

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 3 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 40.7
 Intersection LOS: D
 Intersection Capacity Utilization 86.4%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: SR 535 & International Dr



Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	841	458	624	850	422	286	1016	854	453	1110	270
Future Volume (vph)	164	841	458	624	850	422	286	1016	854	453	1110	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	575		575	250		0	500		300	650		400
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	50			200			300			150		
Lane Util. Factor	1.00	0.95	0.88	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3471	2787	3433	3505	1524	3400	5085	1583	3433	5136	1553
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3471	2787	3433	3505	1524	3400	5085	1583	3433	5136	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			329			359			608			359
Link Speed (mph)		55			45			50			50	
Link Distance (ft)		2496			1190			1389			1779	
Travel Time (s)		30.9			18.0			18.9			24.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	4%	2%	2%	3%	6%	3%	2%	2%	2%	1%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	171	876	477	650	885	440	298	1058	890	472	1156	281
Shared Lane Traffic (%)												
Lane Group Flow (vph)	171	876	477	650	885	440	298	1058	890	472	1156	281
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			Free			Free			Free
Detector Phase	1	6	6	5	2		7	4		3	8	
Switch Phase												

Lanes, Volumes, Timings
9: SR 535 & SR 536/World Center Dr

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	13.8	12.7	12.7	13.0	13.0		16.6	17.6		16.6	17.6	
Total Split (s)	17.0	43.0	43.0	31.0	57.0		42.0	63.0		23.0	44.0	
Total Split (%)	10.6%	26.9%	26.9%	19.4%	35.6%		26.3%	39.4%		14.4%	27.5%	
Maximum Green (s)	8.2	35.3	35.3	23.0	49.0		30.4	55.4		11.4	36.4	
Yellow Time (s)	5.5	5.5	5.5	4.8	4.8		5.6	5.6		5.6	5.6	
All-Red Time (s)	3.3	2.2	2.2	3.2	3.2		6.0	2.0		6.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.8	7.7	7.7	8.0	8.0		11.6	7.6		11.6	7.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	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	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	19.3	35.3	35.3	34.1	49.0	160.0	19.3	44.3	160.0	11.4	36.4	160.0
Actuated g/C Ratio	0.12	0.22	0.22	0.21	0.31	1.00	0.12	0.28	1.00	0.07	0.23	1.00
v/c Ratio	0.80	1.15	0.55	0.89	0.82	0.29	0.73	0.75	0.56	1.93	0.99	0.18
Control Delay	103.9	130.4	27.3	83.9	61.2	0.4	78.2	57.3	1.1	470.1	84.8	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.9	130.4	27.3	83.9	61.2	0.4	78.2	57.3	1.1	470.1	84.8	0.3
LOS	F	F	C	F	E	A	E	E	A	F	F	A
Approach Delay		95.2			55.1			37.8				167.6
Approach LOS		F			E			D				F
90th %ile Green (s)	14.4	35.3	35.3	29.2	49.0		24.2	49.2		11.4	36.4	
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Gap	Hold		Max	Max	
70th %ile Green (s)	17.3	35.3	35.3	32.1	49.0		21.3	46.3		11.4	36.4	
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Gap	Hold		Max	Max	
50th %ile Green (s)	19.3	35.3	35.3	34.1	49.0		19.3	44.3		11.4	36.4	
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Gap	Hold		Max	Max	
30th %ile Green (s)	21.3	35.3	35.3	36.1	49.0		17.3	42.3		11.4	36.4	
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Gap	Hold		Max	Max	
10th %ile Green (s)	24.2	35.3	35.3	39.0	49.0		14.4	39.4		11.4	36.4	
10th %ile Term Code	Max	Coord	Coord	Max	Coord		Gap	Hold		Max	Max	
Stops (vph)	144	674	270	566	669	0	266	852	0	286	1026	0
Fuel Used(gal)	9	48	15	23	25	3	11	34	8	53	47	3
CO Emissions (g/hr)	611	3366	1035	1574	1781	230	780	2368	539	3694	3316	214
NOx Emissions (g/hr)	119	655	201	306	347	45	152	461	105	719	645	42
VOC Emissions (g/hr)	142	780	240	365	413	53	181	549	125	856	769	50
Dilemma Vehicles (#)	0	42	0	0	63	0	0	12	0	0	33	0
Queue Length 50th (ft)	189	~536	21	355	388	0	150	332	0	~390	446	0
Queue Length 95th (ft)	#366	#708	244	#509	475	0	200	390	0	#509	#551	0
Internal Link Dist (ft)		2416			1110			1309			1699	
Turn Bay Length (ft)	575		575	250			500		300	650		400
Base Capacity (vph)	213	765	871	731	1073	1524	646	1760	1583	244	1168	1553

Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

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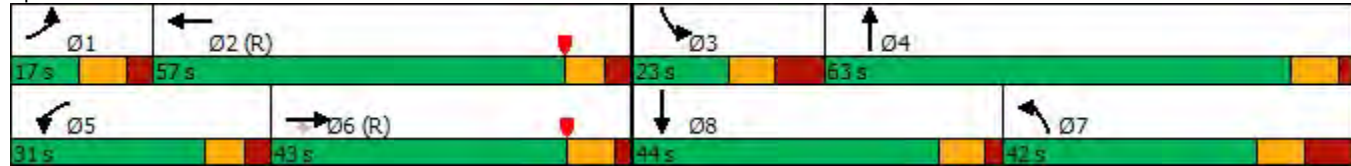


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	1.15	0.55	0.89	0.82	0.29	0.46	0.60	0.56	1.93	0.99	0.18

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	140 (88%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.93
Intersection Signal Delay:	86.1
Intersection LOS:	F
Intersection Capacity Utilization:	102.7%
ICU Level of Service:	G
Analysis Period (min):	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 9: SR 535 & SR 536/World Center Dr



Lanes, Volumes, Timings
 10: SR 535 & Lake Bryan Beach Blvd

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



























Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↑↑↑	↗	↗	↑↑↑	
Traffic Volume (vph)	0	0	0	57	0	103	51	1517	34	20	1776	0
Future Volume (vph)	0	0	0	57	0	103	51	1517	34	20	1776	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		175	150		0
Storage Lanes	0		0	0		0	1		1	1		0
Taper Length (ft)	0			0			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor												
Frt					0.913				0.850			
Flt Protected					0.982		0.950			0.950		
Satd. Flow (prot)	0	1900	0	0	1660	0	1805	5085	1482	1641	5085	0
Flt Permitted					0.982		0.950			0.950		
Satd. Flow (perm)	0	1900	0	0	1660	0	1805	5085	1482	1641	5085	0
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1035			1008			1779			2813	
Travel Time (s)		23.5			22.9			24.3			38.4	
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	0%	3%	0%	2%	9%	10%	2%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	60	0	108	54	1597	36	21	1869	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	168	0	54	1597	36	21	1869	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
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	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.1%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
11: World Gateway Dr & SR 536

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	27	1239	367	155	1160	91	138	22	119	105	51	172
Future Volume (vph)	27	1239	367	155	1160	91	138	22	119	105	51	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	700		500	525		575	0		0	250		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			0			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.874				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1692	4988	1568	1770	5036	1583	1671	1602	0	1787	1792	1553
Flt Permitted	0.950			0.950			0.475			0.622		
Satd. Flow (perm)	1692	4988	1568	1770	5036	1583	836	1602	0	1170	1792	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			395			134		128				182
Link Speed (mph)		55			55			30				30
Link Distance (ft)		2142			2496			879				1989
Travel Time (s)		26.6			30.9			20.0				45.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	4%	3%	2%	3%	2%	8%	2%	4%	1%	6%	4%
Bus Blockages (#/hr)	4	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	29	1332	395	167	1247	98	148	24	128	113	55	185
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	1332	395	167	1247	98	148	152	0	113	55	185
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.02	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	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Detector Phase	5	2	2	1	6	6	3	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
 11: World Gateway Dr & SR 536

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	13.7	42.6	42.6	13.5	18.5	18.5	11.7	12.3		11.1	12.3	12.3
Total Split (s)	20.0	95.0	95.0	20.0	95.0	95.0	20.0	24.0		21.0	25.0	25.0
Total Split (%)	12.5%	59.4%	59.4%	12.5%	59.4%	59.4%	12.5%	15.0%		13.1%	15.6%	15.6%
Maximum Green (s)	11.3	86.4	86.4	11.5	86.5	86.5	13.3	16.7		14.9	17.7	17.7
Yellow Time (s)	5.6	5.6	5.6	5.5	5.5	5.5	3.4	3.4		3.4	3.4	3.4
All-Red Time (s)	3.1	3.0	3.0	3.0	3.0	3.0	3.3	3.9		2.7	3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.7	8.6	8.6	8.5	8.5	8.5	6.7	7.3		6.1	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0	7.0									
Flash Dont Walk (s)		27.0	27.0									
Pedestrian Calls (#/hr)		0	0									
Act Effct Green (s)	8.2	72.4	72.4	27.7	97.7	97.7	34.6	15.8		25.3	10.4	10.4
Actuated g/C Ratio	0.05	0.45	0.45	0.17	0.61	0.61	0.22	0.10		0.16	0.06	0.06
v/c Ratio	0.34	0.59	0.43	0.55	0.41	0.10	0.54	0.56		0.48	0.47	0.68
Control Delay	82.8	34.6	4.0	74.2	11.1	1.2	57.0	22.7		56.1	84.3	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	82.8	34.6	4.0	74.2	11.1	1.2	57.0	22.7		56.1	84.3	22.7
LOS	F	C	A	E	B	A	E	C		E	F	C
Approach Delay		28.6			17.4			39.6			43.0	
Approach LOS		C			B			D			D	
90th %ile Green (s)	11.2	64.6	64.6	24.2	77.5	77.5	25.1	22.9		17.8	15.0	15.0
90th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Gap	Hold		Gap	Gap	Gap
70th %ile Green (s)	9.3	70.4	70.4	25.6	86.6	86.6	21.0	18.0		15.5	11.9	11.9
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
50th %ile Green (s)	8.1	74.4	74.4	25.9	92.1	92.1	18.3	15.4		13.8	10.3	10.3
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
30th %ile Green (s)	0.0	76.7	76.7	27.8	113.1	113.1	15.7	13.0		12.0	8.7	8.7
30th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
10th %ile Green (s)	0.0	75.8	75.8	34.8	119.2	119.2	12.0	9.8		9.1	6.3	6.3
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
Stops (vph)	26	908	23	144	379	5	116	34		89	48	25
Fuel Used(gal)	1	42	6	7	28	2	3	2		3	2	4
CO Emissions (g/hr)	91	2965	399	522	1957	109	223	126		232	135	252
NOx Emissions (g/hr)	18	577	78	102	381	21	43	25		45	26	49
VOC Emissions (g/hr)	21	687	92	121	454	25	52	29		54	31	58
Dilemma Vehicles (#)	0	39	0	0	49	0	0	0		0	0	0
Queue Length 50th (ft)	30	367	0	160	145	1	136	26		98	57	3
Queue Length 95th (ft)	66	467	67	m241	178	m11	194	98		144	104	84
Internal Link Dist (ft)		2062			2416			799			1909	
Turn Bay Length (ft)	700		500	525		575				250		
Base Capacity (vph)	119	2693	1028	305	3131	1035	279	295		259	198	333

Lanes, Volumes, Timings
 11: World Gateway Dr & SR 536

05/04/2022

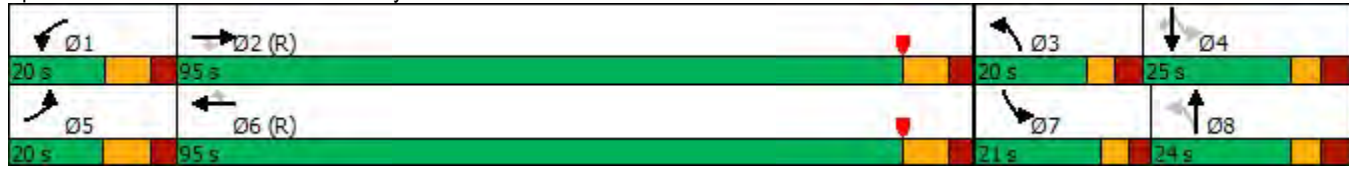


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.24	0.49	0.38	0.55	0.40	0.09	0.53	0.52		0.44	0.28	0.56

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 35 (22%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 26.4 Intersection LOS: C
 Intersection Capacity Utilization 72.3% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.





























Splits and Phases: 11: World Gateway Dr & SR 536



Lanes, Volumes, Timings

12: International Dr & World Center Dr/SR 536

05/04/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 		 	 	
Traffic Volume (vph)	982	1116	71	19	639	275	57	69	54	438	44	1151
Future Volume (vph)	982	1116	71	19	639	275	57	69	54	438	44	1151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	375		275	150		0	0		0
Storage Lanes	1		0	1		1	2		0	1		1
Taper Length (ft)	50			50			125			0		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.991				0.850		0.934				0.850
Flt Protected	0.950			0.950			0.950			0.950	0.961	
Satd. Flow (prot)	3433	3479	0	1805	3505	1615	1770	3274	0	1715	1722	1568
Flt Permitted	0.950			0.950			0.950			0.950	0.961	
Satd. Flow (perm)	3433	3479	0	1805	3505	1615	1770	3274	0	1715	1722	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				227		55				563
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1520			2554			1025				1719
Travel Time (s)		23.0			38.7			23.3				39.1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	0%	0%	3%	0%	2%	3%	3%	0%	4%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	992	1127	72	19	645	278	58	70	55	442	44	1163
Shared Lane Traffic (%)										45%		
Lane Group Flow (vph)	992	1199	0	19	645	278	58	125	0	243	243	1163
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	Free
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases						Free						Free
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												

Lanes, Volumes, Timings
 12: International Dr & World Center Dr/SR 536

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	12.4	37.8		12.6	17.6		11.8	11.8		11.9	11.9	
Total Split (s)	34.0	86.0		14.0	66.0		17.0	17.0		43.0	43.0	
Total Split (%)	21.3%	53.8%		8.8%	41.3%		10.6%	10.6%		26.9%	26.9%	
Maximum Green (s)	26.6	79.2		6.4	58.4		10.2	10.2		36.1	36.1	
Yellow Time (s)	4.8	4.8		5.6	5.6		4.8	4.8		4.9	4.9	
All-Red Time (s)	2.6	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.4	6.8		7.6	7.6		6.8	6.8		6.9	6.9	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		24.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	54.8	92.1		6.6	38.0	160.0	10.4	10.4		28.2	28.2	160.0
Actuated g/C Ratio	0.34	0.58		0.04	0.24	1.00	0.06	0.06		0.18	0.18	1.00
v/c Ratio	0.84	0.60		0.25	0.78	0.17	0.51	0.48		0.81	0.80	0.74
Control Delay	34.4	33.2		82.6	63.1	0.2	87.0	45.6		82.7	82.3	3.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	34.4	33.2		82.6	63.1	0.2	87.0	45.6		82.7	82.3	3.2
LOS	C	C		F	E	A	F	D		F	F	A
Approach Delay		33.7			45.0			58.7				26.6
Approach LOS		C			D			E				C
90th %ile Green (s)	26.6	75.9		6.4	55.1		13.5	13.5		36.1	36.1	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	48.8	79.2		8.1	37.9		12.3	12.3		32.3	32.3	
70th %ile Term Code	Max	Coord		Gap	Coord		Gap	Gap		Gap	Gap	
50th %ile Green (s)	56.3	85.4		7.1	35.6		10.6	10.6		28.8	28.8	
50th %ile Term Code	Max	Coord		Gap	Coord		Gap	Gap		Gap	Gap	
30th %ile Green (s)	64.7	106.2		0.0	33.3		8.9	8.9		24.4	24.4	
30th %ile Term Code	Max	Coord		Skip	Coord		Gap	Gap		Gap	Gap	
10th %ile Green (s)	77.5	113.8		0.0	28.1		6.5	6.5		19.2	19.2	
10th %ile Term Code	Max	Coord		Skip	Coord		Gap	Gap		Gap	Gap	
Stops (vph)	732	963		21	580	0	54	64		227	227	1
Fuel Used(gal)	26	32		1	26	5	2	2		9	9	16
CO Emissions (g/hr)	1794	2216		63	1819	320	123	174		597	596	1131
NOx Emissions (g/hr)	349	431		12	354	62	24	34		116	116	220
VOC Emissions (g/hr)	416	514		15	422	74	29	40		138	138	262
Dilemma Vehicles (#)	0	6		0	20	0	0	0		0	0	0
Queue Length 50th (ft)	560	625		20	342	0	60	37		258	258	0
Queue Length 95th (ft)	m#702	m585		51	350	0	109	72		351	350	0
Internal Link Dist (ft)		1440			2474			945			1639	
Turn Bay Length (ft)	250			375		275	150					
Base Capacity (vph)	1175	2019		77	1279	1615	125	283		386	388	1568

Lanes, Volumes, Timings

12: International Dr & World Center Dr/SR 536

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.84	0.59		0.25	0.50	0.17	0.46	0.44		0.63	0.63	0.74

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	136 (85%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.84
Intersection Signal Delay:	34.4
Intersection LOS:	C
Intersection Capacity Utilization	87.0%
ICU Level of Service	E
Analysis Period (min)	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 12: International Dr & World Center Dr/SR 536



Lanes, Volumes, Timings
13: Storey Lake Blvd & US 192

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	2149	2	0	1702	151	0	0	0	249	0	93
Future Volume (vph)	58	2149	2	0	1702	151	0	0	0	249	0	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	530		350	0		0	250		0
Storage Lanes	2		0	1		1	0		0	2		1
Taper Length (ft)	100			50			0			50		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.97	0.95	0.95
Ped Bike Factor										0.99	0.99	0.99
Fr t						0.850					0.850	0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3502	5187	0	1900	5187	1615	0	1881	0	3502	1484	1504
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3502	5187	0	1900	5187	1615	0	1881	0	3483	1484	1484
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						132					78	78
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1318			1205			1001			1017	
Travel Time (s)		20.0			18.3			22.8			23.1	
Confl. Peds. (#/hr)										2		1
Confl. Bikes (#/hr)										1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	4%	1%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	62	2286	2	0	1811	161	0	0	0	265	0	99
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	62	2288	0	0	1811	161	0	0	0	265	50	49
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			24			24	
Link Offset(ft)		0			0			0			3	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Perm				Prot	NA	Perm
Protected Phases	5	2		1	6			4		3	8	
Permitted Phases						6	4					8
Detector Phase	5	2		1	6	6	4	4		3	8	8
Switch Phase												

Lanes, Volumes, Timings
 13: Storey Lake Blvd & US 192

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	25.0		6.0	25.0	25.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	17.8	44.4		17.8	41.3	41.3	15.6	15.6		17.0	61.0	61.0
Total Split (s)	26.0	147.0		18.0	139.0	139.0	30.0	30.0		35.0	65.0	65.0
Total Split (%)	11.3%	63.9%		7.8%	60.4%	60.4%	13.0%	13.0%		15.2%	28.3%	28.3%
Maximum Green (s)	16.2	138.6		8.2	130.7	130.7	22.4	22.4		26.0	56.0	56.0
Yellow Time (s)	4.8	4.8		4.8	4.8	4.8	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	5.0	3.6		5.0	3.5	3.5	3.6	3.6		5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	9.8	8.4		9.8	8.3	8.3		7.6		9.0	9.0	9.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.5		2.0	3.5	3.5	2.0	2.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.5		2.0	3.5	3.5	2.0	2.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0					7.0	7.0
Flash Dont Walk (s)		29.0			26.0	26.0					45.0	45.0
Pedestrian Calls (#/hr)		0			0	0					0	0
Act Effct Green (s)	9.5	189.9			170.7	170.7				22.7	22.7	22.7
Actuated g/C Ratio	0.04	0.83			0.74	0.74				0.10	0.10	0.10
v/c Ratio	0.43	0.53			0.47	0.13				0.77	0.23	0.23
Control Delay	116.4	7.0			12.6	2.3				115.7	5.3	5.0
Queue Delay	0.0	0.3			0.0	0.0				0.0	0.0	0.0
Total Delay	116.4	7.2			12.6	2.3				115.7	5.3	5.0
LOS	F	A			B	A				F	A	A
Approach Delay		10.1			11.7						85.6	
Approach LOS		B			B						F	
90th %ile Green (s)	12.1	184.4		0.0	162.6	162.6	0.0	0.0		28.2	28.2	28.2
90th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
70th %ile Green (s)	10.5	187.8		0.0	167.6	167.6	0.0	0.0		24.8	24.8	24.8
70th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
50th %ile Green (s)	9.5	189.9		0.0	170.7	170.7	0.0	0.0		22.7	22.7	22.7
50th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
30th %ile Green (s)	8.4	192.1		0.0	174.0	174.0	0.0	0.0		20.5	20.5	20.5
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
10th %ile Green (s)	6.9	195.3		0.0	178.7	178.7	0.0	0.0		17.3	17.3	17.3
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
Stops (vph)	56	634			652	9				240	1	1
Fuel Used(gal)	3	29			26	1				9	0	0
CO Emissions (g/hr)	179	2051			1802	95				641	30	29
NOx Emissions (g/hr)	35	399			351	19				125	6	6
VOC Emissions (g/hr)	42	475			418	22				148	7	7
Dilemma Vehicles (#)	0	47			37	0				0	0	0
Queue Length 50th (ft)	48	355			377	11				206	0	0
Queue Length 95th (ft)	79	429			460	40				258	11	11
Internal Link Dist (ft)		1238			1125			921			937	
Turn Bay Length (ft)	425					350				250		
Base Capacity (vph)	246	4282			3850	1232				402	420	420

Lanes, Volumes, Timings
 13: Storey Lake Blvd & US 192

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	1056			0	0				0	0	0
Spillback Cap Reductn	0	0			0	0				0	0	0
Storage Cap Reductn	0	0			0	0				0	0	0
Reduced v/c Ratio	0.25	0.71			0.47	0.13				0.66	0.12	0.12

Intersection Summary
























Area Type:	Other
Cycle Length:	230
Actuated Cycle Length:	230
Offset:	86 (37%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	16.7
Intersection LOS:	B
Intersection Capacity Utilization	64.4%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 13: Storey Lake Blvd & US 192



Lanes, Volumes, Timings
 14: SR 535 & Median Opening S

05/04/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			  	
Traffic Volume (vph)	0	0	144	0	0	79	30	1209	48	19	1778	168
Future Volume (vph)	0	0	144	0	0	79	30	1209	48	19	1778	168
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	750		275	500		400
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	0			0			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865			0.865			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1644	0	0	1644	1805	3539	1583	1805	5136	1615
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1644	0	0	1644	1805	3539	1583	1805	5136	1615
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		605			604			1019			901	
Travel Time (s)		13.8			13.7			13.9			12.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	2%	0%	1%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	158	0	0	87	33	1329	53	21	1954	185
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	158	0	0	87	33	1329	53	21	1954	185
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	49.9%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
15: SR 535 & Median Opening N

05/04/2022



Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	20	2347	1549	99	0	61
Future Volume (vph)	20	2347	1549	99	0	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	550			550	0	0
Storage Lanes	1			1	0	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor						
Flt				0.850		0.865
Flt Protected	0.950					
Satd. Flow (prot)	1805	3610	3574	1568	0	1644
Flt Permitted	0.950					
Satd. Flow (perm)	1805	3610	3574	1568	0	1644
Link Speed (mph)		50	50		30	
Link Distance (ft)		773	963		1012	
Travel Time (s)		10.5	13.1		23.0	
Confl. Peds. (#/hr)				3		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	1%	3%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	22	2524	1666	106	0	66
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	2524	1666	106	0	66
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		60	60		0	
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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	68.2%
ICU Level of Service	C
Analysis Period (min)	15

Lanes, Volumes, Timings

16: Poinciana Blvd & Poinciana Blvd WB On Ramp

05/04/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Lane Configurations			↙	↕	↕			
Traffic Volume (vph)	0	0	105	670	818	73		
Future Volume (vph)	0	0	105	670	818	73		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	0			0		
Storage Lanes	0	0	1			0		
Taper Length (ft)	0		0					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95		
Ped Bike Factor								
Frt					0.988			
Flt Protected			0.950					
Satd. Flow (prot)	0	0	1719	3539	3305	0		
Flt Permitted			0.950					
Satd. Flow (perm)	0	0	1719	3539	3305	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)					9			
Link Speed (mph)	30			40	30			
Link Distance (ft)	1264			446	641			
Travel Time (s)	28.7			7.6	14.6			
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.94	0.94	0.95	0.95	0.95	0.95		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	5%	2%	8%	7%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	0	0	111	705	861	77		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	111	705	938	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			24	24			
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		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2			
Detector Template			Left	Thru	Thru			
Leading Detector (ft)			20	100	100			
Trailing Detector (ft)			0	0	0			
Turn Type			Prot	NA	NA			
Protected Phases			5	Free	6		2	4
Permitted Phases								
Detector Phase			5		6			
Switch Phase								

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

05/04/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Minimum Initial (s)			5.0		5.0		5.0	5.0
Minimum Split (s)			11.0		30.0		30.0	24.0
Total Split (s)			35.0		35.0		35.0	35.0
Total Split (%)			33.3%		33.3%		33%	33%
Maximum Green (s)			31.0		31.0		31.0	31.0
Yellow Time (s)			3.0		3.0		3.0	3.0
All-Red Time (s)			1.0		1.0		1.0	1.0
Lost Time Adjust (s)			0.0		0.0			
Total Lost Time (s)			4.0		4.0			
Lead/Lag			Lead		Lag			
Lead-Lag Optimize?			Yes		Yes			
Vehicle Extension (s)			3.0		3.0		3.0	3.0
Minimum Gap (s)			3.0		3.0		3.0	3.0
Time Before Reduce (s)			0.0		0.0		0.0	0.0
Time To Reduce (s)			0.0		0.0		0.0	0.0
Recall Mode			None		C-Min		C-Min	None
Walk Time (s)					10.0			
Flash Dont Walk (s)					16.0			
Pedestrian Calls (#/hr)					0			
Act Effct Green (s)			12.1	105.0	73.9			
Actuated g/C Ratio			0.12	1.00	0.70			
v/c Ratio			0.56	0.20	0.40			
Control Delay			50.9	0.1	8.2			
Queue Delay			0.0	0.0	0.0			
Total Delay			50.9	0.1	8.2			
LOS			D	A	A			
Approach Delay				7.0	8.2			
Approach LOS				A	A			
90th %ile Green (s)			16.9		63.7		84.6	12.4
90th %ile Term Code			Gap		Coord		Coord	Gap
70th %ile Green (s)			14.1		68.6		86.7	10.3
70th %ile Term Code			Gap		Coord		Coord	Gap
50th %ile Green (s)			12.1		72.0		88.1	8.9
50th %ile Term Code			Gap		Coord		Coord	Gap
30th %ile Green (s)			10.2		75.4		89.6	7.4
30th %ile Term Code			Gap		Coord		Coord	Gap
10th %ile Green (s)			7.4		89.6		101.0	0.0
10th %ile Term Code			Gap		Coord		Coord	Skip
Stops (vph)			84	0	359			
Fuel Used(gal)			2	2	8			
CO Emissions (g/hr)			156	143	554			
NOx Emissions (g/hr)			30	28	108			
VOC Emissions (g/hr)			36	33	128			
Dilemma Vehicles (#)			0	0	0			
Queue Length 50th (ft)			66	0	127			
Queue Length 95th (ft)			103	0	213			
Internal Link Dist (ft)	1184			366	561			
Turn Bay Length (ft)								
Base Capacity (vph)			507	3539	2327			

Lanes, Volumes, Timings

16: Poinciana Blvd & Poinciana Blvd WB On Ramp

05/04/2022

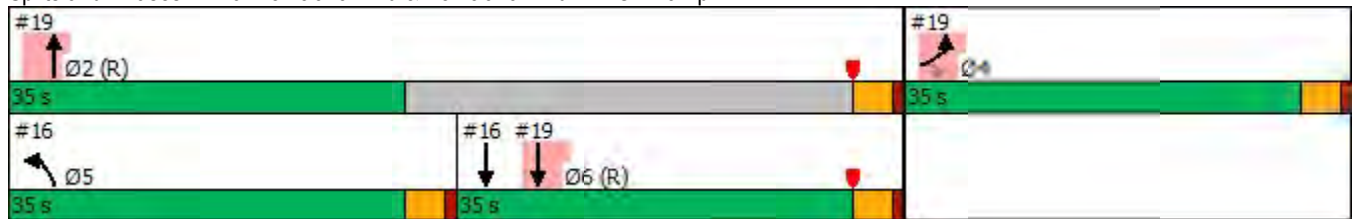


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Starvation Cap Reductn			0	0	0			
Spillback Cap Reductn			0	0	0			
Storage Cap Reductn			0	0	0			
Reduced v/c Ratio			0.22	0.20	0.40			

Intersection Summary


































Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	28 (27%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.56
Intersection Signal Delay:	7.7
Intersection LOS:	A
Intersection Capacity Utilization	37.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 16: Poinciana Blvd & Poinciana Blvd WB On Ramp



Lanes, Volumes, Timings
17: N Poinciana Blvd & US 192

05/04/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  			  			 	
Traffic Volume (vph)	86	1240	813	202	1040	56	263	469	106	61	678	91
Future Volume (vph)	86	1240	813	202	1040	56	263	469	106	61	678	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	390		390	330		330	234		0	475		475
Storage Lanes	2		1	2		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.98			0.99	1.00	1.00				
Frt			0.850			0.850		0.972				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5136	1583	3467	5136	1599	1787	3408	0	1770	3574	1599
Flt Permitted	0.950			0.950			0.251			0.385		
Satd. Flow (perm)	3431	5136	1557	3467	5136	1579	471	3408	0	717	3574	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			272			81			14			109
Link Speed (mph)		45			45			30				30
Link Distance (ft)		3747			3191			547				771
Travel Time (s)		56.8			48.3			12.4				17.5
Confl. Peds. (#/hr)	1		3				3		3			
Confl. Bikes (#/hr)				2		1						
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	2%	1%	1%	1%	1%	3%	1%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	89	1278	838	208	1072	58	271	484	109	63	699	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	1278	838	208	1072	58	271	593	0	63	699	94
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
17: N Poinciana Blvd & US 192

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	13.4	49.4	49.4	13.4	50.4	50.4	13.8	40.8		13.8	38.8	38.8
Total Split (s)	25.0	61.0	61.0	42.0	78.0	78.0	27.0	94.0		33.0	100.0	100.0
Total Split (%)	10.9%	26.5%	26.5%	18.3%	33.9%	33.9%	11.7%	40.9%		14.3%	43.5%	43.5%
Maximum Green (s)	18.6	54.6	54.6	35.6	71.6	71.6	20.2	87.2		26.2	93.2	93.2
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		36.0	36.0		37.0	37.0		27.0			25.0	25.0
Pedestrian Calls (#/hr)		0	0		0	0		0			0	0
Act Effct Green (s)	11.3	71.1	71.1	19.1	78.9	78.9	120.2	103.9		103.1	93.6	93.6
Actuated g/C Ratio	0.05	0.31	0.31	0.08	0.34	0.34	0.52	0.45		0.45	0.41	0.41
v/c Ratio	0.53	0.81	1.25	0.72	0.61	0.10	0.75	0.38		0.17	0.48	0.13
Control Delay	117.6	78.3	165.5	117.0	64.8	3.2	46.3	41.9		29.0	51.8	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	117.6	78.3	165.5	117.0	64.8	3.2	46.3	41.9		29.0	51.8	3.8
LOS	F	E	F	F	E	A	D	D		C	D	A
Approach Delay		113.0			70.3			43.2			44.8	
Approach LOS		F			E			D			D	
90th %ile Green (s)	14.5	66.3	66.3	23.9	75.7	75.7	20.2	101.2		12.2	93.2	93.2
90th %ile Term Code	Gap	Max	Max	Gap	Hold	Hold	Max	Coord		Gap	Coord	Coord
70th %ile Green (s)	12.7	69.1	69.1	21.1	77.5	77.5	20.2	102.8		10.6	93.2	93.2
70th %ile Term Code	Gap	Max	Max	Gap	Hold	Hold	Max	Coord		Gap	Coord	Coord
50th %ile Green (s)	11.3	71.1	71.1	19.1	78.9	78.9	20.2	103.9		9.5	93.2	93.2
50th %ile Term Code	Gap	Max	Max	Gap	Hold	Hold	Max	Coord		Gap	Coord	Coord
30th %ile Green (s)	10.0	73.0	73.0	17.2	80.2	80.2	20.2	105.0		8.4	93.2	93.2
30th %ile Term Code	Gap	Max	Max	Gap	Hold	Hold	Max	Coord		Gap	Coord	Coord
10th %ile Green (s)	8.2	75.9	75.9	14.3	82.0	82.0	18.4	106.4		7.0	95.0	95.0
10th %ile Term Code	Gap	Max	Max	Gap	Hold	Hold	Gap	Coord		Min	Coord	Coord
Stops (vph)	82	1128	472	195	853	2	147	367		33	491	5
Fuel Used(gal)	5	64	53	11	46	1	4	9		1	14	1
CO Emissions (g/hr)	361	4470	3707	798	3207	85	308	656		64	974	45
NOx Emissions (g/hr)	70	870	721	155	624	17	60	128		12	189	9
VOC Emissions (g/hr)	84	1036	859	185	743	20	71	152		15	226	10
Dilemma Vehicles (#)	0	27	0	0	18	0	0	0		0	0	0
Queue Length 50th (ft)	69	661	~1285	162	500	0	230	307		47	415	0
Queue Length 95th (ft)	105	742	#1588	211	563	17	303	370		80	480	30
Internal Link Dist (ft)		3667			3111			467			691	
Turn Bay Length (ft)	390		390	330		330	234			475		475
Base Capacity (vph)	277	1587	669	536	1760	594	361	1546		492	1454	714

Lanes, Volumes, Timings
 17: N Poinciana Blvd & US 192

05/04/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.32	0.81	1.25	0.39	0.61	0.10	0.75	0.38		0.13	0.48	0.13

Intersection Summary

Area Type: Other

Cycle Length: 230

Actuated Cycle Length: 230

Offset: 25.2 (11%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.25

Intersection Signal Delay: 79.6 Intersection LOS: E

Intersection Capacity Utilization 91.6% ICU Level of Service F

Analysis Period (min) 15













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

Splits and Phases: 17: N Poinciana Blvd & US 192



Lanes, Volumes, Timings
 18: Poinciana Blvd & Westbound Off Ramp

05/04/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	225	152	129	0	0	263
Future Volume (vph)	225	152	129	0	0	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1805	1599	3574	0	0	3471
Flt Permitted	0.950					
Satd. Flow (perm)	1805	1599	3574	0	0	3471
Link Speed (mph)	30		30			30
Link Distance (ft)	1736		637			432
Travel Time (s)	39.5		14.5			9.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.87	0.87	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	1%	2%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	237	160	136	0	0	277
Shared Lane Traffic (%)						
Lane Group Flow (vph)	237	160	136	0	0	277
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.4%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp

05/04/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Lane Configurations							
Traffic Volume (vph)	52	63	0	723	818	0	
Future Volume (vph)	52	63	0	723	818	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	1	0			0	
Taper Length (ft)	0		0				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	
Ped Bike Factor							
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	1626	1154	0	3539	3282	0	
Flt Permitted	0.950						
Satd. Flow (perm)	1626	1154	0	3539	3282	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		66					
Link Speed (mph)	30			40	40		
Link Distance (ft)	1471			395	446		
Travel Time (s)	33.4			6.7	7.6		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.96	0.96	0.92	0.96	0.96	0.92	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	11%	40%	2%	2%	10%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	54	66	0	753	852	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	54	66	0	753	852	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			24	24		
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	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	1		2	2		
Detector Template	Left	Right		Thru	Thru		
Leading Detector (ft)	20	20		100	100		
Trailing Detector (ft)	0	0		0	0		
Turn Type	Prot	Perm		NA	NA		
Protected Phases	4			2	6	5	
Permitted Phases		4					
Detector Phase	4	4		2	6		
Switch Phase							

Lanes, Volumes, Timings
 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp

05/04/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	24.0	24.0		30.0	30.0		11.0
Total Split (s)	35.0	35.0		35.0	35.0		35.0
Total Split (%)	33.3%	33.3%		33.3%	33.3%		33%
Maximum Green (s)	31.0	31.0		31.0	31.0		31.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		
Total Lost Time (s)	4.0	4.0		4.0	4.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None		C-Min	C-Min		None
Walk Time (s)					10.0		
Flash Dont Walk (s)					16.0		
Pedestrian Calls (#/hr)					0		
Act Effct Green (s)	8.9	8.9		90.8	73.9		
Actuated g/C Ratio	0.08	0.08		0.86	0.70		
v/c Ratio	0.39	0.42		0.25	0.37		
Control Delay	52.9	19.3		1.9	2.6		
Queue Delay	0.0	0.0		0.0	0.1		
Total Delay	52.9	19.3		1.9	2.7		
LOS	D	B		A	A		
Approach Delay	34.4			1.9	2.7		
Approach LOS	C			A	A		
90th %ile Green (s)	12.4	12.4		84.6	63.7		16.9
90th %ile Term Code	Gap	Gap		Coord	Coord		Gap
70th %ile Green (s)	10.3	10.3		86.7	68.6		14.1
70th %ile Term Code	Gap	Gap		Coord	Coord		Gap
50th %ile Green (s)	8.9	8.9		88.1	72.0		12.1
50th %ile Term Code	Gap	Gap		Coord	Coord		Gap
30th %ile Green (s)	7.4	7.4		89.6	75.4		10.2
30th %ile Term Code	Gap	Gap		Coord	Coord		Gap
10th %ile Green (s)	0.0	0.0		101.0	89.6		7.4
10th %ile Term Code	Skip	Skip		Coord	Coord		Gap
Stops (vph)	48	15		116	60		
Fuel Used(gal)	1	1		3	4		
CO Emissions (g/hr)	99	74		235	245		
NOx Emissions (g/hr)	19	14		46	48		
VOC Emissions (g/hr)	23	17		54	57		
Dilemma Vehicles (#)	0	0		30	39		
Queue Length 50th (ft)	35	0		37	24		
Queue Length 95th (ft)	73	41		65	29		
Internal Link Dist (ft)	1391			315	366		
Turn Bay Length (ft)							
Base Capacity (vph)	480	387		3060	2308		

Lanes, Volumes, Timings

19: Poinciana Blvd & Poinciana Blvd EB Off Ramp

05/04/2022

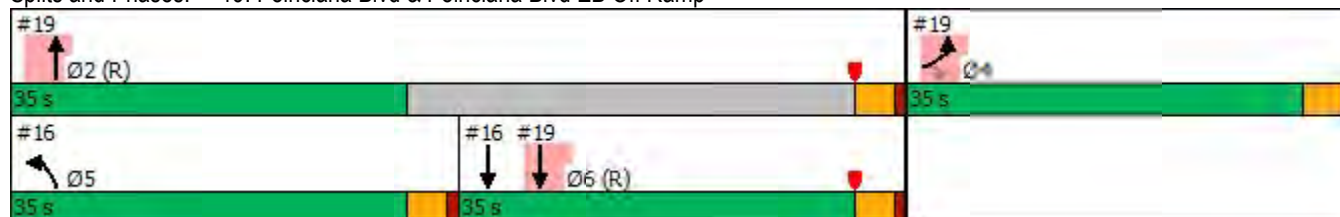


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Starvation Cap Reductn	0	0		0	256		
Spillback Cap Reductn	0	0		0	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	0.11	0.17		0.25	0.42		

Intersection Summary

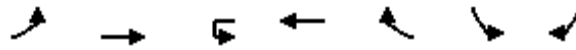
Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	28 (27%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.56
Intersection Signal Delay:	4.6
Intersection LOS:	A
Intersection Capacity Utilization	37.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp



Lanes, Volumes, Timings
20: International Dr & World Gateway Dr

05/04/2022



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	242	362	0	106	37	439	134
Future Volume (vph)	242	362	0	106	37	439	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	200		200		0	0	0
Storage Lanes	1		1		0	1	1
Taper Length (ft)	50		50			0	
Lane Util. Factor	1.00	0.91	1.00	0.91	0.91	1.00	1.00
Ped Bike Factor							
Frt				0.962			0.850
Flt Protected	0.950					0.950	
Satd. Flow (prot)	1736	5187	1900	4990	0	1805	1583
Flt Permitted	0.950					0.950	
Satd. Flow (perm)	1736	5187	1900	4990	0	1805	1583
Link Speed (mph)		45		45		30	
Link Distance (ft)		1160		3654		879	
Travel Time (s)		17.6		55.4		20.0	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	0%	0%	0%	0%	0%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%		0%		0%	
Adj. Flow (vph)	257	385	0	113	39	467	143
Shared Lane Traffic (%)							
Lane Group Flow (vph)	257	385	0	152	0	467	143
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		60		60		36	
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
Turning Speed (mph)	15		9		9	15	9
Sign Control		Free		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	51.1%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 21: World Center Dr & Buena Vista Suites

05/04/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	2108	18	27	1844	5	19	0	33	6	0	33
Future Volume (vph)	40	2108	18	27	1844	5	19	0	33	6	0	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	500		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt		0.999						0.915				0.885
Flt Protected	0.950			0.950				0.982				0.993
Satd. Flow (prot)	1719	5081	0	1805	5134	0	0	1682	0	0	1515	0
Flt Permitted	0.950			0.950				0.982				0.993
Satd. Flow (perm)	1719	5081	0	1805	5134	0	0	1682	0	0	1515	0
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1190			510			350				496
Travel Time (s)		18.0			7.7			8.0				11.3
Confl. Peds. (#/hr)			1									
Confl. Bikes (#/hr)												1
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	2%	0%	0%	1%	10%	4%	0%	0%	0%	0%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	41	2173	19	28	1901	5	20	0	34	6	0	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	2192	0	28	1906	0	0	54	0	0	40	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 54.0% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
 22: World Center Dr & Caribe Royale Orlando

05/04/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↓	↓
Traffic Volume (vph)	24	2123	1834	13	23	42
Future Volume (vph)	24	2123	1834	13	23	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	1	1
Taper Length (ft)	0				0	
Lane Util. Factor	0.91	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.999			0.850
Flt Protected		0.999			0.950	
Satd. Flow (prot)	0	5128	5080	0	1770	1583
Flt Permitted		0.999			0.950	
Satd. Flow (perm)	0	5128	5080	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		510	1520		505	
Travel Time (s)		7.7	23.0		11.5	
Confl. Peds. (#/hr)					1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	1%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	25	2211	1910	14	24	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2236	1924	0	24	44
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	67.7%
ICU Level of Service	C
Analysis Period (min)	15

Unsignalized Intersections

HCM 6th TWSC
 3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp

05/04/2022

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↘	↕	↘		↕	↗
Traffic Vol, veh/h	0	0	42	0	0	0	49	1134	0	0	579	27
Future Vol, veh/h	0	0	42	0	0	0	49	1134	0	0	579	27
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	225	-	375	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0	4	1	0	0	4	0
Mvmt Flow	0	0	45	0	0	0	53	1219	0	0	623	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	-	313	624	0	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	4.18	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	2.24	-	-
Pot Cap-1 Maneuver	0	0	689	940	-	0
Stage 1	0	0	-	-	0	0
Stage 2	0	0	-	-	0	0
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	688	939	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	939	-	688	-
HCM Lane V/C Ratio	0.056	-	0.066	-
HCM Control Delay (s)	9.1	-	10.6	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0.2	-	0.2	-

Intersection												
Int Delay, s/veh	14.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑↑↑	↑	↕	↑↑↑	
Traffic Vol, veh/h	0	0	0	22	0	42	29	1890	52	58	1200	0
Future Vol, veh/h	0	0	0	22	0	42	29	1890	52	58	1200	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	175	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	10	0	14	0	3	2	2	4	0
Mvmt Flow	0	0	0	23	0	43	30	1948	54	60	1237	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2196	3420	619	2624	3366	975	1237	0	0	2003	0	0
Stage 1	1357	1357	-	2009	2009	-	-	-	-	-	-	-
Stage 2	839	2063	-	615	1357	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.6	6.5	7.38	5.3	-	-	5.34	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.5	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.9	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.9	4	4.04	3.1	-	-	3.12	-	-
Pot Cap-1 Maneuver	49	7	374	23	8	199	305	-	-	125	-	-
Stage 1	114	219	-	34	105	-	-	-	-	-	-	-
Stage 2	300	98	-	389	219	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	22	3	374	~ 13	4	199	305	-	-	125	-	-
Mov Cap-2 Maneuver	22	3	-	~ 13	4	-	-	-	-	-	-	-
Stage 1	103	114	-	31	95	-	-	-	-	-	-	-
Stage 2	212	88	-	202	114	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	\$ 693	0.3	2.7
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	305	-	-	-	34	125	-	-
HCM Lane V/C Ratio	0.098	-	-	-	1.941	0.478	-	-
HCM Control Delay (s)	18.1	-	-	0	\$ 693	57.8	-	-
HCM Lane LOS	C	-	-	A	F	F	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-	7.4	2.2	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
14: SR 535 & Median Opening S

05/04/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗	↗↗	↗	↗	↗↗↗	↗
Traffic Vol, veh/h	0	0	30	0	0	42	16	1795	0	10	975	42
Future Vol, veh/h	0	0	30	0	0	42	16	1795	0	10	975	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	0	750	-	275	500	-	400
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	7	0	0	0	6	1	0	10	4	2
Mvmt Flow	0	0	33	0	0	47	18	1994	0	11	1083	47

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	542	-	-	997	1083	0	0	1994	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.24	-	-	6.9	5.42	-	-	4.3	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.97	-	-	3.3	3.16	-	-	2.3	-	-
Pot Cap-1 Maneuver	0	0	405	0	0	246	346	-	-	256	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	405	-	-	246	346	-	-	256	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.7		23		0.1		0.2	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	346	-	-	405	246	256	-
HCM Lane V/C Ratio	0.051	-	-	0.082	0.19	0.043	-
HCM Control Delay (s)	16	-	-	14.7	23	19.7	-
HCM Lane LOS	C	-	-	B	C	C	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	0.7	0.1	-

Intersection						
Int Delay, s/veh	0.1					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations	↘	↑↑	↑↑	↗		↗
Traffic Vol, veh/h	5	1093	2309	24	0	0
Future Vol, veh/h	5	1093	2309	24	0	0
Conflicting Peds, #/hr	0	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	550	-	-	550	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	20	3	1	0	0	0
Mvmt Flow	5	1175	2483	26	0	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	2512	0	0 - 1245
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.5	-	- 6.9
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.4	-	- 3.3
Pot Cap-1 Maneuver	134	-	0 168
Stage 1	-	-	0 -
Stage 2	-	-	0 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	134	-	- 168
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	SE	NW	SW
HCM Control Delay, s	0.2	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1
Capacity (veh/h)	-	-	134	-
HCM Lane V/C Ratio	-	-	0.04	-
HCM Control Delay (s)	-	-	33	0
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	0.1	-

HCM 6th TWSC
18: Poinciana Blvd & Westbound Off Ramp

05/04/2022

Intersection						
Int Delay, s/veh	6.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑			↑↑
Traffic Vol, veh/h	184	122	76	0	0	52
Future Vol, veh/h	184	122	76	0	0	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	87	87	95
Heavy Vehicles, %	0	1	1	2	4	4
Mvmt Flow	194	128	80	0	0	55

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	108	40	0	-	-	-
Stage 1	80	-	-	-	-	-
Stage 2	28	-	-	-	-	-
Critical Hdwy	6.8	6.92	-	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.31	-	-	-	-
Pot Cap-1 Maneuver	884	1026	-	0	0	-
Stage 1	940	-	-	0	0	-
Stage 2	997	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	884	1026	-	-	-	-
Mov Cap-2 Maneuver	884	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	997	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBT
Capacity (veh/h)	-	884	1026
HCM Lane V/C Ratio	-	0.219	0.125
HCM Control Delay (s)	-	10.2	9
HCM Lane LOS	-	B	A
HCM 95th %tile Q(veh)	-	0.8	0.4

Intersection							
Int Delay, s/veh	5.8						
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↘	↑↑↑		↘	↗
Traffic Vol, veh/h	142	82	0	77	74	48	85
Future Vol, veh/h	142	82	0	77	74	48	85
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	200	-	200	-	-	0	0
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80
Heavy Vehicles, %	0	13	0	1	0	0	4
Mvmt Flow	178	103	0	96	93	60	106

Major/Minor	Major1	Major2	Minor2				
Conflicting Flow All	189	0	75	-	0	540	95
Stage 1	-	-	-	-	-	143	-
Stage 2	-	-	-	-	-	397	-
Critical Hdwy	5.3	-	5.6	-	-	5.7	7.18
Critical Hdwy Stg 1	-	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	-	6	-
Follow-up Hdwy	3.1	-	2.3	-	-	3.8	3.94
Pot Cap-1 Maneuver	953	-	1426	-	-	529	796
Stage 1	-	-	-	-	-	785	-
Stage 2	-	-	-	-	-	598	-
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	953	-	1426	-	-	430	796
Mov Cap-2 Maneuver	-	-	-	-	-	430	-
Stage 1	-	-	-	-	-	638	-
Stage 2	-	-	-	-	-	598	-

Approach	EB	WB	SB
HCM Control Delay, s	6.1	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	953	-	1426	-	-	430	796
HCM Lane V/C Ratio	0.186	-	-	-	-	0.14	0.133
HCM Control Delay (s)	9.6	-	0	-	-	14.7	10.2
HCM Lane LOS	A	-	A	-	-	B	B
HCM 95th %tile Q(veh)	0.7	-	0	-	-	0.5	0.5

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	40	969	6	22	1515	14	14	2	14	1	1	18
Future Vol, veh/h	40	969	6	22	1515	14	14	2	14	1	1	18
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	3	4	0	0	4	10	7	0	0	0	0	12
Mvmt Flow	41	989	6	22	1546	14	14	2	14	1	1	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1560	0	0	996	0	0	1738	2679	499	2076	2675	780
Stage 1	-	-	-	-	-	-	1075	1075	-	1597	1597	-
Stage 2	-	-	-	-	-	-	663	1604	-	479	1078	-
Critical Hdwy	5.36	-	-	5.3	-	-	6.54	6.5	7.1	6.4	6.5	7.34
Critical Hdwy Stg 1	-	-	-	-	-	-	7.44	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.84	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.13	-	-	3.1	-	-	3.87	4	3.9	3.8	4	4.02
Pot Cap-1 Maneuver	206	-	-	399	-	-	87	22	447	58	23	273
Stage 1	-	-	-	-	-	-	170	298	-	77	168	-
Stage 2	-	-	-	-	-	-	369	166	-	495	297	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	206	-	-	399	-	-	63	17	447	42	17	273
Mov Cap-2 Maneuver	-	-	-	-	-	-	63	17	-	42	17	-
Stage 1	-	-	-	-	-	-	136	238	-	62	159	-
Stage 2	-	-	-	-	-	-	323	157	-	381	238	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			0.2			74.2			36.4		
HCM LOS							F			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	81	206	-	-	399	-	-	135
HCM Lane V/C Ratio	0.378	0.198	-	-	0.056	-	-	0.151
HCM Control Delay (s)	74.2	26.7	-	-	14.6	-	-	36.4
HCM Lane LOS	F	D	-	-	B	-	-	E
HCM 95th %tile Q(veh)	1.5	0.7	-	-	0.2	-	-	0.5

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↑	↑
Traffic Vol, veh/h	46	938	1532	40	9	19
Future Vol, veh/h	46	938	1532	40	9	19
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	4	3	2	2	5
Mvmt Flow	47	967	1579	41	9	20

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1620	0	-	0	2082 810
Stage 1	-	-	-	-	1600 -
Stage 2	-	-	-	-	482 -
Critical Hdwy	5.4	-	-	-	5.74 7.2
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	3.15	-	-	-	3.82 3.95
Pot Cap-1 Maneuver	188	-	-	-	85 272
Stage 1	-	-	-	-	102 -
Stage 2	-	-	-	-	536 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	188	-	-	-	39 272
Mov Cap-2 Maneuver	-	-	-	-	39 -
Stage 1	-	-	-	-	47 -
Stage 2	-	-	-	-	536 -

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	53
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	188	-	-	-	39	272
HCM Lane V/C Ratio	0.252	-	-	-	0.238	0.072
HCM Control Delay (s)	30.5	-	-	-	124	19.3
HCM Lane LOS	D	-	-	-	F	C
HCM 95th %tile Q(veh)	1	-	-	-	0.8	0.2

HCM 6th TWSC
 3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp

05/04/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↘	↕	↘		↕	↗
Traffic Vol, veh/h	0	0	68	0	0	0	23	865	0	0	1182	32
Future Vol, veh/h	0	0	68	0	0	0	23	865	0	0	1182	32
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	225	-	375	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	0	3
Mvmt Flow	0	0	74	0	0	0	25	940	0	0	1285	35

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	-	644	1286	0	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	2.2	-	-
Pot Cap-1 Maneuver	0	0	420	546	-	0
Stage 1	0	0	-	-	0	0
Stage 2	0	0	-	-	0	0
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	420	545	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.4	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	545	-	420	-
HCM Lane V/C Ratio	0.046	-	0.176	-
HCM Control Delay (s)	11.9	-	15.4	-
HCM Lane LOS	B	-	C	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-

HCM 6th TWSC
10: SR 535 & Lake Bryan Beach Blvd

05/04/2022

Intersection												
Int Delay, s/veh	56.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↑↑↑	↑↑↑	↕	↕ ↑↑↑		
Traffic Vol, veh/h	0	0	0	57	0	103	51	1517	34	20	1776	0
Future Vol, veh/h	0	0	0	57	0	103	51	1517	34	20	1776	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	175	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	2	0	3	0	2	9	10	2	0
Mvmt Flow	0	0	0	60	0	108	54	1597	36	21	1869	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2658	3653	935	2496	3617	800	1869	0	0	1634	0	0
Stage 1	1911	1911	-	1706	1706	-	-	-	-	-	-	-
Stage 2	747	1742	-	790	1911	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.44	6.5	7.16	5.3	-	-	5.5	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.34	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.74	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.82	4	3.93	3.1	-	-	3.2	-	-
Pot Cap-1 Maneuver	25	5	232	~31	5	280	149	-	-	176	-	-
Stage 1	46	117	-	63	148	-	-	-	-	-	-	-
Stage 2	341	142	-	317	117	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	10	3	232	~20	3	280	149	-	-	176	-	-
Mov Cap-2 Maneuver	10	3	-	~20	3	-	-	-	-	-	-	-
Stage 1	29	103	-	~40	94	-	-	-	-	-	-	-
Stage 2	133	90	-	279	103	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	\$ 1236.9	1.3	0.3
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	149	-	-	-	50	176	-
HCM Lane V/C Ratio	0.36	-	-	-	3.368	0.12	-
HCM Control Delay (s)	42.2	-	-	\$ 1236.9	28.2	-	-
HCM Lane LOS	E	-	-	A	F	D	-
HCM 95th %tile Q(veh)	1.5	-	-	-	18.3	0.4	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
14: SR 535 & Median Opening S

05/04/2022

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗	↕	↗	↗	↕	↗
Traffic Vol, veh/h	0	0	144	0	0	79	30	1209	48	19	1778	168
Future Vol, veh/h	0	0	144	0	0	79	30	1209	48	19	1778	168
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	0	750	-	275	500	-	400
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	0	2	2	0	1	0
Mvmt Flow	0	0	158	0	0	87	33	1329	53	21	1954	185

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	977	-	-	665	1954	0	0	1382	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.1	-	-	6.9	5.3	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.9	-	-	3.3	3.1	-	-	2.2	-	-
Pot Cap-1 Maneuver	0	0	218	0	0	407	135	-	-	502	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	218	-	-	407	135	-	-	502	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	55.7		16.2		0.9		0.1	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	135	-	-	218	407	502	-
HCM Lane V/C Ratio	0.244	-	-	0.726	0.213	0.042	-
HCM Control Delay (s)	40.1	-	-	55.7	16.2	12.5	-
HCM Lane LOS	E	-	-	F	C	B	-
HCM 95th %tile Q(veh)	0.9	-	-	4.8	0.8	0.1	-

Intersection						
Int Delay, s/veh	0.3					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations	↘	↑↑	↑↑	↗		↗
Traffic Vol, veh/h	20	2347	1549	99	0	61
Future Vol, veh/h	20	2347	1549	99	0	61
Conflicting Peds, #/hr	0	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	550	-	-	550	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	1	3	0	0
Mvmt Flow	22	2524	1666	106	0	66

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1775	0	-	0	836
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	4.1	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	2.2	-	-	-	3.3
Pot Cap-1 Maneuver	355	-	-	-	315
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	0
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	354	-	-	-	314
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	SE	NW	SW
HCM Control Delay, s	0.1	0	19.5
HCM LOS			C

Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1
Capacity (veh/h)	-	-	354	314
HCM Lane V/C Ratio	-	-	0.061	0.209
HCM Control Delay (s)	-	-	15.8	19.5
HCM Lane LOS	-	-	C	C
HCM 95th %tile Q(veh)	-	-	0.2	0.8

HCM 6th TWSC
 18: Poinciana Blvd & Westbound Off Ramp

05/04/2022

Intersection						
Int Delay, s/veh	5.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑			↑↑
Traffic Vol, veh/h	225	152	129	0	0	263
Future Vol, veh/h	225	152	129	0	0	263
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	87	87	95
Heavy Vehicles, %	0	1	1	2	4	4
Mvmt Flow	237	160	136	0	0	277

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	275	68	0	-	-	-
Stage 1	136	-	-	-	-	-
Stage 2	139	-	-	-	-	-
Critical Hdwy	6.8	6.92	-	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.31	-	-	-	-
Pot Cap-1 Maneuver	697	984	-	0	0	-
Stage 1	882	-	-	0	0	-
Stage 2	879	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	697	984	-	-	-	-
Mov Cap-2 Maneuver	697	-	-	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	879	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBT
Capacity (veh/h)	-	697 984	-
HCM Lane V/C Ratio	-	0.34 0.163	-
HCM Control Delay (s)	-	12.8 9.4	-
HCM Lane LOS	-	B A	-
HCM 95th %tile Q(veh)	-	1.5 0.6	-

Intersection

Int Delay, s/veh 109.1

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↘ ↑↑↑	↑↑↑	↘ ↑↑↑	↑↑↑		↘	↗
Traffic Vol, veh/h	242	362	0	106	37	439	134
Future Vol, veh/h	242	362	0	106	37	439	134
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	200	-	200	-	-	0	0
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	4	0	0	0	0	0	2
Mvmt Flow	257	385	0	113	39	467	143

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	152	0 281	- 0 801 76
Stage 1	-	-	- - 133 -
Stage 2	-	-	- - 668 -
Critical Hdwy	5.38	- 5.6	- - 5.7 7.14
Critical Hdwy Stg 1	-	-	- - 6.6 -
Critical Hdwy Stg 2	-	-	- - 6 -
Follow-up Hdwy	3.14	- 2.3	- - 3.8 3.92
Pot Cap-1 Maneuver	975	- 1104	- - ~395 823
Stage 1	-	-	- - 796 -
Stage 2	-	-	- - ~434 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	975	- 1104	- - ~291 823
Mov Cap-2 Maneuver	-	-	- - ~291 -
Stage 1	-	-	- - 586 -
Stage 2	-	-	- - ~434 -

Approach	EB	WB	SB
HCM Control Delay, s	4	0	247
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	975	-	1104	-	-	291	823
HCM Lane V/C Ratio	0.264	-	-	-	-	1.605	0.173
HCM Control Delay (s)	10	-	0	-	-	\$ 319.2	10.3
HCM Lane LOS	B	-	A	-	-	F	B
HCM 95th %tile Q(veh)	1.1	-	0	-	-	28.2	0.6

Notes

~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 21: World Center Dr & Buena Vista Suites

05/04/2022

Intersection												
Int Delay, s/veh	22.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↑↑↑			↖ ↑↑↑			↕			↕		
Traffic Vol, veh/h	40	2108	18	27	1844	5	19	0	33	6	0	33
Future Vol, veh/h	40	2108	18	27	1844	5	19	0	33	6	0	33
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	5	2	0	0	1	10	4	0	0	0	0	12
Mvmt Flow	41	2173	19	28	1901	5	20	0	34	6	0	34

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1906	0	0	2193	0	0	3082	4228	1097	2911	4235	953
Stage 1	-	-	-	-	-	-	2266	2266	-	1960	1960	-
Stage 2	-	-	-	-	-	-	816	1962	-	951	2275	-
Critical Hdwy	5.4	-	-	5.3	-	-	6.48	6.5	7.1	6.4	6.5	7.34
Critical Hdwy Stg 1	-	-	-	-	-	-	7.38	5.5	-	7.3	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.78	5.5	-	6.7	5.5	-
Follow-up Hdwy	3.15	-	-	3.1	-	-	3.84	4	3.9	3.8	4	4.02
Pot Cap-1 Maneuver	135	-	-	102	-	-	~12	2	181	17	2	208
Stage 1	-	-	-	-	-	-	24	77	-	42	111	-
Stage 2	-	-	-	-	-	-	302	110	-	256	76	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	135	-	-	102	-	-	~6	1	181	8	1	208
Mov Cap-2 Maneuver	-	-	-	-	-	-	~6	1	-	8	1	-
Stage 1	-	-	-	-	-	-	~17	54	-	29	80	-
Stage 2	-	-	-	-	-	-	183	80	-	145	53	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0.8		0.8		\$ 1545.6		262.4	
HCM LOS					F		F	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	16	135	-	-	102	-	-	43
HCM Lane V/C Ratio	3.351	0.305	-	-	0.273	-	-	0.935
HCM Control Delay (s)	\$ 1545.6	43	-	-	53	-	-	262.4
HCM Lane LOS	F	E	-	-	F	-	-	F
HCM 95th %tile Q(veh)	7.4	1.2	-	-	1	-	-	3.7

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↑	↑
Traffic Vol, veh/h	24	2123	1834	13	23	42
Future Vol, veh/h	24	2123	1834	13	23	42
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	5	1	2	2	2	2
Mvmt Flow	25	2211	1910	14	24	44

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1924	0	0	2852	962
Stage 1	-	-	-	1917	-
Stage 2	-	-	-	935	-
Critical Hdwy	5.4	-	-	5.74	7.14
Critical Hdwy Stg 1	-	-	-	6.64	-
Critical Hdwy Stg 2	-	-	-	6.04	-
Follow-up Hdwy	3.15	-	-	3.82	3.92
Pot Cap-1 Maneuver	132	-	-	32	220
Stage 1	-	-	-	64	-
Stage 2	-	-	-	310	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	132	-	-	32	220
Mov Cap-2 Maneuver	-	-	-	32	-
Stage 1	-	-	-	64	-
Stage 2	-	-	-	310	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	109.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	132	-	-	-	32	220
HCM Lane V/C Ratio	0.189	-	-	-	0.749	0.199
HCM Control Delay (s)	38.5	-	-	-	263.7	25.4
HCM Lane LOS	E	-	-	-	F	D
HCM 95th %tile Q(veh)	0.7	-	-	-	2.5	0.7

Arterial Level of Service

Arterial Level of Service: NB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 192	I	50	19.2	67.7	86.9	0.19	8.0	F
Kyngs Heath Road	I	45	19.6	9.1	28.7	0.19	23.6	D
Osceola Pkwy on-ramp	I	50	29.3	3.7	33.0	0.31	33.6	C
Poinciana Blvd	I	50	20.2	20.5	40.7	0.20	17.9	E
Polynesian Isle Blvd	I	50	33.1	37.5	70.6	0.36	18.5	E
LBV Factory Stores	I	50	29.9	24.7	54.6	0.33	21.7	D
International Dr	I	50	34.0	9.8	43.8	0.40	32.5	C
World Center Dr	I	50	26.3	68.7	95.0	0.26	10.0	F
Total	I		211.6	241.7	453.3	2.24	17.8	E

Arterial Level of Service: SB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 536	I	50	62.7	69.0	131.7	0.87	23.8	D
International Dr	I	50	26.3	26.4	52.7	0.26	18.0	E
LBV Factory Stores	I	50	34.0	13.1	47.1	0.40	30.3	C
Polynesian Isle Blvd	I	50	29.9	14.6	44.5	0.33	26.6	D
Poinciana Blvd	I	50	33.1	27.0	60.1	0.36	21.8	D
Osceola Pkwy on-ramp	I	50	20.2	0.1	20.3	0.20	35.9	B
Kyngs Heath Road	I	50	29.3	12.7	42.0	0.31	26.4	D
US 192	I	45	19.6	113.9	133.5	0.19	5.1	F
Total	I		255.1	276.8	531.9	2.92	19.8	E

Arterial Level of Service: NB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 192	I	50	19.2	69.5	88.7	0.19	7.8	F
Kyngs Heath Road	I	45	19.6	14.8	34.4	0.19	19.7	E
Osceola Pkwy on-ramp	I	50	29.3	7.2	36.5	0.31	30.4	C
Poinciana Blvd	I	50	20.2	21.9	42.1	0.20	17.3	E
Polynesian Isle Blvd	I	50	33.1	40.2	73.3	0.36	17.9	E
LBV Factory Stores	I	50	29.9	23.9	53.8	0.33	22.0	D
International Dr	I	50	34.0	9.1	43.1	0.40	33.1	C
World Center Dr	I	50	26.3	57.3	83.6	0.26	11.3	F
Total	I		211.6	243.9	455.5	2.24	17.7	E

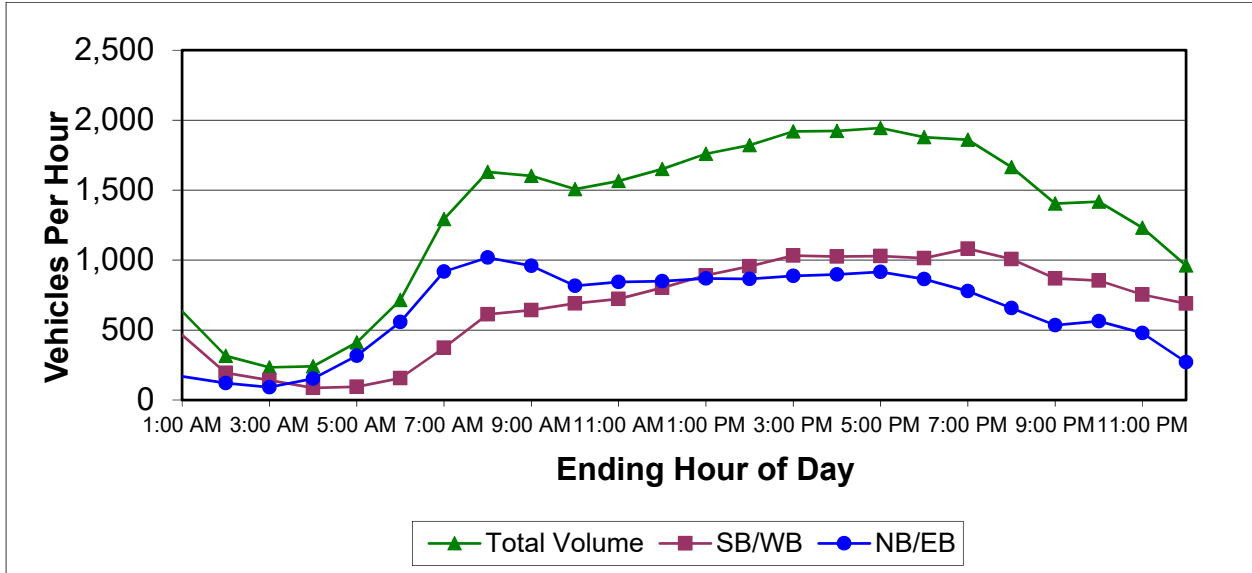
Arterial Level of Service: SB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 536	I	50	62.7	84.8	147.5	0.87	21.2	D
International Dr	I	50	26.3	55.0	81.3	0.26	11.6	F
LBV Factory Stores	I	50	34.0	47.2	81.2	0.40	17.5	E
Polynesian Isle Blvd	I	50	29.9	22.4	52.3	0.33	22.6	D
Poinciana Blvd	I	50	33.1	26.1	59.2	0.36	22.1	D
Osceola Pkwy on-ramp	I	50	20.2	0.1	20.3	0.20	35.9	B
Kyngs Heath Road	I	50	29.3	11.8	41.1	0.31	27.0	C
US 192	I	45	19.6	179.9	199.5	0.19	3.4	F
Total	I		255.1	427.3	682.4	2.92	15.4	F

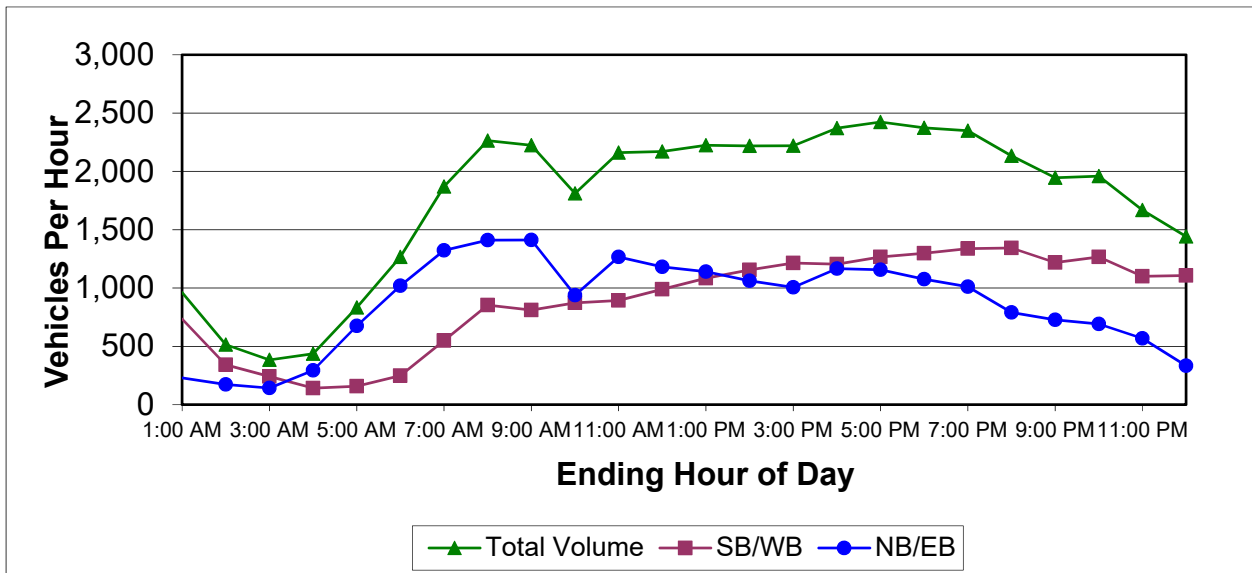
Appendix E – Traffic Factors

Time of Day Profiles

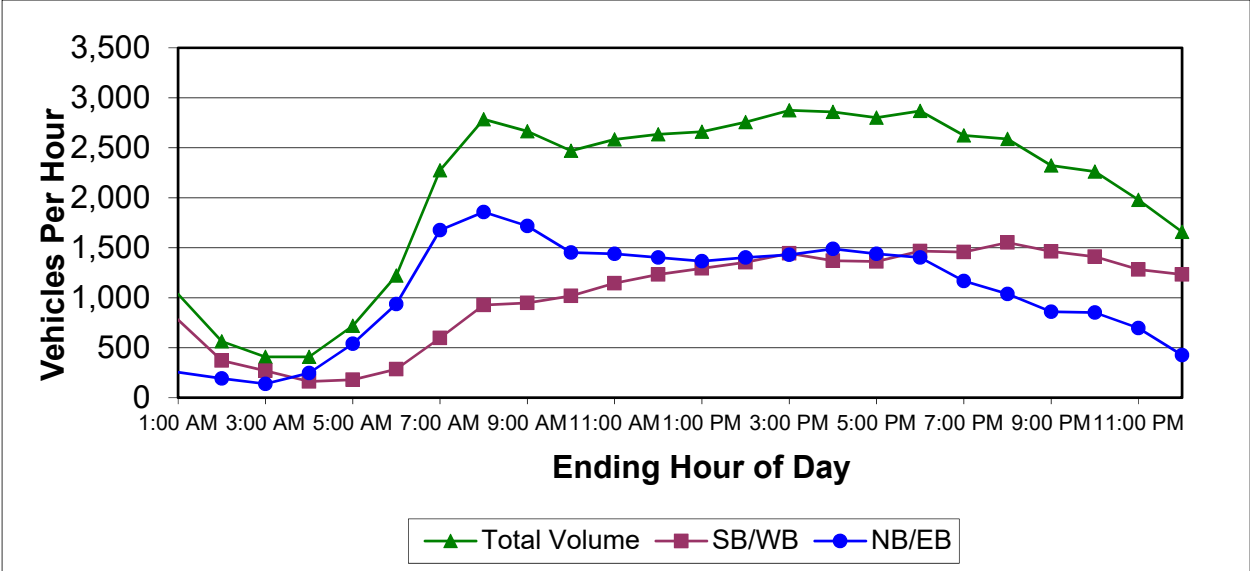
72 Hour – Time of Day Profiles



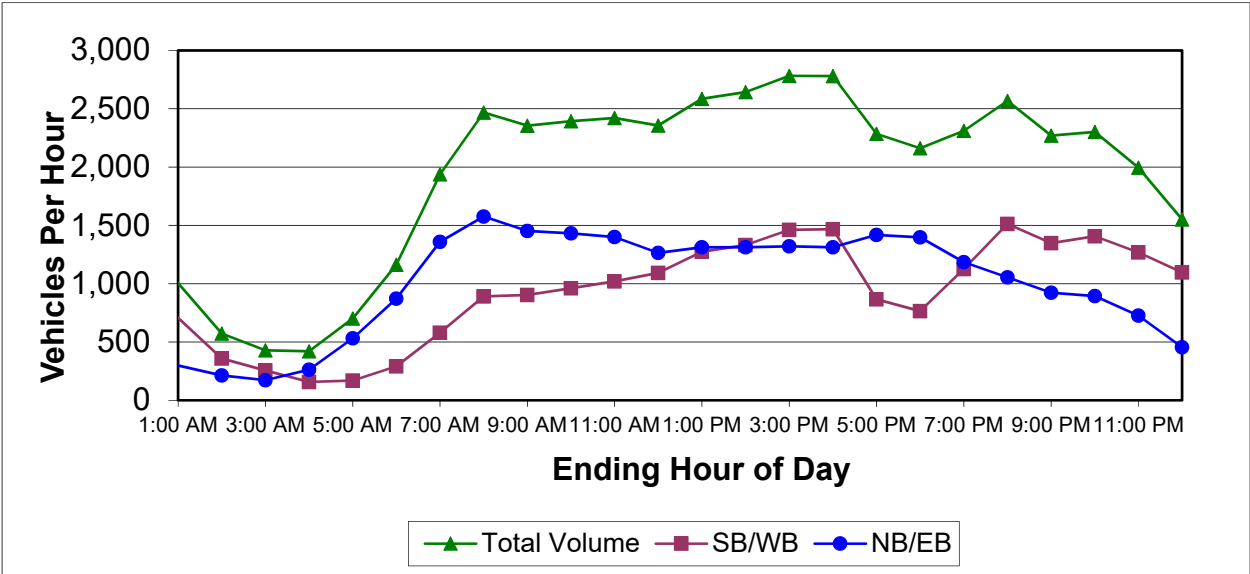
SR 535 between EB on-ramp to Osceola Pkwy and US 192



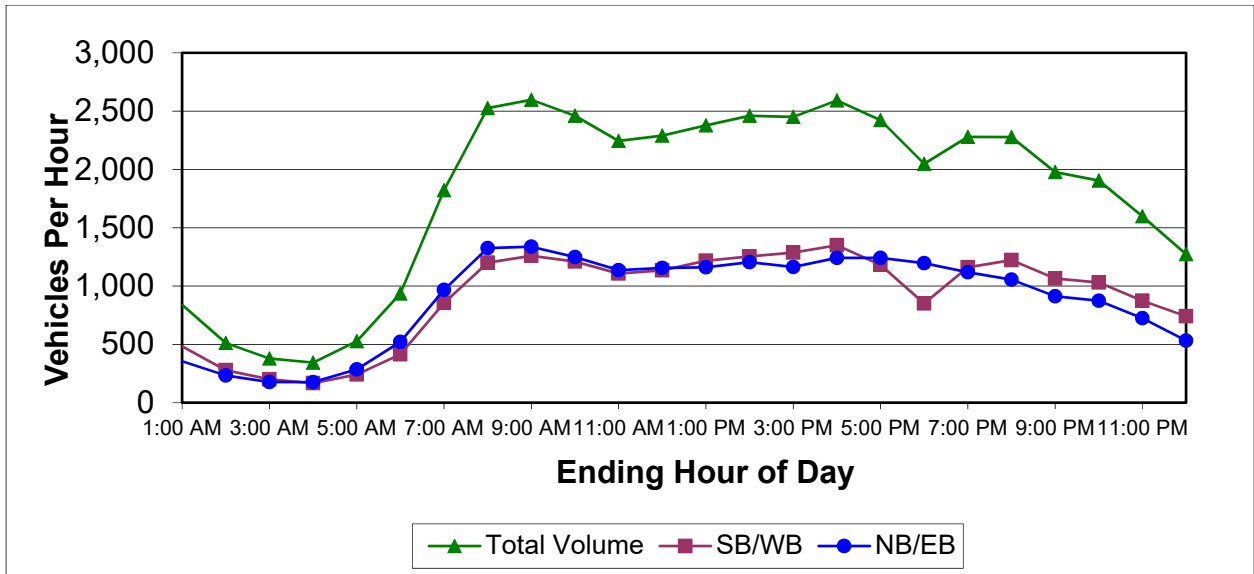
SR 535 between Poinciana Blvd and Polynesian Isle Blvd



SR 535 between LBV Factory Stores and International Dr



SR 535 between International Dr and SR 536/World Center Dr



SR 535 between SR 536/World Center Dr and Lake Bryan Beach Blvd

Field Data Collection (K&D Factors)

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.39 0
 LOCATION CODE: 1
 COUNT LOCATION: SR 535 Btwn EB Ramp to Osceola Pkwy US 192
 EQUIPMENT ID: 70

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions	Distribution Percent Direction (NB or EB)	Distribution Percent Direction (SB or WB)	Total Percent Both Directions
1:00 AM	169	466	634	1.10%	2.88%	2.01%
2:00 AM	121	194	315	0.79%	1.20%	1.00%
3:00 AM	92	142	234	0.60%	0.88%	0.74%
4:00 AM	154	87	241	1.00%	0.54%	0.76%
5:00 AM	317	95	412	2.06%	0.59%	1.30%
6:00 AM	558	156	714	3.62%	0.97%	2.26%
7:00 AM	918	374	1,293	5.96%	2.31%	4.09%
8:00 AM	1,018	612	1,631	6.61%	3.78%	5.16%
9:00 AM	960	642	1,602	6.23%	3.97%	5.07%
10:00 AM	817	691	1,507	5.30%	4.27%	4.77%
11:00 AM	843	722	1,565	5.48%	4.46%	4.96%
12:00 PM	849	802	1,651	5.51%	4.96%	5.23%
1:00 PM	869	890	1,759	5.64%	5.50%	5.57%
2:00 PM	865	956	1,821	5.62%	5.90%	5.77%
3:00 PM	887	1,032	1,919	5.76%	6.38%	6.08%
4:00 PM	897	1,026	1,923	5.83%	6.34%	6.09%
5:00 PM	915	1,029	1,944	5.94%	6.36%	6.16%
6:00 PM	864	1,014	1,878	5.61%	6.27%	5.95%
7:00 PM	778	1,081	1,860	5.05%	6.68%	5.89%
8:00 PM	657	1,008	1,665	4.27%	6.23%	5.27%
9:00 PM	535	868	1,404	3.48%	5.37%	4.44%
10:00 PM	564	854	1,418	3.66%	5.28%	4.49%
11:00 PM	479	753	1,232	3.11%	4.65%	3.90%
12:00 AM	271	690	961	1.76%	4.26%	3.04%
TOTALS	15,397	16,184	31,582	100.0%	100.0%	100.0%

Day 1

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions
12:00 AM	167	450	617
1:00 AM	115	171	286
2:00 AM	92	132	224
3:00 AM	153	80	233
4:00 AM	333	86	419
5:00 AM	582	158	740
6:00 AM	949	363	1,312
7:00 AM	1,027	621	1,648
8:00 AM	821	642	1,463
9:00 AM	758	719	1,477
10:00 AM	838	689	1,527
11:00 AM	808	788	1,596
12:00 PM	839	907	1,746
1:00 PM	841	895	1,736
2:00 PM	899	1,036	1,935
3:00 PM	856	1,030	1,886
4:00 PM	920	1,009	1,929
5:00 PM	827	1,094	1,921
6:00 PM	800	1,038	1,838
7:00 PM	662	1,035	1,697
8:00 PM	531	846	1,377
9:00 PM	531	821	1,352
10:00 PM	479	738	1,217
11:00 PM	250	693	943
TOTALS	15,078	16,041	31,119

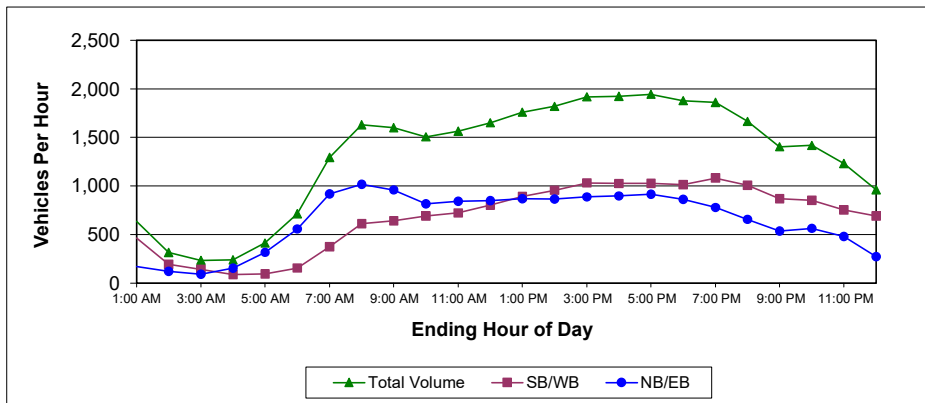
Day 2

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions
12:00 AM	165	460	625
1:00 AM	118	179	297
2:00 AM	85	148	233
3:00 AM	139	79	218
4:00 AM	299	100	399
5:00 AM	535	156	691
6:00 AM	915	378	1,293
7:00 AM	1,001	634	1,635
8:00 AM	1,041	651	1,692
9:00 AM	862	679	1,541
10:00 AM	863	714	1,577
11:00 AM	832	751	1,583
12:00 PM	875	866	1,741
1:00 PM	877	1,004	1,881
2:00 PM	835	1,000	1,835
3:00 PM	902	985	1,887
4:00 PM	954	1,088	2,042
5:00 PM	869	923	1,792
6:00 PM	774	1,059	1,833
7:00 PM	613	932	1,545
8:00 PM	526	841	1,367
9:00 PM	559	831	1,390
10:00 PM	437	755	1,192
11:00 PM	280	668	948
TOTALS	15,356	15,881	31,237

Day 3

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions
12:00 AM	174	487	661
1:00 AM	130	232	362
2:00 AM	98	146	244
3:00 AM	169	102	271
4:00 AM	319	99	418
5:00 AM	557	155	712
6:00 AM	891	382	1,273
7:00 AM	1,027	582	1,609
8:00 AM	1,017	633	1,650
9:00 AM	830	674	1,504
10:00 AM	829	763	1,592
11:00 AM	907	868	1,775
12:00 PM	892	898	1,790
1:00 PM	878	968	1,846
2:00 PM	927	1,061	1,988
3:00 PM	934	1,062	1,996
4:00 PM	872	989	1,861
5:00 PM	896	1,025	1,921
6:00 PM	761	1,147	1,908
7:00 PM	696	1,056	1,752
8:00 PM	549	918	1,467
9:00 PM	601	910	1,511
10:00 PM	520	766	1,286
11:00 PM	284	708	992
TOTALS	15,758	16,631	32,389

K-Factor				D factor			
Day1	Day 2	Day 3	Average	Day1	Day 2	Day 3	Average
5.30%	5.23%	4.97%	5.17%	62.32%	61.22%	63.83%	62.46%
6.20%	6.54%	5.75%	6.16%	52.31%	53.28%	53.14%	52.91%



HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

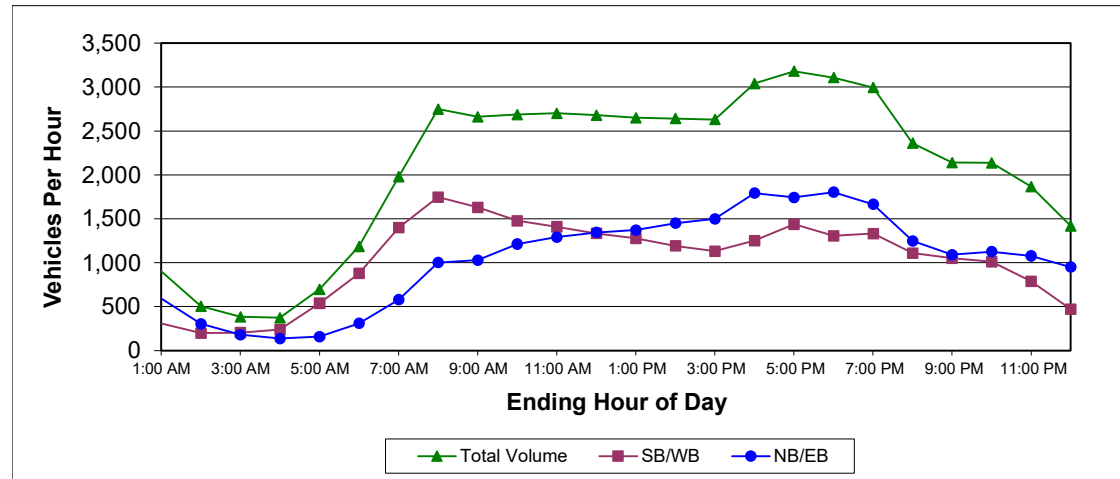
VHB PROJECT NO: 62954.39
 LOCATION CODE: 0
 COUNT LOCATION: US 192 east of SR 535
 EQUIPMENT ID: 45/36

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions	Distribution Percent Direction (NB or EB)	Distribution Percent Direction (SB or WB)	Total Percent Both Directions
1:00 AM	594	309	903	2.38%	1.25%	1.82%
2:00 AM	305	199	504	1.22%	0.80%	1.01%
3:00 AM	181	205	386	0.72%	0.83%	0.78%
4:00 AM	137	239	375	0.55%	0.96%	0.75%
5:00 AM	159	539	698	0.64%	2.18%	1.40%
6:00 AM	310	878	1,187	1.24%	3.55%	2.39%
7:00 AM	579	1,400	1,978	2.32%	5.66%	3.98%
8:00 AM	1,004	1,747	2,751	4.02%	7.07%	5.54%
9:00 AM	1,031	1,632	2,663	4.13%	6.60%	5.36%
10:00 AM	1,212	1,476	2,688	4.85%	5.97%	5.41%
11:00 AM	1,292	1,409	2,701	5.18%	5.70%	5.44%
12:00 PM	1,345	1,335	2,680	5.39%	5.40%	5.39%
1:00 PM	1,372	1,278	2,650	5.49%	5.17%	5.33%
2:00 PM	1,450	1,192	2,641	5.81%	4.82%	5.31%
3:00 PM	1,498	1,133	2,631	6.00%	4.58%	5.29%
4:00 PM	1,792	1,250	3,042	7.18%	5.06%	6.12%
5:00 PM	1,745	1,437	3,182	6.99%	5.81%	6.40%
6:00 PM	1,803	1,307	3,110	7.22%	5.29%	6.26%
7:00 PM	1,666	1,331	2,997	6.67%	5.38%	6.03%
8:00 PM	1,249	1,112	2,361	5.00%	4.50%	4.75%
9:00 PM	1,091	1,050	2,141	4.37%	4.25%	4.31%
10:00 PM	1,127	1,011	2,138	4.51%	4.09%	4.30%
11:00 PM	1,078	791	1,869	4.32%	3.20%	3.76%
12:00 AM	951	470	1,421	3.81%	1.90%	2.86%
TOTALS	24,966	24,725	49,691	100.0%	100.0%	100.0%

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions
12:00 AM	589	325	914
1:00 AM	304	221	525
2:00 AM	189	250	439
3:00 AM	132	229	361
4:00 AM	145	544	689
5:00 AM	313	874	1,187
6:00 AM	611	1,380	1,991
7:00 AM	963	1,802	2,765
8:00 AM	1,039	1,668	2,707
9:00 AM	1,227	1,439	2,666
10:00 AM	1,263	1,403	2,666
11:00 AM	1,323	1,342	2,665
12:00 PM	1,311	1,313	2,624
1:00 PM	1,462	1,193	2,655
2:00 PM	1,534	944	2,478
3:00 PM	1,858	1,229	3,087
4:00 PM	1,706	1,462	3,168
5:00 PM	1,828	1,307	3,135
6:00 PM	1,590	1,305	2,895
7:00 PM	1,287	1,060	2,347
8:00 PM	1,099	1,038	2,137
9:00 PM	1,112	995	2,107
10:00 PM	1,085	740	1,825
11:00 PM	935	450	1,385
TOTALS	24,905	24,513	49,418

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions
12:00 AM	598	293	891
1:00 AM	306	176	482
2:00 AM	172	160	332
3:00 AM	141	248	389
4:00 AM	173	533	706
5:00 AM	306	881	1,187
6:00 AM	546	1,419	1,965
7:00 AM	1,044	1,692	2,736
8:00 AM	1,022	1,596	2,618
9:00 AM	1,197	1,513	2,710
10:00 AM	1,321	1,415	2,736
11:00 AM	1,366	1,328	2,694
12:00 PM	1,432	1,243	2,675
1:00 PM	1,437	1,190	2,627
2:00 PM	1,462	1,322	2,784
3:00 PM	1,726	1,271	2,997
4:00 PM	1,784	1,412	3,196
5:00 PM	1,777	1,307	3,084
6:00 PM	1,742	1,356	3,098
7:00 PM	1,211	1,163	2,374
8:00 PM	1,083	1,062	2,145
9:00 PM	1,142	1,026	2,168
10:00 PM	1,071	841	1,912
11:00 PM	967	490	1,457
TOTALS	25,026	24,937	49,963

K-Factor			D factor			
Day1	Day 2	Average	Day1	Day 2	Average	
	5.60%	5.48%	5.54%	65.17%	61.84%	63.51%
	6.41%	6.40%	6.40%	53.85%	55.82%	54.84%



HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.39 0
 LOCATION CODE: 2
 COUNT LOCATION: SR 535 between Poinciana Blvd and Polynesian Isle Blvd
 EQUIPMENT ID: 70

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	229	734	962	1.10%	3.42%	2.28%
2:00 AM	173	342	515	0.83%	1.60%	1.22%
3:00 AM	142	241	384	0.68%	1.13%	0.91%
4:00 AM	294	142	436	1.42%	0.66%	1.03%
5:00 AM	676	157	833	3.25%	0.73%	1.97%
6:00 AM	1,019	248	1,267	4.90%	1.16%	3.00%
7:00 AM	1,322	548	1,871	6.36%	2.56%	4.43%
8:00 AM	1,410	854	2,264	6.78%	3.98%	5.36%
9:00 AM	1,412	812	2,224	6.79%	3.79%	5.27%
10:00 AM	938	872	1,811	4.51%	4.07%	4.29%
11:00 AM	1,267	894	2,161	6.09%	4.17%	5.12%
12:00 PM	1,181	989	2,170	5.68%	4.62%	5.14%
1:00 PM	1,140	1,084	2,224	5.48%	5.06%	5.27%
2:00 PM	1,063	1,156	2,218	5.11%	5.39%	5.25%
3:00 PM	1,006	1,215	2,221	4.84%	5.67%	5.26%
4:00 PM	1,166	1,205	2,371	5.61%	5.62%	5.62%
5:00 PM	1,157	1,267	2,424	5.56%	5.91%	5.74%
6:00 PM	1,076	1,298	2,374	5.17%	6.06%	5.62%
7:00 PM	1,011	1,337	2,349	4.86%	6.24%	5.56%
8:00 PM	790	1,343	2,133	3.80%	6.27%	5.05%
9:00 PM	727	1,218	1,945	3.50%	5.68%	4.61%
10:00 PM	692	1,267	1,959	3.33%	5.91%	4.64%
11:00 PM	568	1,101	1,669	2.73%	5.14%	3.95%
12:00 AM	334	1,108	1,442	1.60%	5.17%	3.41%
TOTALS	20,793	21,433	42,226	100.0%	100.0%	100.0%

Day 1

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS
12:00 AM	220	698	918
1:00 AM	158	308	466
2:00 AM	133	220	353
3:00 AM	256	121	377
4:00 AM	555	143	698
5:00 AM	866	261	1,127
6:00 AM	1,298	554	1,852
7:00 AM	1,487	843	2,330
8:00 AM	1,456	816	2,272
9:00 AM	919	924	1,843
10:00 AM	1,244	904	2,148
11:00 AM	1,145	974	2,119
12:00 PM	1,163	1,027	2,190
1:00 PM	1,062	1,129	2,191
2:00 PM	975	1,209	2,184
3:00 PM	1,215	1,159	2,374
4:00 PM	1,191	1,339	2,530
5:00 PM	1,101	1,345	2,446
6:00 PM	1,018	1,357	2,375
7:00 PM	839	1,379	2,218
8:00 PM	722	1,223	1,945
9:00 PM	706	1,228	1,934
10:00 PM	613	1,039	1,652
11:00 PM	343	1,075	1,418
TOTALS	20,685	21,275	41,960

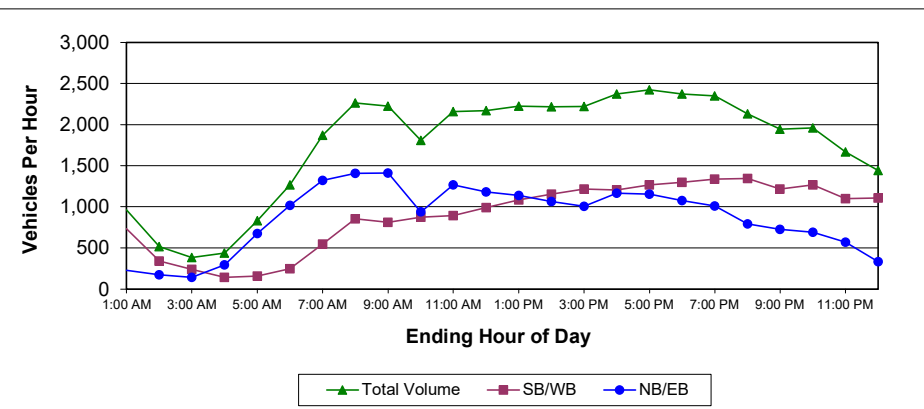
Day 2

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS
12:00 AM	210	753	963
1:00 AM	172	336	508
2:00 AM	125	248	373
3:00 AM	298	138	436
4:00 AM	776	167	943
5:00 AM	1,195	241	1,436
6:00 AM	1,442	532	1,974
7:00 AM	1,404	867	2,271
8:00 AM	1,393	827	2,220
9:00 AM	1,052	833	1,885
10:00 AM	1,256	866	2,122
11:00 AM	1,202	957	2,159
12:00 PM	1,134	1,086	2,220
1:00 PM	1,083	1,253	2,336
2:00 PM	1,047	1,170	2,217
3:00 PM	1,152	1,213	2,365
4:00 PM	1,144	1,232	2,376
5:00 PM	1,056	1,251	2,307
6:00 PM	982	1,325	2,307
7:00 PM	729	1,270	1,999
8:00 PM	761	1,185	1,946
9:00 PM	698	1,253	1,951
10:00 PM	524	1,118	1,642
11:00 PM	318	1,108	1,426
TOTALS	21,153	21,229	42,382

Day 3

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS
12:00 AM	256	750	1,006
1:00 AM	190	382	572
2:00 AM	169	256	425
3:00 AM	329	166	495
4:00 AM	696	162	858
5:00 AM	996	242	1,238
6:00 AM	1,227	559	1,786
7:00 AM	1,339	852	2,191
8:00 AM	1,388	792	2,180
9:00 AM	844	860	1,704
10:00 AM	1,300	912	2,212
11:00 AM	1,196	1,037	2,233
12:00 PM	1,122	1,139	2,261
1:00 PM	1,043	1,085	2,128
2:00 PM	995	1,266	2,261
3:00 PM	1,131	1,243	2,374
4:00 PM	1,135	1,230	2,365
5:00 PM	1,070	1,299	2,369
6:00 PM	1,034	1,330	2,364
7:00 PM	802	1,381	2,183
8:00 PM	698	1,246	1,944
9:00 PM	673	1,320	1,993
10:00 PM	567	1,145	1,712
11:00 PM	340	1,141	1,481
TOTALS	20,540	21,795	42,335

K-Factor				D factor			
Day1	Day 2	Day 3	Average	Day1	Day 2	Day 3	Average
5.55%	5.36%	5.18%	5.36%	63.82%	61.82%	61.11%	62.25%
6.03%	5.61%	5.59%	5.74%	52.92%	51.85%	52.01%	52.26%



HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.39
 LOCATION CODE: 0
 COUNT LOCATION: US 192 west of SR 535
 EQUIPMENT ID: 45/36

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	382	269	651	2.02%	1.47%	1.75%
2:00 AM	190	164	354	1.00%	0.89%	0.95%
3:00 AM	126	164	289	0.66%	0.89%	0.78%
4:00 AM	85	140	225	0.45%	0.76%	0.60%
5:00 AM	131	279	410	0.69%	1.53%	1.10%
6:00 AM	222	416	637	1.17%	2.27%	1.71%
7:00 AM	454	770	1,224	2.40%	4.21%	3.29%
8:00 AM	779	1,081	1,860	4.11%	5.91%	4.99%
9:00 AM	819	1,175	1,994	4.32%	6.43%	5.36%
10:00 AM	998	993	1,990	5.27%	5.43%	5.35%
11:00 AM	1,145	1,001	2,145	6.04%	5.47%	5.76%
12:00 PM	1,241	1,063	2,304	6.55%	5.81%	6.19%
1:00 PM	1,205	1,004	2,209	6.36%	5.49%	5.93%
2:00 PM	1,185	1,028	2,213	6.25%	5.62%	5.94%
3:00 PM	841	1,017	1,857	4.44%	5.56%	4.99%
4:00 PM	1,163	1,037	2,200	6.14%	5.67%	5.91%
5:00 PM	1,242	1,102	2,344	6.56%	6.03%	6.30%
6:00 PM	1,199	1,116	2,315	6.33%	6.10%	6.22%
7:00 PM	1,215	1,054	2,268	6.41%	5.76%	6.09%
8:00 PM	1,019	895	1,914	5.38%	4.89%	5.14%
9:00 PM	947	828	1,775	5.00%	4.53%	4.77%
10:00 PM	891	755	1,646	4.70%	4.13%	4.42%
11:00 PM	765	557	1,322	4.04%	3.05%	3.55%
12:00 AM	706	384	1,090	3.73%	2.10%	2.93%
TOTALS	18,945	18,286	37,231	100.0%	100.0%	100.0%

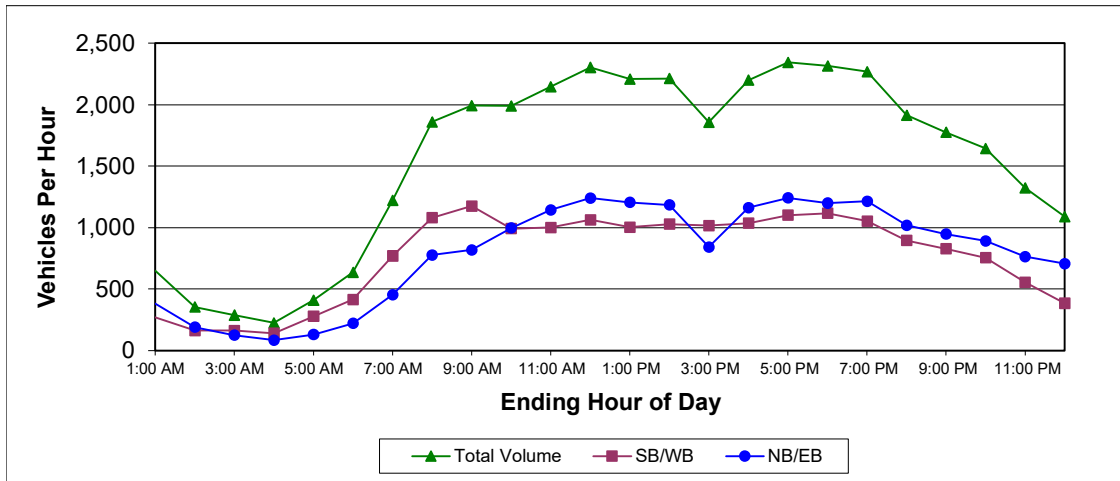
Day 1

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS
12:00 AM	422	295	717
1:00 AM	209	193	402
2:00 AM	150	197	347
3:00 AM	86	137	223
4:00 AM	136	287	423
5:00 AM	237	426	663
6:00 AM	447	750	1,197
7:00 AM	739	1,092	1,831
8:00 AM	842	1,138	1,980
9:00 AM	1,032	856	1,888
10:00 AM	1,164	938	2,102
11:00 AM	1,283	1,049	2,332
12:00 PM	1,333	1,065	2,398
1:00 PM	1,379	962	2,341
2:00 PM	828	1,024	1,852
3:00 PM	1,114	1,017	2,131
4:00 PM	1,243	1,072	2,315
5:00 PM	1,261	1,069	2,330
6:00 PM	1,183	995	2,178
7:00 PM	973	850	1,823
8:00 PM	922	827	1,749
9:00 PM	870	758	1,628
10:00 PM	709	539	1,248
11:00 PM	664	364	1,028
TOTALS	19,226	17,900	37,126

Day 2

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS
12:00 AM	342	242	584
1:00 AM	171	134	305
2:00 AM	101	130	231
3:00 AM	84	142	226
4:00 AM	126	271	397
5:00 AM	206	405	611
6:00 AM	461	789	1,250
7:00 AM	818	1,070	1,888
8:00 AM	796	1,212	2,008
9:00 AM	963	1,129	2,092
10:00 AM	1,125	1,063	2,188
11:00 AM	1,198	1,077	2,275
12:00 PM	1,076	943	2,019
1:00 PM	990	1,094	2,084
2:00 PM	853	1,009	1,862
3:00 PM	1,212	1,056	2,268
4:00 PM	1,241	1,132	2,373
5:00 PM	1,137	1,163	2,300
6:00 PM	1,246	1,112	2,358
7:00 PM	1,065	940	2,005
8:00 PM	972	829	1,801
9:00 PM	912	751	1,663
10:00 PM	821	575	1,396
11:00 PM	748	404	1,152
TOTALS	18,664	18,672	37,336

K-Factor			D factor		
Day1	Day 2	Average	Day1	Day 2	Average
5.33%	5.38%	5.36%	57.47%	60.36%	58.92%
6.24%	6.36%	6.30%	53.69%	52.30%	52.99%



HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.39
 LOCATION CODE: 3
 COUNT LOCATION: Kyngs Heath Rd W. of SR 535
 EQUIPMENT ID: 45/36

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	9	16	25	1.01%	1.64%	1.34%
2:00 AM	7	16	23	0.73%	1.64%	1.21%
3:00 AM	3	10	12	0.28%	0.98%	0.64%
4:00 AM	2	2	4	0.22%	0.21%	0.21%
5:00 AM	3	3	6	0.34%	0.31%	0.32%
6:00 AM	4	4	8	0.45%	0.36%	0.40%
7:00 AM	24	13	37	2.64%	1.34%	1.96%
8:00 AM	37	40	77	4.15%	4.06%	4.10%
9:00 AM	38	46	84	4.21%	4.73%	4.48%
10:00 AM	46	45	90	5.11%	4.57%	4.83%
11:00 AM	46	48	93	5.11%	4.88%	4.99%
12:00 PM	47	47	94	5.22%	4.83%	5.02%
1:00 PM	60	54	114	6.73%	5.55%	6.12%
2:00 PM	56	52	108	6.29%	5.34%	5.79%
3:00 PM	56	57	112	6.23%	5.81%	6.01%
4:00 PM	61	57	117	6.79%	5.81%	6.28%
5:00 PM	71	73	143	7.91%	7.45%	7.67%
6:00 PM	73	71	144	8.19%	7.25%	7.70%
7:00 PM	68	77	144	7.58%	7.86%	7.73%
8:00 PM	47	66	113	5.27%	6.73%	6.04%
9:00 PM	39	54	92	4.32%	5.50%	4.94%
10:00 PM	44	59	102	4.88%	6.01%	5.47%
11:00 PM	33	45	78	3.70%	4.57%	4.16%
12:00 AM	24	25	49	2.64%	2.57%	2.60%
TOTALS	891	973	1,864	100.0%	100.0%	100.0%

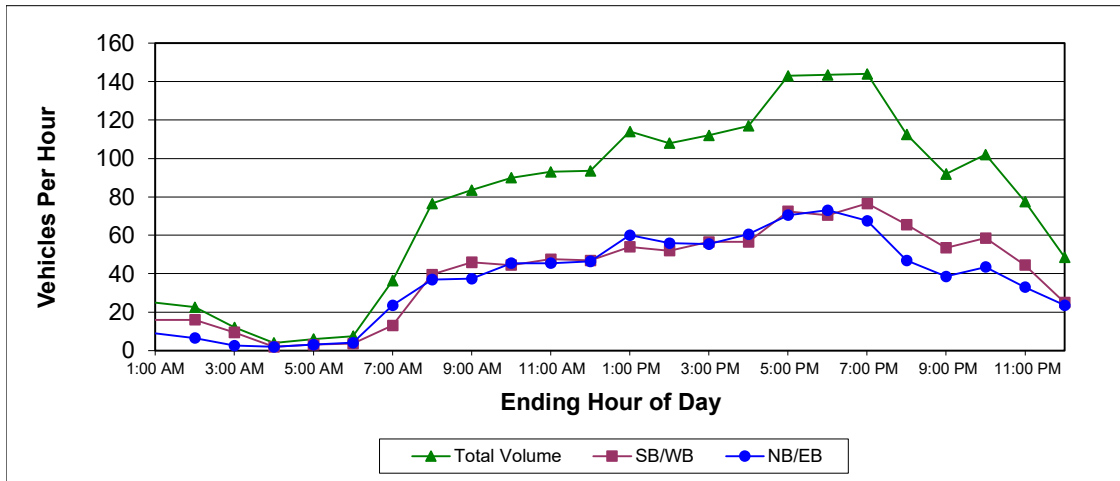
Day 1

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS
12:00 AM	10	20	30
1:00 AM	5	13	18
2:00 AM	2	6	8
3:00 AM	1	1	2
4:00 AM	2	3	5
5:00 AM	5	4	9
6:00 AM	22	9	31
7:00 AM	40	42	82
8:00 AM	39	48	87
9:00 AM	41	44	85
10:00 AM	44	47	91
11:00 AM	50	51	101
12:00 PM	50	53	103
1:00 PM	58	56	114
2:00 PM	52	45	97
3:00 PM	63	49	112
4:00 PM	64	73	137
5:00 PM	81	74	155
6:00 PM	67	71	138
7:00 PM	45	64	109
8:00 PM	38	54	92
9:00 PM	35	59	94
10:00 PM	31	46	77
11:00 PM	18	28	46
TOTALS	863	960	1,823

Day 2

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS
12:00 AM	8	12	20
1:00 AM	8	19	27
2:00 AM	3	13	16
3:00 AM	3	3	6
4:00 AM	4	3	7
5:00 AM	3	3	6
6:00 AM	25	17	42
7:00 AM	34	37	71
8:00 AM	36	44	80
9:00 AM	50	45	95
10:00 AM	47	48	95
11:00 AM	43	43	86
12:00 PM	70	55	125
1:00 PM	54	48	102
2:00 PM	59	68	127
3:00 PM	58	64	122
4:00 PM	77	72	149
5:00 PM	65	67	132
6:00 PM	68	82	150
7:00 PM	49	67	116
8:00 PM	39	53	92
9:00 PM	52	58	110
10:00 PM	35	43	78
11:00 PM	29	22	51
TOTALS	919	986	1,905

K-Factor			D factor		
Day1	Day 2	Average	Day1	Day 2	Average
4.66%	4.99%	4.82%	48.24%	52.63%	50.43%
7.52%	7.82%	7.67%	53.28%	48.32%	50.80%



HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.39 0
 LOCATION CODE: 3
 COUNT LOCATION: SR 535 between LBV Factory Stores Dr International Dr
 EQUIPMENT ID: 0

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	255	781	1,036	1.00%	3.17%	2.07%
2:00 AM	193	371	564	0.76%	1.51%	1.13%
3:00 AM	139	270	408	0.55%	1.10%	0.82%
4:00 AM	247	162	409	0.66%	0.66%	0.82%
5:00 AM	540	180	719	2.12%	0.73%	1.44%
6:00 AM	937	285	1,222	3.69%	1.16%	2.44%
7:00 AM	1,676	598	2,275	6.59%	2.43%	4.55%
8:00 AM	1,858	928	2,786	7.31%	3.77%	5.57%
9:00 AM	1,718	949	2,666	6.76%	3.85%	5.33%
10:00 AM	1,452	1,019	2,470	5.71%	4.14%	4.94%
11:00 AM	1,439	1,145	2,585	5.66%	4.65%	5.17%
12:00 PM	1,402	1,233	2,635	5.52%	5.01%	5.27%
1:00 PM	1,366	1,294	2,661	5.37%	5.26%	5.32%
2:00 PM	1,402	1,355	2,757	5.51%	5.51%	5.51%
3:00 PM	1,431	1,444	2,875	5.63%	5.87%	5.75%
4:00 PM	1,488	1,371	2,859	5.85%	5.57%	5.71%
5:00 PM	1,439	1,363	2,802	5.66%	5.54%	5.60%
6:00 PM	1,403	1,466	2,869	5.52%	5.96%	5.73%
7:00 PM	1,167	1,457	2,625	4.59%	5.92%	5.25%
8:00 PM	1,037	1,552	2,589	4.08%	6.31%	5.17%
9:00 PM	860	1,463	2,323	3.38%	5.94%	4.64%
10:00 PM	852	1,410	2,262	3.35%	5.73%	4.52%
11:00 PM	696	1,283	1,979	2.74%	5.21%	3.96%
12:00 AM	426	1,233	1,658	1.67%	5.01%	3.31%
TOTALS	25,424	24,612	50,036	100.0%	100.0%	100.0%

Day 1

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS
12:00 AM	238	770	1,008
1:00 AM	197	336	533
2:00 AM	140	240	380
3:00 AM	264	149	413
4:00 AM	576	173	749
5:00 AM	871	288	1,159
6:00 AM	1,743	589	2,332
7:00 AM	1,864	960	2,824
8:00 AM	1,600	996	2,596
9:00 AM	1,422	1,030	2,452
10:00 AM	1,473	1,151	2,624
11:00 AM	1,383	1,210	2,593
12:00 PM	1,324	1,303	2,627
1:00 PM	1,366	1,452	2,818
2:00 PM	1,473	1,475	2,948
3:00 PM	1,470	1,296	2,766
4:00 PM	1,490	1,390	2,880
5:00 PM	1,323	1,511	2,834
6:00 PM	1,177	1,536	2,713
7:00 PM	1,047	1,401	2,448
8:00 PM	857	1,485	2,342
9:00 PM	856	1,340	2,196
10:00 PM	691	1,277	1,968
11:00 PM	391	1,194	1,585
TOTALS	25,236	24,552	49,788

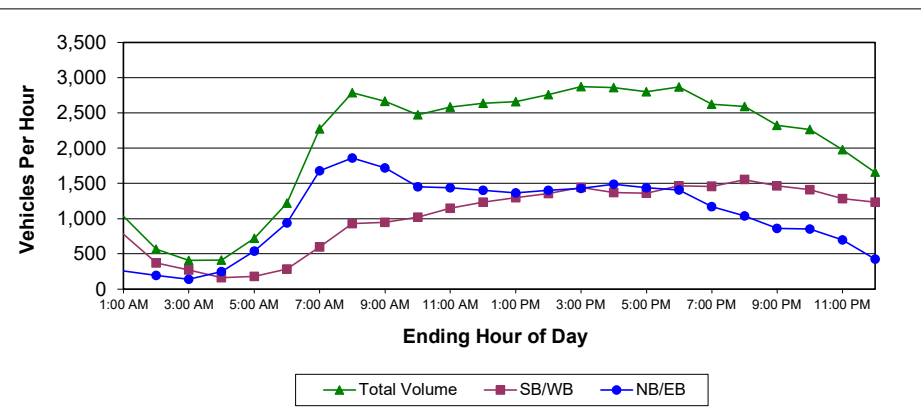
Day 2

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS
12:00 AM	249	768	1,017
1:00 AM	174	375	549
2:00 AM	111	278	389
3:00 AM	222	155	377
4:00 AM	521	185	706
5:00 AM	1,000	282	1,282
6:00 AM	1,634	593	2,227
7:00 AM	1,857	851	2,708
8:00 AM	1,833	937	2,770
9:00 AM	1,462	1,058	2,520
10:00 AM	1,438	1,108	2,546
11:00 AM	1,354	1,160	2,514
12:00 PM	1,380	1,293	2,673
1:00 PM	1,401	1,366	2,767
2:00 PM	1,396	1,442	2,838
3:00 PM	1,498	1,452	2,950
4:00 PM	1,404	1,361	2,765
5:00 PM	1,454	1,482	2,936
6:00 PM	1,120	1,498	2,618
7:00 PM	1,008	1,558	2,566
8:00 PM	860	1,442	2,302
9:00 PM	834	1,466	2,300
10:00 PM	652	1,270	1,922
11:00 PM	440	1,251	1,691
TOTALS	25,302	24,631	49,933

Day 3

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS
12:00 AM	279	804	1,083
1:00 AM	208	403	611
2:00 AM	165	291	456
3:00 AM	255	183	438
4:00 AM	522	181	703
5:00 AM	940	285	1,225
6:00 AM	1,652	613	2,265
7:00 AM	1,853	972	2,825
8:00 AM	1,720	913	2,633
9:00 AM	1,471	968	2,439
10:00 AM	1,407	1,177	2,584
11:00 AM	1,470	1,329	2,799
12:00 PM	1,395	1,287	2,682
1:00 PM	1,439	1,248	2,687
2:00 PM	1,423	1,415	2,838
3:00 PM	1,497	1,365	2,862
4:00 PM	1,423	1,337	2,760
5:00 PM	1,432	1,406	2,838
6:00 PM	1,205	1,338	2,543
7:00 PM	1,056	1,698	2,754
8:00 PM	863	1,462	2,325
9:00 PM	866	1,425	2,291
10:00 PM	746	1,301	2,047
11:00 PM	446	1,253	1,699
TOTALS	25,733	24,654	50,387

K-Factor				D factor			
Day1	Day 2	Day 3	Average	Day1	Day 2	Day 3	Average
5.21%	5.55%	5.23%	5.33%	61.63%	66.17%	65.32%	64.38%
5.69%	5.88%	5.63%	5.73%	53.32%	50.48%	49.54%	51.11%



HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.39
 LOCATION CODE: 4
 COUNT LOCATION: Calypso Cay Way W. of SR 535
 EQUIPMENT ID: 45/36

Hour Ending At	Hourly Volume Direction (NB OR EB)	Hourly Volume Direction (SB OR WB)	Total Volume Both Directions	Distribution Percent Direction (NB OR EB)	Distribution Percent Direction (SB OR WB)	Total Percent Both Directions
1:00 AM	4	9	13	0.49%	0.86%	0.71%
2:00 AM	3	8	11	0.42%	0.76%	0.63%
3:00 AM	2	5	7	0.28%	0.43%	0.37%
4:00 AM	1	2	3	0.07%	0.19%	0.14%
5:00 AM	3	4	7	0.42%	0.33%	0.37%
6:00 AM	6	11	17	0.85%	1.05%	0.97%
7:00 AM	14	25	39	1.97%	2.34%	2.19%
8:00 AM	33	70	102	4.58%	6.63%	5.80%
9:00 AM	35	90	125	4.93%	8.54%	7.08%
10:00 AM	32	79	111	4.51%	7.49%	6.29%
11:00 AM	44	71	115	6.20%	6.73%	6.51%
12:00 PM	34	70	103	4.72%	6.63%	5.86%
1:00 PM	31	61	92	4.30%	5.82%	5.21%
2:00 PM	35	49	84	4.93%	4.68%	4.78%
3:00 PM	34	46	80	4.72%	4.39%	4.52%
4:00 PM	45	65	109	6.27%	6.15%	6.20%
5:00 PM	77	58	134	10.78%	5.49%	7.62%
6:00 PM	72	63	135	10.08%	6.01%	7.65%
7:00 PM	59	66	125	8.32%	6.25%	7.08%
8:00 PM	44	49	93	6.20%	4.68%	5.29%
9:00 PM	39	45	84	5.43%	4.29%	4.75%
10:00 PM	30	49	78	4.16%	4.63%	4.44%
11:00 PM	22	34	56	3.03%	3.24%	3.16%
12:00 AM	17	25	42	2.33%	2.39%	2.36%
TOTALS	710	1,048	1,758	100.0%	100.0%	100.0%

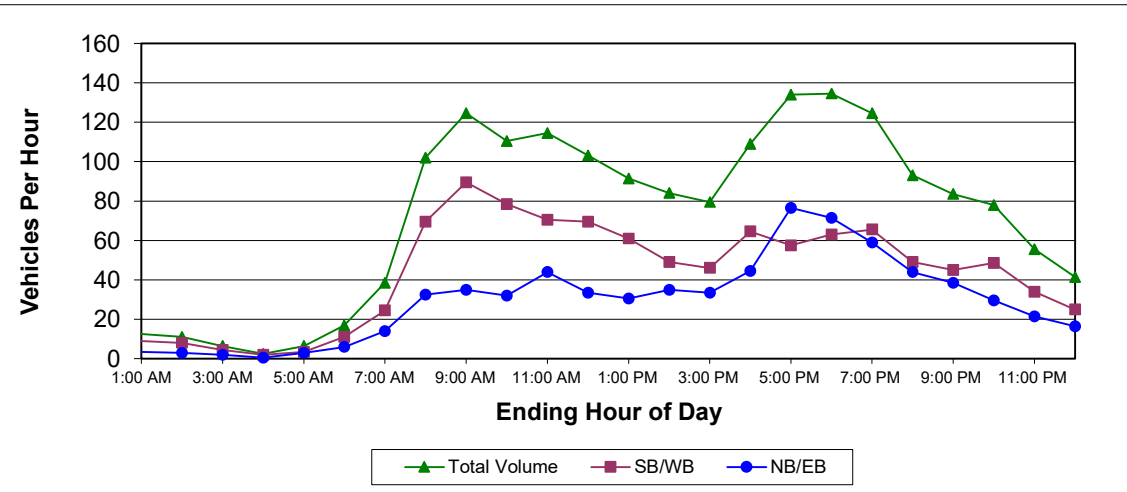
Day 1

Hour Ending At	Hourly Volume Direction (NB OR EB)	Hourly Volume Direction (SB OR WB)	Total Volume Both Directions
12:00 AM	5	5	10
1:00 AM	2	7	9
2:00 AM	2	3	5
3:00 AM	0	2	2
4:00 AM	4	4	8
5:00 AM	7	11	18
6:00 AM	15	20	35
7:00 AM	40	64	104
8:00 AM	45	109	154
9:00 AM	31	89	120
10:00 AM	53	71	124
11:00 AM	30	69	99
12:00 PM	27	62	89
1:00 PM	42	48	90
2:00 PM	34	48	82
3:00 PM	50	79	129
4:00 PM	63	58	121
5:00 PM	75	73	148
6:00 PM	47	66	113
7:00 PM	43	51	94
8:00 PM	34	43	77
9:00 PM	25	44	69
10:00 PM	25	32	57
11:00 PM	18	27	45
TOTALS	717	1,085	1,802

Day 2

Hour Ending At	Hourly Volume Direction (NB OR EB)	Hourly Volume Direction (SB OR WB)	Total Volume Both Directions
12:00 AM	2	13	15
1:00 AM	4	9	13
2:00 AM	2	6	8
3:00 AM	1	2	3
4:00 AM	2	3	5
5:00 AM	5	11	16
6:00 AM	13	29	42
7:00 AM	25	75	100
8:00 AM	25	70	95
9:00 AM	33	68	101
10:00 AM	35	70	105
11:00 AM	37	70	107
12:00 PM	34	60	94
1:00 PM	28	50	78
2:00 PM	33	44	77
3:00 PM	39	50	89
4:00 PM	90	57	147
5:00 PM	68	53	121
6:00 PM	71	65	136
7:00 PM	45	47	92
8:00 PM	43	47	90
9:00 PM	34	53	87
10:00 PM	18	36	54
11:00 PM	15	23	38
TOTALS	702	1,011	1,713

K-Factor			D factor		
Day1	Day 2	Average	Day1	Day 2	Average
8.55%	5.55%	7.05%	70.78%	73.68%	72.23%
3.22%	8.58%	5.90%	52.07%	61.22%	56.65%



HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.39 0
 LOCATION CODE: 4
 COUNT LOCATION: SR 535 between International Dr and SR 536
 EQUIPMENT ID: 0

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	299	707	1,006	1.24%	3.17%	2.16%
2:00 AM	214	359	572	0.88%	1.61%	1.23%
3:00 AM	173	256	428	0.72%	1.15%	0.92%
4:00 AM	263	158	420	1.09%	0.71%	0.90%
5:00 AM	532	169	701	2.20%	0.76%	1.51%
6:00 AM	871	292	1,163	3.61%	1.31%	2.50%
7:00 AM	1,359	580	1,938	5.63%	2.60%	4.17%
8:00 AM	1,576	892	2,468	6.53%	4.00%	5.31%
9:00 AM	1,453	903	2,356	6.02%	4.05%	5.07%
10:00 AM	1,432	961	2,393	5.93%	4.31%	5.15%
11:00 AM	1,401	1,020	2,420	5.80%	4.57%	5.21%
12:00 PM	1,264	1,093	2,357	5.23%	4.90%	5.07%
1:00 PM	1,312	1,273	2,585	5.43%	5.71%	5.56%
2:00 PM	1,312	1,332	2,643	5.43%	5.97%	5.69%
3:00 PM	1,320	1,462	2,782	5.47%	6.55%	5.99%
4:00 PM	1,313	1,468	2,780	5.44%	6.58%	5.98%
5:00 PM	1,418	867	2,285	5.87%	3.89%	4.92%
6:00 PM	1,397	764	2,162	5.79%	3.43%	4.65%
7:00 PM	1,185	1,126	2,311	4.91%	5.05%	4.98%
8:00 PM	1,055	1,512	2,567	4.37%	6.78%	5.53%
9:00 PM	923	1,348	2,270	3.82%	6.04%	4.89%
10:00 PM	894	1,407	2,301	3.70%	6.31%	4.95%
11:00 PM	727	1,268	1,995	3.01%	5.68%	4.29%
12:00 AM	454	1,097	1,551	1.88%	4.92%	3.34%
TOTALS	24,146	22,312	46,458	100.0%	100.0%	100.0%

Day 1

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS
12:00 AM	259	682	941
1:00 AM	202	325	527
2:00 AM	141	240	381
3:00 AM	261	145	406
4:00 AM	543	150	693
5:00 AM	808	295	1,103
6:00 AM	1,215	588	1,803
7:00 AM	1,473	919	2,392
8:00 AM	1,175	949	2,124
9:00 AM	1,406	951	2,357
10:00 AM	1,273	1,038	2,311
11:00 AM	1,104	1,116	2,220
12:00 PM	1,158	1,304	2,462
1:00 PM	1,264	1,388	2,652
2:00 PM	1,232	1,497	2,729
3:00 PM	1,242	1,623	2,865
4:00 PM	1,407	1,155	2,562
5:00 PM	1,296	919	2,215
6:00 PM	1,037	1,319	2,356
7:00 PM	971	1,601	2,572
8:00 PM	861	1,330	2,191
9:00 PM	846	1,440	2,286
10:00 PM	640	1,332	1,972
11:00 PM	423	1,172	1,595
TOTALS	22,237	23,478	45,715

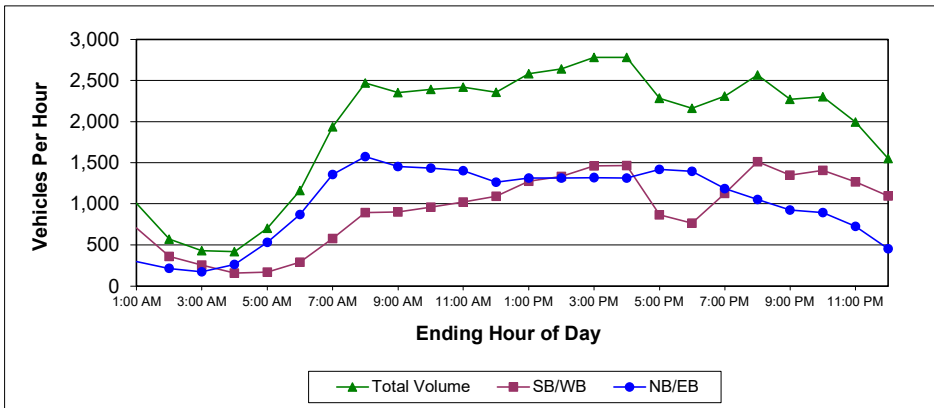
Day 2

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS
12:00 AM	336	712	1,048
1:00 AM	218	383	601
2:00 AM	190	246	436
3:00 AM	248	152	400
4:00 AM	485	175	660
5:00 AM	854	285	1,139
6:00 AM	1,304	575	1,879
7:00 AM	1,520	840	2,360
8:00 AM	1,559	864	2,423
9:00 AM	1,382	950	2,332
10:00 AM	1,444	976	2,420
11:00 AM	1,294	1,013	2,307
12:00 PM	1,408	1,243	2,651
1:00 PM	1,300	1,355	2,655
2:00 PM	1,374	1,367	2,741
3:00 PM	1,322	1,441	2,763
4:00 PM	1,489	680	2,169
5:00 PM	1,438	684	2,122
6:00 PM	1,244	1,056	2,300
7:00 PM	1,081	1,402	2,483
8:00 PM	910	1,332	2,242
9:00 PM	866	1,326	2,192
10:00 PM	734	1,222	1,956
11:00 PM	460	1,049	1,509
TOTALS	24,460	21,328	45,788

Day 3

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS
12:00 AM	302	726	1,028
1:00 AM	221	368	589
2:00 AM	187	281	468
3:00 AM	279	176	455
4:00 AM	568	183	751
5:00 AM	952	295	1,247
6:00 AM	1,557	576	2,133
7:00 AM	1,735	916	2,651
8:00 AM	1,624	896	2,520
9:00 AM	1,509	982	2,491
10:00 AM	1,485	1,045	2,530
11:00 AM	1,393	1,150	2,543
12:00 PM	1,370	1,273	2,643
1:00 PM	1,371	1,252	2,623
2:00 PM	1,355	1,522	2,877
3:00 PM	1,374	1,339	2,713
4:00 PM	1,358	766	2,124
5:00 PM	1,458	690	2,148
6:00 PM	1,275	1,003	2,278
7:00 PM	1,113	1,534	2,647
8:00 PM	997	1,381	2,378
9:00 PM	970	1,456	2,426
10:00 PM	807	1,251	2,058
11:00 PM	480	1,069	1,549
TOTALS	25,740	22,130	47,870

K-Factor				D factor			
Day1	Day 2	Day 3	Average	Day1	Day 2	Day 3	Average
5.23%	5.15%	5.54%	5.31%	61.58%	64.41%	65.45%	63.81%
6.27%	6.03%	5.67%	5.99%	56.65%	52.15%	49.35%	52.72%



HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.39
 LOCATION CODE: 5
 COUNT LOCATION: EB on ramp to Osceola Pkwy
 EQUIPMENT ID: 45/36

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions	Distribution Percent Direction (NB or EB)	Distribution Percent Direction (SB or WB)	Total Percent Both Directions
1:00 AM	119	0	119	2.35%	#DIV/0!	2.35%
2:00 AM	59	0	59	1.16%	#DIV/0!	1.16%
3:00 AM	39	0	39	0.77%	#DIV/0!	0.77%
4:00 AM	32	0	32	0.63%	#DIV/0!	0.63%
5:00 AM	25	0	25	0.49%	#DIV/0!	0.49%
6:00 AM	36	0	36	0.71%	#DIV/0!	0.71%
7:00 AM	97	0	97	1.92%	#DIV/0!	1.92%
8:00 AM	170	0	170	3.38%	#DIV/0!	3.38%
9:00 AM	182	0	182	3.61%	#DIV/0!	3.61%
10:00 AM	208	0	208	4.12%	#DIV/0!	4.12%
11:00 AM	219	0	219	4.35%	#DIV/0!	4.35%
12:00 PM	231	0	231	4.59%	#DIV/0!	4.59%
1:00 PM	247	0	247	4.91%	#DIV/0!	4.91%
2:00 PM	260	0	260	5.15%	#DIV/0!	5.15%
3:00 PM	270	0	270	5.35%	#DIV/0!	5.35%
4:00 PM	400	0	400	7.94%	#DIV/0!	7.94%
5:00 PM	427	0	427	8.47%	#DIV/0!	8.47%
6:00 PM	467	0	467	9.28%	#DIV/0!	9.28%
7:00 PM	419	0	419	8.31%	#DIV/0!	8.31%
8:00 PM	276	0	276	5.47%	#DIV/0!	5.47%
9:00 PM	235	0	235	4.67%	#DIV/0!	4.67%
10:00 PM	220	0	220	4.37%	#DIV/0!	4.37%
11:00 PM	215	0	215	4.27%	#DIV/0!	4.27%
12:00 AM	188	0	188	3.73%	#DIV/0!	3.73%
TOTALS	5,034	0	5,034	100.0%	#DIV/0!	100.0%

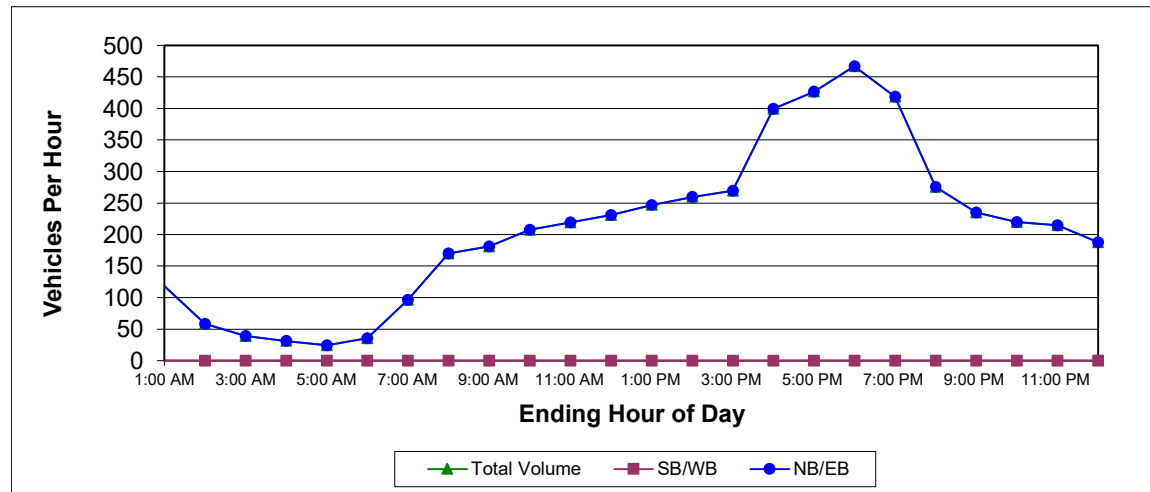
Day 1

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions
12:00 AM	118	0	118
1:00 AM	62	0	62
2:00 AM	36	0	36
3:00 AM	33	0	33
4:00 AM	27	0	27
5:00 AM	31	0	31
6:00 AM	105	0	105
7:00 AM	166	0	166
8:00 AM	191	0	191
9:00 AM	224	0	224
10:00 AM	233	0	233
11:00 AM	242	0	242
12:00 PM	246	0	246
1:00 PM	229	0	229
2:00 PM	243	0	243
3:00 PM	405	0	405
4:00 PM	440	0	440
5:00 PM	475	0	475
6:00 PM	421	0	421
7:00 PM	270	0	270
8:00 PM	240	0	240
9:00 PM	211	0	211
10:00 PM	219	0	219
11:00 PM	191	0	191
TOTALS	5,058	0	5,058

Day 2

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions
12:00 AM	119	0	119
1:00 AM	55	0	55
2:00 AM	42	0	42
3:00 AM	30	0	30
4:00 AM	22	0	22
5:00 AM	40	0	40
6:00 AM	88	0	88
7:00 AM	174	0	174
8:00 AM	172	0	172
9:00 AM	191	0	191
10:00 AM	205	0	205
11:00 AM	220	0	220
12:00 PM	248	0	248
1:00 PM	290	0	290
2:00 PM	296	0	296
3:00 PM	394	0	394
4:00 PM	413	0	413
5:00 PM	459	0	459
6:00 PM	416	0	416
7:00 PM	281	0	281
8:00 PM	230	0	230
9:00 PM	229	0	229
10:00 PM	211	0	211
11:00 PM	185	0	185
TOTALS	5,010	0	5,010

K-Factor			D factor		
Day1	Day 2	Average	Day1	Day 2	Average
4.61%	4.09%	4.35%	100.00%	100.00%	100.00%
9.39%	9.16%	9.28%	100.00%	100.00%	100.00%



HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.39 0
 LOCATION CODE: 5
 COUNT LOCATION: SR 535 between SR 536 and Lake Bryan Beach
 EQUIPMENT ID: 0

Hour Ending At	Hourly Volume Direction (NB OR EB)	Hourly Volume Direction (SB OR WB)	Total Volume Both Directions	Distribution Percent Direction (NB OR EB)	Distribution Percent Direction (SB OR WB)	Total Percent Both Directions
1:00 AM	356	484	840	1.67%	2.22%	1.95%
2:00 AM	234	278	512	1.10%	1.28%	1.19%
3:00 AM	178	201	379	0.83%	0.92%	0.88%
4:00 AM	177	167	344	0.83%	0.77%	0.80%
5:00 AM	285	242	528	1.34%	1.11%	1.22%
6:00 AM	521	415	937	2.44%	1.91%	2.17%
7:00 AM	967	856	1,823	4.53%	3.93%	4.22%
8:00 AM	1,325	1,200	2,526	6.21%	5.51%	5.85%
9:00 AM	1,338	1,260	2,597	6.26%	5.78%	6.02%
10:00 AM	1,249	1,211	2,460	5.85%	5.56%	5.70%
11:00 AM	1,137	1,108	2,244	5.32%	5.08%	5.20%
12:00 PM	1,156	1,135	2,291	5.41%	5.21%	5.31%
1:00 PM	1,161	1,217	2,378	5.44%	5.58%	5.51%
2:00 PM	1,205	1,255	2,460	5.65%	5.76%	5.70%
3:00 PM	1,163	1,287	2,451	5.45%	5.91%	5.68%
4:00 PM	1,242	1,350	2,592	5.82%	6.19%	6.01%
5:00 PM	1,242	1,182	2,424	5.82%	5.42%	5.62%
6:00 PM	1,197	852	2,049	5.61%	3.91%	4.75%
7:00 PM	1,118	1,161	2,279	5.24%	5.33%	5.28%
8:00 PM	1,055	1,223	2,278	4.94%	5.61%	5.28%
9:00 PM	912	1,065	1,977	4.27%	4.89%	4.58%
10:00 PM	874	1,031	1,905	4.09%	4.73%	4.42%
11:00 PM	725	874	1,599	3.40%	4.01%	3.71%
12:00 AM	532	741	1,273	2.49%	3.40%	2.95%
TOTALS	21,352	21,795	43,146	100.0%	100.0%	100.0%

Day 1

Hour Ending At	Hourly Volume Direction (NB OR EB)	Hourly Volume Direction (SB OR WB)	Total Volume Both Directions
12:00 AM	543	227	770
1:00 AM	320	169	489
2:00 AM	245	119	364
3:00 AM	162	197	359
4:00 AM	173	339	512
5:00 AM	289	673	962
6:00 AM	664	1,208	1,872
7:00 AM	1,005	1,631	2,636
8:00 AM	946	1,750	2,696
9:00 AM	1,141	1,430	2,571
10:00 AM	1,148	1,256	2,404
11:00 AM	1,187	1,197	2,384
12:00 PM	1,244	1,168	2,412
1:00 PM	1,326	1,134	2,460
2:00 PM	1,380	1,213	2,593
3:00 PM	1,475	1,212	2,687
4:00 PM	1,369	1,309	2,678
5:00 PM	1,226	1,233	2,459
6:00 PM	1,322	1,145	2,467
7:00 PM	1,291	1,006	2,297
8:00 PM	1,115	782	1,897
9:00 PM	1,019	824	1,843
10:00 PM	913	606	1,519
11:00 PM	817	394	1,211
TOTALS	22,320	22,222	44,542

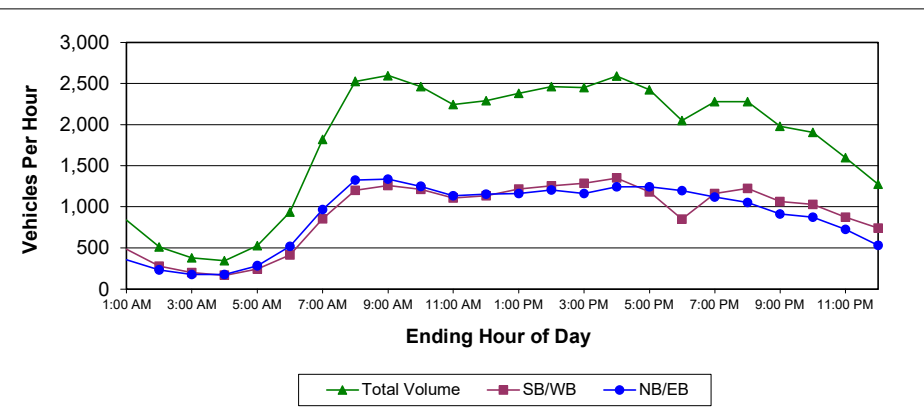
Day 2

Hour Ending At	Hourly Volume Direction (NB OR EB)	Hourly Volume Direction (SB OR WB)	Total Volume Both Directions
12:00 AM	269	648	917
1:00 AM	192	352	544
2:00 AM	156	230	386
3:00 AM	191	143	334
4:00 AM	345	187	532
5:00 AM	652	304	956
6:00 AM	1,136	696	1,832
7:00 AM	1,485	987	2,472
8:00 AM	1,578	1,037	2,615
9:00 AM	1,232	1,080	2,312
10:00 AM	1,149	1,023	2,172
11:00 AM	1,137	1,047	2,184
12:00 PM	1,107	1,204	2,311
1:00 PM	1,059	1,319	2,378
2:00 PM	987	1,323	2,310
3:00 PM	1,119	1,438	2,557
4:00 PM	1,188	1,093	2,281
5:00 PM	1,141	830	1,971
6:00 PM	970	1,028	1,998
7:00 PM	908	1,284	2,192
8:00 PM	812	1,186	1,998
9:00 PM	791	1,103	1,894
10:00 PM	604	1,000	1,604
11:00 PM	387	894	1,281
TOTALS	20,595	21,436	42,031

Day 3

Hour Ending At	Hourly Volume Direction (NB OR EB)	Hourly Volume Direction (SB OR WB)	Total Volume Both Directions
12:00 AM	257	576	833
1:00 AM	190	314	504
2:00 AM	132	255	387
3:00 AM	177	162	339
4:00 AM	338	201	539
5:00 AM	623	269	892
6:00 AM	1,101	663	1,764
7:00 AM	1,486	983	2,469
8:00 AM	1,489	992	2,481
9:00 AM	1,374	1,123	2,497
10:00 AM	1,113	1,044	2,157
11:00 AM	1,144	1,160	2,304
12:00 PM	1,132	1,279	2,411
1:00 PM	1,231	1,311	2,542
2:00 PM	1,123	1,326	2,449
3:00 PM	1,133	1,400	2,533
4:00 PM	1,169	1,144	2,313
5:00 PM	1,225	492	1,717
6:00 PM	1,063	1,309	2,372
7:00 PM	966	1,379	2,345
8:00 PM	810	1,227	2,037
9:00 PM	813	1,166	1,979
10:00 PM	658	1,016	1,674
11:00 PM	393	935	1,328
TOTALS	21,140	21,726	42,866

K-Factor				D factor			
Day1	Day 2	Day 3	Average	Day1	Day 2	Day 3	Average
6.05%	6.22%	5.79%	6.02%	35.09%	60.34%	60.02%	51.82%
6.03%	6.08%	5.91%	6.01%	45.11%	56.24%	55.27%	52.20%



HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.39
 LOCATION CODE: 6
 COUNT LOCATION: Poinciana Blvd W. of SR 535
 EQUIPMENT ID: 45/36

Hour Ending At	Hourly Volume Direction (NB OR EB)	Hourly Volume Direction (SB OR WB)	Total Volume Both Directions	Distribution Percent Direction (NB OR EB)	Distribution Percent Direction (SB OR WB)	Total Percent Both Directions
1:00 AM	92	395	487	0.91%	3.41%	2.24%
2:00 AM	65	198	263	0.64%	1.71%	1.21%
3:00 AM	60	112	172	0.59%	0.97%	0.79%
4:00 AM	133	77	210	1.31%	0.66%	0.97%
5:00 AM	276	91	367	2.71%	0.78%	1.68%
6:00 AM	544	130	673	5.35%	1.12%	3.09%
7:00 AM	724	279	1,003	7.12%	2.41%	4.61%
8:00 AM	652	356	1,008	6.41%	3.07%	4.63%
9:00 AM	649	355	1,004	6.38%	3.06%	4.61%
10:00 AM	586	374	960	5.77%	3.23%	4.41%
11:00 AM	570	432	1,002	5.60%	3.73%	4.60%
12:00 PM	568	492	1,060	5.58%	4.24%	4.87%
1:00 PM	548	606	1,154	5.39%	5.22%	5.30%
2:00 PM	545	656	1,201	5.36%	5.65%	5.52%
3:00 PM	543	729	1,271	5.34%	6.28%	5.84%
4:00 PM	564	727	1,290	5.54%	6.27%	5.93%
5:00 PM	549	702	1,251	5.40%	6.05%	5.75%
6:00 PM	556	677	1,233	5.47%	5.84%	5.67%
7:00 PM	476	748	1,223	4.68%	6.45%	5.62%
8:00 PM	413	743	1,156	4.06%	6.41%	5.31%
9:00 PM	333	736	1,068	3.27%	6.34%	4.91%
10:00 PM	306	727	1,033	3.01%	6.27%	4.75%
11:00 PM	268	672	939	2.63%	5.79%	4.32%
12:00 AM	150	585	735	1.47%	5.05%	3.38%
TOTALS	10,164	11,595	21,759	100.0%	100.0%	100.0%

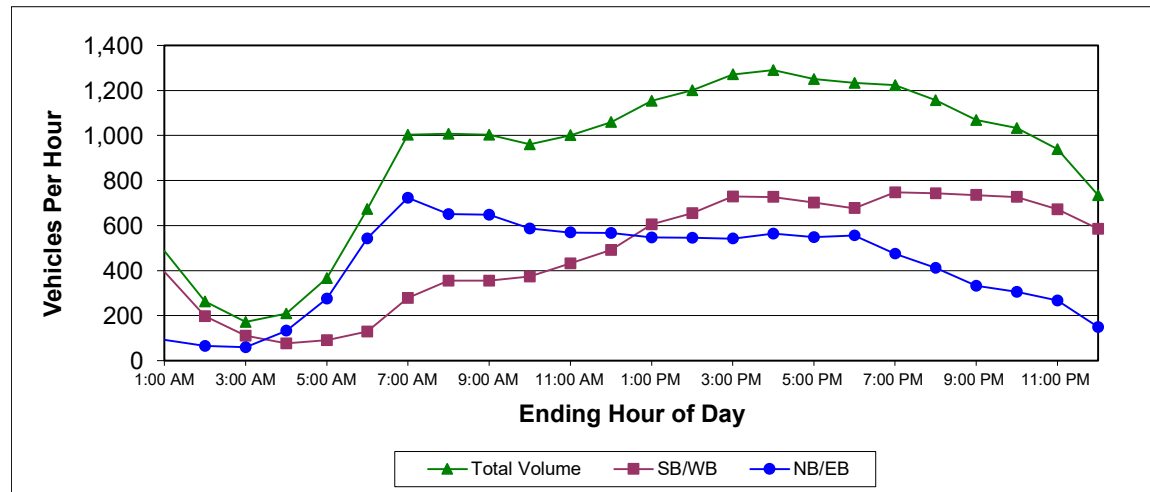
Day 1

Hour Ending At	Hourly Volume Direction (NB OR EB)	Hourly Volume Direction (SB OR WB)	Total Volume Both Directions
12:00 AM	104	409	513
1:00 AM	68	215	283
2:00 AM	65	124	189
3:00 AM	127	86	213
4:00 AM	273	91	364
5:00 AM	516	133	649
6:00 AM	728	277	1,005
7:00 AM	648	371	1,019
8:00 AM	624	351	975
9:00 AM	582	382	964
10:00 AM	518	448	966
11:00 AM	557	529	1,086
12:00 PM	541	670	1,211
1:00 PM	579	658	1,237
2:00 PM	540	734	1,274
3:00 PM	592	731	1,323
4:00 PM	556	720	1,276
5:00 PM	539	694	1,233
6:00 PM	470	770	1,240
7:00 PM	424	751	1,175
8:00 PM	344	726	1,070
9:00 PM	294	716	1,010
10:00 PM	264	690	954
11:00 PM	135	601	736
TOTALS	10,088	11,877	21,965

Day 2

Hour Ending At	Hourly Volume Direction (NB OR EB)	Hourly Volume Direction (SB OR WB)	Total Volume Both Directions
12:00 AM	80	381	461
1:00 AM	62	181	243
2:00 AM	55	100	155
3:00 AM	139	68	207
4:00 AM	278	91	369
5:00 AM	571	126	697
6:00 AM	720	281	1,001
7:00 AM	655	341	996
8:00 AM	673	359	1,032
9:00 AM	590	366	956
10:00 AM	621	416	1,037
11:00 AM	578	455	1,033
12:00 PM	555	541	1,096
1:00 PM	511	653	1,164
2:00 PM	545	723	1,268
3:00 PM	535	722	1,257
4:00 PM	541	684	1,225
5:00 PM	573	660	1,233
6:00 PM	481	725	1,206
7:00 PM	402	735	1,137
8:00 PM	321	745	1,066
9:00 PM	318	738	1,056
10:00 PM	271	653	924
11:00 PM	164	569	733
TOTALS	10,239	11,313	21,552

K-Factor			D factor		
Day1	Day 2	Average	Day1	Day 2	Average
4.44%	4.79%	4.61%	64.00%	65.21%	64.61%
6.02%	5.83%	5.93%	55.25%	57.44%	56.35%



HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.39
 LOCATION CODE: 7
 COUNT LOCATION: Poinciana Blvd E. of SR 535
 EQUIPMENT ID: 45/36

Hour Ending At	Hourly Volume Direction (NB OR EB)	Hourly Volume Direction (SB OR WB)	Total Volume Both Directions	Distribution Percent Direction (NB OR EB)	Distribution Percent Direction (SB OR WB)	Total Percent Both Directions
1:00 AM	3	51	54	0.16%	0.96%	0.75%
2:00 AM	2	33	35	0.11%	0.61%	0.48%
3:00 AM	1	22	23	0.05%	0.41%	0.32%
4:00 AM	3	26	29	0.16%	0.48%	0.40%
5:00 AM	6	35	41	0.32%	0.66%	0.57%
6:00 AM	12	74	86	0.65%	1.38%	1.19%
7:00 AM	33	135	168	1.79%	2.54%	2.34%
8:00 AM	64	194	258	3.44%	3.65%	3.59%
9:00 AM	88	234	322	4.77%	4.40%	4.49%
10:00 AM	84	240	324	4.55%	4.51%	4.52%
11:00 AM	94	252	346	5.09%	4.74%	4.83%
12:00 PM	88	300	388	4.77%	5.63%	5.41%
1:00 PM	86	343	429	4.63%	6.45%	5.98%
2:00 PM	77	353	430	4.17%	6.64%	6.00%
3:00 PM	108	348	456	5.82%	6.54%	6.36%
4:00 PM	183	383	565	9.88%	7.19%	7.89%
5:00 PM	196	407	603	10.59%	7.65%	8.41%
6:00 PM	192	404	596	10.40%	7.59%	8.31%
7:00 PM	190	402	591	10.26%	7.55%	8.25%
8:00 PM	165	347	512	8.94%	6.51%	7.14%
9:00 PM	130	265	395	7.04%	4.97%	5.51%
10:00 PM	25	232	256	1.33%	4.35%	3.57%
11:00 PM	16	161	177	0.87%	3.02%	2.46%
12:00 AM	4	84	88	0.22%	1.57%	1.22%
TOTALS	1,847	5,319	7,166	100.0%	100.0%	100.0%

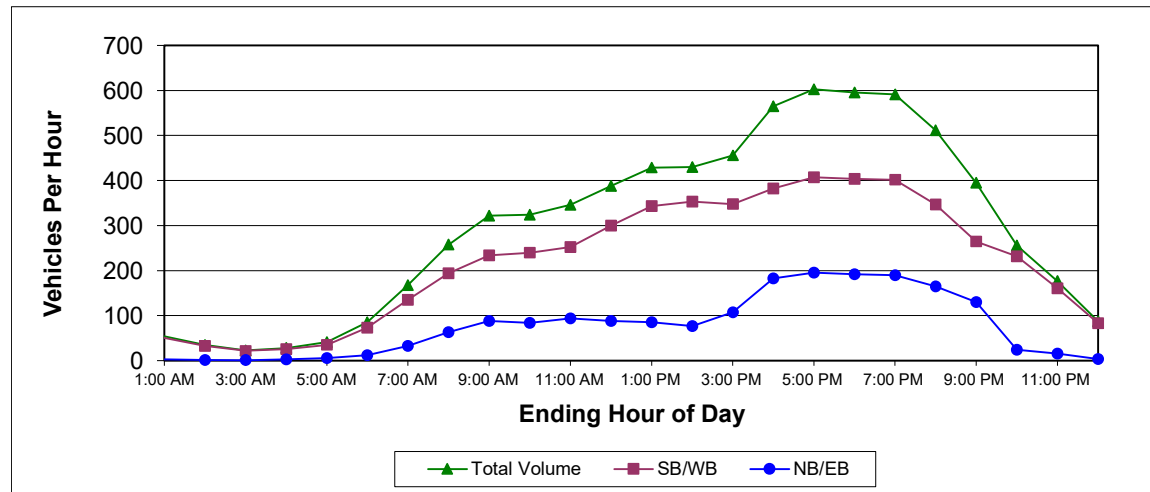
Day 1

Hour Ending At	Hourly Volume Direction (NB OR EB)	Hourly Volume Direction (SB OR WB)	Total Volume Both Directions
12:00 AM	0	56	56
1:00 AM	3	40	43
2:00 AM	1	29	30
3:00 AM	4	24	28
4:00 AM	4	39	43
5:00 AM	12	73	85
6:00 AM	43	130	173
7:00 AM	59	183	242
8:00 AM	93	231	324
9:00 AM	101	237	338
10:00 AM	86	240	326
11:00 AM	78	280	358
12:00 PM	89	319	408
1:00 PM	76	343	419
2:00 PM	94	329	423
3:00 PM	173	367	540
4:00 PM	193	396	589
5:00 PM	192	409	601
6:00 PM	192	407	599
7:00 PM	167	347	514
8:00 PM	128	264	392
9:00 PM	25	201	226
10:00 PM	16	164	180
11:00 PM	1	85	86
TOTALS	1,830	5,193	7,023

Day 2

Hour Ending At	Hourly Volume Direction (NB OR EB)	Hourly Volume Direction (SB OR WB)	Total Volume Both Directions
12:00 AM	6	46	52
1:00 AM	1	25	26
2:00 AM	1	15	16
3:00 AM	2	27	29
4:00 AM	8	31	39
5:00 AM	12	74	86
6:00 AM	23	140	163
7:00 AM	68	205	273
8:00 AM	83	237	320
9:00 AM	67	243	310
10:00 AM	102	264	366
11:00 AM	98	319	417
12:00 PM	82	367	449
1:00 PM	78	363	441
2:00 PM	121	367	488
3:00 PM	192	398	590
4:00 PM	198	418	616
5:00 PM	192	398	590
6:00 PM	187	396	583
7:00 PM	163	346	509
8:00 PM	132	265	397
9:00 PM	24	262	286
10:00 PM	16	157	173
11:00 PM	7	82	89
TOTALS	1,863	5,445	7,308

K-Factor			D factor		
Day1	Day 2	Average	Day1	Day 2	Average
4.81%	4.24%	4.53%	70.12%	78.39%	74.25%
8.56%	8.07%	8.32%	68.05%	67.46%	67.76%



HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.39
 LOCATION CODE: 8
 COUNT LOCATION: Polynesian Isle Blvd W. of SR 535
 EQUIPMENT ID: 45/36

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions	Distribution Percent Direction (NB or EB)	Distribution Percent Direction (SB or WB)	Total Percent Both Directions
1:00 AM	84	124	208	1.33%	2.09%	1.70%
2:00 AM	48	67	115	0.76%	1.13%	0.94%
3:00 AM	33	57	90	0.53%	0.95%	0.73%
4:00 AM	37	24	60	0.58%	0.40%	0.49%
5:00 AM	77	27	104	1.23%	0.45%	0.85%
6:00 AM	142	35	177	2.25%	0.59%	1.44%
7:00 AM	241	73	314	3.84%	1.23%	2.57%
8:00 AM	311	128	439	4.95%	2.16%	3.59%
9:00 AM	335	127	462	5.33%	2.14%	3.78%
10:00 AM	361	166	527	5.75%	2.79%	4.31%
11:00 AM	371	247	617	5.90%	4.15%	5.05%
12:00 PM	371	267	638	5.91%	4.49%	5.22%
1:00 PM	378	297	674	6.01%	4.99%	5.52%
2:00 PM	381	320	701	6.06%	5.39%	5.73%
3:00 PM	380	321	701	6.05%	5.40%	5.73%
4:00 PM	383	464	847	6.09%	7.82%	6.93%
5:00 PM	379	483	862	6.03%	8.14%	7.05%
6:00 PM	367	485	852	5.84%	8.17%	6.97%
7:00 PM	354	497	851	5.63%	8.37%	6.96%
8:00 PM	327	449	776	5.21%	7.56%	6.35%
9:00 PM	301	388	689	4.79%	6.54%	5.64%
10:00 PM	241	371	612	3.84%	6.24%	5.01%
11:00 PM	220	303	523	3.50%	5.10%	4.28%
12:00 AM	163	221	384	2.59%	3.72%	3.14%
TOTALS	6,279	5,937	12,216	100.0%	100.0%	100.0%

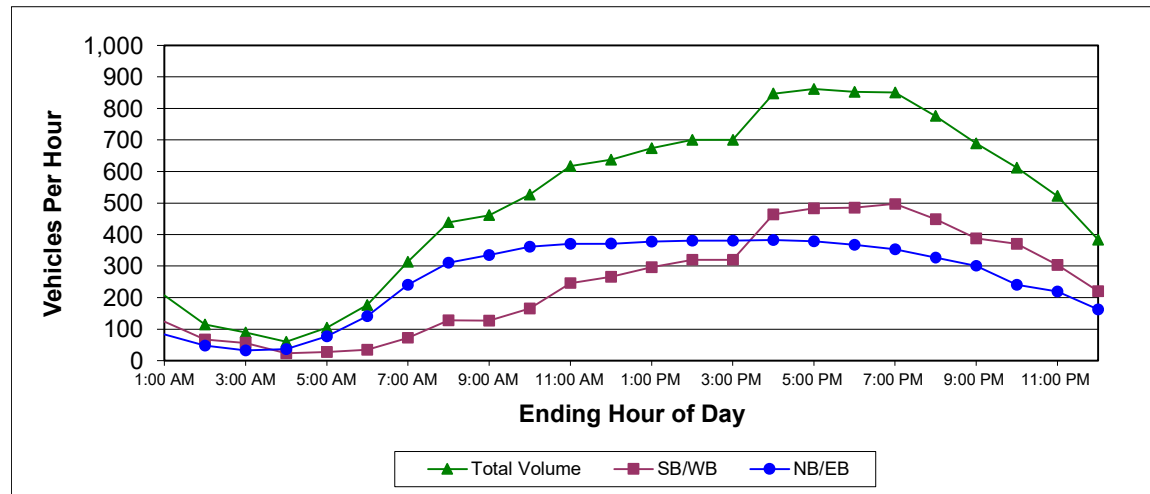
Day 1

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions
12:00 AM	77	109	186
1:00 AM	46	58	104
2:00 AM	38	51	89
3:00 AM	36	18	54
4:00 AM	76	26	102
5:00 AM	139	34	173
6:00 AM	242	77	319
7:00 AM	294	135	429
8:00 AM	321	122	443
9:00 AM	372	172	544
10:00 AM	364	231	595
11:00 AM	358	258	616
12:00 PM	389	289	678
1:00 PM	366	311	677
2:00 PM	359	286	645
3:00 PM	384	438	822
4:00 PM	396	471	867
5:00 PM	388	481	869
6:00 PM	362	487	849
7:00 PM	324	464	788
8:00 PM	303	396	699
9:00 PM	248	373	621
10:00 PM	207	303	510
11:00 PM	150	218	368
TOTALS	6,239	5,808	12,047

Day 2

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions
12:00 AM	90	139	229
1:00 AM	50	76	126
2:00 AM	28	62	90
3:00 AM	37	29	66
4:00 AM	78	28	106
5:00 AM	144	36	180
6:00 AM	240	69	309
7:00 AM	328	121	449
8:00 AM	348	132	480
9:00 AM	350	159	509
10:00 AM	377	262	639
11:00 AM	384	275	659
12:00 PM	366	304	670
1:00 PM	395	329	724
2:00 PM	401	355	756
3:00 PM	381	490	871
4:00 PM	361	495	856
5:00 PM	346	489	835
6:00 PM	345	507	852
7:00 PM	330	434	764
8:00 PM	299	380	679
9:00 PM	234	368	602
10:00 PM	232	303	535
11:00 PM	175	224	399
TOTALS	6,319	6,066	12,385

K-Factor			D factor		
Day1	Day 2	Average	Day1	Day 2	Average
4.94%	5.16%	5.05%	61.18%	59.00%	60.09%
7.20%	6.91%	7.05%	54.33%	57.83%	56.08%



HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.39
 LOCATION CODE: 9
 COUNT LOCATION: LBV Factory Stores E. of SR 535
 EQUIPMENT ID: 45/36

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions	Distribution Percent Direction (NB or EB)	Distribution Percent Direction (SB or WB)	Total Percent Both Directions
1:00 AM	13	19	32	0.53%	0.75%	0.64%
2:00 AM	9	11	20	0.35%	0.43%	0.39%
3:00 AM	2	2	4	0.08%	0.06%	0.07%
4:00 AM	5	0	5	0.18%	0.00%	0.09%
5:00 AM	6	3	8	0.22%	0.10%	0.16%
6:00 AM	10	16	26	0.41%	0.63%	0.52%
7:00 AM	29	35	64	1.19%	1.36%	1.27%
8:00 AM	63	55	117	2.55%	2.14%	2.35%
9:00 AM	109	86	195	4.45%	3.36%	3.90%
10:00 AM	137	117	254	5.58%	4.60%	5.08%
11:00 AM	148	155	303	6.05%	6.10%	6.07%
12:00 PM	192	165	356	7.83%	6.47%	7.14%
1:00 PM	194	157	351	7.93%	6.16%	7.03%
2:00 PM	184	186	370	7.52%	7.30%	7.41%
3:00 PM	174	179	353	7.11%	7.02%	7.07%
4:00 PM	183	161	344	7.46%	6.33%	6.89%
5:00 PM	170	176	346	6.95%	6.90%	6.93%
6:00 PM	196	179	375	8.01%	7.02%	7.51%
7:00 PM	169	212	381	6.89%	8.34%	7.63%
8:00 PM	144	165	309	5.86%	6.49%	6.18%
9:00 PM	115	170	285	4.68%	6.69%	5.70%
10:00 PM	120	152	272	4.88%	5.98%	5.44%
11:00 PM	56	100	156	2.29%	3.91%	3.12%
12:00 AM	25	47	72	1.00%	1.85%	1.43%
TOTALS	2,447	2,542	4,989	100.0%	100.0%	100.0%

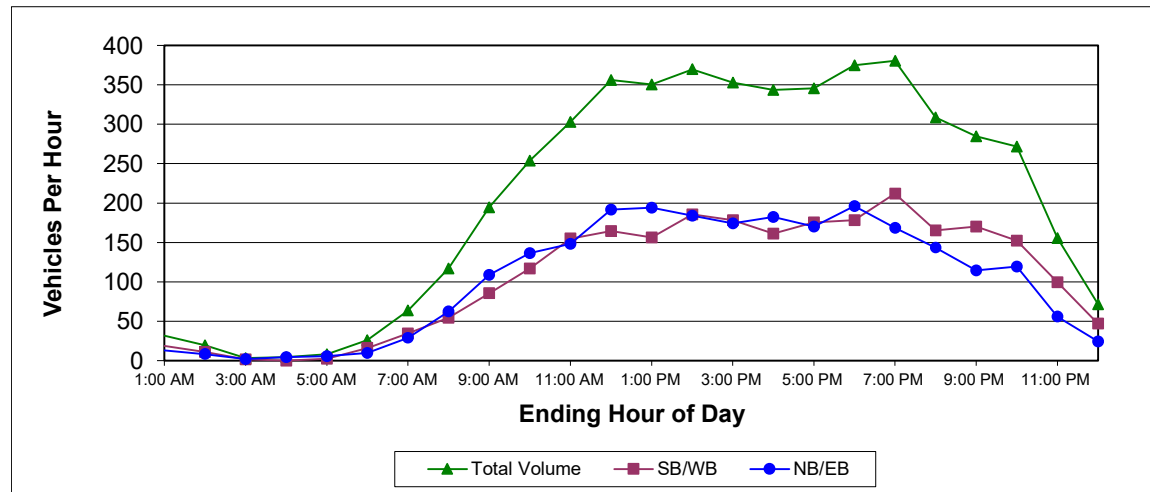
Day 1

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions
12:00 AM	9	19	28
1:00 AM	11	8	19
2:00 AM	2	1	3
3:00 AM	4	0	4
4:00 AM	5	1	6
5:00 AM	8	15	23
6:00 AM	32	38	70
7:00 AM	63	58	121
8:00 AM	106	77	183
9:00 AM	132	122	254
10:00 AM	175	169	344
11:00 AM	197	177	374
12:00 PM	232	156	388
1:00 PM	206	193	399
2:00 PM	193	203	396
3:00 PM	180	148	328
4:00 PM	175	181	356
5:00 PM	202	193	395
6:00 PM	173	229	402
7:00 PM	167	182	349
8:00 PM	126	158	284
9:00 PM	103	140	243
10:00 PM	65	105	170
11:00 PM	24	51	75
TOTALS	2,590	2,624	5,214

Day 2

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions
12:00 AM	17	19	36
1:00 AM	6	14	20
2:00 AM	2	2	4
3:00 AM	5	0	5
4:00 AM	6	4	10
5:00 AM	12	17	29
6:00 AM	26	31	57
7:00 AM	62	51	113
8:00 AM	112	94	206
9:00 AM	141	112	253
10:00 AM	121	141	262
11:00 AM	186	152	338
12:00 PM	156	157	313
1:00 PM	162	178	340
2:00 PM	155	154	309
3:00 PM	185	174	359
4:00 PM	165	170	335
5:00 PM	190	164	354
6:00 PM	164	195	359
7:00 PM	120	148	268
8:00 PM	103	182	285
9:00 PM	136	164	300
10:00 PM	47	94	141
11:00 PM	25	43	68
TOTALS	2,304	2,460	4,764

K-Factor			D factor		
Day1	Day 2	Average	Day1	Day 2	Average
6.60%	5.50%	6.05%	49.13%	53.82%	51.47%
7.71%	7.54%	7.62%	56.97%	54.32%	55.64%



HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.39
 LOCATION CODE: 10
 COUNT LOCATION: International Dr W. of SR 535
 EQUIPMENT ID: 45/36

Hour Ending At	Hourly Volume Direction (NB OR EB)	Hourly Volume Direction (SB OR WB)	Total Volume Both Directions	Distribution Percent Direction (NB OR EB)	Distribution Percent Direction (SB OR WB)	Total Percent Both Directions
1:00 AM	43	48	91	1.25%	1.57%	1.40%
2:00 AM	17	29	45	0.48%	0.93%	0.69%
3:00 AM	10	16	26	0.28%	0.52%	0.39%
4:00 AM	9	24	33	0.26%	0.78%	0.51%
5:00 AM	6	56	62	0.16%	1.83%	0.95%
6:00 AM	15	85	100	0.44%	2.78%	1.54%
7:00 AM	27	150	177	0.79%	4.88%	2.72%
8:00 AM	64	163	227	1.85%	5.32%	3.49%
9:00 AM	79	174	253	2.28%	5.68%	3.89%
10:00 AM	93	160	253	2.71%	5.22%	3.89%
11:00 AM	130	187	317	3.77%	6.11%	4.87%
12:00 PM	132	154	285	3.83%	5.01%	4.39%
1:00 PM	131	174	305	3.81%	5.66%	4.69%
2:00 PM	116	175	290	3.36%	5.70%	4.46%
3:00 PM	126	180	306	3.67%	5.88%	4.71%
4:00 PM	191	161	352	5.54%	5.26%	5.41%
5:00 PM	559	171	730	16.27%	5.58%	11.23%
6:00 PM	660	170	830	19.19%	5.55%	12.76%
7:00 PM	428	173	601	12.46%	5.65%	9.25%
8:00 PM	127	168	294	3.68%	5.47%	4.52%
9:00 PM	115	136	251	3.33%	4.44%	3.85%
10:00 PM	140	135	275	4.07%	4.39%	4.22%
11:00 PM	127	113	240	3.70%	3.69%	3.69%
12:00 AM	97	65	162	2.82%	2.11%	2.48%
TOTALS	3,436	3,063	6,499	100.0%	100.0%	100.0%

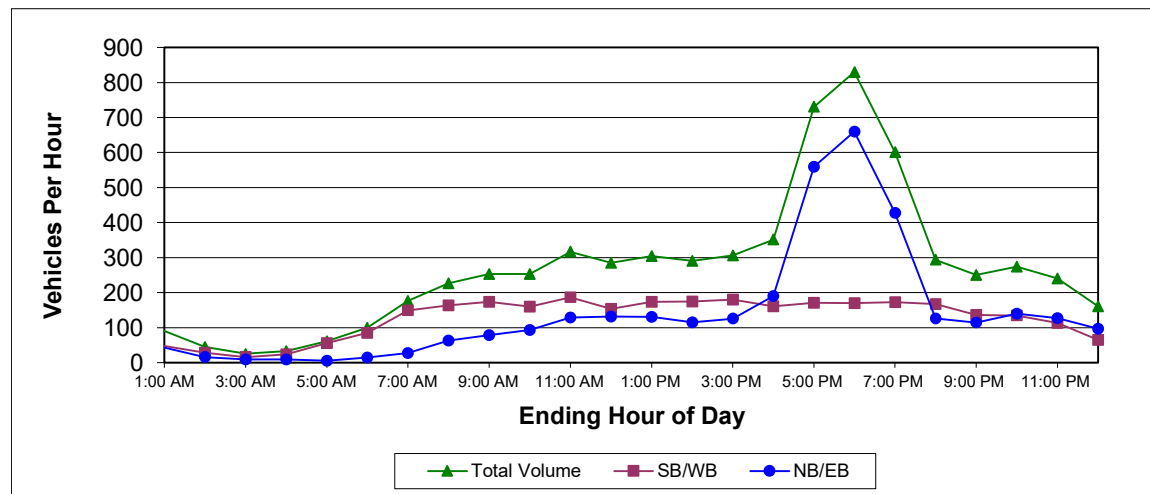
Day 1

Hour Ending At	Hourly Volume Direction (NB OR EB)	Hourly Volume Direction (SB OR WB)	Total Volume Both Directions
12:00 AM	39	52	91
1:00 AM	14	34	48
2:00 AM	8	14	22
3:00 AM	9	26	35
4:00 AM	4	46	50
5:00 AM	11	82	93
6:00 AM	28	158	186
7:00 AM	55	177	232
8:00 AM	74	170	244
9:00 AM	87	154	241
10:00 AM	133	197	330
11:00 AM	148	152	300
12:00 PM	157	181	338
1:00 PM	117	171	288
2:00 PM	136	176	312
3:00 PM	217	170	387
4:00 PM	579	188	767
5:00 PM	656	166	822
6:00 PM	430	170	600
7:00 PM	123	162	285
8:00 PM	87	138	225
9:00 PM	160	116	276
10:00 PM	134	98	232
11:00 PM	78	64	142
TOTALS	3,484	3,062	6,546

Day 2

Hour Ending At	Hourly Volume Direction (NB OR EB)	Hourly Volume Direction (SB OR WB)	Total Volume Both Directions
12:00 AM	47	44	91
1:00 AM	19	23	42
2:00 AM	11	18	29
3:00 AM	9	22	31
4:00 AM	7	66	73
5:00 AM	19	88	107
6:00 AM	26	141	167
7:00 AM	72	149	221
8:00 AM	83	178	261
9:00 AM	99	166	265
10:00 AM	126	177	303
11:00 AM	115	155	270
12:00 PM	105	166	271
1:00 PM	114	178	292
2:00 PM	116	184	300
3:00 PM	164	152	316
4:00 PM	539	154	693
5:00 PM	663	174	837
6:00 PM	426	176	602
7:00 PM	130	173	303
8:00 PM	142	134	276
9:00 PM	120	153	273
10:00 PM	120	128	248
11:00 PM	116	65	181
TOTALS	3,388	3,064	6,452

K-Factor			D factor		
Day1	Day 2	Average	Day1	Day 2	Average
5.04%	4.70%	4.87%	59.70%	58.42%	59.06%
12.56%	12.97%	12.77%	79.81%	79.21%	79.51%



HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.39
 LOCATION CODE: 0
 COUNT LOCATION: SR 536 west of SR 535
 EQUIPMENT ID: 45/36

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions	Distribution Percent Direction (NB or EB)	Distribution Percent Direction (SB or WB)	Total Percent Both Directions
1:00 AM	511	152	662	2.71%	0.79%	1.75%
2:00 AM	231	121	352	1.22%	0.63%	0.93%
3:00 AM	110	111	221	0.58%	0.58%	0.58%
4:00 AM	85	162	247	0.45%	0.85%	0.65%
5:00 AM	123	454	577	0.65%	2.38%	1.52%
6:00 AM	199	686	885	1.05%	3.60%	2.33%
7:00 AM	430	1,118	1,548	2.28%	5.86%	4.08%
8:00 AM	775	1,366	2,141	4.11%	7.17%	5.64%
9:00 AM	919	1,223	2,142	4.87%	6.42%	5.65%
10:00 AM	871	1,204	2,075	4.62%	6.32%	5.47%
11:00 AM	945	1,085	2,030	5.01%	5.69%	5.35%
12:00 PM	961	991	1,952	5.09%	5.20%	5.15%
1:00 PM	900	1,014	1,913	4.77%	5.32%	5.04%
2:00 PM	924	1,093	2,017	4.90%	5.73%	5.32%
3:00 PM	1,004	1,140	2,143	5.32%	5.98%	5.65%
4:00 PM	1,200	1,130	2,330	6.36%	5.93%	6.14%
5:00 PM	1,458	1,120	2,578	7.73%	5.87%	6.80%
6:00 PM	1,333	1,101	2,434	7.06%	5.77%	6.42%
7:00 PM	1,150	947	2,096	6.09%	4.96%	5.53%
8:00 PM	970	785	1,755	5.14%	4.12%	4.63%
9:00 PM	966	655	1,621	5.12%	3.44%	4.27%
10:00 PM	1,055	558	1,613	5.59%	2.93%	4.25%
11:00 PM	916	518	1,434	4.85%	2.71%	3.78%
12:00 AM	835	334	1,169	4.43%	1.75%	3.08%
TOTALS	18,868	19,064	37,932	100.0%	100.0%	100.0%

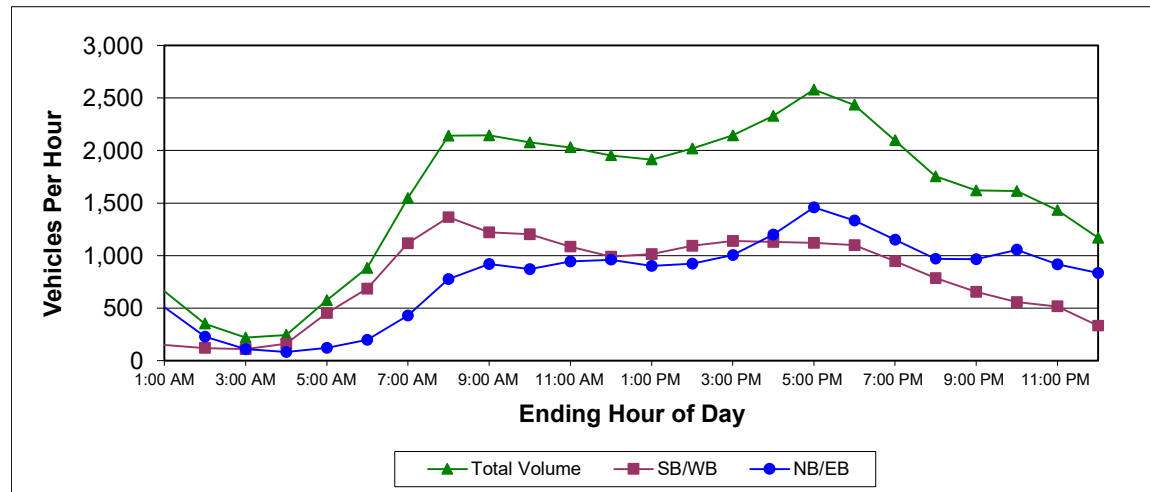
Day 1

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions
12:00 AM	544	151	695
1:00 AM	251	125	376
2:00 AM	116	114	230
3:00 AM	95	176	271
4:00 AM	102	443	545
5:00 AM	213	693	906
6:00 AM	452	1,130	1,582
7:00 AM	806	1,381	2,187
8:00 AM	957	1,257	2,214
9:00 AM	903	1,191	2,094
10:00 AM	913	1,078	1,991
11:00 AM	880	992	1,872
12:00 PM	838	947	1,785
1:00 PM	905	1,112	2,017
2:00 PM	1,007	1,097	2,104
3:00 PM	1,194	1,127	2,321
4:00 PM	1,450	1,147	2,597
5:00 PM	1,261	1,113	2,374
6:00 PM	1,056	926	1,982
7:00 PM	879	751	1,630
8:00 PM	849	667	1,516
9:00 PM	1,238	524	1,762
10:00 PM	961	520	1,481
11:00 PM	784	308	1,092
TOTALS	18,654	18,970	37,624

Day 2

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions
12:00 AM	477	152	629
1:00 AM	210	117	327
2:00 AM	104	107	211
3:00 AM	74	148	222
4:00 AM	144	464	608
5:00 AM	185	679	864
6:00 AM	408	1,106	1,514
7:00 AM	744	1,351	2,095
8:00 AM	881	1,189	2,070
9:00 AM	839	1,217	2,056
10:00 AM	977	1,092	2,069
11:00 AM	1,042	990	2,032
12:00 PM	961	1,080	2,041
1:00 PM	943	1,074	2,017
2:00 PM	1,000	1,182	2,182
3:00 PM	1,206	1,133	2,339
4:00 PM	1,466	1,093	2,559
5:00 PM	1,405	1,088	2,493
6:00 PM	1,243	967	2,210
7:00 PM	1,061	819	1,880
8:00 PM	1,083	643	1,726
9:00 PM	872	592	1,464
10:00 PM	871	515	1,386
11:00 PM	886	360	1,246
TOTALS	19,082	19,158	38,240

K-Factor			D factor		
Day1	Day 2	Average	Day1	Day 2	Average
5.88%	5.41%	5.65%	56.78%	57.44%	57.11%
6.90%	6.69%	6.80%	55.83%	57.29%	56.56%



HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.39
 LOCATION CODE: 12
 COUNT LOCATION: SR 536 E. of SR 535
 EQUIPMENT ID: 45/36

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions	Distribution Percent Direction (NB or EB)	Distribution Percent Direction (SB or WB)	Total Percent Both Directions
1:00 AM	363	287	650	1.97%	1.55%	1.76%
2:00 AM	182	165	346	0.99%	0.89%	0.94%
3:00 AM	116	126	242	0.63%	0.68%	0.65%
4:00 AM	110	140	249	0.59%	0.75%	0.67%
5:00 AM	176	280	456	0.96%	1.51%	1.23%
6:00 AM	305	520	825	1.66%	2.81%	2.23%
7:00 AM	622	846	1,467	3.38%	4.56%	3.97%
8:00 AM	816	1,087	1,902	4.43%	5.87%	5.15%
9:00 AM	915	926	1,841	4.97%	5.00%	4.98%
10:00 AM	950	910	1,859	5.16%	4.91%	5.03%
11:00 AM	1,048	1,000	2,048	5.69%	5.40%	5.54%
12:00 PM	1,094	1,009	2,102	5.94%	5.44%	5.69%
1:00 PM	998	1,006	2,004	5.42%	5.43%	5.42%
2:00 PM	1,060	1,029	2,089	5.76%	5.55%	5.65%
3:00 PM	1,199	1,240	2,439	6.51%	6.69%	6.60%
4:00 PM	1,204	1,180	2,384	6.54%	6.37%	6.45%
5:00 PM	1,241	1,123	2,364	6.74%	6.06%	6.40%
6:00 PM	1,260	1,048	2,307	6.84%	5.65%	6.25%
7:00 PM	973	992	1,965	5.28%	5.35%	5.32%
8:00 PM	882	1,003	1,885	4.79%	5.41%	5.10%
9:00 PM	805	790	1,595	4.37%	4.26%	4.32%
10:00 PM	798	712	1,509	4.33%	3.84%	4.09%
11:00 PM	730	618	1,348	3.96%	3.34%	3.65%
12:00 AM	568	495	1,062	3.08%	2.67%	2.88%
TOTALS	18,407	18,525	36,932	100.0%	100.0%	100.0%

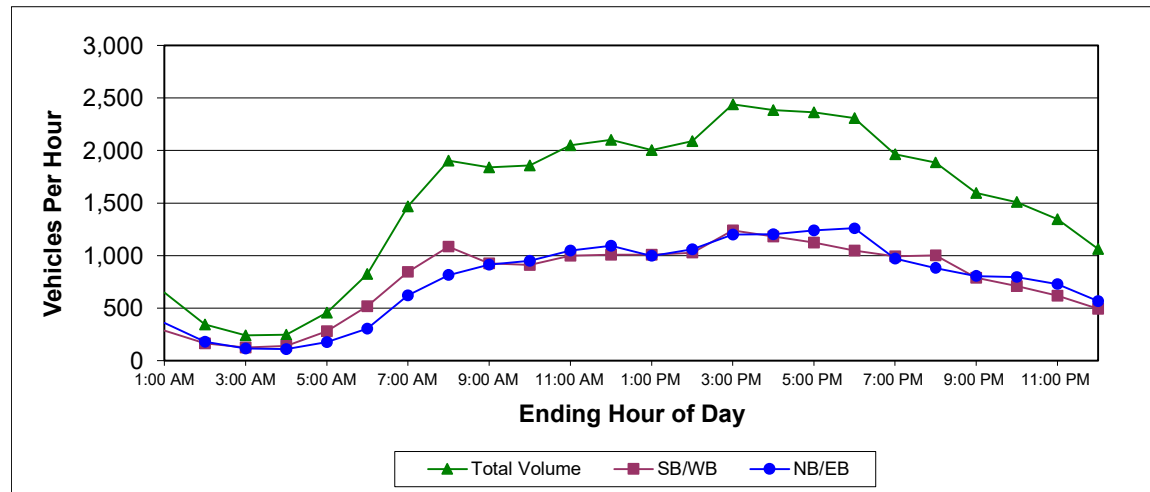
Day 1

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions
12:00 AM	348	287	635
1:00 AM	176	150	326
2:00 AM	108	134	242
3:00 AM	93	122	215
4:00 AM	171	278	449
5:00 AM	295	506	801
6:00 AM	629	881	1,510
7:00 AM	848	1,186	2,034
8:00 AM	915	1,190	2,105
9:00 AM	916	1,056	1,972
10:00 AM	1,097	1,033	2,130
11:00 AM	1,140	1,066	2,206
12:00 PM	1,038	1,063	2,101
1:00 PM	1,121	989	2,110
2:00 PM	1,345	1,295	2,640
3:00 PM	1,263	1,122	2,385
4:00 PM	1,126	981	2,107
5:00 PM	1,216	970	2,186
6:00 PM	968	960	1,928
7:00 PM	818	916	1,734
8:00 PM	768	773	1,541
9:00 PM	733	732	1,465
10:00 PM	707	612	1,319
11:00 PM	562	510	1,072
TOTALS	18,401	18,812	37,213

Day 2

Hour Ending At	Hourly Volume Direction (NB or EB)	Hourly Volume Direction (SB or WB)	Total Volume Both Directions
12:00 AM	377	287	664
1:00 AM	187	179	366
2:00 AM	124	117	241
3:00 AM	126	157	283
4:00 AM	181	281	462
5:00 AM	315	534	849
6:00 AM	614	810	1,424
7:00 AM	783	987	1,770
8:00 AM	915	661	1,576
9:00 AM	983	763	1,746
10:00 AM	998	967	1,965
11:00 AM	1,047	951	1,998
12:00 PM	957	949	1,906
1:00 PM	999	1,068	2,067
2:00 PM	1,053	1,185	2,238
3:00 PM	1,144	1,238	2,382
4:00 PM	1,355	1,265	2,620
5:00 PM	1,303	1,125	2,428
6:00 PM	977	1,024	2,001
7:00 PM	946	1,090	2,036
8:00 PM	842	806	1,648
9:00 PM	862	691	1,553
10:00 PM	752	624	1,376
11:00 PM	573	479	1,052
TOTALS	18,413	18,238	36,651

K-Factor			D factor		
Day1	Day 2	Average	Day1	Day 2	Average
5.72%	5.36%	5.54%	51.50%	50.79%	51.15%
5.66%	7.15%	6.41%	53.44%	51.72%	52.58%



HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62954.39
 LOCATION CODE: 13
 COUNT LOCATION: Lake Bryan Beach Blvd E. of SR 535
 EQUIPMENT ID: 45/36

Hour Ending At	Hourly Volume Direction (NB OR EB)	Hourly Volume Direction (SB OR WB)	Total Volume Both Directions	Distribution Percent Direction (NB OR EB)	Distribution Percent Direction (SB OR WB)	Total Percent Both Directions
1:00 AM	6	4	10	0.81%	0.57%	0.69%
2:00 AM	2	2	4	0.29%	0.29%	0.29%
3:00 AM	5	6	11	0.74%	0.79%	0.76%
4:00 AM	4	1	5	0.59%	0.07%	0.33%
5:00 AM	22	4	25	3.17%	0.50%	1.81%
6:00 AM	20	4	23	2.87%	0.50%	1.67%
7:00 AM	20	12	32	2.95%	1.65%	2.29%
8:00 AM	47	26	72	6.85%	3.65%	5.23%
9:00 AM	36	52	88	5.30%	7.44%	6.39%
10:00 AM	44	52	96	6.48%	7.37%	6.93%
11:00 AM	32	63	95	4.71%	9.02%	6.90%
12:00 PM	32	60	92	4.71%	8.52%	6.64%
1:00 PM	41	45	86	6.04%	6.37%	6.21%
2:00 PM	40	47	86	5.82%	6.66%	6.24%
3:00 PM	31	43	74	4.57%	6.08%	5.34%
4:00 PM	34	51	85	5.01%	7.30%	6.17%
5:00 PM	34	44	78	5.01%	6.23%	5.63%
6:00 PM	38	48	86	5.60%	6.80%	6.21%
7:00 PM	26	26	51	3.76%	3.65%	3.70%
8:00 PM	43	28	71	6.26%	4.01%	5.12%
9:00 PM	39	27	66	5.74%	3.87%	4.79%
10:00 PM	43	26	69	6.26%	3.72%	4.97%
11:00 PM	27	15	42	3.90%	2.15%	3.01%
12:00 AM	18	20	37	2.58%	2.79%	2.69%
TOTALS	679	699	1,378	100.0%	100.0%	100.0%

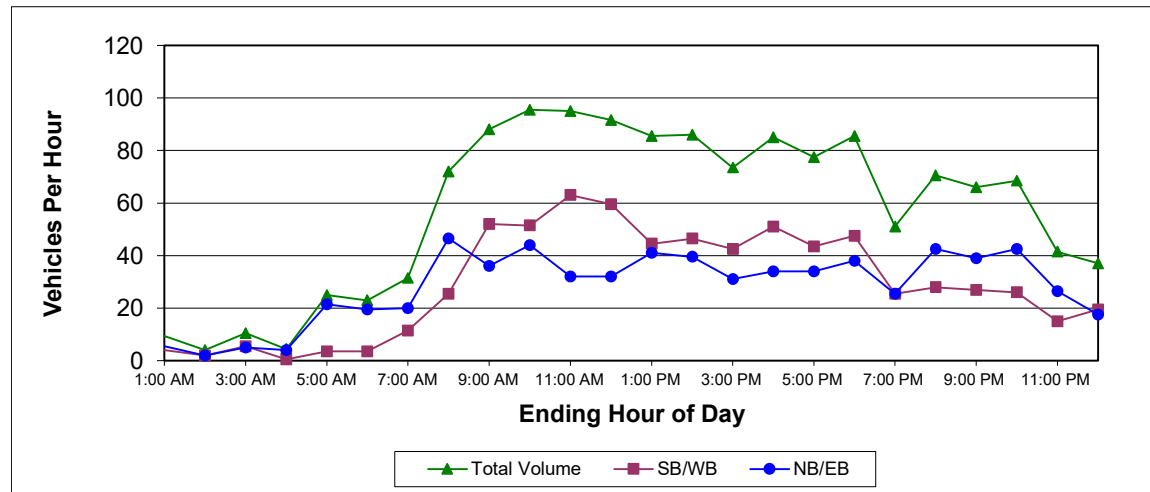
Day 1

Hour Ending At	Hourly Volume Direction (NB OR EB)	Hourly Volume Direction (SB OR WB)	Total Volume Both Directions
12:00 AM	7	6	13
1:00 AM	3	2	5
2:00 AM	3	3	6
3:00 AM	4	0	4
4:00 AM	22	2	24
5:00 AM	19	3	22
6:00 AM	23	13	36
7:00 AM	45	31	76
8:00 AM	38	56	94
9:00 AM	44	51	95
10:00 AM	31	66	97
11:00 AM	37	62	99
12:00 PM	39	46	85
1:00 PM	39	51	90
2:00 PM	40	42	82
3:00 PM	33	43	76
4:00 PM	36	49	85
5:00 PM	43	44	87
6:00 PM	27	21	48
7:00 PM	41	28	69
8:00 PM	42	26	68
9:00 PM	36	24	60
10:00 PM	29	18	47
11:00 PM	15	21	36
TOTALS	696	708	1,404

Day 2

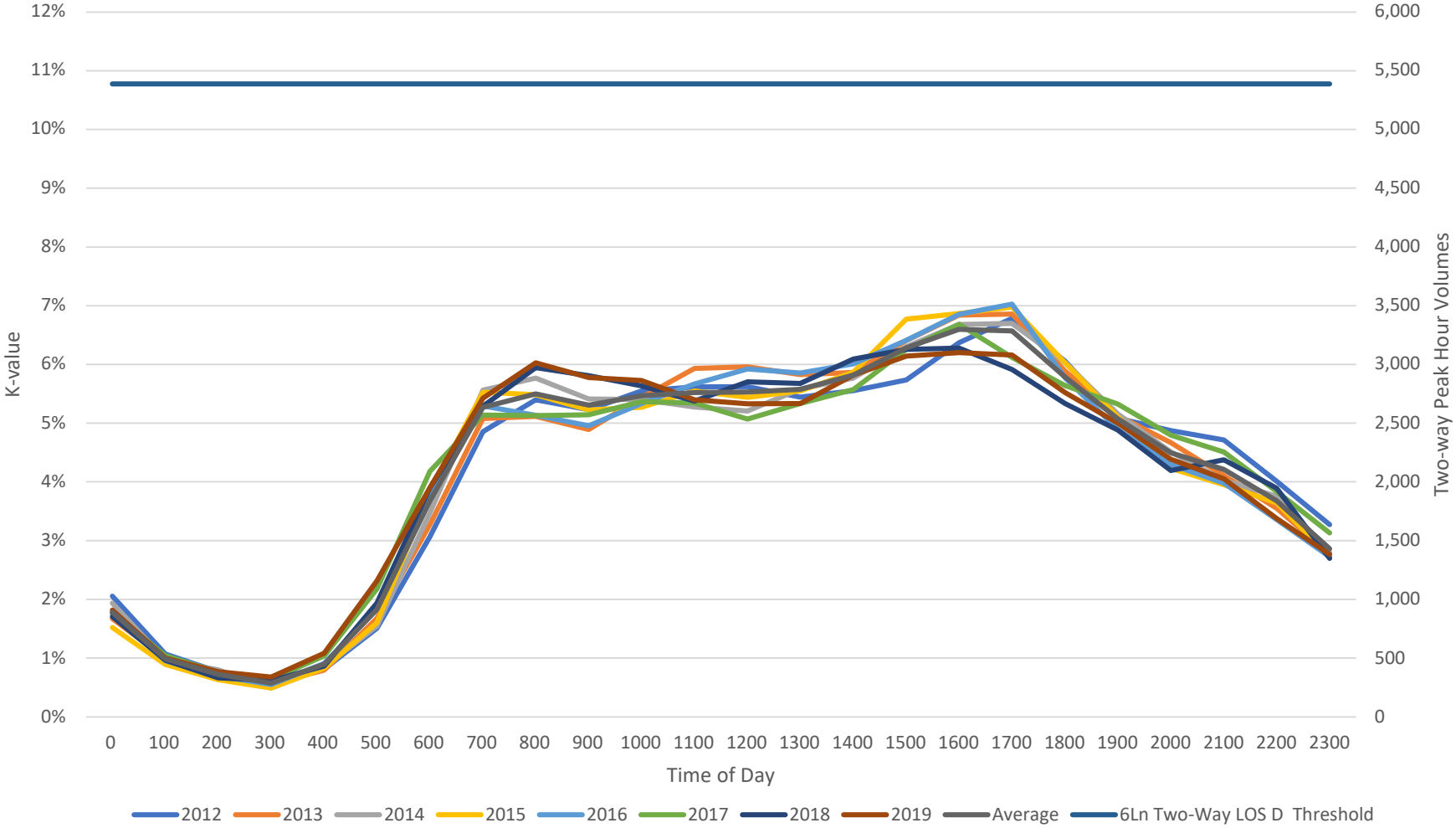
Hour Ending At	Hourly Volume Direction (NB OR EB)	Hourly Volume Direction (SB OR WB)	Total Volume Both Directions
12:00 AM	4	2	6
1:00 AM	1	2	3
2:00 AM	7	8	15
3:00 AM	4	1	5
4:00 AM	21	5	26
5:00 AM	20	4	24
6:00 AM	17	10	27
7:00 AM	48	20	68
8:00 AM	34	48	82
9:00 AM	44	52	96
10:00 AM	33	60	93
11:00 AM	27	57	84
12:00 PM	43	43	86
1:00 PM	40	42	82
2:00 PM	22	43	65
3:00 PM	35	59	94
4:00 PM	32	38	70
5:00 PM	33	51	84
6:00 PM	24	30	54
7:00 PM	44	28	72
8:00 PM	36	28	64
9:00 PM	49	28	77
10:00 PM	24	12	36
11:00 PM	20	18	38
TOTALS	662	689	1,351

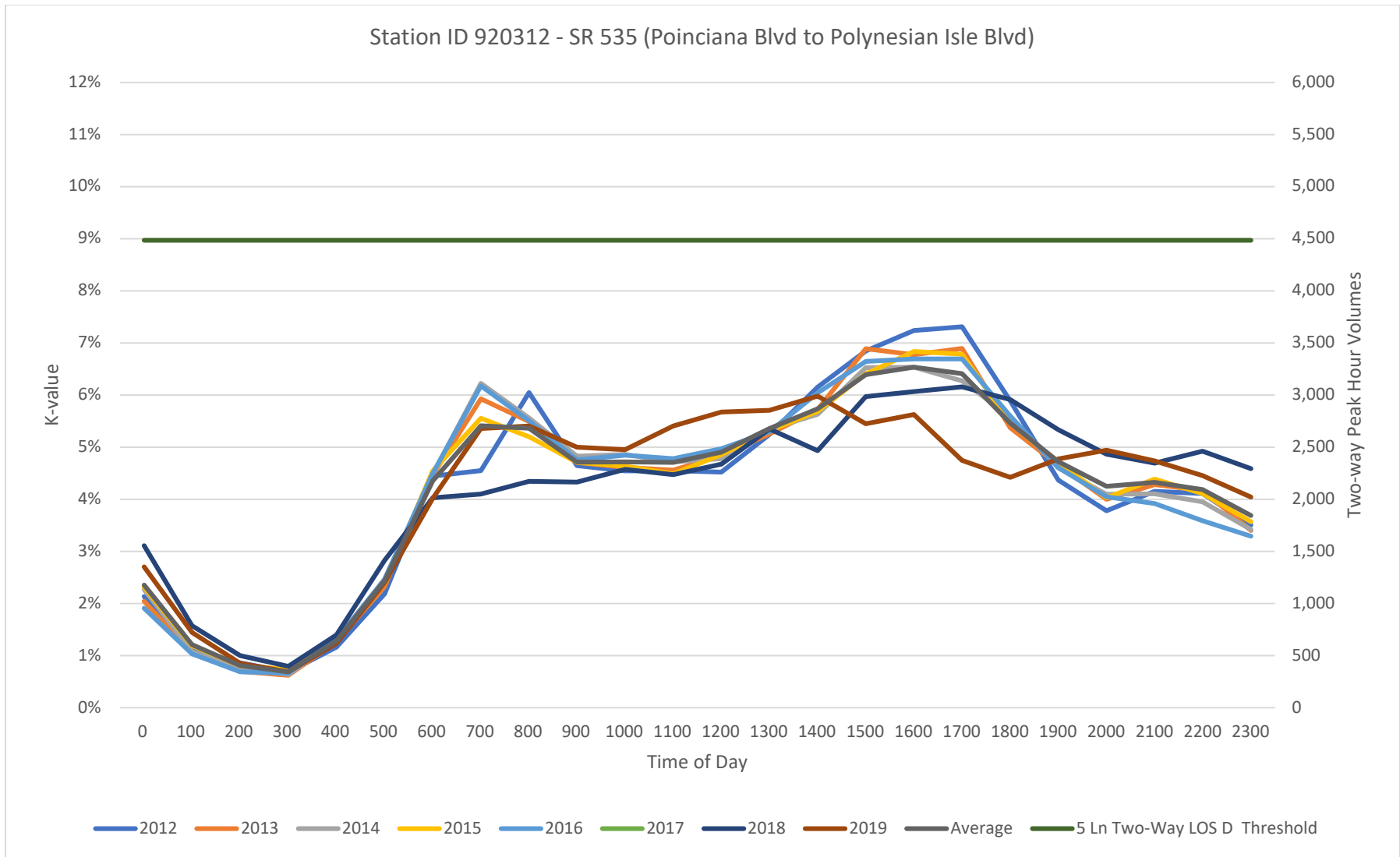
K-Factor			D factor		
Day1	Day 2	Average	Day1	Day 2	Average
6.77%	7.11%	6.94%	53.68%	54.17%	53.93%
6.20%	6.22%	6.21%	50.57%	60.71%	55.64%



Historic K Factor Summary

Station ID 750630 - SR 535 (North of Lake Bryan Beach Blvd)

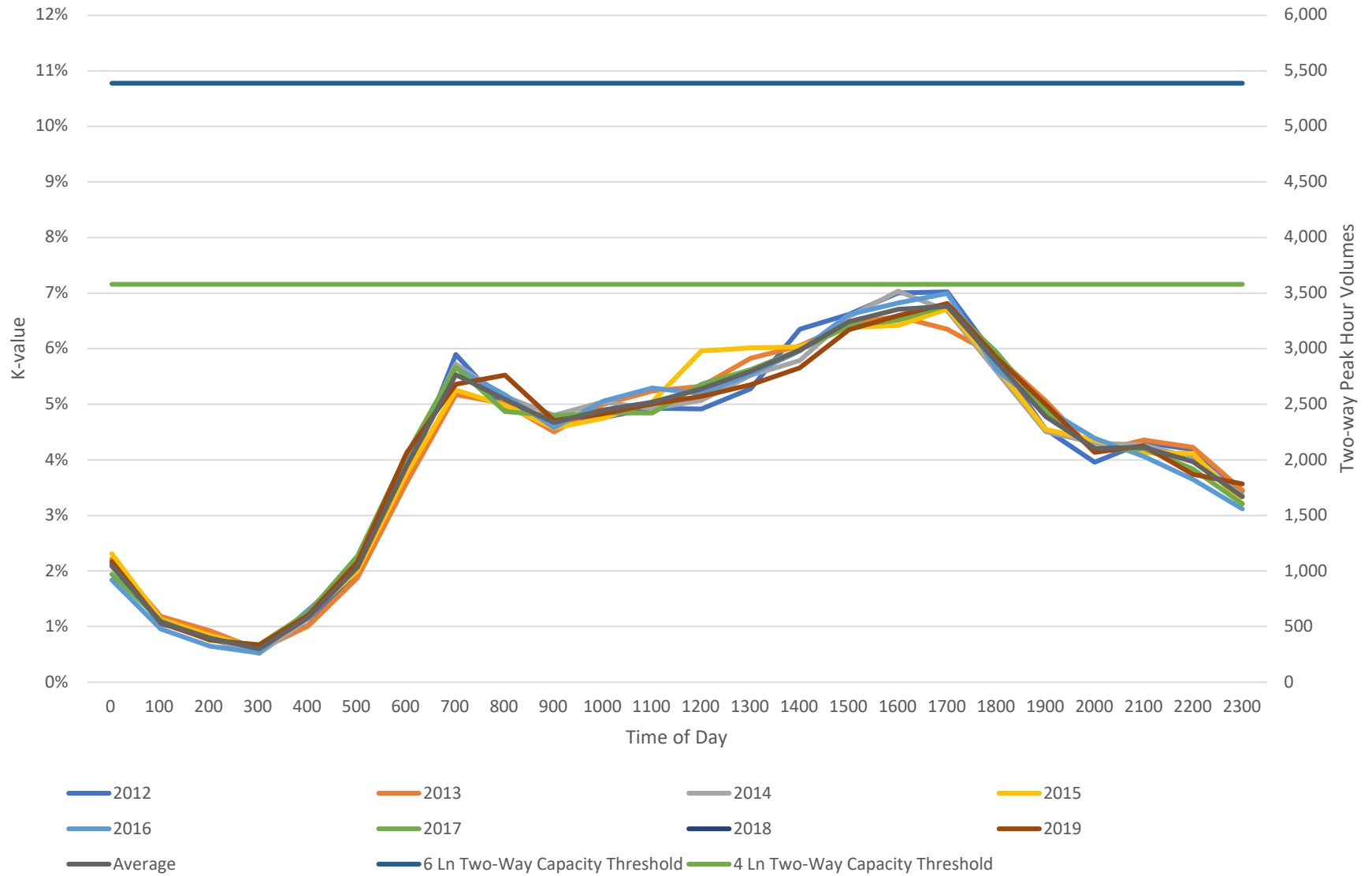




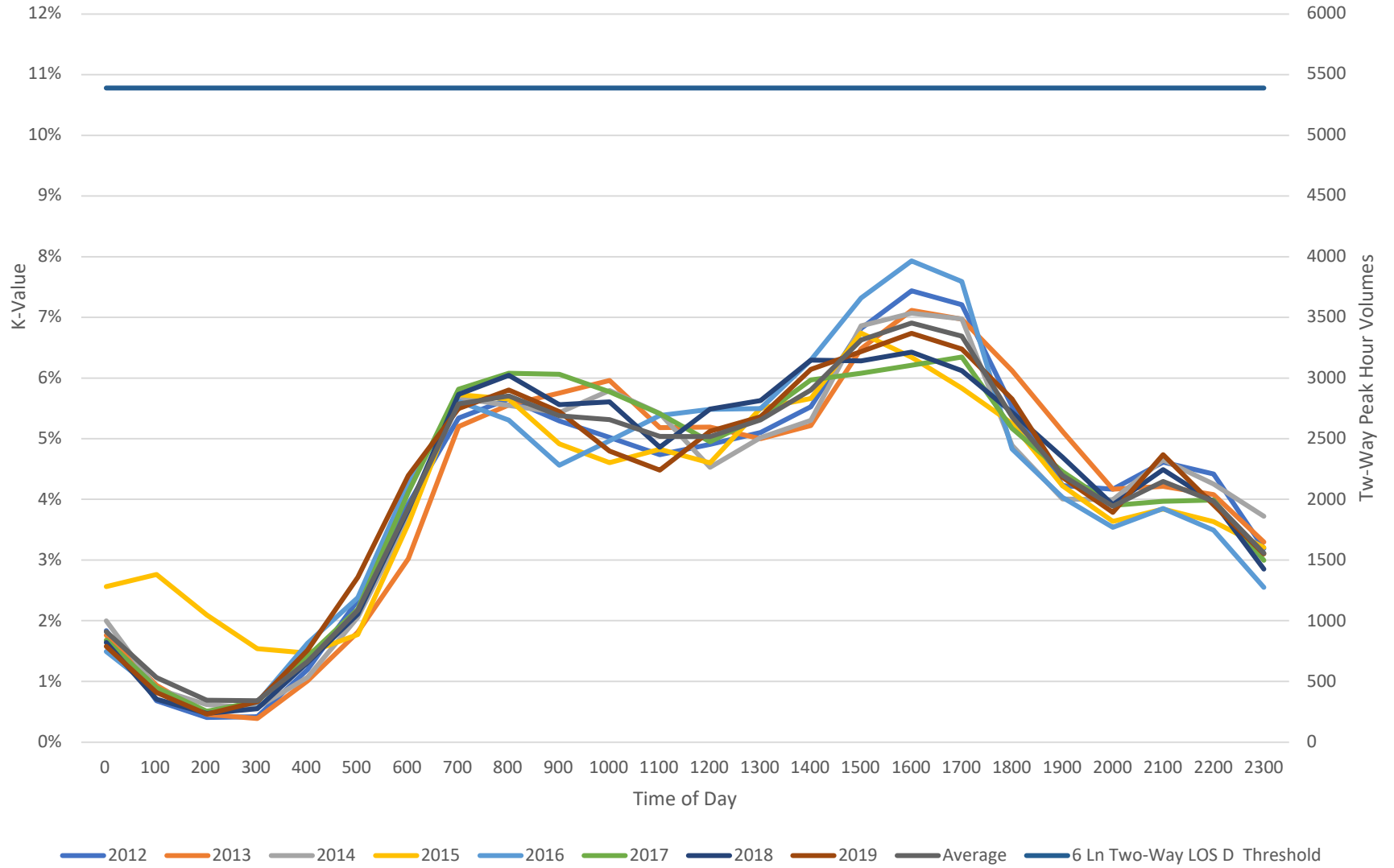
Notes:

- 1) SR 535 is a five-lane section (three lanes in the southbound direction and two lanes in the northbound direction) between Polynesian Isle Boulevard and Poinciana Boulevard
- 2) Five Lane Two-Way LOS D threshold was calculated from Four Lane Two-Way LOS D threshold and Six Lane Two-Way LOS D threshold from the latest FDOT's Generalized Service Volumes.

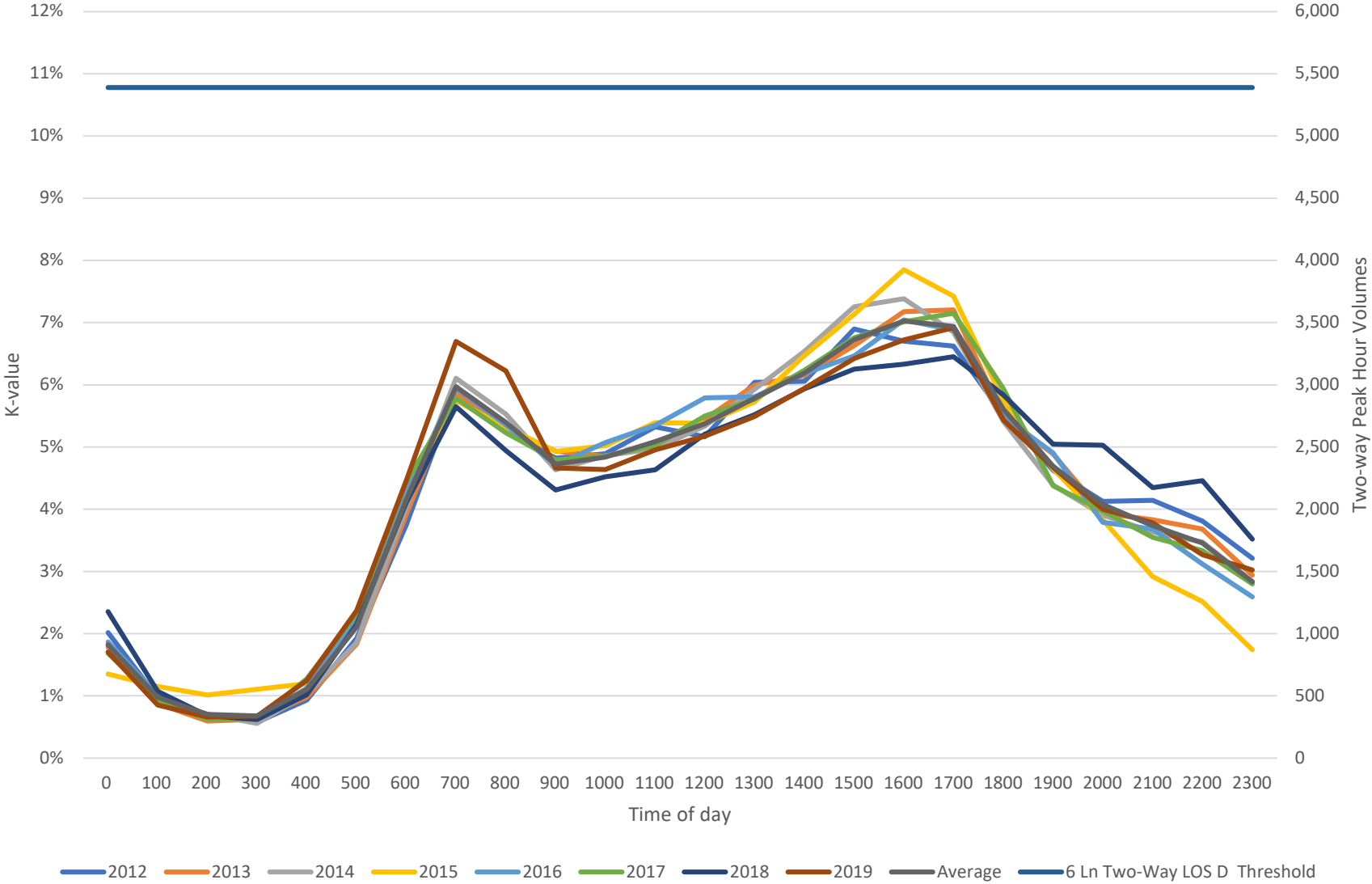
Station ID 920318 - SR 535 (Kyngs Heath Rd to Calypso Cay Wy)



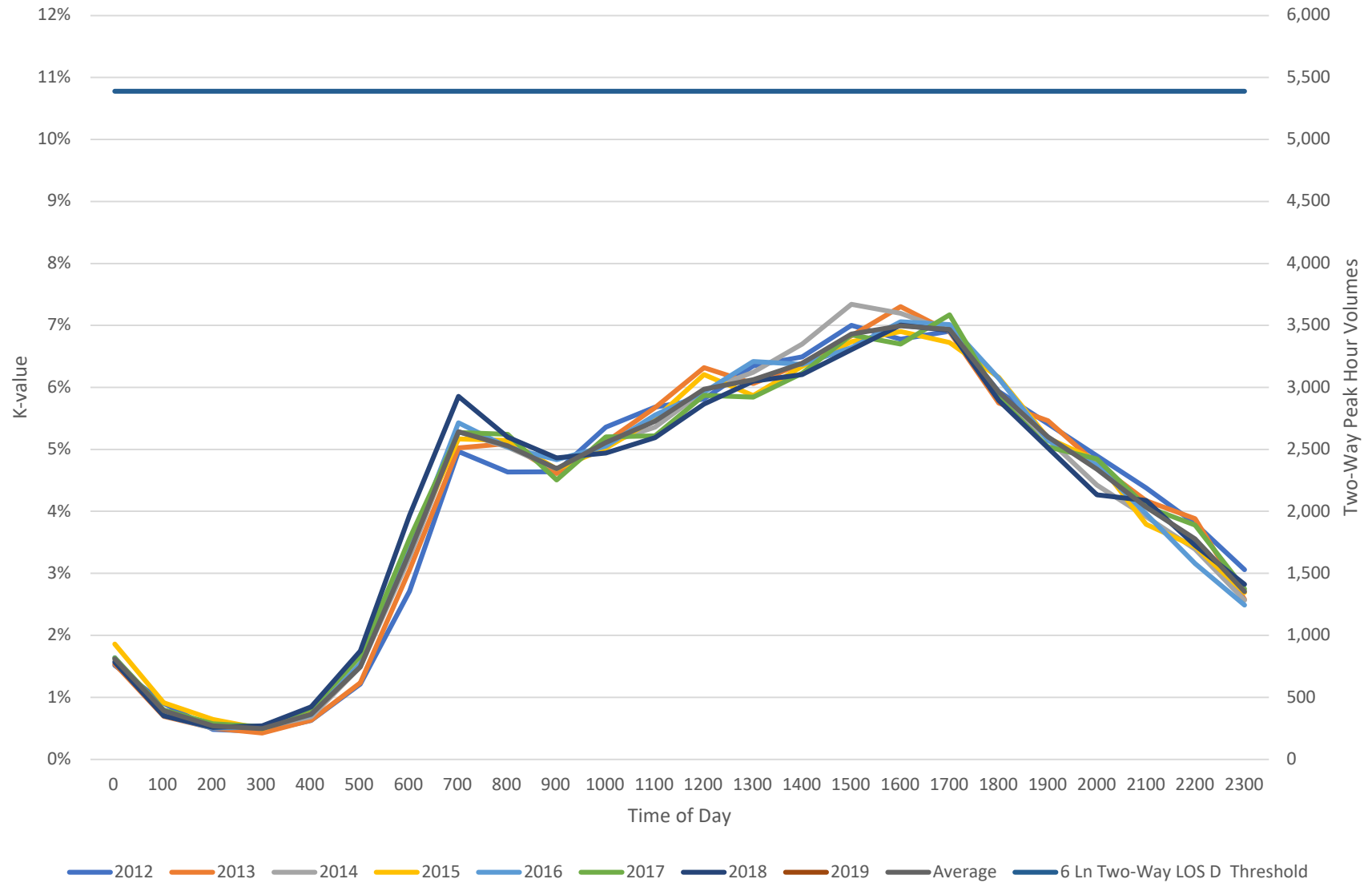
Station ID 750595 - SR 536 (West of SR 535)



Station ID 920313 - US 192 (East of Storey Lake Blvd)



Station ID 920320 - US 192 (West of SR 535 and East of Poinciana Blvd)



Historical D&T Factors

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 7033 - POLYNESIA ISLE BLVD, 550 FT S OF WARRIOR LN (HPMS)

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2019	11100	F	N	5700	S	5400	9.00	53.20	1.30
2018	10700	C	N	5500	S	5200	9.00	53.60	1.30
2017	9700	S	N	5000	S	4700	9.00	52.80	7.30
2016	9300	F	N	4800	S	4500	9.00	52.50	7.30
2015	9000	C	N	4600	S	4400	9.00	52.70	7.30
2014	8000	F	N	3900	S	4100	9.00	52.80	1.80
2013	7800	C	N	3800	S	4000	9.00	53.00	1.80
2012	6700	F	N	3300	S	3400	9.00	53.10	24.50
2011	6700	C	N	3300	S	3400	9.00	53.10	20.90
2010	6700	C	N	3300	S	3400	9.12	53.51	25.30
2009	9400	F	N	4900	S	4500	9.10	53.73	23.50
2008	9200	C	N	4800	S	4400	8.66	53.12	20.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 75 - ORANGE

SITE: 0630 - ON SR-535, 0.835 MI. NW OF SR-536 (UV)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	50500	C	N 26000		S 24500	9.00	52.60	4.10
2018	48000	C	N 23500		S 24500	9.00	53.20	4.10
2017	53500	C	N 26500		S 27000	9.00	52.60	4.40
2016	51500	C	N 25500		S 26000	9.00	52.50	4.10
2015	47000	C	N 23500		S 23500	9.00	53.20	4.90
2014	49000	C	N 24000		S 25000	9.00	53.20	4.40
2013	48000	C	N 23500		S 24500	9.00	53.30	3.60
2012	50500	C	N 25000		S 25500	9.00	52.90	3.50
2011	46500	C	N 23000		S 23500	9.00	52.70	3.60
2010	39000	C	N 17500		S 21500	8.87	52.83	3.10
2009	45000	C	N 22500		S 22500	8.79	53.70	3.30
2008	43000	C	N 20500		S 22500	8.80	53.99	4.60
2007	39500	C	N 19000		S 20500	8.63	54.08	4.30
2006	51000	C	N 24500		S 26500	8.59	53.01	4.60
2005	43500	C	N 21500		S 22000	8.60	54.10	5.60
2004	41500	C	N 19500		S 22000	8.70	52.80	3.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 75 - ORANGE

SITE: 2255 - RAMP FROM SR-417 SB TO WORLD CENTER DRIVE

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	15000	C	S 15000	0	9.00	99.90	4.10
2018	13000	S	0	0	9.00	99.90	5.80
2017	13000	F	0	0	9.00	99.90	6.20
2016	12500	C	S 12500	0	9.00	99.90	6.00
2015	10500	F	0	0	9.00	99.90	7.20
2014	10500	C	S 10500		9.00	99.90	5.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 75 - ORANGE

SITE: 2256 - RAMP FROM WORLD CENTER DRIVE TO SR-417 EB

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	21000 C	N 21000	0	9.00	99.90	4.10
2018	17500 S	0	0	9.00	99.90	5.80
2017	17000 F	0	0	9.00	99.90	6.20
2016	16500 C	N 16500	0	9.00	99.90	6.00
2015	12000 C	N 12000	0	9.00	99.90	7.20
2014	10500 C	N 10500		9.00	99.90	5.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 75 - ORANGE

SITE: 8158 - INTERNATIONAL DRIVE, N OF EPCOT CENTER DRIVE - OFF SYSTEM

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	22000	S	N 10000		S 12000	9.00	52.60	3.80
2018	22000	F	N 10000		S 12000	9.00	53.20	4.30
2017	21800	C	N 9800		S 12000	9.00	52.60	3.90
2016	19000	V	N 9200		S 9800	9.00	52.50	5.70
2015	18600	R	N 9000		S 9600	9.00	53.20	4.40
2014	18200	T	N 8800		S 9400	9.00	53.20	3.80
2013	18000	S	N 8700		S 9300	9.00	53.30	4.10
2012	17800	F	N 8600		S 9200	9.00	52.90	3.60
2011	17800	C	N 8600		S 9200	9.00	52.70	3.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 75 - ORANGE

SITE: 8187 - INTERNATIONAL DRIVE, E OF WORLD GATEWAY DRIVE - HPMS '18

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	5000 S	E 2800	W 2200	9.00	52.60	2.10
2018	5000 F	E 2800	W 2200	9.00	53.20	2.10
2017	5000 C	E 2800	W 2200	9.00	52.60	2.10
2016	4600 F	E 2300	W 2300	9.00	52.50	2.20
2015	4600 C	E 2300	W 2300	9.00	53.20	2.20
2014	5500 T	E 2600	W 2900	9.00	53.20	3.80
2013	5500 S	E 2600	W 2900	9.00	53.30	4.10
2012	5500 F	E 2600	W 2900	9.00	52.90	3.60
2011	5500 C	E 2600	W 2900	9.00	52.70	3.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 0312 - ON SR-535, 0.3 MI. N OF POINCIANA BLVD. (UCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	53000	C	N 28500		S 24500	9.00	53.20	7.80
2018	44500	C	N 19500		S 25000	9.00	53.60	7.90
2017	52500	C	N 27500		S 25000	9.00	52.80	3.90
2016	50500	C	N 25500		S 25000	9.00	52.50	3.90
2015	51000	C	N 25500		S 25500	9.00	52.70	3.80
2014	47500	C	N 24000		S 23500	9.00	52.80	3.40
2013	46500	C	N 23500		S 23000	9.00	53.00	3.10
2012	45500	C	N 22500		S 23000	9.00	53.10	3.00
2011	47000	C	N 23500		S 23500	9.00	53.10	3.10
2010	44000	C	N 22000		S 22000	9.12	53.51	3.00
2009	42000	C	N 21000		S 21000	9.10	53.73	3.60
2008	47000	C	N 24500		S 22500	8.66	53.12	4.60
2007	45500	C	N 23000		S 22500	10.03	55.54	4.30
2006	44000	C	N 23000		S 21000	9.12	53.26	4.00
2005	39500	C	N 23500		S 16000	9.00	55.80	3.10
2004	38500	C	N 21500		S 17000	9.60	60.50	3.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 0313 - ON US-192, 0.433 MI. SE OF SR-535 (UVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	59500	C	E 30500		W 29000	9.00	53.20	5.80
2018	51000	C	E 27000		W 24000	9.00	53.60	5.80
2017	51000	C	E 27000		W 24000	9.00	52.80	3.90
2016	48000	C	E 23000		W 25000	9.00	52.50	5.90
2015	52500	C	E 26500		W 26000	9.00	52.70	5.80
2014	52000	C	E 26500		W 25500	9.00	52.80	3.80
2013	52000	C	E 26500		W 25500	9.00	53.00	3.90
2012	50000	C	E 24500		W 25500	9.00	53.10	5.60
2011	50000	C	E 25500		W 24500	9.00	53.10	4.60
2010	54000	C	E 27500		W 26500	9.12	53.51	3.70
2009	50500	C	E 26000		W 24500	9.10	53.73	6.70
2008	58000	C	E 29500		W 28500	8.66	53.12	4.10
2007	54000	C	E 28000		W 26000	9.20	54.21	4.90
2006	57500	C	E 29000		W 28500	9.12	53.26	4.10
2005	54500	S	E 27500		W 27000	9.00	55.80	4.80
2004	53500	F	E 27000		W 26500	9.60	60.50	5.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 0318 - ON SR-535, 0.289 MI. N OF US-192 (UVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	32000	C	N 16500		S 15500	9.00	53.20	6.10
2018	33000	F	N 16500		S 16500	9.00	53.60	6.10
2017	32000	C	N 16000		S 16000	9.00	52.80	3.70
2016	30500	C	N 15500		S 15000	9.00	52.50	4.10
2015	31000	C	N 15500		S 15500	9.00	52.70	4.90
2014	29000	C	N 14500		S 14500	9.00	52.80	4.40
2013	31000	C	N 15500		S 15500	9.00	53.00	3.60
2012	29500	C	N 14500		S 15000	9.00	53.10	3.50
2011	26500	C	N 13500		S 13000	9.00	53.10	3.60
2010	27500	C	N 14000		S 13500	9.12	53.51	3.10
2009	27000	C	N 13500		S 13500	9.10	53.73	3.30
2008	28500	C	N 15000		S 13500	8.66	53.12	4.60
2007	28000	C	N 14500		S 13500	10.03	55.54	4.30
2006	30500	C	N 15500		S 15000	9.12	53.26	4.00
2005	27500	C	N 14000		S 13500	9.00	55.80	7.60
2004	27500	C	N 14000		S 13500	9.60	60.50	3.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 0320 - ON US-192, 0.468 MI. W OF SR-535 (UVL)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	39500	F	E 19000		W 20500	9.00	53.20	4.00
2018	38500	C	E 18500		W 20000	9.00	53.60	4.00
2017	37000	C	E 18000		W 19000	9.00	52.80	3.90
2016	36500	C	E 18000		W 18500	9.00	52.50	5.90
2015	36500	C	E 18500		W 18000	9.00	52.70	5.80
2014	35000	C	E 17500		W 17500	9.00	52.80	3.80
2013	35000	C	E 17500		W 17500	9.00	53.00	3.90
2012	36000	C	E 18000		W 18000	9.00	53.10	5.60
2011	34500	C	E 17500		W 17000	9.00	53.10	4.60
2010	38500	C	E 19500		W 19000	9.12	53.51	3.70
2009	37000	C	E 18500		W 18500	9.10	53.73	6.70
2008	44500	C	E 22000		W 22500	8.66	53.12	4.10
2007	42000	C	E 21000		W 21000	9.20	54.21	4.90
2006	43500	C	E 21500		W 22000	9.12	53.26	4.10
2005	45000	C	E 22000		W 23000	9.00	55.80	4.80
2004	43500	C	E 22000		W 21500	9.60	60.50	5.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 92 - OSCEOLA

SITE: 7032 - POINCIANA BLVD., US-192 TO SR-535 (HPMS)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	25500	F	N 13500		S 12000	9.00	53.20	5.20
2018	24500	C	N 13000		S 11500	9.00	53.60	5.20
2017	24500	S	N 12500		S 12000	9.00	52.80	34.20
2016	23500	F	N 12000		S 11500	9.00	52.50	27.80
2015	18300	C	N 9200		S 9100	9.00	52.70	4.20
2014	17900	F	N 9000		S 8900	9.00	52.80	4.20
2013	17700	C	N 8900		S 8800	9.00	53.00	4.20
2012	18200	F	N 9200		S 9000	9.00	53.10	24.50
2011	18200	C	N 9200		S 9000	9.00	53.10	20.90
2010	14600	C	N 7600		S 7000	9.12	53.51	25.30
2009	18000	F	N 9800		S 8200	9.10	53.73	23.50
2008	17700	C	N 9600		S 8100	8.66	53.12	20.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 75 - ORANGE

SITE: 0595 - ON SR-536, 0.315 MI. W OF SR-535 (UCLP)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	37500	C	E 20500		W 17000	9.00	52.60	4.40
2018	41000	C	E 18500		W 22500	9.00	53.20	4.20
2017	32500	C	E 11500		W 21000	9.00	52.60	3.40
2016	38500	C	E 18500		W 20000	9.00	52.50	4.30
2015	40500	C	E 18500		W 22000	9.00	53.20	6.00
2014	40500	C	E 19000		W 21500	9.00	53.20	5.40
2013	40000	C	E 18500		W 21500	9.00	53.30	4.10
2012	34500	C	E 16500		W 18000	9.00	52.90	4.00
2011	31000	C	E 13500		W 17500	9.00	52.70	4.10
2010	39500	C	E 18000		W 21500	8.87	52.83	3.10
2009	34000	C	E 16000		W 18000	8.79	53.70	3.00
2008	32500	C	E 14500		W 18000	8.80	53.99	4.70
2007	39000	C	E 21000		W 18000	8.63	54.08	4.90
2006	30500	C	E 13500		W 17000	8.59	53.01	4.80
2005	34500	C	E 14500		W 20000	8.60	54.10	3.40
2004	31500	C	E 14000		W 17500	8.70	52.80	3.40

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

Historical Synopsis Reports

County: 75
 Station: 0595
 Description: ON SR-536, 0.315 MI. W OF SR-535 (UCLP)
 Start Date: 03/08/2012
 Start Time: 0530

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	140	148	131	66	485	49	40	32	29	150	635
0100	46	28	42	27	143	29	32	12	19	92	235
0200	15	18	20	16	69	15	18	21	18	72	141
0300	12	11	18	12	53	8	21	27	36	92	145
0400	10	10	11	26	57	62	100	118	76	356	413
0500	21	35	45	47	148	123	162	192	182	659	807
0600	51	63	84	86	284	219	283	321	248	1071	1355
0700	96	97	143	138	474	344	370	329	328	1371	1845
0800	128	123	119	127	497	375	387	368	327	1457	1954
0900	121	119	137	144	521	342	323	350	293	1308	1829
1000	175	131	142	136	584	319	291	268	273	1151	1735
1100	129	160	186	168	643	258	249	245	242	994	1637
1200	183	182	174	179	718	243	227	251	256	977	1695
1300	175	190	242	176	783	263	243	236	238	980	1763
1400	230	213	269	226	938	243	266	231	231	971	1909
1500	302	291	401	380	1374	226	260	245	250	981	2355
1600	370	352	435	429	1586	224	273	250	238	985	2571
1700	451	401	355	295	1502	262	251	264	211	988	2490
1800	317	276	251	244	1088	216	212	199	196	823	1911
1900	243	196	199	167	805	177	191	144	144	656	1461
2000	185	226	193	259	863	157	155	140	125	577	1440
2100	239	252	294	213	998	155	151	150	140	596	1594
2200	283	228	219	214	944	152	157	143	131	583	1527
2300	237	168	229	129	763	100	103	72	65	340	1103
24-Hour Totals:	16320					18230					34550

Peak Volume Information

Direction: E Direction: W Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	532	745	1458	745	1966
P.M.	1630	1716	1615	1023	1630	2717
Daily	1630	1716	745	1458	1630	2717
Truck Percentage		3.92		4.07		4.00

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	35	13795	1850	341	191	26	6	27	44	5	0	0	0	0	0	640	16320
W	21	15773	1656	368	278	27	4	16	41	6	0	0	2	0	38	742	18230

Generated by SPS 5.0.29

County: 75
 Station: 0595
 Description: ON SR-536, 0.315 MI. W OF SR-535 (UCLP)
 Start Date: 04/03/2013
 Start Time: 0645

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	147	135	130	131	543	53	40	56	32	181	724
0100	82	68	78	50	278	29	36	26	17	108	386
0200	39	49	29	12	129	16	15	15	13	59	188
0300	11	13	16	7	47	18	28	35	33	114	161
0400	20	9	19	17	65	49	76	124	101	350	415
0500	29	36	30	48	143	78	153	185	187	603	746
0600	40	55	87	77	259	198	233	274	280	985	1244
0700	79	80	118	150	427	282	439	540	454	1715	2142
0800	108	131	163	139	541	392	457	454	444	1747	2288
0900	145	139	217	213	714	417	427	397	414	1655	2369
1000	202	227	233	246	908	366	417	398	366	1547	2455
1100	209	207	233	205	854	367	286	326	301	1280	2134
1200	241	284	237	220	982	278	298	299	281	1156	2138
1300	246	243	223	233	945	279	279	271	285	1114	2059
1400	212	238	265	290	1005	296	270	301	276	1143	2148
1500	288	336	353	383	1360	299	313	363	335	1310	2670
1600	374	437	427	478	1716	287	308	309	311	1215	2931
1700	446	407	406	394	1653	268	302	304	344	1218	2871
1800	359	355	311	330	1355	304	298	325	239	1166	2521
1900	272	335	293	299	1199	236	223	237	214	910	2109
2000	239	231	255	216	941	214	182	186	193	775	1716
2100	225	185	256	309	975	169	198	193	201	761	1736
2200	190	248	196	278	912	195	198	208	167	768	1680
2300	242	264	220	232	958	111	125	94	70	400	1358
24-Hour Totals:	18909					22280					41189

Peak Volume Information

Direction: E

Direction: W

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	640	730	1843	730	2350
P.M.	1615	1788	1500	1310	1615	2984
Daily	1615	1788	730	1843	1615	2984
Truck Percentage	3.65		4.27		3.99	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	79	15559	2572	279	271	19	4	34	68	8	0	0	7	0	9	690	18909
W	72	19647	1599	460	246	51	63	31	67	29	0	0	5	0	10	952	22280

Generated by SPS 5.0.44P

County: 75
 Station: 0595
 Description: ON SR-536, 0.315 MI. W OF SR-535 (UCLP)
 Start Date: 04/10/2014
 Start Time: 0645

Combined Time Total	Direction: E					Direction: W				
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total
0000 817	193	156	146	110	605	59	63	42	48	212
0100 358	88	70	47	39	244	29	31	26	28	114
0200 253	57	36	31	26	150	35	26	21	21	103
0300 232	32	20	15	14	81	16	25	52	58	151
0400 437	17	18	22	17	74	56	72	134	101	363
0500 842	33	46	39	55	173	92	145	205	227	669
0600 1508	62	60	92	109	323	229	258	347	351	1185
0700 2319	102	94	147	144	487	369	522	512	429	1832
0800 2270	126	126	136	134	522	450	443	487	368	1748
0900 2221	132	156	168	173	629	428	367	378	419	1592
1000 2370	207	272	247	253	979	368	331	347	345	1391
1100 2215	245	239	278	242	1004	272	330	321	288	1211
1200 1853	192	163	182	185	722	304	268	276	283	1131
1300 2052	209	222	266	317	1014	267	261	253	257	1038
1400 2168	225	247	278	258	1008	287	260	320	293	1160
1500 2806	343	359	405	405	1512	296	323	344	331	1294
1600 2891	380	371	431	495	1677	302	311	327	274	1214
1700 2852	469	473	394	396	1732	273	312	272	263	1120
1800	306	299	265	255	1125	212	250	181	232	875

2000												
1900	226	198	224	194	842	|	264	199	172	161	796	|
1638												
2000	211	213	207	203	834	|	199	180	212	209	800	|
1634												
2100	185	253	342	347	1127	|	198	221	182	174	775	|
1902												
2200	273	229	253	256	1011	|	178	223	190	138	729	|
1740												
2300	291	263	313	228	1095	|	135	125	83	85	428	|
1523												

24-Hour Totals: 18970 21931
40901

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	590	715	1913	715	2424
P.M.	1630	1868	1515	1300	1630	3054
Daily	1630	1868	715	1913	1630	3054

Truck Percentage 5.79 5.44 5.60

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	TotTrk	TotVol										
E	90	15294	2486	416	303	70	135	67	85	15	0	0	7
0	2	1098	18970										
W	107	17026	3600	507	410	85	52	59	43	30	0	0	6
0	6	1192	21931										

County: 75
 Station: 0595
 Description: ON SR-536, 0.315 MI. W OF SR-535 (UCLP)
 Start Date: 02/24/2015
 Start Time: 1200

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	174	190	200	290	854	53	56	51	100	260	1114
0100	199	213	147	152	711	119	133	118	120	490	1201
0200	121	133	102	118	474	100	119	118	101	438	912
0300	101	83	128	115	427	64	75	48	56	243	670
0400	131	32	17	34	214	61	95	139	130	425	639
0500	21	34	46	29	130	118	120	182	220	640	770
0600	58	58	78	114	308	218	307	332	398	1255	1563
0700	110	129	144	172	555	371	531	526	507	1935	2490
0800	124	132	156	116	528	465	466	490	509	1930	2458
0900	158	152	129	141	580	412	405	376	364	1557	2137
1000	167	182	149	173	671	380	370	292	290	1332	2003
1100	221	234	268	248	971	283	268	300	277	1128	2099
1200	174	187	218	264	843	251	280	307	320	1158	2001
1300	240	246	245	274	1005	344	350	344	350	1388	2393
1400	240	266	245	318	1069	351	330	363	350	1394	2463
1500	318	353	387	469	1527	339	363	367	336	1405	2932
1600	426	399	394	361	1580	306	256	303	314	1179	2759
1700	346	353	336	361	1396	286	308	278	269	1141	2537
1800	343	321	302	296	1262	300	243	256	222	1021	2283
1900	262	282	240	276	1060	212	209	187	169	777	1837
2000	288	288	242	189	1007	159	146	126	144	575	1582
2100	216	224	301	302	1043	145	159	159	165	628	1671
2200	220	264	230	251	965	142	167	171	135	615	1580
2300	245	262	277	246	1030	98	99	93	75	365	1395
24-Hour Totals:	20210					23279					43489

Peak Volume Information

Direction: E

Direction: W

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	584	715	2029	715	2598
P.M.	1545	1688	1445	1419	1515	3007
Daily	1545	1688	715	2029	1515	3007
Truck Percentage	7.31		5.30		6.23	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	112	16969	1563	463	215	167	92	79	326	97	14	12	12	0	89	1477	20210
W	67	19869	2091	491	226	106	74	85	195	29	14	10	4	0	18	1234	23279

Generated by SPS 5.0.49P

County: 75
 Station: 0595
 Description: ON SR-536, 0.315 MI. W OF SR-535 (UCLP)
 Start Date: 02/24/2016
 Start Time: 0245

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	148	100	113	73	434	47	36	33	27	143	577
0100	61	49	50	62	222	24	24	31	25	104	326
0200	32	22	19	36	109	18	21	25	20	84	193
0300	13	12	14	15	54	18	31	61	88	198	252
0400	18	25	29	29	101	106	156	159	107	528	629
0500	35	25	40	50	150	132	191	237	209	769	919
0600	58	67	101	100	326	253	353	374	339	1319	1645
0700	99	132	154	156	541	394	445	442	346	1627	2168
0800	123	132	191	176	622	356	371	373	327	1427	2049
0900	177	194	201	202	774	283	239	264	202	988	1762
1000	221	232	256	220	929	270	260	237	222	989	1918
1100	248	271	248	249	1016	276	272	252	263	1063	2079
1200	252	257	249	232	990	299	261	288	280	1128	2118
1300	263	236	254	210	963	308	265	310	276	1159	2122
1400	270	263	260	297	1090	312	349	383	297	1341	2431
1500	315	369	410	435	1529	319	339	354	285	1297	2826
1600	425	408	514	467	1814	308	349	300	293	1250	3064
1700	428	474	431	389	1722	314	346	288	261	1209	2931
1800	264	285	242	214	1005	263	226	199	173	861	1866
1900	202	229	221	186	838	192	180	180	167	719	1557
2000	198	211	249	179	837	135	120	139	135	529	1366
2100	222	236	277	232	967	135	130	138	116	519	1486
2200	189	206	219	214	828	127	175	114	105	521	1349
2300	212	165	174	149	700	93	70	68	53	284	984
24-Hour Totals:	18561					20056					38617

Peak Volume Information

Direction: E

Direction: W

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	748	700	1627	700	2168
P.M.	1630	1883	1415	1348	1630	3136
Daily	1630	1883	700	1627	1630	3136
Truck Percentage	6.47		2.29		4.30	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	53	14983	2291	566	344	48	28	83	106	21	0	0	5	0	33	1201	18561
W	30	18011	1555	195	167	26	9	17	30	15	0	0	1	0	0	460	20056

Generated by SPS 5.0.49P

County: 75
 Station: 0595
 Description: ON SR-536, 0.315 MI. W OF SR-535 (UCLP)
 Start Date: 03/22/2017
 Start Time: 0345

Combined Time Total	Direction: E					Direction: W				
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total

0000 564	107	122	91	78	398	39	40	49	38	166
0100 301	71	55	34	31	191	29	37	21	23	110
0200 171	26	27	20	16	89	18	19	25	20	82
0300 225	23	9	15	12	59	32	34	50	50	166
0400 473	14	12	11	16	53	80	100	138	102	420
0500 736	23	22	29	39	113	109	154	179	181	623
0600 1383	44	50	76	62	232	276	253	298	324	1151
0700 1954	60	80	111	98	349	330	425	459	391	1605
0800 2043	100	94	116	111	421	347	420	448	407	1622
0900 2037	107	91	139	134	471	405	390	439	332	1566
1000 1940	133	111	137	114	495	362	381	351	351	1445
1100 1819	143	155	160	144	602	300	327	303	287	1217
1200 1663	139	140	128	133	540	248	312	273	290	1123
1300 1803	141	153	174	132	600	290	314	327	272	1203
1400 2006	178	169	164	197	708	288	334	346	330	1298
1500 2043	193	189	182	200	764	320	300	350	309	1279
1600 2087	216	181	217	227	841	301	319	323	303	1246
1700 2133	220	264	226	202	912	341	297	284	299	1221
1800	173	184	182	184	723	275	280	228	231	1014

1737												
1900	179	159	167	166	671	|	247	194	212	174	827	|
1498												
2000	163	175	145	136	619	|	183	177	162	170	692	|
1311												
2100	163	164	178	184	689	|	165	162	180	137	644	|
1333												
2200	182	200	147	168	697	|	161	190	148	144	643	|
1340												
2300	162	179	183	124	648	|	111	100	87	60	358	|
1006												

 24-Hour Totals: 11885 21721
 33606

 Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	448	815	1680	815	2108
P.M.	1645	937	1415	1330	1630	2192
Daily	1645	937	815	1680	1630	2192
Truck Percentage	6.75		1.72		3.50	

 Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	TotTrk	TotVol										
E	45	8913	1989	170	263	16	18	176	128	23	1	0	7
0	136	802	11885										
W	56	19634	1658	178	131	11	0	18	30	4	0	0	1
0	0	373	21721										

County: 75
 Station: 0595
 Description: ON SR-536, 0.315 MI. W OF SR-535 (UCLP)
 Start Date: 02/19/2018
 Start Time: 1200

Combined Time Total	Direction: E					Direction: W				
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total

0000 687	163	155	110	107	535	43	36	45	28	152
0100 295	61	56	46	36	199	28	20	22	26	96
0200 198	32	21	23	22	98	13	26	31	30	100
0300 230	22	12	25	16	75	20	41	38	56	155
0400 549	17	19	28	42	106	91	114	113	125	443
0500 883	29	39	28	63	159	110	156	208	250	724
0600 1600	47	75	74	116	312	224	287	369	408	1288
0700 2399	123	137	173	195	628	382	455	493	441	1771
0800 2530	193	161	197	197	748	418	497	461	406	1782
0900 2328	193	209	212	242	856	409	372	354	337	1472
1000 2348	244	206	229	212	891	384	399	366	308	1457
1100 2034	214	200	197	234	845	327	305	283	274	1189
1200 2297	239	248	263	238	988	349	350	297	313	1309
1300 2356	228	275	257	291	1051	332	316	336	321	1305
1400 2636	275	323	322	355	1275	348	310	360	343	1361
1500 2631	328	330	320	271	1249	310	355	371	346	1382
1600 2691	336	366	308	345	1355	371	291	351	323	1336
1700 2563	281	329	303	337	1250	304	331	339	339	1313
1800	289	293	247	289	1118	301	268	286	302	1157

2275
 1900 297 276 262 298 1133 | 258 228 186 161 833 |
 1966
 2000 276 228 262 286 1052 | 158 149 133 146 586 |
 1638
 2100 279 281 337 347 1244 | 126 182 172 156 636 |
 1880
 2200 287 307 244 236 1074 | 147 178 136 123 584 |
 1658
 2300 214 239 203 227 883 | 100 84 78 49 311 |
 1194

 24-Hour Totals: 19124 22742
 41866

 Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	811	730	1849	730	2571
P.M.	1600	1355	1515	1443	1445	2712
Daily	1600	1355	730	1849	1445	2712

Truck Percentage 6.55 2.18 4.18

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	TotTrk	TotVol										
E	210	14915	2542	450	409	51	101	61	122	47	0	1	11
0	204	1253	19124										
W	36	20735	1476	200	209	32	1	21	31	1	0	0	0
0	0	495	22742										

County: 75
 Station: 0595
 Description: ON SR-536, 0.315 MI. W OF SR-535 (UCLP)
 Start Date: 02/11/2019
 Start Time: 1200

Combined Time Total	Direction: E					Direction: W				
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total

0000 598	51	51	41	28	171	119	104	124	80	427
0100 309	38	31	35	18	122	67	48	34	38	187
0200 175	15	17	27	26	85	21	30	18	21	90
0300 252	29	40	53	66	188	23	14	14	13	64
0400 573	72	122	163	125	482	16	27	19	29	91
0500 1029	158	180	250	237	825	52	50	49	53	204
0600 1664	281	352	352	306	1291	75	85	115	98	373
0700 2083	320	406	395	367	1488	111	136	158	190	595
0800 2199	366	361	390	364	1481	166	174	162	216	718
0900 2064	312	339	273	328	1252	193	191	229	199	812
1000 1817	304	259	309	268	1140	137	177	188	175	677
1100 1699	257	260	276	253	1046	156	189	154	154	653
1200 1942	259	318	296	290	1163	211	208	176	184	779
1300 2032	270	283	280	305	1138	199	233	235	227	894
1400 2327	292	322	340	341	1295	201	257	314	260	1032
1500 2439	293	290	332	257	1172	260	296	347	364	1267
1600 2553	274	321	316	281	1192	309	356	369	327	1361
1700 2454	274	321	318	276	1189	274	330	347	314	1265
1800	283	268	283	254	1088	282	281	244	248	1055

2143
1900 216 191 167 174 748 | 241 211 228 226 906 |
1654
2000 126 156 147 139 568 | 192 219 211 244 866 |
1434
2100 142 148 142 115 547 | 270 291 350 336 1247 |
1794
2200 158 160 125 114 557 | 261 221 213 229 924 |
1481
2300 106 96 93 55 350 | 215 225 213 173 826 |
1176

24-Hour Totals: 20578 17313
37891

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1534	845	829	800	2199
P.M.	1415	1296	1545	1398	1545	2566
Daily	715	1534	1545	1398	1545	2566

Truck Percentage 3.14 5.97 4.43

Classification Summary Database													
Dir	1	2	3	4	5	6	7	8	9	10	11	12	13
14	15	TotTrk	TotVol										
E	75	18081	1769	340	208	32	1	25	33	6	0	0	1
0	7	646	20578										
W	50	13500	2642	378	363	21	85	43	105	37	0	0	2
0	87	1034	17313										

Generated by SPS 5.0.48P

County: 75
 Station: 0630
 Description: ON SR-535, 0.835 MI. NW OF SR-536 (UV)
 Start Date: 04/12/2012
 Start Time: 0545

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	113	103	95	77	388	220	151	182	141	694	1082
0100	55	67	47	47	216	103	112	61	71	347	563
0200	40	35	35	35	145	79	74	62	45	260	405
0300	39	28	36	51	154	41	33	44	22	140	294
0400	43	48	78	82	251	41	49	42	44	176	427
0500	71	126	137	184	518	50	70	88	67	275	793
0600	196	212	269	338	1015	116	131	167	185	599	1614
0700	300	366	434	454	1554	193	217	277	314	1001	2555
0800	437	383	465	439	1724	273	287	280	277	1117	2841
0900	417	388	478	357	1640	266	273	261	312	1112	2752
1000	380	431	416	460	1687	296	306	309	322	1233	2920
1100	415	425	424	393	1657	317	328	309	344	1298	2955
1200	418	420	352	357	1547	308	351	404	348	1411	2958
1300	337	380	369	323	1409	349	360	379	367	1455	2864
1400	346	361	321	400	1428	331	340	423	400	1494	2922
1500	354	319	372	363	1408	398	375	409	428	1610	3018
1600	361	331	366	357	1415	472	468	516	480	1936	3351
1700	360	398	432	391	1581	481	548	518	444	1991	3572
1800	389	381	356	353	1479	454	458	410	386	1708	3187
1900	338	293	275	295	1201	377	367	378	353	1475	2676
2000	281	262	257	266	1066	389	366	396	348	1499	2565
2100	265	238	260	228	991	327	407	373	382	1489	2480
2200	223	240	201	187	851	333	358	301	268	1260	2111
2300	151	149	157	119	576	284	308	330	224	1146	1722
24-Hour Totals:	25901					26726					52627

Peak Volume Information

Direction: N

Direction: S

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1739	745	1154	745	2893
P.M.	1715	1610	1645	2027	1645	3574
Daily	745	1739	1645	2027	1645	3574

Generated by SPS 5.0.29

County: 75
 Station: 0630
 Description: ON SR-535, 0.835 MI. NW OF SR-536 (UV)
 Start Date: 03/20/2013
 Start Time: 0715

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	107	73	74	72	326	163	134	107	101	505	831
0100	65	43	40	38	186	72	87	67	84	310	496
0200	34	40	23	37	134	62	58	48	47	215	349
0300	30	34	41	41	146	44	29	26	33	132	278
0400	38	52	79	77	246	36	38	36	40	150	396
0500	86	135	156	165	542	49	60	75	106	290	832
0600	197	198	313	298	1006	128	137	192	164	621	1627
0700	326	358	420	402	1506	210	248	274	286	1018	2524
0800	386	388	355	384	1513	244	251	263	272	1030	2543
0900	308	332	325	343	1308	257	299	292	276	1124	2432
1000	357	356	376	375	1464	311	286	351	290	1238	2702
1100	380	408	375	406	1569	342	303	339	396	1380	2949
1200	428	358	419	338	1543	352	364	358	345	1419	2962
1300	369	375	333	359	1436	383	361	357	359	1460	2896
1400	320	333	352	332	1337	387	389	441	362	1579	2916
1500	358	382	383	351	1474	393	429	461	428	1711	3185
1600	352	356	377	350	1435	478	481	500	507	1966	3401
1700	401	351	363	379	1494	505	495	489	428	1917	3411
1800	302	320	322	314	1258	438	420	420	391	1669	2927
1900	266	281	270	291	1108	376	379	340	346	1441	2549
2000	288	291	236	219	1034	318	342	325	301	1286	2320
2100	242	207	219	184	852	315	281	308	286	1190	2042
2200	206	182	183	199	770	267	246	276	206	995	1765
2300	153	127	125	127	532	236	228	202	183	849	1381
24-Hour Totals:	24219					25495					49714

Peak Volume Information

Direction: N

Direction: S

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	1596	845	1120	730	2651
P.M.	1200	1543	1630	2007	1630	3486
Daily	1115	1617	1630	2007	1630	3486

Generated by SPS 5.0.44P

County: 75
 Station: 0630
 Description: ON SR-535, 0.835 MI. NW OF SR-536 (UV)
 Start Date: 02/24/2014
 Start Time: 1200

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	106	102	90	48	346	176	175	137	128	616	962
0100	48	32	39	37	156	90	86	70	81	327	483
0200	53	45	34	40	172	83	49	55	40	227	399
0300	22	22	32	42	118	37	30	33	27	127	245
0400	40	58	74	85	257	40	32	50	41	163	420
0500	77	121	129	183	510	47	56	66	90	259	769
0600	206	281	290	322	1099	103	128	187	210	628	1727
0700	354	417	419	491	1681	215	269	292	310	1086	2767
0800	436	408	466	435	1745	291	274	284	275	1124	2869
0900	406	358	406	370	1540	266	286	304	297	1153	2693
1000	396	398	365	363	1522	276	291	321	278	1166	2688
1100	391	345	356	335	1427	312	290	310	285	1197	2624
1200	319	352	320	347	1338	302	337	318	295	1252	2590
1300	352	321	357	323	1353	332	340	370	382	1424	2777
1400	310	365	320	372	1367	373	358	410	361	1502	2869
1500	346	344	355	376	1421	398	397	475	444	1714	3135
1600	396	333	374	412	1515	419	444	468	477	1808	3323
1700	364	354	368	333	1419	481	495	479	460	1915	3334
1800	364	337	321	305	1327	426	443	427	379	1675	3002
1900	280	305	272	238	1095	390	349	354	378	1471	2566
2000	270	209	198	209	886	352	364	328	312	1356	2242
2100	226	236	202	200	864	290	292	297	260	1139	2003
2200	196	191	224	183	794	268	264	256	287	1075	1869
2300	128	145	125	99	497	237	236	242	183	898	1395
24-Hour Totals:	24449					25302					49751

Peak Volume Information

Direction: N Direction: S Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1801	730	1167	745	2960
P.M.	1600	1515	1645	1932	1645	3430
Daily	745	1801	1645	1932	1645	3430

Generated by SPS 5.0.45P

County: 75
 Station: 0630
 Description: ON SR-535, 0.835 MI. NW OF SR-536 (UV)
 Start Date: 02/04/2015
 Start Time: 0515

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	71	80	71	31	253	147	134	103	95	479	732
0100	42	38	41	36	157	71	65	57	78	271	428
0200	31	22	30	21	104	62	56	46	36	200	304
0300	25	26	38	29	118	31	35	32	21	119	237
0400	52	38	96	73	259	26	42	32	39	139	398
0500	60	104	171	189	524	50	40	59	98	247	771
0600	189	311	318	375	1193	114	157	196	180	647	1840
0700	392	357	435	453	1637	212	243	265	301	1021	2658
0800	367	498	351	386	1602	254	261	260	262	1037	2639
0900	317	341	374	381	1413	268	260	312	260	1100	2513
1000	322	366	337	326	1351	284	306	285	309	1184	2535
1100	391	376	349	366	1482	273	312	265	338	1188	2670
1200	331	315	363	343	1352	318	312	330	306	1266	2618
1300	329	335	317	380	1361	313	331	338	326	1308	2669
1400	349	352	360	300	1361	366	323	413	361	1463	2824
1500	373	371	383	375	1502	453	389	444	469	1755	3257
1600	372	364	370	371	1477	440	467	454	467	1828	3305
1700	378	420	328	398	1524	494	450	433	456	1833	3357
1800	357	326	289	309	1281	433	396	373	417	1619	2900
1900	306	285	261	264	1116	366	335	328	313	1342	2458
2000	221	205	216	187	829	343	297	306	260	1206	2035
2100	239	217	206	202	864	258	268	247	265	1038	1902
2200	197	222	183	175	777	284	266	231	195	976	1753
2300	145	127	102	106	480	235	205	222	172	834	1314
24-Hour Totals:	24017					24100					48117

Peak Volume Information

Direction: N

Direction: S

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	1753	845	1102	730	2834
P.M.	1630	1539	1615	1882	1630	3404
Daily	730	1753	1615	1882	1630	3404

Generated by SPS 5.0.49P

County: 75
 Station: 0630
 Description: ON SR-535, 0.835 MI. NW OF SR-536 (UV)
 Start Date: 02/24/2016
 Start Time: 0315

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	102	90	72	77	341	185	156	124	121	586	927
0100	53	46	49	43	191	88	92	62	70	312	503
0200	33	34	37	23	127	72	76	48	43	239	366
0300	24	22	43	47	136	50	27	47	30	154	290
0400	48	62	85	78	273	28	48	74	55	205	478
0500	80	149	187	242	658	45	51	97	116	309	967
0600	211	336	370	362	1279	129	153	217	219	718	1997
0700	379	412	397	458	1646	240	252	331	313	1136	2782
0800	359	436	422	379	1596	258	249	298	298	1103	2699
0900	369	325	357	372	1423	301	272	283	327	1183	2606
1000	378	363	403	361	1505	295	336	340	328	1299	2804
1100	376	413	422	410	1621	325	348	341	345	1359	2980
1200	411	363	398	446	1618	356	370	415	354	1495	3113
1300	341	404	368	417	1530	359	422	363	404	1548	3078
1400	411	383	380	364	1538	375	423	406	418	1622	3160
1500	345	328	418	421	1512	417	499	444	498	1858	3370
1600	401	404	429	443	1677	445	476	492	514	1927	3604
1700	448	448	417	415	1728	530	531	458	449	1968	3696
1800	363	364	344	269	1340	462	417	422	393	1694	3034
1900	295	358	264	251	1168	393	351	332	328	1404	2572
2000	271	230	246	239	986	312	316	325	318	1271	2257
2100	246	236	214	213	909	297	327	310	249	1183	2092
2200	197	193	168	175	733	268	268	249	248	1033	1766
2300	134	155	132	96	517	202	272	238	204	916	1433
24-Hour Totals:	26052					26522					52574

Peak Volume Information

Direction: N

Direction: S

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1675	830	1169	730	2801
P.M.	1630	1768	1630	2067	1630	3835
Daily	1630	1768	1630	2067	1630	3835

Generated by SPS 5.0.49P

County: 75
 Station: 0630
 Description: ON SR-535, 0.835 MI. NW OF SR-536 (UV)
 Start Date: 03/21/2017
 Start Time: 0400

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	76	91	57	60	284	220	186	154	139	699	983
0100	44	53	40	45	182	145	77	79	97	398	580
0200	31	41	34	26	132	95	90	55	51	291	423
0300	37	40	46	64	187	42	44	49	35	170	357
0400	59	122	96	115	392	50	35	51	50	186	578
0500	171	219	228	266	884	44	92	68	126	330	1214
0600	367	392	403	374	1536	137	182	231	242	792	2328
0700	398	453	454	464	1769	264	261	291	277	1093	2862
0800	418	453	498	409	1778	257	302	267	252	1078	2856
0900	415	427	443	400	1685	268	252	315	344	1179	2864
1000	426	447	393	419	1685	311	377	288	328	1304	2989
1100	389	399	379	439	1606	325	354	359	331	1369	2975
1200	393	364	324	388	1469	343	303	339	369	1354	2823
1300	351	331	341	381	1404	375	404	388	399	1566	2970
1400	349	372	370	349	1440	367	417	456	423	1663	3103
1500	400	389	402	406	1597	486	486	468	448	1888	3485
1600	419	363	418	417	1617	481	530	558	539	2108	3725
1700	430	393	400	357	1580	482	438	461	448	1829	3409
1800	393	357	378	330	1458	456	448	411	368	1683	3141
1900	343	332	324	348	1347	431	389	423	377	1620	2967
2000	305	305	293	249	1152	384	395	367	374	1520	2672
2100	260	278	256	247	1041	352	383	373	361	1469	2510
2200	232	248	165	168	813	349	375	305	296	1325	2138
2300	161	174	113	116	564	303	301	284	292	1180	1744
24-Hour Totals:	27602					28094					55696

Peak Volume Information

Direction: N

Direction: S

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1833	730	1127	745	2936
P.M.	1630	1658	1615	2109	1615	3737
Daily	745	1833	1615	2109	1615	3737

Generated by SPS 5.0.53P

County: 75
 Station: 0630
 Description: ON SR-535, 0.835 MI. NW OF SR-536 (UV)
 Start Date: 02/19/2018
 Start Time: 1200

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	108	70	72	66	316	200	166	144	102	612	928
0100	50	48	50	34	182	99	88	77	79	343	525
0200	28	35	26	25	114	67	67	62	50	246	360
0300	29	34	44	47	154	46	53	41	42	182	336
0400	45	53	106	113	317	42	29	43	38	152	469
0500	98	167	238	224	727	58	58	84	127	327	1054
0600	265	339	372	370	1346	133	179	213	250	775	2121
0700	412	429	452	452	1745	247	284	258	344	1133	2878
0800	503	540	465	469	1977	341	332	296	289	1258	3235
0900	522	467	487	407	1883	309	297	329	342	1277	3160
1000	458	426	424	417	1725	339	358	346	298	1341	3066
1100	435	341	417	358	1551	367	337	339	331	1374	2925
1200	407	394	384	388	1573	404	361	346	420	1531	3104
1300	358	360	370	371	1459	376	384	435	434	1629	3088
1400	416	385	370	407	1578	437	410	442	448	1737	3315
1500	351	369	403	417	1540	439	487	481	458	1865	3405
1600	413	361	388	382	1544	484	458	474	458	1874	3418
1700	425	431	437	403	1696	446	371	384	320	1521	3217
1800	390	370	325	324	1409	394	365	395	340	1494	2903
1900	316	348	298	264	1226	300	376	377	377	1430	2656
2000	237	249	239	228	953	340	346	339	303	1328	2281
2100	253	278	220	253	1004	322	334	380	342	1378	2382
2200	251	223	177	228	879	354	341	291	252	1238	2117
2300	146	128	120	114	508	254	279	231	197	961	1469
24-Hour Totals:	27406					27006					54412

Peak Volume Information

Direction: N

Direction: S

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1996	745	1313	745	3273
P.M.	1700	1696	1515	1910	1515	3512
Daily	815	1996	1515	1910	1515	3512

Generated by SPS 5.0.53P

County: 75
 Station: 0630
 Description: ON SR-535, 0.835 MI. NW OF SR-536 (UV)
 Start Date: 03/04/2019
 Start Time: 1200

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	92	69	69	61	291	203	183	164	120	670	961
0100	51	52	57	40	200	114	92	64	58	328	528
0200	37	37	41	34	149	85	78	54	40	257	406
0300	41	38	49	48	176	52	47	42	41	182	358
0400	64	85	118	89	356	41	57	65	53	216	572
0500	151	215	214	262	842	79	93	101	108	381	1223
0600	231	365	372	373	1341	143	160	210	208	721	2062
0700	408	456	470	461	1795	230	273	280	288	1071	2866
0800	473	467	549	493	1982	309	267	322	304	1202	3184
0900	510	441	463	423	1837	266	335	295	319	1215	3052
1000	395	415	378	418	1606	370	351	363	335	1419	3025
1100	423	395	365	408	1591	319	304	305	332	1260	2851
1200	353	366	365	341	1425	340	358	366	326	1390	2815
1300	342	315	371	370	1398	348	343	349	380	1420	2818
1400	363	374	351	377	1465	391	399	396	422	1608	3073
1500	372	372	406	398	1548	407	426	429	435	1697	3245
1600	411	405	405	390	1611	413	416	420	417	1666	3277
1700	474	445	398	390	1707	417	405	352	373	1547	3254
1800	378	320	371	322	1391	390	392	358	386	1526	2917
1900	327	298	295	261	1181	349	396	378	338	1461	2642
2000	283	267	259	260	1069	332	325	317	274	1248	2317
2100	258	211	246	218	933	328	302	299	278	1207	2140
2200	191	181	199	166	737	291	265	252	239	1047	1784
2300	148	128	118	99	493	248	275	265	180	968	1461
24-Hour Totals:	27124					25707					52831

Peak Volume Information

Direction: N

Direction: S

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	2019	830	1227	830	3220
P.M.	1630	1714	1515	1703	1630	3373
Daily	815	2019	1515	1703	1630	3373

Generated by SPS 5.0.48P

County: 92
 Station: 0312
 Description: ON SR-535, 0.3 MI. N OF POINCIANA BLVD. (UCLP)
 Start Date: 05/29/2012
 Start Time: 1330

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	78	70	29	39	216	241	197	167	135	740	956
0100	51	43	23	29	146	96	107	79	63	345	491
0200	23	18	31	24	96	82	107	58	43	290	386
0300	32	44	40	61	177	43	35	22	30	130	307
0400	47	97	158	133	435	21	10	28	28	87	522
0500	103	187	230	263	783	32	37	63	65	197	980
0600	279	372	420	393	1464	91	115	137	186	529	1993
0700	256	186	135	435	1012	231	222	326	249	1028	2040
0800	558	464	441	434	1897	181	197	222	217	817	2714
0900	323	336	383	349	1391	153	179	192	169	693	2084
1000	296	310	354	278	1238	189	209	206	196	800	2038
1100	305	331	296	268	1200	207	196	195	244	842	2042
1200	248	263	279	275	1065	234	233	244	252	963	2028
1300	278	295	319	299	1191	276	292	271	322	1161	2352
1400	341	347	398	348	1434	265	349	353	360	1327	2761
1500	346	324	352	383	1405	369	432	402	463	1666	3071
1600	307	317	341	315	1280	460	515	487	506	1968	3248
1700	294	305	299	278	1176	509	519	516	560	2104	3280
1800	244	232	239	233	948	506	431	395	363	1695	2643
1900	220	210	213	203	846	285	300	271	258	1114	1960
2000	176	190	160	182	708	246	249	245	247	987	1695
2100	214	187	196	179	776	264	285	271	267	1087	1863
2200	184	222	196	169	771	249	327	248	248	1072	1843
2300	129	136	108	82	455	243	299	302	273	1117	1572
24-Hour Totals:	22110					22759					44869

Peak Volume Information

Direction: N Direction: S Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1898	700	1028	745	2747
P.M.	1415	1439	1700	2104	1615	3284
Daily	745	1898	1700	2104	1615	3284
Truck Percentage	3.37		2.74		3.05	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	105	16101	5158	78	408	72	0	56	127	4	0	0	1	0	0	746	22110
S	41	18537	3557	91	293	43	5	42	147	2	0	0	0	0	1	623	22759

Generated by SPS 5.0.29

County: 92
 Station: 0312
 Description: ON SR-535, 0.3 MI. N OF POINCIANA BLVD. (UCLP)
 Start Date: 05/14/2013
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	55	66	46	40	207	241	197	158	154	750	957
0100	37	33	36	30	136	105	97	97	58	357	493
0200	25	35	29	36	125	61	54	52	35	202	327
0300	31	41	58	74	204	22	20	16	30	88	292
0400	60	100	193	128	481	21	20	33	38	112	593
0500	103	200	275	295	873	29	56	43	88	216	1089
0600	326	407	505	403	1641	88	81	130	150	449	2090
0700	426	499	545	485	1955	166	200	217	238	821	2776
0800	447	476	448	375	1746	203	208	214	201	826	2572
0900	326	342	436	334	1438	203	192	181	192	768	2206
1000	341	339	392	306	1378	192	201	175	214	782	2160
1100	294	321	312	297	1224	232	243	219	217	911	2135
1200	283	302	312	307	1204	294	249	280	239	1062	2266
1300	267	291	333	301	1192	293	336	339	300	1268	2460
1400	309	315	377	354	1355	276	315	380	354	1325	2680
1500	341	333	352	303	1329	441	440	495	521	1897	3226
1600	312	301	348	307	1268	448	480	496	481	1905	3173
1700	298	297	323	277	1195	540	507	519	469	2035	3230
1800	242	245	241	214	942	458	404	360	352	1574	2516
1900	223	219	230	185	857	370	298	333	323	1324	2181
2000	203	215	180	201	799	275	277	261	262	1075	1874
2100	212	213	210	203	838	260	265	315	327	1167	2005
2200	207	199	194	208	808	280	339	281	245	1145	1953
2300	129	156	105	91	481	265	307	304	235	1111	1592
24-Hour Totals:	23676					23170					46846

Peak Volume Information

Direction: N	Direction: S	Combined Directions
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	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1976	730	866	715	2834
P.M.	1430	1405	1645	2047	1630	3274
Daily	715	1976	1645	2047	1630	3274
Truck Percentage	3.02		3.18		3.10	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	77	17643	5242	93	407	48	1	33	123	6	1	0	2	0	0	714	23676
S	62	18276	4095	103	356	53	17	49	157	1	1	0	0	0	0	737	23170

Generated by SPS 5.0.44P

County: 92
 Station: 0312
 Description: ON SR-535, 0.3 MI. N OF POINCIANA BLVD. (UCLP)
 Start Date: 05/20/2014
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	69	65	70	47	251	254	228	183	160	825	1076
0100	38	42	29	28	137	114	113	71	75	373	510
0200	30	26	28	31	115	91	62	53	41	247	362
0300	27	35	55	68	185	29	46	21	21	117	302
0400	77	106	179	137	499	22	29	35	33	119	618
0500	155	224	299	275	953	33	46	55	84	218	1171
0600	325	408	485	422	1640	74	101	141	171	487	2127
0700	450	594	561	526	2131	179	200	216	230	825	2956
0800	438	440	538	385	1801	190	235	206	208	839	2640
0900	387	355	371	368	1481	193	193	221	205	812	2293
1000	326	360	331	354	1371	208	251	247	233	939	2310
1100	293	338	318	279	1228	266	232	247	267	1012	2240
1200	279	298	291	314	1182	240	307	273	269	1089	2271
1300	292	329	319	334	1274	302	335	314	314	1265	2539
1400	285	323	384	302	1294	281	357	333	411	1382	2676
1500	323	347	337	334	1341	357	467	456	480	1760	3101
1600	311	372	374	335	1392	487	434	401	392	1714	3106
1700	329	295	280	276	1180	416	410	476	497	1799	2979
1800	273	232	255	226	986	477	409	428	355	1669	2655
1900	202	231	193	209	835	347	332	332	340	1351	2186
2000	205	217	186	209	817	326	278	272	252	1128	1945
2100	195	212	190	192	789	278	291	284	307	1160	1949
2200	181	178	185	138	682	269	356	296	275	1196	1878
2300	130	141	103	81	455	237	295	357	281	1170	1625
24-Hour Totals:	24019					23496					47515

Peak Volume Information

Direction: N Direction: S Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	2131	730	871	700	2956
P.M.	1615	1410	1515	1890	1515	3219
Daily	700	2131	1515	1890	1515	3219
Truck Percentage		3.30		3.55		3.42

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	94	17578	5555	86	488	53	10	49	102	3	0	0	1	0	0	792	24019
S	85	18279	4265	119	409	61	17	88	133	6	0	0	1	0	33	834	23496

Generated by SPS 5.0.45P

County: 92
 Station: 0312
 Description: ON SR-535, 0.3 MI. N OF POINCIANA BLVD. (UCLP)
 Start Date: 05/27/2015
 Start Time: 0330

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	86	97	71	46	300	279	222	197	172	870	1170
0100	52	35	29	46	162	139	121	89	90	439	601
0200	31	31	36	23	121	84	81	66	55	286	407
0300	38	59	52	84	233	43	38	31	28	140	373
0400	94	119	161	148	522	26	19	34	52	131	653
0500	151	187	322	306	966	40	66	66	71	243	1209
0600	307	428	486	516	1737	102	127	160	168	557	2294
0700	488	480	527	483	1978	187	190	222	228	827	2805
0800	451	484	421	426	1782	193	204	210	236	843	2625
0900	405	421	378	347	1551	206	182	208	230	826	2377
1000	340	384	364	334	1422	219	237	230	232	918	2340
1100	314	344	356	300	1314	249	211	240	251	951	2265
1200	303	358	340	307	1308	235	319	302	287	1143	2451
1300	335	313	390	341	1379	288	354	348	315	1305	2684
1400	361	358	369	350	1438	315	392	365	363	1435	2873
1500	334	399	346	374	1453	420	455	462	444	1781	3234
1600	326	387	366	356	1435	509	488	507	514	2018	3453
1700	358	373	331	277	1339	520	505	532	530	2087	3426
1800	272	263	273	236	1044	458	474	397	389	1718	2762
1900	260	233	234	238	965	379	337	372	322	1410	2375
2000	208	222	192	217	839	289	331	272	302	1194	2033
2100	249	231	217	204	901	311	306	368	330	1315	2216
2200	216	207	194	150	767	310	395	304	300	1309	2076
2300	183	125	116	109	533	351	294	329	294	1268	1801
24-Hour Totals:	25489					25014					50503

Peak Volume Information

Direction: N

Direction: S

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	2011	815	856	700	2805
P.M.	1615	1467	1700	2087	1630	3499
Daily	645	2011	1700	2087	1630	3499
Truck Percentage	3.93		3.58		3.76	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	92	18802	5594	111	575	87	8	59	150	8	1	0	2	0	0	1001	25489
S	66	19458	4594	119	455	76	10	34	198	3	1	0	0	0	0	896	25014

Generated by SPS 5.0.48P

County: 92
 Station: 0312
 Description: ON SR-535, 0.3 MI. N OF POINCIANA BLVD. (UCLP)
 Start Date: 05/03/2016
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	62	78	60	45	245	240	173	182	132	727	972
0100	48	35	44	41	168	112	84	72	90	358	526
0200	30	39	40	33	142	53	72	45	38	208	350
0300	34	65	48	74	221	34	28	30	25	117	338
0400	86	115	175	164	540	27	32	33	35	127	667
0500	168	234	292	329	1023	41	49	53	89	232	1255
0600	324	412	493	458	1687	105	127	187	186	605	2292
0700	516	569	540	550	2175	196	233	279	264	972	3147
0800	470	482	484	444	1880	214	247	253	212	926	2806
0900	360	383	426	349	1518	226	206	225	248	905	2423
1000	343	419	378	343	1483	226	249	264	249	988	2471
1100	358	344	332	338	1372	228	290	247	298	1063	2435
1200	355	347	309	326	1337	300	310	313	274	1197	2534
1300	310	360	366	351	1387	295	329	340	348	1312	2699
1400	324	406	389	356	1475	373	387	374	472	1606	3081
1500	354	380	413	364	1511	451	475	510	440	1876	3387
1600	373	350	355	378	1456	469	487	498	503	1957	3413
1700	348	370	378	334	1430	498	526	503	456	1983	3413
1800	271	274	271	239	1055	511	453	427	408	1799	2854
1900	251	230	221	244	946	354	350	337	360	1401	2347
2000	212	227	219	210	868	285	314	307	288	1194	2062
2100	245	195	195	174	809	296	283	301	307	1187	1996
2200	174	186	180	155	695	302	309	287	236	1134	1829
2300	139	113	121	96	469	299	336	303	271	1209	1678
24-Hour Totals:	25892					25083					50975

Peak Volume Information

Direction: N	Direction: S	Combined Directions
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	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	2175	730	1004	700	3147
P.M.	1515	1530	1645	2030	1645	3504
Daily	700	2175	1645	2030	1645	3504
Truck Percentage		3.92		3.79		3.86

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	100	18852	5923	123	644	49	4	62	127	7	0	0	0	0	1	1016	25892
S	52	19965	4115	103	472	89	4	98	179	5	0	0	1	0	0	951	25083

Generated by SPS 5.0.53P

County: 92
 Station: 0312
 Description: ON SR-535, 0.3 MI. N OF POINCIANA BLVD. (UCLP)
 Start Date: 07/17/2018
 Start Time: 0345

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	94	79	67	69	309	330	282	221	224	1057	1366
0100	50	63	42	37	192	152	164	97	87	500	692
0200	44	31	52	41	168	80	83	53	55	271	439
0300	47	55	70	72	244	43	36	27	0	106	350
0400	99	136	167	110	512	0	25	42	34	101	613
0500	172	248	272	260	952	48	63	84	96	291	1243
0600	364	320	279	324	1287	92	97	134	159	482	1769
0700	370	230	210	146	956	200	192	196	258	846	1802
0800	199	241	277	291	1008	221	221	211	247	900	1908
0900	243	238	280	248	1009	234	223	231	205	893	1902
1000	269	246	250	275	1040	244	237	224	264	969	2009
1100	246	252	217	222	937	248	270	242	269	1029	1966
1200	190	196	182	248	816	283	280	332	343	1238	2054
1300	257	251	265	226	999	285	373	298	395	1351	2350
1400	232	198	197	205	832	314	308	367	346	1335	2167
1500	273	284	211	215	983	387	426	382	446	1641	2624
1600	275	283	263	232	1053	389	422	372	430	1613	2666
1700	247	263	250	251	1011	455	386	434	420	1695	2706
1800	266	257	239	255	1017	401	416	370	394	1581	2598
1900	210	222	231	216	879	336	417	342	370	1465	2344
2000	236	229	221	206	892	322	268	321	334	1245	2137
2100	197	208	212	189	806	309	307	312	327	1255	2061
2200	182	216	189	160	747	322	382	332	379	1415	2162
2300	128	155	109	114	506	381	362	396	370	1509	2015
24-Hour Totals:	19155					24788					43943

Peak Volume Information

Direction: N

Direction: S

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	1134	845	935	845	1987
P.M.	1600	1053	1645	1705	1700	2706
Daily	615	1293	1645	1705	1700	2706
Truck Percentage	10.27		6.12		7.93	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	154	14532	2501	92	127	201	110	160	207	148	164	145	614	0	0	1968	19155
S	75	17925	5271	141	227	91	33	209	187	33	182	95	319	0	0	1517	24788

Generated by SPS 5.0.53P

County: 92
 Station: 0312
 Description: ON SR-535, 0.3 MI. N OF POINCIANA BLVD. (UCLP)
 Start Date: 07/09/2019
 Start Time: 0115

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	141	94	86	78	399	305	278	231	214	1028	1427
0100	67	75	51	39	232	187	156	90	97	530	762
0200	54	36	41	55	186	73	77	55	59	264	450
0300	40	37	58	85	220	45	34	31	35	145	365
0400	83	102	132	175	492	35	37	45	43	160	652
0500	133	225	292	303	953	59	55	90	111	315	1268
0600	316	399	425	436	1576	105	140	127	175	547	2123
0700	469	473	522	468	1932	209	213	227	249	898	2830
0800	462	486	473	489	1910	258	219	246	222	945	2855
0900	368	398	486	383	1635	227	230	237	313	1007	2642
1000	378	397	366	375	1516	259	273	284	284	1100	2616
1100	444	381	394	389	1608	303	302	331	311	1247	2855
1200	414	367	398	398	1577	334	392	318	376	1420	2997
1300	412	385	416	412	1625	342	352	355	342	1391	3016
1400	367	386	464	434	1651	375	389	396	349	1509	3160
1500	358	390	334	368	1450	442	388	294	304	1428	2878
1600	407	367	381	440	1595	332	395	318	331	1376	2971
1700	343	303	361	361	1368	299	274	296	271	1140	2508
1800	321	326	329	304	1280	203	210	341	301	1055	2335
1900	306	275	301	304	1186	329	354	322	331	1336	2522
2000	331	324	315	261	1231	343	359	343	335	1380	2611
2100	260	269	264	310	1103	370	368	302	360	1400	2503
2200	268	239	239	236	982	343	384	332	312	1371	2353
2300	178	170	136	153	637	377	367	377	378	1499	2136
24-Hour Totals:	28344					24491					52835

Peak Volume Information

Direction: N Direction: S Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	1938	745	972	730	2891
P.M.	1400	1651	1415	1576	1430	3221
Daily	730	1938	1415	1576	1430	3221
Truck Percentage	6.36		9.36		7.75	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	28	21976	4536	164	222	98	18	174	227	27	369	125	380	0	0	1804	28344
S	110	18161	3927	145	224	169	69	218	266	91	266	163	682	0	0	2293	24491

Generated by SPS 5.0.48P

County: 92
 Station: 0313
 Description: ON US-192, 0.433 MI. SE OF SR-535 (UVL)
 Start Date: 05/23/2012
 Start Time: 0800

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	211	212	182	160	765	62	69	54	47	232	997
0100	104	98	67	70	339	45	40	29	26	140	479
0200	62	53	48	47	210	25	40	40	23	128	338
0300	36	24	28	23	111	24	51	42	58	175	286
0400	31	24	14	17	86	66	78	122	108	374	460
0500	28	37	72	74	211	113	168	224	236	741	952
0600	75	94	131	144	444	256	356	427	373	1412	1856
0700	206	228	242	295	971	392	550	561	455	1958	2929
0800	245	213	240	274	972	418	446	387	380	1631	2603
0900	241	248	281	264	1034	323	342	338	348	1351	2385
1000	254	287	312	323	1176	305	331	283	324	1243	2419
1100	317	307	341	323	1288	326	351	326	343	1346	2634
1200	329	298	330	296	1253	306	317	363	316	1302	2555
1300	369	395	348	416	1528	358	331	378	391	1458	2986
1400	340	395	373	359	1467	343	386	396	404	1529	2996
1500	425	435	442	521	1823	337	428	400	423	1588	3411
1600	444	486	478	477	1885	371	340	336	382	1429	3314
1700	521	471	469	469	1930	318	338	361	327	1344	3274
1800	407	389	412	332	1540	336	326	285	240	1187	2727
1900	325	336	275	298	1234	290	253	238	272	1053	2287
2000	281	277	236	254	1048	270	258	212	253	993	2041
2100	223	241	224	277	965	296	290	260	237	1083	2048
2200	259	281	261	259	1060	208	254	188	175	825	1885
2300	262	280	264	280	1086	141	141	129	90	501	1587
24-Hour Totals:	24426					25023					49449

Peak Volume Information

Direction: E Direction: W Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	1044	715	1984	715	2994
P.M.	1615	1962	1515	1622	1515	3464
Daily	1615	1962	715	1984	1515	3464

Generated by SPS 5.0.29

County: 92
 Station: 0313
 Description: ON US-192, 0.433 MI. SE OF SR-535 (UVL)
 Start Date: 05/15/2013
 Start Time: 1045

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	219	206	131	145	701	74	52	56	44	226	927
0100	109	97	76	61	343	28	34	23	28	113	456
0200	57	44	50	46	197	31	21	30	30	112	309
0300	44	35	29	24	132	32	40	53	67	192	324
0400	34	23	23	28	108	59	114	137	90	400	508
0500	36	42	42	88	208	111	153	241	239	744	952
0600	88	113	123	182	506	338	371	448	373	1530	2036
0700	195	237	256	274	962	494	522	537	540	2093	3055
0800	271	248	261	282	1062	436	480	421	351	1688	2750
0900	292	253	274	284	1103	385	351	383	341	1460	2563
1000	300	326	342	298	1266	321	313	310	309	1253	2519
1100	301	319	351	341	1312	333	334	332	311	1310	2622
1200	323	382	334	402	1441	361	342	307	379	1389	2830
1300	361	392	456	439	1648	348	330	408	379	1465	3113
1400	386	413	377	442	1618	371	407	444	356	1578	3196
1500	414	499	465	524	1902	364	431	418	330	1543	3445
1600	599	564	524	565	2252	349	423	375	329	1476	3728
1700	628	631	556	518	2333	372	378	394	266	1410	3743
1800	488	417	403	411	1719	313	304	288	228	1133	2852
1900	408	337	371	363	1479	269	250	274	266	1059	2538
2000	322	269	284	232	1107	204	255	260	221	940	2047
2100	243	234	244	259	980	230	228	237	314	1009	1989
2200	287	290	257	238	1072	252	236	182	171	841	1913
2300	278	271	277	266	1092	123	140	85	88	436	1528
24-Hour Totals:	26543					25400					51943

Peak Volume Information

Direction: E

Direction: W

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	1101	700	2093	715	3073
P.M.	1645	2380	1345	1601	1645	3853
Daily	1645	2380	700	2093	1645	3853

Generated by SPS 5.0.44P

County: 92
 Station: 0313
 Description: ON US-192, 0.433 MI. SE OF SR-535 (UVL)
 Start Date: 05/14/2014
 Start Time: 0500

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	213	206	163	131	713	65	50	54	58	227	940
0100	89	104	76	75	344	32	52	41	30	155	499
0200	94	66	70	26	256	28	30	30	24	112	368
0300	45	30	28	25	128	24	31	51	57	163	291
0400	28	24	37	31	120	71	82	125	139	417	537
0500	38	50	65	75	228	94	153	238	255	740	968
0600	95	131	152	175	553	271	362	463	453	1549	2102
0700	242	254	312	282	1090	430	545	546	571	2092	3182
0800	305	269	238	310	1122	431	493	443	390	1757	2879
0900	249	272	286	251	1058	323	354	329	349	1355	2413
1000	268	344	308	326	1246	306	336	317	326	1285	2531
1100	315	322	370	308	1315	327	328	282	340	1277	2592
1200	364	390	282	387	1423	317	340	397	303	1357	2780
1300	344	423	408	426	1601	374	375	346	393	1488	3089
1400	475	439	447	442	1803	392	350	426	435	1603	3406
1500	528	454	574	582	2138	350	388	491	412	1641	3779
1600	539	516	528	649	2232	416	387	390	422	1615	3847
1700	542	550	562	539	2193	322	321	387	344	1374	3567
1800	424	438	409	390	1661	325	283	304	247	1159	2820
1900	318	320	343	299	1280	261	228	267	249	1005	2285
2000	281	296	275	240	1092	243	219	227	254	943	2035
2100	244	246	221	260	971	226	266	201	229	922	1893
2200	226	287	265	206	984	212	240	211	163	826	1810
2300	236	265	244	235	980	157	144	103	95	499	1479
24-Hour Totals:	26531					25561					52092

Peak Volume Information

Direction: E

Direction: W

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	1168	715	2093	715	3246
P.M.	1645	2303	1515	1707	1530	3917
Daily	1645	2303	715	2093	1530	3917

Generated by SPS 5.0.45P

County: 92
 Station: 0313
 Description: ON US-192, 0.433 MI. SE OF SR-535 (UVL)
 Start Date: 06/02/2015
 Start Time: 0400

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	81	80	87	70	318	102	97	101	94	394	712
0100	77	73	64	71	285	86	88	76	71	321	606
0200	62	51	60	74	247	79	66	78	64	287	534
0300	53	78	67	82	280	66	74	82	80	302	582
0400	37	20	52	59	168	73	121	135	132	461	629
0500	41	71	77	64	253	163	213	247	257	880	1133
0600	139	126	175	210	650	352	372	447	408	1579	2229
0700	244	223	270	273	1010	526	587	499	402	2014	3024
0800	287	264	287	260	1098	426	484	436	357	1703	2801
0900	298	245	314	283	1140	358	383	323	391	1455	2595
1000	288	356	347	328	1319	294	351	353	325	1323	2642
1100	425	320	376	377	1498	365	332	295	347	1339	2837
1200	350	372	342	359	1423	318	352	377	362	1409	2832
1300	357	429	404	409	1599	361	351	337	365	1414	3013
1400	414	456	456	465	1791	424	405	387	399	1615	3406
1500	519	470	576	513	2078	416	445	413	402	1676	3754
1600	596	539	673	695	2503	418	403	384	424	1629	4132
1700	589	595	647	534	2365	425	383	346	390	1544	3909
1800	504	454	441	350	1749	382	312	290	291	1275	3024
1900	417	367	324	294	1402	248	274	283	238	1043	2445
2000	286	344	345	306	1281	235	213	147	140	735	2016
2100	280	262	171	226	939	145	162	126	162	595	1534
2200	221	219	196	160	796	126	140	129	133	528	1324
2300	184	105	91	98	478	114	104	106	114	438	916
24-Hour Totals:	26670					25959					52629

Peak Volume Information

Direction: E

Direction: W

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	1117	645	2020	700	3024
P.M.	1630	2552	1515	1678	1630	4168
Daily	1630	2552	645	2020	1630	4168

Generated by SPS 5.0.48P

County: 92
 Station: 0313
 Description: ON US-192, 0.433 MI. SE OF SR-535 (UVL)
 Start Date: 05/17/2016
 Start Time: 0315

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	199	177	159	144	679	59	65	67	40	231	910
0100	92	97	69	76	334	35	42	44	38	159	493
0200	53	54	40	42	189	36	33	28	25	122	311
0300	38	25	32	26	121	28	34	60	72	194	315
0400	12	26	42	36	116	55	96	126	155	432	548
0500	39	71	66	64	240	145	204	234	274	857	1097
0600	90	106	134	160	490	279	387	497	437	1600	2090
0700	162	253	218	262	895	427	557	546	476	2006	2901
0800	254	239	223	253	969	391	462	392	396	1641	2610
0900	209	257	227	255	948	348	320	364	318	1350	2298
1000	245	235	305	304	1089	313	380	337	353	1383	2472
1100	301	333	293	284	1211	352	345	351	350	1398	2609
1200	341	321	360	364	1386	383	360	349	346	1438	2824
1300	315	337	358	381	1391	381	345	353	362	1441	2832
1400	369	339	385	397	1490	344	415	413	352	1524	3014
1500	371	435	425	395	1626	332	390	413	391	1526	3152
1600	508	463	441	486	1898	364	418	375	381	1538	3436
1700	490	489	482	408	1869	333	411	374	368	1486	3355
1800	413	444	413	325	1595	306	299	229	250	1084	2679
1900	338	342	350	291	1321	215	304	290	262	1071	2392
2000	287	207	228	246	968	240	214	184	242	880	1848
2100	233	229	241	189	892	281	214	202	207	904	1796
2200	193	236	191	186	806	196	205	163	151	715	1521
2300	156	242	206	221	825	140	118	95	86	439	1264
24-Hour Totals:	23348					25419					48767

Peak Volume Information

Direction: E

Direction: W

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	987	700	2006	715	2957
P.M.	1645	1947	1530	1586	1645	3446
Daily	1645	1947	700	2006	1645	3446

Generated by SPS 5.0.53P

County: 92
 Station: 0313
 Description: ON US-192, 0.433 MI. SE OF SR-535 (UVL)
 Start Date: 05/22/2017
 Start Time: 1200

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	200	168	159	118	645	73	66	49	41	229	874
0100	86	94	85	58	323	50	38	35	35	158	481
0200	55	50	61	38	204	31	30	25	33	119	323
0300	32	32	25	35	124	37	50	50	65	202	326
0400	30	26	45	59	160	85	131	145	138	499	659
0500	68	58	72	97	295	159	246	234	274	913	1208
0600	115	138	186	172	611	344	486	456	408	1694	2305
0700	249	299	292	301	1141	493	499	509	360	1861	3002
0800	319	250	269	290	1128	410	448	408	317	1583	2711
0900	280	311	308	265	1164	326	371	317	308	1322	2486
1000	317	384	314	350	1365	278	298	290	286	1152	2517
1100	324	326	352	354	1356	341	275	319	315	1250	2606
1200	389	401	407	363	1560	309	332	337	313	1291	2851
1300	383	365	362	437	1547	363	378	366	339	1446	2993
1400	438	457	425	454	1774	350	371	377	363	1461	3235
1500	533	509	518	527	2087	361	325	388	343	1417	3504
1600	534	622	552	555	2263	333	328	354	360	1375	3638
1700	599	581	609	579	2368	341	338	356	307	1342	3710
1800	540	497	446	393	1876	317	320	277	288	1202	3078
1900	377	324	313	287	1301	267	258	222	222	969	2270
2000	283	288	300	229	1100	212	219	221	309	961	2061
2100	249	235	265	240	989	211	178	256	207	852	1841
2200	256	256	250	249	1011	182	199	170	168	719	1730
2300	263	258	257	243	1021	132	119	100	79	430	1451
24-Hour Totals:	27413					24447					51860

Peak Volume Information

Direction: E Direction: W Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1211	645	1909	700	3002
P.M.	1700	2368	1415	1472	1645	3739
Daily	1700	2368	645	1909	1645	3739

Generated by SPS 5.0.53P

County: 92
 Station: 0313
 Description: ON US-192, 0.433 MI. SE OF SR-535 (UVL)
 Start Date: 06/27/2018
 Start Time: 0045

Combined Time Total	Direction: E					Direction: W				
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total

0000 1199	254	225	193	198	870	|	127	84	74	44	329	|
0100 546	116	118	73	64	371	|	46	53	40	36	175	|
0200 347	60	59	55	50	224	|	39	22	30	32	123	|
0300 317	43	42	29	31	145	|	29	27	54	62	172	|
0400 519	32	22	29	42	125	|	62	82	139	111	394	|
0500 1094	44	51	67	69	231	|	128	213	270	252	863	|
0600 2093	95	115	150	173	533	|	246	403	469	442	1560	|
0700 2877	193	203	266	268	930	|	439	552	519	437	1947	|
0800 2516	240	231	261	263	995	|	357	380	422	362	1521	|
0900 2195	245	247	264	261	1017	|	275	276	310	317	1178	|
1000 2303	278	287	293	292	1150	|	300	259	297	297	1153	|
1100 2360	306	337	263	304	1210	|	243	295	323	289	1150	|
1200 2652	327	338	349	345	1359	|	334	315	319	325	1293	|
1300 2812	355	383	344	364	1446	|	321	354	339	352	1366	|
1400 3023	411	406	385	392	1594	|	335	350	400	344	1429	|
1500 3185	442	499	480	439	1860	|	312	315	343	355	1325	|
1600 3225	429	486	449	562	1926	|	341	299	321	338	1299	|
1700 3287	485	497	592	471	2045		280	325	318	319	1242	
1800	500	449	513	431	1893		280	267	272	261	1080	

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2973
1900   386   430   349   327  1492 |   245   273   276   284  1078 |
2570
2000   368   274   302   292  1236 |   411   303   330   281  1325 |
2561
2100   283   254   302   271  1110 |   259   329   291   226  1105 |
2215
2200   276   328   298   320  1222 |   260   251   305   233  1049 |
2271
2300   298   352   272   319  1241 |   147   131   156   117   551 |
1792

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24-Hour Totals: 26225 24707
50932

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                               Peak Volume Information
                               Direction: E           Direction: W           Combined Directions
                               Hour       Volume       Hour       Volume       Hour       Volume
A.M.         845       1019        645       1952        700       2877
P.M.         1645      2136       1345       1437       1645      3397
Daily        1645      2136        645       1952       1645      3397

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Truck Percentage 4.08 8.89 6.41

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                               Classification Summary Database

Dir  1    2    3    4    5    6    7    8    9    10   11   12   13
14  15 TotTrk TotVol
  E  111 23067 1976   96  183  98   38  143  126  35  106  67  179
  0   0  1071 26225
  W  38 17360 5113  421  728  91   32  190  163  28  219  82  242
  0   0  2196 24707

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County: 92
 Station: 0318
 Description: ON SR-535, 0.289 MI. N OF US-192 (UVL)
 Start Date: 05/29/2012
 Start Time: 1400

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	48	39	27	23	137	149	123	108	98	478	615
0100	27	26	18	20	91	58	64	47	40	209	300
0200	18	13	20	24	75	45	67	33	26	171	246
0300	16	25	24	38	103	21	17	14	16	68	171
0400	29	63	90	58	240	14	6	16	18	54	294
0500	66	104	139	149	458	17	25	37	41	120	578
0600	151	176	227	200	754	44	67	76	111	298	1052
0700	225	265	269	244	1003	134	153	191	219	697	1700
0800	215	218	224	208	865	110	139	158	148	555	1420
0900	195	210	244	208	857	110	134	134	131	509	1366
1000	211	188	226	192	817	133	126	165	131	555	1372
1100	200	229	224	170	823	156	146	135	161	598	1421
1200	173	171	198	187	729	174	181	162	171	688	1417
1300	196	186	170	199	751	189	197	181	203	770	1521
1400	207	219	248	246	920	194	227	242	247	910	1830
1500	220	229	214	257	920	220	244	243	280	987	1907
1600	201	192	238	213	844	292	296	302	285	1175	2019
1700	205	177	208	172	762	334	324	280	325	1263	2025
1800	160	158	174	160	652	301	255	219	251	1026	1678
1900	156	137	161	133	587	175	195	187	167	724	1311
2000	140	137	131	109	517	166	156	154	148	624	1141
2100	167	122	153	133	575	163	164	179	162	668	1243
2200	139	151	129	106	525	174	199	147	161	681	1206
2300	96	86	66	59	307	139	187	190	167	683	990
24-Hour Totals:	14312					14511					28823

Peak Volume Information

Direction: N Direction: S Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	1003	700	697	700	1700
P.M.	1430	943	1700	1263	1630	2078
Daily	700	1003	1700	1263	1630	2078

Generated by SPS 5.0.29

County: 92
 Station: 0318
 Description: ON SR-535, 0.289 MI. N OF US-192 (UVL)
 Start Date: 05/29/2013
 Start Time: 0300

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	59	41	37	28	165	148	135	121	120	524	689
0100	16	27	20	19	82	76	95	55	59	285	367
0200	28	23	33	31	115	54	46	29	43	172	287
0300	20	23	33	29	105	27	17	20	12	76	181
0400	38	63	88	71	260	16	10	15	13	54	314
0500	71	110	129	143	453	29	27	33	41	130	583
0600	184	220	241	205	850	40	61	80	84	265	1115
0700	245	292	294	260	1091	125	119	117	155	516	1607
0800	208	264	267	226	965	120	139	155	176	590	1555
0900	222	210	220	218	870	115	126	147	140	528	1398
1000	229	227	230	220	906	143	157	150	196	646	1552
1100	215	237	229	196	877	196	200	170	183	749	1626
1200	214	223	215	237	889	195	201	178	190	764	1653
1300	200	232	262	222	916	210	236	207	240	893	1809
1400	202	236	264	248	950	207	238	229	254	928	1878
1500	224	230	242	228	924	241	237	292	312	1082	2006
1600	234	228	204	210	876	272	293	291	310	1166	2042
1700	225	198	189	158	770	350	305	257	289	1201	1971
1800	180	176	193	161	710	280	295	291	244	1110	1820
1900	174	180	166	145	665	267	233	199	207	906	1571
2000	152	138	115	136	541	217	160	188	181	746	1287
2100	150	152	152	166	620	192	171	177	192	732	1352
2200	185	142	137	98	562	195	179	199	177	750	1312
2300	107	99	81	65	352	180	187	193	160	720	1072
24-Hour Totals:	15514					15533					31047

Peak Volume Information

Direction: N

Direction: S

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	1091	800	590	700	1607
P.M.	1415	972	1630	1256	1615	2111
Daily	700	1091	1630	1256	1615	2111

Generated by SPS 5.0.44P

County: 92
 Station: 0318
 Description: ON SR-535, 0.289 MI. N OF US-192 (UVL)
 Start Date: 05/20/2014
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	37	35	42	24	138	151	117	105	94	467	605
0100	30	26	15	17	88	72	65	41	46	224	312
0200	20	21	20	19	80	57	34	30	25	146	226
0300	17	13	29	40	99	10	17	11	13	51	150
0400	47	63	98	65	273	7	14	22	17	60	333
0500	88	112	154	128	482	22	27	36	46	131	613
0600	186	217	242	227	872	44	46	78	115	283	1155
0700	253	339	307	245	1144	138	113	121	151	523	1667
0800	225	234	251	223	933	116	148	162	137	563	1496
0900	203	212	228	211	854	131	143	133	138	545	1399
1000	203	201	228	222	854	152	135	164	163	614	1468
1100	198	195	190	198	781	181	155	140	176	652	1433
1200	189	199	198	213	799	178	183	163	153	677	1476
1300	189	205	204	200	798	185	221	193	210	809	1607
1400	184	222	213	209	828	189	196	210	263	858	1686
1500	236	220	204	222	882	202	285	269	278	1034	1916
1600	184	236	221	196	837	284	310	318	301	1213	2050
1700	202	191	207	185	785	304	303	281	273	1161	1946
1800	138	166	165	150	619	275	273	250	211	1009	1628
1900	118	158	125	134	535	186	194	208	190	778	1313
2000	149	144	123	164	580	192	153	184	144	673	1253
2100	138	147	135	133	553	165	180	163	182	690	1243
2200	126	116	116	94	452	193	182	192	154	721	1173
2300	80	96	71	59	306	137	176	195	162	670	976
24-Hour Totals:	14572					14552					29124

Peak Volume Information

Direction: N

Direction: S

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	1144	815	578	700	1667
P.M.	1500	882	1615	1233	1615	2088
Daily	700	1144	1615	1233	1615	2088

Generated by SPS 5.0.45P

County: 92
 Station: 0318
 Description: ON SR-535, 0.289 MI. N OF US-192 (UVL)
 Start Date: 05/27/2015
 Start Time: 0630

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	63	60	43	43	209	142	130	132	93	497	706
0100	32	31	28	25	116	76	64	49	42	231	347
0200	16	24	24	18	82	43	48	52	32	175	257
0300	23	26	31	39	119	28	14	13	15	70	189
0400	61	66	84	82	293	22	14	18	22	76	369
0500	65	106	158	140	469	28	32	32	51	143	612
0600	130	193	239	254	816	51	71	101	110	333	1149
0700	217	266	278	276	1037	126	103	173	168	570	1607
0800	235	254	224	245	958	143	119	151	152	565	1523
0900	211	197	226	222	856	125	138	148	130	541	1397
1000	205	210	220	236	871	118	159	158	146	581	1452
1100	200	229	238	189	856	154	151	216	165	686	1542
1200	194	234	205	226	859	249	211	246	257	963	1822
1300	192	197	233	216	838	277	272	231	221	1001	1839
1400	237	221	225	219	902	205	235	233	269	942	1844
1500	219	231	231	233	914	228	231	303	275	1037	1951
1600	184	231	211	229	855	251	256	297	303	1107	1962
1700	221	251	203	183	858	297	325	310	264	1196	2054
1800	178	181	160	161	680	250	273	304	227	1054	1734
1900	174	140	136	164	614	194	225	187	170	776	1390
2000	147	159	124	136	566	205	205	164	191	765	1331
2100	165	142	130	157	594	167	145	182	174	668	1262
2200	154	140	113	107	514	170	215	196	163	744	1258
2300	96	93	75	62	326	176	169	181	131	657	983
24-Hour Totals:	15202					15378					30580

Peak Volume Information

Direction: N

Direction: S

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1055	730	603	730	1646
P.M.	1500	914	1645	1235	1645	2139
Daily	715	1055	1645	1235	1645	2139

Generated by SPS 5.0.48P

County: 92
 Station: 0318
 Description: ON SR-535, 0.289 MI. N OF US-192 (UVL)
 Start Date: 05/03/2016
 Start Time: 0000

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	45	57	30	35	167	131	106	93	70	400	567
0100	23	21	25	29	98	62	44	42	49	197	295
0200	20	33	21	22	96	41	26	17	19	103	199
0300	19	25	29	44	117	13	10	16	7	46	163
0400	53	85	90	94	322	17	15	16	31	79	401
0500	78	124	145	155	502	19	34	39	44	136	638
0600	166	225	265	217	873	54	85	118	117	374	1247
0700	283	331	297	253	1164	118	140	181	142	581	1745
0800	243	230	242	270	985	127	160	172	151	610	1595
0900	192	208	242	206	848	130	161	124	150	565	1413
1000	231	226	232	236	925	153	160	167	156	636	1561
1100	208	239	226	221	894	194	188	167	190	739	1633
1200	215	204	214	236	869	177	180	199	177	733	1602
1300	192	254	232	188	866	206	205	211	222	844	1710
1400	218	235	213	215	881	251	224	209	274	958	1839
1500	222	222	240	217	901	295	272	289	284	1140	2041
1600	216	218	215	237	886	308	282	292	337	1219	2105
1700	236	245	227	215	923	334	298	318	286	1236	2159
1800	178	193	166	165	702	297	247	239	251	1034	1736
1900	193	148	154	171	666	230	208	206	209	853	1519
2000	162	148	145	163	618	179	199	185	173	736	1354
2100	164	139	134	125	562	182	151	185	173	691	1253
2200	124	116	109	103	452	185	174	158	157	674	1126
2300	94	64	81	63	302	185	150	170	155	660	962
24-Hour Totals:	15619					15244					30863

Peak Volume Information

Direction: N Direction: S Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	1164	830	614	700	1745
P.M.	1645	945	1645	1287	1645	2232
Daily	700	1164	1645	1287	1645	2232

Generated by SPS 5.0.53P

County: 92
 Station: 0318
 Description: ON SR-535, 0.289 MI. N OF US-192 (UVL)
 Start Date: 05/17/2017
 Start Time: 0930

Time	Direction: N					Direction: S					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	45	48	45	35	173	134	129	105	84	452	625
0100	29	30	32	34	125	55	63	65	48	231	356
0200	17	19	25	36	97	55	28	28	34	145	242
0300	24	18	41	32	115	24	26	26	27	103	218
0400	73	79	104	79	335	13	16	16	23	68	403
0500	99	142	179	158	578	26	29	40	58	153	731
0600	203	269	298	230	1000	61	67	99	94	321	1321
0700	324	373	298	244	1239	135	155	143	155	588	1827
0800	224	253	286	217	980	114	171	143	161	589	1569
0900	239	249	240	208	936	157	153	148	151	609	1545
1000	201	221	251	237	910	150	186	154	162	652	1562
1100	223	194	206	207	830	169	163	178	221	731	1561
1200	226	225	265	203	919	210	187	221	190	808	1727
1300	239	237	209	223	908	223	213	192	277	905	1813
1400	223	245	284	227	979	201	241	242	263	947	1926
1500	232	226	229	219	906	270	305	287	297	1159	2065
1600	222	221	241	228	912	271	331	281	305	1188	2100
1700	237	195	216	223	871	309	342	343	322	1316	2187
1800	191	192	174	152	709	333	303	302	266	1204	1913
1900	188	150	160	154	652	266	251	199	205	921	1573
2000	155	146	140	174	615	180	171	197	179	727	1342
2100	149	142	146	160	597	188	192	192	186	758	1355
2200	150	135	123	98	506	166	181	193	190	730	1236
2300	102	70	76	63	311	196	169	207	151	723	1034
24-Hour Totals:	16203					16028					32231

Peak Volume Information

Direction: N

Direction: S

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	700	1239	815	632	700	1827
P.M.	1415	988	1715	1340	1700	2187
Daily	700	1239	1715	1340	1700	2187

Generated by SPS 5.0.53P

County: 92
 Station: 0318
 Description: ON SR-535, 0.289 MI. N OF US-192 (UVL)
 Start Date: 05/21/2019
 Start Time: 0845

Combined Time Total	Direction: N					Direction: S				
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total

0000 708	61	48	40	49	198	154	158	86	112	510
0100 348	39	39	31	29	138	64	59	53	34	210
0200 249	35	27	32	29	123	32	46	23	25	126
0300 218	26	22	41	55	144	29	13	14	18	74
0400 394	57	76	106	83	322	16	21	19	16	72
0500 706	76	148	174	158	556	25	34	33	58	150
0600 1348	226	254	325	262	1067	51	54	85	91	281
0700 1751	288	322	300	308	1218	106	147	138	142	533
0800 1804	300	308	326	262	1196	158	150	142	158	608
0900 1537	241	255	216	204	916	148	163	146	164	621
1000 1578	233	212	218	250	913	132	165	176	192	665
1100 1635	221	219	232	209	881	179	214	184	177	754
1200 1680	212	220	246	244	922	187	220	167	184	758
1300 1748	191	235	247	242	915	221	203	176	233	833
1400 1847	224	254	221	227	926	226	200	248	247	921
1500 2071	224	248	266	228	966	248	275	268	314	1105
1600 2155	209	234	226	223	892	294	303	318	348	1263
1700 2226	248	276	242	204	970	342	311	312	291	1256
1800	207	210	227	190	834	314	302	229	230	1075

1909												
1900	164	213	168	179	724	|	243	245	212	209	909	|
1633												
2000	173	151	155	143	622	|	242	170	145	171	728	|
1350												
2100	171	146	151	167	635	|	186	170	203	195	754	|
1389												
2200	128	112	121	95	456	|	201	208	203	153	765	|
1221												
2300	102	91	91	68	352	|	206	227	200	180	813	|
1165												

24-Hour Totals:		16886		15784
32670				

	Peak Volume Information					
	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1242	845	615	745	1834
P.M.	1645	989	1630	1319	1645	2302
Daily	745	1242	1630	1319	1645	2302

County: 92
 Station: 0320
 Description: ON US-192, 0.468 MI. W OF SR-535 (UVL)
 Start Date: 05/23/2012
 Start Time: 0745

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	54	47	42	40	183	123	94	69	70	356	539
0100	53	37	21	33	144	64	47	33	33	177	321
0200	25	27	20	14	86	25	24	18	18	85	171
0300	15	35	22	31	103	17	22	10	8	57	160
0400	29	38	44	42	153	19	19	16	16	70	223
0500	50	76	92	87	305	13	25	37	52	127	432
0600	116	174	198	185	673	38	64	82	108	292	965
0700	195	262	307	306	1070	111	164	197	225	697	1767
0800	235	251	237	248	971	163	137	167	212	679	1650
0900	186	221	206	228	841	173	208	222	207	810	1651
1000	234	241	205	254	934	196	244	248	285	973	1907
1100	227	242	242	263	974	269	232	283	264	1048	2022
1200	215	236	292	243	986	267	278	306	233	1084	2070
1300	272	270	299	284	1125	278	291	264	301	1134	2259
1400	271	281	286	269	1107	293	296	293	322	1204	2311
1500	293	294	301	270	1158	306	321	346	362	1335	2493
1600	246	295	278	278	1097	309	338	330	339	1316	2413
1700	286	271	262	258	1077	355	300	347	379	1381	2458
1800	269	258	258	206	991	303	302	264	253	1122	2113
1900	239	221	211	236	907	237	284	246	253	1020	1927
2000	245	258	192	240	935	232	225	170	181	808	1743
2100	216	258	226	184	884	145	199	166	165	675	1559
2200	173	188	152	125	638	167	219	186	144	716	1354
2300	117	115	122	63	417	186	168	166	152	672	1089
24-Hour Totals:	17759					17838					35597

Peak Volume Information

Direction: E

Direction: W

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1110	845	815	715	1859
P.M.	1500	1158	1700	1381	1615	2499
Daily	1500	1158	1700	1381	1615	2499

Generated by SPS 5.0.29

County: 92
 Station: 0320
 Description: ON US-192, 0.468 MI. W OF SR-535 (UVL)
 Start Date: 05/14/2013
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	92	84	89	62	327	45	61	56	47	209	536
0100	39	31	45	26	141	37	17	28	19	101	242
0200	29	28	22	13	92	28	23	20	12	83	175
0300	15	12	25	7	59	15	20	26	28	89	148
0400	8	11	22	21	62	17	38	56	47	158	220
0500	26	24	53	45	148	43	54	84	101	282	430
0600	67	74	104	104	349	124	179	189	224	716	1065
0700	135	164	175	167	641	243	279	323	266	1111	1752
0800	175	199	199	206	779	249	256	261	232	998	1777
0900	165	185	195	209	754	192	202	226	235	855	1609
1000	211	193	257	254	915	214	221	207	229	871	1786
1100	236	263	294	263	1056	228	217	254	224	923	1979
1200	275	311	278	267	1131	249	262	276	286	1073	2204
1300	231	261	266	260	1018	235	270	301	291	1097	2115
1400	265	275	292	287	1119	241	279	290	300	1110	2229
1500	264	322	301	357	1244	302	252	319	267	1140	2384
1600	361	337	353	413	1464	271	290	261	263	1085	2549
1700	327	365	323	290	1305	266	281	267	288	1102	2407
1800	293	227	261	240	1021	268	254	228	234	984	2005
1900	260	243	202	276	981	228	254	206	236	924	1905
2000	230	230	183	187	830	212	208	218	194	832	1662
2100	190	179	173	161	703	188	184	174	206	752	1455
2200	202	191	147	170	710	182	174	139	149	644	1354
2300	151	135	130	104	520	111	103	84	81	379	899
24-Hour Totals:	17369					17518					34887

Peak Volume Information

Direction: E Direction: W Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	779	715	1117	730	1810
P.M.	1600	1464	1445	1173	1600	2549
Daily	1600	1464	1445	1173	1600	2549

Generated by SPS 5.0.44P

County: 92
 Station: 0320
 Description: ON US-192, 0.468 MI. W OF SR-535 (UVL)
 Start Date: 05/14/2014
 Start Time: 0515

Combined Time Total	Direction: E					Direction: W				
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total

0000 562	109	95	80	62	346	|	60	53	61	42	216	|
0100 271	39	49	29	33	150	|	27	43	25	26	121	|
0200 199	37	20	39	14	110	|	24	23	25	17	89	|
0300 183	21	18	19	17	75	|	28	23	26	31	108	|
0400 241	14	16	20	15	65	|	27	39	65	45	176	|
0500 527	28	34	39	56	157	|	63	75	98	134	370	|
0600 1152	62	81	97	118	358	|	149	201	262	182	794	|
0700 1866	165	147	227	193	732	|	248	282	327	277	1134	|
0800 1779	191	190	154	199	734	|	269	290	261	225	1045	|
0900 1655	180	175	221	229	805	|	201	203	208	238	850	|
1000 1799	176	249	236	262	923	|	212	235	222	207	876	|
1100 1893	247	194	317	252	1010	|	238	203	238	204	883	|
1200 2100	245	292	206	267	1010	|	273	309	257	251	1090	|
1300 2206	249	267	296	301	1113	|	282	255	292	264	1093	|
1400 2367	310	337	296	295	1238	|	249	278	300	302	1129	|
1500 2594	334	321	339	379	1373	|	321	306	298	296	1221	|
1600 2541	327	321	314	414	1376	|	318	286	269	292	1165	|
1700 2440	347	340	328	349	1364	|	271	264	287	254	1076	|
1800	329	275	249	238	1091	|	246	256	242	237	981	|

2072												
1900	221	239	221	240	921	|	215	255	227	206	903	|
1824												
2000	211	208	183	141	743	|	211	204	201	204	820	|
1563												
2100	181	166	148	175	670	|	199	172	175	167	713	|
1383												
2200	139	185	153	121	598	|	169	163	141	126	599	|
1197												
2300	152	179	114	121	566	|	118	82	81	60	341	|
907												

24-Hour Totals:					17528						17793	
35321												

					Peak Volume Information							
	Direction: E			Direction: W			Combined Directions					
	Hour	Volume		Hour	Volume		Hour	Volume				
A.M.	730	801		730	1163		730	1964				
P.M.	1645	1429		1430	1229		1500	2594				
Daily	1645	1429		1430	1229		1500	2594				

County: 92
 Station: 0320
 Description: ON US-192, 0.468 MI. W OF SR-535 (UVL)
 Start Date: 05/27/2015
 Start Time: 0545

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	134	128	100	91	453	68	63	57	38	226	679
0100	79	50	42	46	217	31	33	21	31	116	333
0200	36	23	23	25	107	37	30	25	36	128	235
0300	11	22	18	12	63	17	23	29	48	117	180
0400	22	20	21	19	82	33	49	50	62	194	276
0500	22	34	52	57	165	62	106	110	121	399	564
0600	73	91	94	147	405	175	229	236	211	851	1256
0700	120	190	186	199	695	279	336	316	261	1192	1887
0800	201	178	212	222	813	285	258	255	267	1065	1878
0900	194	200	214	206	814	215	232	251	199	897	1711
1000	249	228	253	273	1003	205	191	218	217	831	1834
1100	255	286	239	239	1019	250	218	264	255	987	2006
1200	293	282	305	266	1146	273	280	270	298	1121	2267
1300	280	278	269	293	1120	252	234	296	241	1023	2143
1400	253	330	273	350	1206	249	300	301	259	1109	2315
1500	274	359	332	342	1307	289	273	296	295	1153	2460
1600	303	373	350	401	1427	247	296	296	255	1094	2521
1700	371	364	349	322	1406	258	261	267	263	1049	2455
1800	349	303	282	277	1211	271	271	251	246	1039	2250
1900	272	240	252	235	999	219	222	237	215	893	1892
2000	239	184	227	192	842	251	221	220	226	918	1760
2100	137	179	190	148	654	219	175	166	170	730	1384
2200	190	149	146	172	657	170	165	138	123	596	1253
2300	160	168	151	162	641	91	106	72	72	341	982
24-Hour Totals:	18452					18069					36521

Peak Volume Information

Direction: E

Direction: W

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	830	715	1198	715	1974
P.M.	1615	1495	1500	1153	1615	2600
Daily	1615	1495	715	1198	1615	2600

Generated by SPS 5.0.48P

County: 92
 Station: 0320
 Description: ON US-192, 0.468 MI. W OF SR-535 (UVL)
 Start Date: 05/03/2016
 Start Time: 0000

Time	Direction: E					Direction: W					Combined Total
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
0000	107	116	92	80	395	56	58	54	47	215	610
0100	50	38	33	31	152	36	24	31	19	110	262
0200	36	30	17	23	106	26	26	20	9	81	187
0300	18	23	12	20	73	23	34	31	33	121	194
0400	10	11	23	18	62	21	65	51	68	205	267
0500	21	34	36	58	149	65	93	124	143	425	574
0600	71	80	127	121	399	155	258	254	192	859	1258
0700	162	183	188	182	715	297	337	369	299	1302	2017
0800	211	166	214	205	796	267	289	296	224	1076	1872
0900	218	194	220	230	862	207	231	227	269	934	1796
1000	216	228	252	258	954	226	245	249	203	923	1877
1100	250	281	306	262	1099	230	250	203	282	965	2064
1200	317	299	246	236	1098	287	265	295	255	1102	2200
1300	318	244	337	302	1201	300	291	313	280	1184	2385
1400	254	308	277	380	1219	286	285	305	273	1149	2368
1500	299	287	355	278	1219	347	301	310	291	1249	2468
1600	391	340	355	340	1426	357	273	301	267	1198	2624
1700	343	347	406	346	1442	316	295	261	292	1164	2606
1800	367	292	298	278	1235	283	246	241	278	1048	2283
1900	230	269	226	252	977	230	221	241	242	934	1911
2000	220	197	210	192	819	228	205	273	240	946	1765
2100	161	167	186	164	678	226	214	187	166	793	1471
2200	130	149	168	147	594	151	152	162	114	579	1173
2300	117	169	133	139	558	125	91	89	61	366	924
24-Hour Totals:	18228					18928					37156

Peak Volume Information

Direction: E

Direction: W

Combined Directions

	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	837	700	1302	715	2036
P.M.	1715	1466	1515	1259	1600	2624
Daily	1715	1466	700	1302	1600	2624

Generated by SPS 5.0.53P

County: 92
 Station: 0320
 Description: ON US-192, 0.468 MI. W OF SR-535 (UVL)
 Start Date: 05/17/2017
 Start Time: 1030

Combined Time Total	Direction: E					Direction: W				
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total

0000 606	128	89	65	74	356	75	54	69	52	250
0100 295	48	64	33	30	175	25	35	33	27	120
0200 212	30	25	25	20	100	31	25	29	27	112
0300 196	30	13	9	20	72	32	17	40	35	124
0400 303	18	19	25	31	93	34	51	68	57	210
0500 616	23	31	41	67	162	63	88	146	157	454
0600 1318	88	93	111	115	407	190	233	257	231	911
0700 1952	145	175	201	192	713	232	328	389	290	1239
0800 1942	188	185	184	237	794	278	299	325	246	1148
0900 1669	223	192	173	212	800	212	234	235	188	869
1000 1926	250	217	269	249	985	246	220	220	255	941
1100 1933	236	247	279	290	1052	220	224	237	200	881
1200 2174	248	276	265	272	1061	303	238	292	280	1113
1300 2164	232	277	314	259	1082	249	265	291	277	1082
1400 2307	239	314	298	258	1109	303	297	305	293	1198
1500 2537	321	282	299	386	1288	310	295	320	324	1249
1600 2481	289	371	323	361	1344	280	253	290	314	1137
1700 2657	364	382	362	345	1453	282	309	332	281	1204
1800	252	293	276	262	1083	271	284	259	262	1076

2159												
1900	256	233	198	227	914	|	248	256	222	226	952	|
1866												
2000	261	204	199	192	856	|	258	236	212	233	939	|
1795												
2100	178	165	179	173	695	|	208	224	197	186	815	|
1510												
2200	176	184	191	180	731	|	209	152	164	144	669	|
1400												
2300	170	163	170	128	631	|	136	95	76	80	387	|
1018												

24-Hour Totals: 17956 19080
37036

Peak Volume Information						
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	836	715	1285	715	2041
P.M.	1645	1469	1500	1249	1645	2706
Daily	1645	1469	715	1285	1645	2706

County: 92
 Station: 0320
 Description: ON US-192, 0.468 MI. W OF SR-535 (UVL)
 Start Date: 05/08/2018
 Start Time: 0000

Combined Time Total	Direction: E					Direction: W				
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total

0000 607	119	101	74	80	374	70	54	54	55	233
0100 272	49	32	32	31	144	44	32	23	29	128
0200 200	34	20	21	28	103	27	28	28	14	97
0300 209	26	24	21	25	96	28	27	26	32	113
0400 328	14	24	29	32	99	37	45	78	69	229
0500 677	33	39	45	86	203	84	118	149	123	474
0600 1524	58	100	119	142	419	222	301	304	278	1105
0700 2268	167	181	256	203	807	293	380	422	366	1461
0800 2013	169	154	206	210	739	293	344	308	329	1274
0900 1883	221	225	239	231	916	251	236	272	208	967
1000 1914	234	215	251	271	971	255	228	205	255	943
1100 2010	271	263	271	238	1043	226	229	250	262	967
1200 2220	305	252	247	306	1110	258	273	277	302	1110
1300 2362	267	301	286	338	1192	311	265	323	271	1170
1400 2404	302	289	327	276	1194	295	338	262	315	1210
1500 2560	291	331	367	315	1304	314	321	338	283	1256
1600 2715	348	409	387	355	1499	306	273	316	321	1216
1700 2680	386	362	369	345	1462	324	320	295	279	1218
1800	310	339	275	257	1181	260	261	285	255	1061

2242												
1900	256	259	221	223	959	|	212	274	281	220	987	|
1946												
2000	258	173	203	177	811	|	222	203	205	212	842	|
1653												
2100	154	197	173	158	682	|	237	266	248	184	935	|
1617												
2200	180	172	185	187	724	|	166	155	162	130	613	|
1337												
2300	181	206	122	146	655	|	141	132	95	71	439	|
1094												

24-Hour Totals:					18687					20048	
38735											

	Peak Volume Information					
	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	895	700	1461	715	2270
P.M.	1615	1537	1445	1288	1615	2771
Daily	1615	1537	700	1461	1615	2771

Appendix F – SR 535 PD&E Existing Safety Report



SR 535 PD&E Study

From US 192 to North of World Center Drive (SR 536)

Orange and Osceola Counties, Florida

FM Number: 437174-2-22-01

Existing Safety Analysis

DRAFT

FDOT Office

District Five

719 South Woodland Boulevard

Deland, Florida 32720

Author

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Date of Publication

April 2021

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APPENDIX A – Crash Data

APPENDIX B – Collision Diagrams

APPENDIX C – Statewide Crash Rates

APPENDIX D - SR 535 PTAR FM# 437174-2-22-01 AADT

1 Introduction

The SR 535 Project Development and Environment (PD&E) study evaluates the additional capacity need of SR 535 from US 192 to north of SR 536/World Center Drive. In the existing condition, SR 535 is an urban minor arterial, access class 3 facility with posted speeds ranging from 45 miles per hour (MPH) to 50 MPH. The roadway has four travel lanes (two in each direction) and a project length of approximately 2.35 miles from US 192 to north of SR 536/World Center Drive. The project is located in both Orange and Osceola Counties. The purpose of this PD&E is to evaluate the need for any capacity and multimodal enhancements along the entire corridor.

This safety analysis is being conducted based on methods and procedures described in the *Florida Department of Transportation (FDOT) PD&E Manual*, the *2014 FDOT Traffic Analysis Handbook*, *2019 FDOT Safety Analysis Guidebook for PD&E Studies* (Safety Analysis Guidebook), and the *Highway Safety Manual* (HSM). This safety analysis is being prepared for use in the Project Traffic Analysis Report (PTAR) of the PD&E Study.

2 Crash Analysis

Crash data for the five-year period of January 1, 2014 through December 31, 2018 was obtained from the FDOT Crash Analysis Reporting System (CARS) database and Signal Four Analytics. The segment of SR 536 east of SR 535 is not present in CARS database therefore data was obtained from Signal Four Analytics and merged into CARS format. **Figure 2-1** shows the breakdown of intersections and segments analyzed. In addition to the five-year crash summaries, the analysis utilized crash rates, statewide average crash rates and High Crash Location lists to identify high crash locations. Detailed crash data is provided in **Appendix A**, collision diagrams in **Appendix B**, statewide crash rates in **Appendix C**, and the AADT data provided from the *SR 535 PTAR FM# 437174-2-22-01* in **Appendix D**.

Tables 2-1 and **2-2** provide a comprehensive summary of the five-year crash totals, crash rates and identified locations on the FDOT High Crash Location List. Crash rates were calculated per million entering vehicles (MEV) for intersections and per million vehicle miles traveled (MVMT) for segments. The 2020 AADT data from the *SR 535 PTAR FM# 437174-2-22-01* was utilized to calculate crash rates. Intersection and segment crash rate categories were determined based on the coded category within the obtained crash data. Crash rate categories were modified as needed based on intersection or segment characteristics. The following crash rate categories were used in the analysis and are referenced in **Tables 2-1** and **2-2**:

- 21 – Suburban 4-5 Lane Divided Raised
- 27 – Urban 6+ Lane Divided Raised
- 30 – Suburban 6+ Lane Divided Raised

The following sections summarize the crash data, crash rates, and safety ratio results for each of the analyzed locations.

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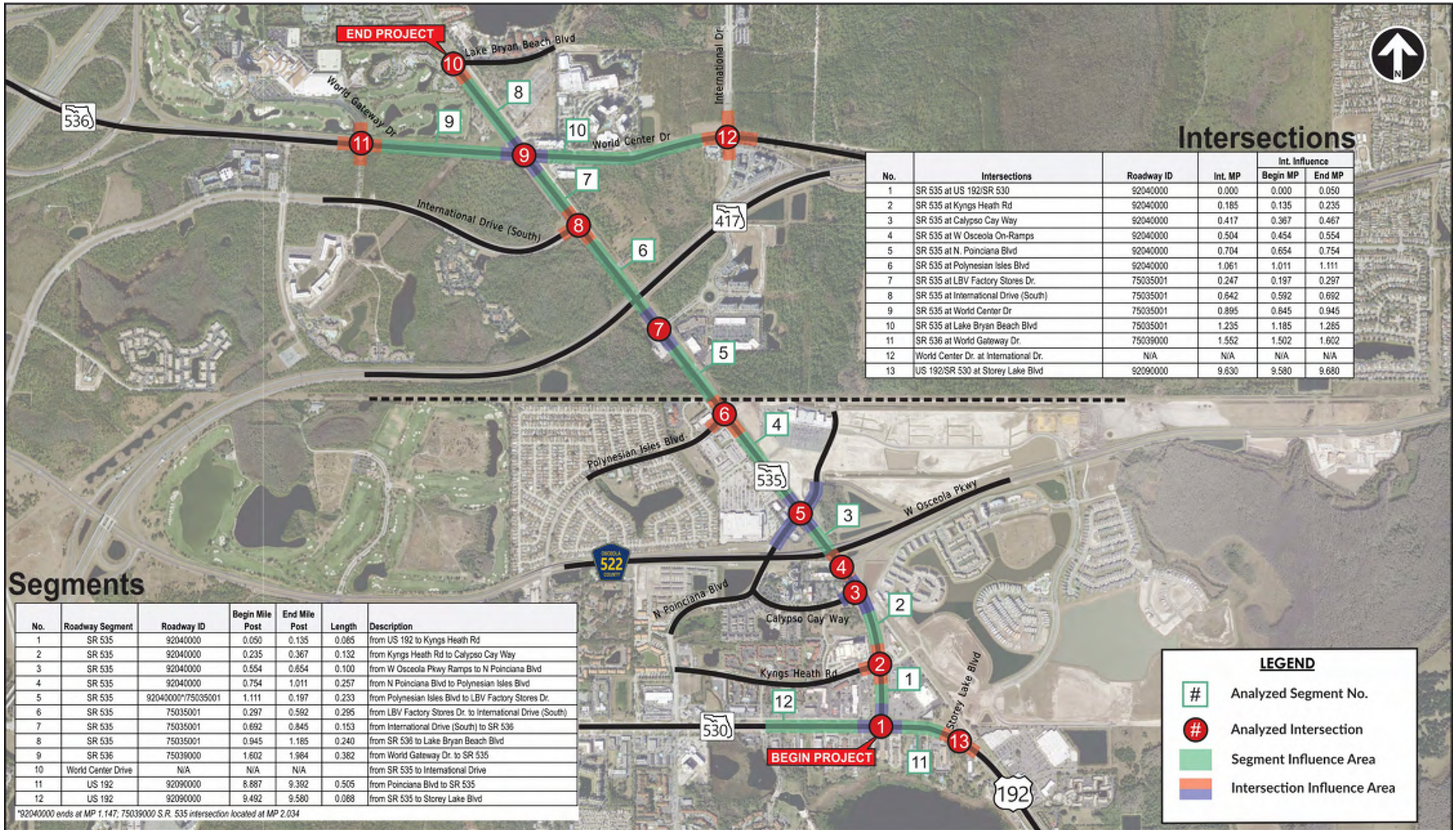


Figure 2-1 Crash Analysis Segmentation

Table 2-1 Intersection Crash Rates and Safety Ratios

No.	Roadway	Roadway ID	Intersection MP	Influence Begin MP	Influence End MP	No. of Crashes (2014-2018)	Annual Crash Frequency	2020 AADT	Crash Rate (per MEV)	Crash Rate Category Code	Number of Legs	Statewide Crash Rates	On High Crash List
1	SR 535 at US 192/SR 530	92040000	0.000	0.000	0.050	72	14.4	57,300	0.689	30	4	0.744	Yes
2	SR 535 at Kyngs Heath Rd	92040000	0.185	0.135	0.235	34	6.8	33,000	0.565	21	4	0.526	No
3	SR 535 at Calypso Cay Way	92040000	0.417	0.367	0.467	7	1.4	33,710	0.114	21	3	0.270	Yes
4	SR 535 at W Osceola EB On-Ramps	92040000	0.504	0.467	0.554	31	6.2	41,530	0.409	21	3	0.270	Yes
5	SR 535 at N. Poinciana Blvd	92040000	0.704	0.654	0.754	101	20.2	60,730	0.911	21	4	0.526	Yes
6	SR 535 at Polynesian Isles Blvd	92040000/75035001	1.061	1.011	1.111	95	19.0	68,150	0.764	21	4	0.526	Yes
7	SR 535 at LBV Factory Stores Dr.	75035001	0.247	0.197	0.297	57	11.4	52,450	0.595	21	4	0.526	Yes
8	SR 535 at International Drive (South)	75035001	0.642	0.592	0.692	102	20.4	50,950	1.097	21	3	0.270	Yes
9	SR 535 at World Center Dr	75035001	0.895	0.845	0.945	260	52.0	88,700	1.606	30	4	0.744	Yes
10	SR 535 at Lake Bryan Beach Blvd	75035001	1.235	1.185	1.285	12	2.4	51,450	0.128	30	4	0.744	No
11	SR 536 at World Gateway Dr.	75039000	1.552	1.502	1.602	71	14.2	46,600	0.835	30	4	0.744	Yes
12	World Center Dr. at International Dr.	75039000	N/A	N/A	N/A	160	32.0	36,850	2.379	30	4	0.744	N/A
13	US 192/SR 530 at Storey Lake Blvd	92090000	9.63	9.580	9.680	44	8.8	55,620	0.433	30	4	0.744	No

Table 2-2 Segment Crash Rates and Safety Ratios

No.	Segment	Roadway ID	Begin MP	End MP	Length (mi)	No. of Crashes (2014-2018)	Annual Crash Frequency	2020 AADT	Crash Rate (per MVMT)	Crash Rate Category Code	Statewide Crash Rates	On High Crash List
1	SR 535 from US 192 to Kyngs Heath Rd	92040000	0.050	0.135	0.085	2	0.4	29,500	0.437	30	2.754	Yes
2	SR 535 from Kyngs Heath Rd to Calypso Cay Way	92040000	0.235	0.367	0.132	6	1.2	32,500	0.766	21	1.747	Yes
3	SR 535 from W Osceola Pkwy Ramps to N Poinciana Blvd	92040000	0.554	0.654	0.100	15	3.0	39,500	2.081	21	1.747	Yes
4	SR 535 from N Poinciana Blvd to Polynesian Isles Blvd	92040000	0.754	1.011	0.257	51	10.2	54,000	2.014	21	1.747	Yes
5	SR 535 from Polynesian Isles Blvd to LBV Factory Stores Dr.	75035001	1.111	0.197	0.233	44	8.8	56,000	1.848	21	1.747	Yes
6	SR 535 from LBV Factory Stores Dr. to International Drive (South)	75035001	0.297	0.592	0.295	41	8.2	48,000	1.587	21	1.747	Yes
7	SR 535 from International Drive (South) to SR 536	75035001	0.692	0.845	0.153	37	7.4	49,500	2.677	21	1.747	Yes
8	SR 535 from SR 536 to Lake Bryan Beach Blvd	75035001	0.945	1.185	0.240	14	2.8	51,500	0.621	21	1.747	Yes
9	SR 536 from World Gateway Dr. to SR 535	75039000	1.602	1.984	0.382	74	14.8	37,500	2.831	27	4.903	Yes
10	World Center Drive from SR 535 to International Drive	N/A	N/A	N/A	0.515	429	85.8	36,000	12.679	27	4.903	N/A
11	US 192 from Poinciana Blvd to SR 535	92090000	8.887	9.392	0.505	34	6.8	37,000	0.997	27	4.903	Yes
12	US 192 from SR 535 to Storey Lake Blvd	92090000	9.492	9.580	0.088	16	3.2	49,000	2.033	27	4.903	Yes

FORMULAS

Crash Rates: Intersection: $ACR = \frac{1,000,000 \times C}{365 \times N \times V}$

Segment: $ACR = \frac{1,000,000 \times C}{365 \times N \times V \times L}$

Where (MVMT used for segments and MEV for intersections):

ACR = Crash rate expressed as crashes per million entering vehicles (MEV) (million vehicle miles traveled [MVMT] for segments).

C = Total number of intersection/segment crashes in the study period.

N = Number of years of data.

V = AADT

L = Segment Length (miles).

2.1 Intersections

2.1.1 SR 535 at US 192/ SR 530

A total of 72 crashes were reported at the intersection of SR 535 and US 192/ SR 530 during the five-year period. **Table 2-3** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 36 crashes (50% of all crashes). Additionally, there were 11 angle and 10 fixed object crashes reported at the intersection. Per the *HSM*, possible contributing factors for the high number of reported rear-end crashes include inappropriate approach speeds, poor visibility of signals, and unexpected stops on approach. Collision diagrams show a high number of crashes occurring on the southbound approach with angle crashes occurring between southbound and westbound traffic.

A total of 37 crashes involved property damage only, 35 crashes involved injuries, and no fatal crashes were reported. Based on the recorded crash data and AADT, the intersection experienced an average of 0.689 crashes per MEV, below the statewide average of 0.744 crashes per MEV. The intersection is listed on the D5 Five-Year High Crash Location list.

Table 2-3 SR 535 at US 192/SR 530 Crash Summary

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		11	13	15	13	20	72
Severity	Fatal	0	0	0	0	0	0
	Injury	4	9	7	7	8	35
	PDO	7	4	8	6	12	37
Crash Type	Rear-End	7	3	10	6	10	36
	Head-On	0	0	0	0	0	0
	Angle	1	3	2	2	3	11
	Left-Turn	0	1	0	0	1	2
	Right-Turn	0	1	0	0	0	1
	Sideswipe	1	3	0	1	4	9
	Backed Into	0	0	0	0	0	0
	Pedestrian	0	0	0	0	0	0
	Bicycle	0	0	0	0	0	0
	Fixed Objects	1	1	3	3	2	10
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions Other	0 1	0 1	0 0	0 1	0 0	0 3

2.1.2 SR 535 at Kyngs Heath Road

A total of 34 crashes were reported at the intersection of SR 535 and Kyngs Heath Road during the five-year period. **Table 2-4** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 21 crashes (62% of all crashes). Per the *HSM*, possible contributing factors for the high number of reported rear-end crashes include inappropriate approach speeds, poor visibility of signals, and unexpected stops on approach. Collision diagrams show that a high number of crashes occur on the southbound approach and may be attributed to recurring southbound congestion generated from the SR 535 at US 192 intersection. In addition, one (1) crash involving a bicycle (2015) was reported at the subject intersection within the east leg crosswalk and one (1) crash involving a pedestrian (2014) was reported on the north leg of the intersection on the outside northbound lane.

A total of 16 crashes involved property damage only, 17 crashes involved injuries, and one (1) fatal crash were reported. Based on the police report, the identified contributing cause of the fatal crash included drug/alcohol involvement. Based on the recorded crash data and AADT, the intersection experienced an average of 0.565 crashes per MEV, above the statewide average of 0.526 crashes per MEV.

Table 2-4 SR 535 at Kyngs Heath Road Crash Summary

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		5	9	7	6	7	34
Severity	Fatal	1	0	0	0	0	1
	Injury	1	6	4	3	3	17
	PDO	3	3	3	3	4	16
Crash Type	Rear-End	4	5	5	4	3	21
	Head-On	0	0	0	0	0	0
	Angle	0	2	1	0	2	5
	Left-Turn	0	0	0	0	1	1
	Right-Turn	0	0	0	0	0	0
	Sideswipe	0	1	1	0	0	2
	Backed Into	0	0	0	0	0	0
	Pedestrian	1	0	0	0	0	1
	Bicycle	0	1	0	0	0	1
	Fixed Objects	0	0	0	2	1	3
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	0	0	0	0	0	0
Other	0	0	0	0	0	0	

2.1.3 SR 535 at Calypso Cay Way

A total of seven (7) crashes were reported at the intersection of SR 535 and Calypso Cay Way during the five-year period. **Table 2-5** summarizes the crash severity and most recurring crash types. Rear-end and non-collision crash types both accounted for two (2) crashes each. In general, minimal crashes were observed at the subject intersection. A total of three (3) crashes involved property damage only, four (4) crashes involved injuries, and no fatal crashes were reported.

Based on the recorded crash data and AADT, the intersection experienced an average of 0.114 crashes per MEV, below the statewide average of 0.270 crashes per MEV. Although the average crash rate is below the statewide average, the intersection is listed on the D5 Five-Year High Crash Location list. It should be noted that several crashes coded for Calypso Cay Way were identified to occur at the W. Osceola Parkway Eastbound On-Ramp intersection just to the north; therefore, increasing the total number of crashes recorded at Calypso Cay Way and being listed as a High Crash Location.

Table 2-5 SR 535 at Calypso Cay Way Crash Summary

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		2	1	3	1	0	7
Severity	Fatal	0	0	0	0	0	0
	Injury	1	0	2	1	0	4
	PDO	1	1	1	0	0	3
Crash Type	Rear-End	1	0	1	0	0	2
	Head-On	0	0	0	0	0	0
	Angle	1	0	0	0	0	1
	Left-Turn	0	0	0	1	0	1
	Right-Turn	0	0	0	0	0	0
	Sideswipe	0	0	1	0	0	1
	Backed Into	0	0	0	0	0	0
	Pedestrian	0	0	0	0	0	0
	Bicycle	0	0	0	0	0	0
	Fixed Objects	0	0	0	0	0	0
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	0	1	1	0	0	2
	Other	0	0	0	0	0	0

2.1.4 SR 535 at W. Osceola Parkway Eastbound On-Ramp

A total of 31 crashes were reported at the intersection of SR 535 and W. Osceola Parkway Eastbound On-Ramp during the five-year period. **Table 2-6** summarizes the crash severity and most recurring crash types. Left-turn and angle were the most reported crash type, accounting for a total of 18 crashes (58 % of all crashes). In general, the high left-turn and angle crash types are associated with the southbound left turn movement accessing the W. Osceola Parkway Eastbound On-Ramp. A total of 10 crashes involved property damage only, 21 crashes involved injuries, and no fatal crashes were reported. The high number of injuries is directly correlated with the high number of left-turn and angle crashes which tend to be more severe. Possible contributing factors include inadequate signal timing and poor visibility of the signals.

Based on the recorded crash data and AADT, the intersection experienced an average of 0.409 crashes per MEV, exceeding the statewide average of 0.270 crashes per MEV. Although the intersection is not listed on the D5 Five-Year High Crash Location list, it was noted that miscoded crashes were identified and not accounted for as part of the subject intersection. This resulted in a lower number of total crashes at the intersection which may have affected the high crash location statistics.

Table 2-6 SR 535 at W. Osceola Eastbound On-Ramp Crash Summary

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		4	4	3	10	10	31
Severity	Fatal	0	0	0	0	0	0
	Injury	1	3	2	6	9	21
	PDO	3	1	1	4	1	10
Crash Type	Rear-End	0	0	0	4	2	6
	Head-On	0	0	0	0	0	0
	Angle	2	1	0	1	2	6
	Left-Turn	2	2	3	2	3	12
	Right-Turn	0	0	0	0	0	0
	Sideswipe	0	0	0	1	2	3
	Backed Into	0	0	0	0	0	0
	Pedestrian	0	0	0	0	0	0
	Bicycle	0	0	0	0	0	0
	Fixed Objects	0	1	0	0	0	1
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	0	0	0	0	0	0
Other	0	0	0	2	1	3	

2.1.5 SR 535 at N. Poinciana Boulevard

A total of 101 crashes were reported at the intersection of SR 535 and N. Poinciana Boulevard during the five-year period. **Table 2-7** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 60 crashes (59% of all crashes). Per the *HSM*, possible contributing factors for the high number of reported rear-end crashes include inappropriate approach speeds, poor visibility of signals, and unexpected stops on approach. Based on the collision diagrams, there is a high concentration of crashes on the southbound approach (rear-ends and sideswipes) as well as crashes involving vehicles performing an eastbound left turn from N. Poinciana Boulevard. Additionally, one (1) crash involving a pedestrian (2014) was reported on the north leg of the intersection outside of the marked crosswalk. A total of 58 crashes involved property damage only, 43 crashes involved injuries, and no fatal crashes were reported.

Based on the recorded crash data and AADT, the intersection experienced an average of 0.911 crashes per MEV, exceeding the statewide average of 0.526 crashes per MEV. The intersection is listed on the D5 Five-Year High Crash Location list.

Table 2-7 SR 535 at N. Poinciana Boulevard Crash Summary

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		12	16	26	20	27	101
Severity	Fatal	0	0	0	0	0	0
	Injury	4	12	10	6	11	43
	PDO	8	4	16	14	16	58
Crash Type	Rear-End	10	8	11	13	18	60
	Head-On	0	0	0	0	0	0
	Angle	0	3	4	1	0	8
	Left-Turn	0	1	4	1	3	9
	Right-Turn	0	0	0	0	0	0
	Sideswipe	1	2	4	4	5	16
	Backed Into	0	0	0	0	1	1
	Pedestrian	1	0	0	0	0	1
	Bicycle	0	0	0	0	0	0
	Fixed Objects	0	0	3	0	0	3
	Other Non-Fixed Objects	0	0	0	1	0	1
	Non-Collisions	0	1	0	0	0	1
Other	0	1	0	0	0	1	

2.1.6 SR 535 at Polynesian Isles Boulevard

A total of 95 crashes were reported at the intersection of SR 535 and Polynesian Isles Boulevard during the five-year period. **Table 2-8** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 70 crashes (74% of all crashes). It is worth mentioning that one crash (1) involving a bicycle (2017) within the southbound right turn lane was reported at the subject intersection. Most analysis years show a high concentration of crashes in the southbound direction except in 2017 which include more crashes in the northbound direction. A total of 47 crashes involved property damage only, 48 crashes involved injuries, and no fatal crashes were reported.

Based on the recorded crash data and AADT, the intersection experienced an average of 0.764 crashes per MEV, exceeding the statewide average of 0.526 crashes per MEV. The intersection is listed on the D5 Five-Year High Crash Location list.

Table 2-8 SR 535 at Polynesian Isles Boulevard Crash Summary

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		16	21	17	23	18	95
Severity	Fatal	0	0	0	0	0	0
	Injury	7	12	4	16	9	48
	PDO	9	9	13	7	9	47
Crash Type	Rear-End	13	15	9	19	14	70
	Head-On	0	0	0	0	0	0
	Angle	1	3	2	1	0	7
	Left-Turn	1	1	1	1	0	4
	Right-Turn	0	0	0	0	0	0
	Sideswipe	1	2	3	0	4	10
	Backed Into	0	0	0	0	0	0
	Pedestrian	0	0	0	0	0	0
	Bicycle	0	0	0	1	0	1
	Fixed Objects	0	0	1	0	0	1
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	0	0	1	0	0	1
	Other	0	0	0	1	0	1

2.1.7 SR 535 at LBV Factory Stores Drive

A total of 57 crashes were reported at the intersection of SR 535 and LBV Factory Stores Drive during the five-year period. **Table 2-9** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 46 crashes (81% of all crashes). Based on the collision diagrams, rear-end collisions were also identified on the southbound departure of the subject intersection in proximity to the gas station driveway; therefore, “unexpected stops” being a likely contributing factor. One (1) pedestrian crash on the south leg outside of the marked crosswalk was reported in 2018. A total of 29 crashes involved property damage only, 28 crashes involved injuries, and no fatal crashes were reported.

Based on the recorded crash data and AADT, the intersection experienced an average of 0.595 crashes per MEV, exceeding the statewide average of 0.526 crashes per MEV. The intersection is listed on the D5 Five-Year High Crash Location list.

Table 2-9 SR 535 at LBV Factory Stores Drive Crash Summary

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		12	9	6	11	19	57
Severity	Fatal	0	0	0	0	0	0
	Injury	5	2	2	5	14	28
	PDO	7	7	4	6	5	29
Crash Type	Rear-End	11	5	6	10	14	46
	Head-On	0	0	0	0	0	0
	Angle	0	0	0	0	1	1
	Left-Turn	0	0	0	0	0	0
	Right-Turn	0	0	0	0	0	0
	Sideswipe	1	2	0	1	2	6
	Backed Into	0	0	0	0	0	0
	Pedestrian	0	0	0	0	1	1
	Bicycle	0	0	0	0	0	0
	Fixed Objects	0	0	0	0	1	1
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	0	2	0	0	0	2
	Other	0	0	0	0	0	0

2.1.8 SR 535 at International Drive (South)

A total of 102 crashes were reported at the intersection of SR 535 and International Drive (South) during the five-year period. **Table 2-10** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 68 crashes (67% of all crashes). Based on the collision diagrams, a high number of crashes occur within the southbound departure merge lane where SR 535 transitions from six lanes to four lanes. Additionally, one (1) crash involving a bicycle (2017) and one (1) crash involving a pedestrian (2016) were reported at the subject intersection. A total of 52 crashes involved property damage only, 49 crashes involved injuries, and one (1) fatal crash were reported. Based on the police report, the identified contributing causes of the fatal crash included loss of control and alcohol/drug involvement.

Based on the recorded crash data and AADT, the intersection experienced an average of 1.097 crashes per MEV, exceeding the statewide average of 0.270 crashes per MEV. The intersection is listed on the D5 Five-Year High Crash Location list.

Table 2-10 SR 535 at International Drive (South) Crash Summary

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		17	9	25	36	15	102
Severity	Fatal	0	0	1	0	0	1
	Injury	6	3	11	19	10	49
	PDO	11	6	13	17	5	52
Crash Type	Rear-End	9	4	18	26	11	68
	Head-On	0	0	0	0	0	0
	Angle	3	1	2	4	3	13
	Left-Turn	1	0	0	1	0	2
	Right-Turn	0	0	0	1	0	1
	Sideswipe	3	1	1	2	0	7
	Backed Into	0	0	0	0	0	0
	Pedestrian	0	0	1	0	0	1
	Bicycle	0	0	0	1	0	1
	Fixed Objects	0	0	1	0	1	2
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	1	0	1	0	0	2
Other	0	3	1	1	0	5	

2.1.9 SR 535 at SR 536

A total of 260 crashes were reported at the intersection of SR 535 and SR 536 during the five-year period. **Table 2-11** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 125 crashes (48% of all crashes). A combined total of 83 left-turn and angle crashes along with 34 sideswipes were also reported at the intersection. In addition, two (2) crashes involving a bicycle (2015 and 2017) and one (1) crash involving a pedestrian (2014) were reported at the subject intersection. There are no pedestrian or bicycle facilities at the intersection. The high number of total crashes at the intersection and on each approach is likely attributed to the overall high intersection volume and numerous contributing factors including unexpected stops, inadequate signal timing, drivers running red light, unexpected lane changes and more. A total of 158 crashes involved property damage only, 101 crashes involved injuries, and one (1) fatal crash were reported. Based on the police report, the identified contributing causes of the fatal crash included loss of control and alcohol/drug involvement.

Based on the recorded crash data and AADT, the intersection experienced an average of 1.606 crashes per MEV, exceeding the statewide average of 0.744 crashes per MEV. The intersection is listed on the D5 Five-Year High Crash Location list.

Table 2-11 SR 535 at SR 536 Crash Summary

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		53	48	55	50	54	260
Severity	Fatal	0	1	0	0	0	1
	Injury	17	25	23	19	17	101
	PDO	36	22	32	31	37	158
Crash Type	Rear-End	29	23	33	17	23	125
	Head-On	0	0	0	0	0	0
	Angle	6	5	3	6	6	26
	Left-Turn	10	9	12	13	13	57
	Right-Turn	0	0	0	1	0	1
	Sideswipe	5	7	5	8	9	34
	Backed Into	0	0	0	0	0	0
	Pedestrian	1	0	0	0	0	1
	Bicycle	0	1	0	1	0	2
	Fixed Objects	1	0	1	0	0	2
	Other Non-Fixed Objects	1	2	0	0	0	3
	Non-Collisions	0	0	0	1	0	1
Other	0	1	1	3	3	8	

2.1.10 SR 535 at Lake Bryan Beach Boulevard

A total of 12 crashes were reported at the intersection of SR 535 and Lake Bryan Beach Boulevard during the five-year period. **Table 2-12** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for five (5) crashes (42% of all crashes). In addition, one (1) crash involving a bicycle (2014) was reported at the subject intersection. A total of six (6) crashes involved property damage only, six (6) crashes involved injuries, and no fatal crashes were reported. The subject intersection is unsignalized, located just north of the SR 535 and SR 536 intersection.

Based on the recorded crash data and AADT, the intersection experienced an average of 0.128 crashes per MEV, below the statewide average of 0.744 crashes per MEV.

Table 2-12 SR 535 at Lake Bryan Beach Boulevard Crash Summary

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		3	1	1	2	5	12
Severity	Fatal	0	0	0	0	0	0
	Injury	2	1	1	1	1	6
	PDO	1	0	0	1	4	6
Crash Type	Rear-End	0	0	1	2	2	5
	Head-On	0	0	0	0	0	0
	Angle	2	0	0	0	2	4
	Left-Turn	0	1	0	0	0	1
	Right-Turn	0	0	0	0	1	1
	Sideswipe	0	0	0	0	0	0
	Backed Into	0	0	0	0	0	0
	Pedestrian	0	0	0	0	0	0
	Bicycle	1	0	0	0	0	1
	Fixed Objects	0	0	0	0	0	0
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	0	0	0	0	0	0
Other	0	0	0	0	0	0	

2.1.11 SR 536 at World Gateway Drive

A total of 71 crashes were reported at the intersection of SR 536 at World Gateway Drive during the five-year period. **Table 2-13** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 43 crashes (61% of all crashes). Per the *HSM*, possible contributing factors for the high number of reported rear-end crashes include inappropriate approach speeds, poor visibility of signals, and unexpected stops on approach. A total of 44 crashes involved property damage only, 27 crashes involved injuries, and no fatal crashes were reported.

Based on the recorded crash data and AADT, the intersection experienced an average of 0.835 crashes per MEV, exceeding the statewide average of 0.744 crashes per MEV. The intersection is listed on the D5 Five-Year High Crash Location list.

Table 2-13 World Center Drive at World Gateway Drive Crash Summary

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		13	17	11	14	16	71
Severity	Fatal	0	0	0	0	0	0
	Injury	3	6	6	5	7	27
	PDO	10	11	5	9	9	44
Crash Type	Rear-End	7	11	7	9	9	43
	Head-On	0	0	0	0	0	0
	Angle	0	1	0	1	3	5
	Left-Turn	1	3	0	4	0	8
	Right-Turn	0	0	0	0	0	0
	Sideswipe	2	1	2	0	3	8
	Backed Into	0	0	0	0	0	0
	Pedestrian	0	0	0	0	0	0
	Bicycle	0	0	0	0	0	0
	Fixed Objects	3	0	0	0	1	4
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	0	0	1	0	0	1
Other	0	1	1	0	0	2	

2.1.12 World Center Drive at International Drive

A total of 160 crashes were reported at the intersection of World Center Drive at International Drive during the five-year period. **Table 2-14** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 87 crashes (54% of all crashes). Per the *HSM*, possible contributing factors for the high number of reported rear-end crashes include inappropriate approach speeds, poor visibility of signals, and unexpected stops on approach. It should be noted that the majority of rear-end crashes occurred on the north leg of the intersection within the exclusive right turn lane. Additionally, a high number of angle and left-turn crashes are associated with the westbound left-turning and eastbound through vehicles. A total of 116 crashes involved property damage only, 44 crashes involved injuries, and no fatal crashes were reported.

Based on the recorded crash data and AADT, the intersection experienced an average of 2.379 crashes per MEV. The intersection is not listed on the D5 Five-Year High Crash Location list as this section of the roadway is not on the State Highway System.

Table 2-14 World Center Drive at International Drive Crash Summary

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		22	45	28	30	35	160
Severity	Fatal	0	0	0	0	0	0
	Injury	6	17	11	5	5	44
	PDO	16	28	17	25	30	116
Crash Type	Rear-End	12	22	16	15	22	87
	Head-On	0	0	0	0	0	0
	Angle	1	6	2	3	1	13
	Left-Turn	6	9	4	4	2	25
	Right-Turn	1	1	0	1	1	4
	Sideswipe	2	4	1	5	5	17
	Backed Into	0	0	0	0	0	0
	Pedestrian	0	0	1	0	0	1
	Bicycle	0	0	0	0	0	0
	Fixed Objects	0	1	1	1	0	3
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	0	0	0	0	0	0
	Other	0	2	3	1	4	10

2.1.13 US 192 / SR 530 at Storey Lake Boulevard

A total of 44 crashes were reported at the intersection of US 192 / SR 530 and Storey Lake Boulevard during the five-year period. **Table 2-15** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 26 crashes (59% of all crashes). Per the *HSM*, possible contributing factors for the high number of reported rear-end crashes include inappropriate approach speeds, poor visibility of signals, and unexpected stops on approach. Presence of multiple driveways may be contributing to unexpected stops and the high number of rear-end crashes. A total of 22 crashes involved property damage only, 22 crashes involved injuries, and no fatal crashes were reported. It should be noted that the Storey Lake Boulevard intersection was opened in 2018 and therefore the prior analysis years (2014-2017) reflect US 192/ SR 530 segment crash types.

Based on the recorded crash data and AADT, the intersection experienced an average of 0.433 crashes per MEV, below the statewide average of 0.744 crashes per MEV.

Table 2-15 US 192 / SR 530 at Storey Lake Boulevard Crash Summary

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		10	10	9	10	5	44
Severity	Fatal	0	0	0	0	0	0
	Injury	5	6	4	4	3	22
	PDO	5	4	5	6	2	22
Crash Type	Rear-End	7	7	5	5	2	26
	Head-On	0	0	0	0	0	0
	Angle	0	0	2	2	0	4
	Left-Turn	0	0	0	0	0	0
	Right-Turn	0	0	0	0	1	1
	Sideswipe	0	3	0	1	1	5
	Backed Into	0	0	0	0	0	0
	Pedestrian	0	0	0	0	0	0
	Bicycle	0	0	0	0	0	0
	Fixed Objects	2	0	0	1	0	3
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	0	0	0	1	1	2
Other	1	0	2	0	0	3	

2.2 Segments

2.2.1 SR 535 between US 192/ SR 530 and Kyngs Heath Road

A total of two (2) crashes were reported on the segment of SR 535 between US 192/ SR 530 and Kyngs Heath Road during the five-year period. **Table 2-16** summarizes the crash severity and most recurring crash types. One (1) sideswipe crash and one (1) crash involving a bicycle (2016) was reported; bike lanes are not present on the subject SR 535 segment.

Based on the recorded crash data and AADT, the segment experienced an average of 0.437 crashes per MVMT, below the statewide average of 2.754 crashes per MVMT. Although the crash rate is below the D5 statewide average, the study segment is within a D5 Five-Year High Crash Location segment.

Table 2-16 SR 535 between US 192/ SR 530 and Kyngs Heath Road

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		0	0	1	1	0	2
Severity	Fatal	0	0	0	0	0	0
	Injury	0	0	1	0	0	1
	PDO	0	0	0	1	0	1
Crash Type	Rear-End	0	0	0	0	0	0
	Head-On	0	0	0	0	0	0
	Angle	0	0	0	0	0	0
	Left-Turn	0	0	0	0	0	0
	Right-Turn	0	0	0	0	0	0
	Sideswipe	0	0	0	1	0	1
	Backed Into	0	0	0	0	0	0
	Pedestrian	0	0	0	0	0	0
	Bicycle	0	0	1	0	0	1
	Fixed Objects	0	0	0	0	0	0
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	0	0	0	0	0	0
	Other	0	0	0	0	0	0

2.2.2 SR 535 between Kyngs Heath Road and Calypso Cay Way

A total of six (6) crashes were reported on the segment of SR 535 between Kyngs Heath Road and Calypso Cay Way during the five-year period. **Table 2-17** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for all six (6) crashes. The fact that all crashes were rear-end crash types reflects the presence of congestion/queues which may lead to the contributing cause of unexpected stops on approach. A total of two (2) crashes involved property damage only, four (4) crashes involved injuries, and no fatal crashes were reported.

Based on the recorded crash data and AADT, the segment experienced an average of 0.766 crashes per MVMT, below the statewide average of 1.747 crashes per MVMT. Although the crash rate is below the statewide average, the study segment is within a D5 Five-Year High Crash Location segment.

Table 2-17 SR 535 between Kyngs Heath Road and Calypso Cay Way

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		0	2	1	3	0	6
Severity	Fatal	0	0	0	0	0	0
	Injury	0	1	1	2	0	4
	PDO	0	1	0	1	0	2
Crash Type	Rear-End	0	2	1	3	0	6
	Head-On	0	0	0	0	0	0
	Angle	0	0	0	0	0	0
	Left-Turn	0	0	0	0	0	0
	Right-Turn	0	0	0	0	0	0
	Sideswipe	0	0	0	0	0	0
	Backed Into	0	0	0	0	0	0
	Pedestrian	0	0	0	0	0	0
	Bicycle	0	0	0	0	0	0
	Fixed Objects	0	0	0	0	0	0
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	0	0	0	0	0	0
	Other	0	0	0	0	0	0

2.2.3 SR 535 between W. Osceola Parkway EB On-Ramps and N. Poinciana Boulevard

A total of 15 crashes were reported on the segment of SR 535 between W. Osceola Parkway Eastbound On-Ramps and N. Poinciana Boulevard during the five-year period. **Table 2-18** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for nine (9) crashes (60% of all crashes). A total of eight (8) crashes involved property damage only, seven (7) crashes involved injuries, and no fatal crashes were reported.

Based on the recorded crash data and AADT, the segment experienced an average of 2.081 crashes per MVMT, exceeding the D5 statewide average of 1.747 crashes per MVMT. The segment is listed on the D5 Five-Year High Crash Location list.

Table 2-18 SR 535 between W. Osceola On-Ramps and N Poinciana Boulevard

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		2	3	3	5	2	15
Severity	Fatal	0	0	0	0	0	0
	Injury	1	2	0	3	1	7
	PDO	1	1	3	2	1	8
Crash Type	Rear-End	0	2	2	4	1	9
	Head-On	0	0	0	0	0	0
	Angle	0	1	0	0	1	2
	Left-Turn	0	0	0	0	0	0
	Right-Turn	0	0	0	0	0	0
	Sideswipe	1	0	0	1	0	2
	Backed Into	0	0	0	0	0	0
	Pedestrian	0	0	0	0	0	0
	Bicycle	0	0	0	0	0	0
	Fixed Objects	0	0	0	0	0	0
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	0	0	0	0	0	0
Other	1	0	1	0	0	2	

2.2.4 SR 535 between N. Poinciana Boulevard and Polynesian Isles Boulevard

A total of 51 crashes were reported on the segment of SR 535 between N. Poinciana Boulevard and Polynesian Isles Boulevard and LBV Factory Stores Drive during the five-year period. **Table 2-19** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 38 crashes (75% of all crashes). The presence of nearby signalized intersections and directional median contribute to the high number of crashes on the subject segment. A total of 21 crashes involved property damage only, 29 crashes involved injuries, and one (1) fatal crash. Based on the police report, the reported fatal crash involved a pedestrian within the travel lane.

Based on the recorded crash data and AADT, the segment experienced an average of 2.014 crashes per MVMT, exceeding the statewide average of 1.747 crashes per MVMT. The segment is listed on the D5 Five-Year High Crash Location list.

Table 2-19 SR 535 between N. Poinciana Boulevard and Polynesian Isles Boulevard

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		11	8	6	13	13	51
Severity	Fatal	1	0	0	0	0	1
	Injury	7	7	4	6	5	29
	PDO	3	1	1	8	8	21
Crash Type	Rear-End	8	8	3	8	11	38
	Head-On	0	0	0	0	0	0
	Angle	0	0	0	2	0	2
	Left-Turn	1	0	0	1	0	2
	Right-Turn	0	0	1	0	0	1
	Sideswipe	1	0	2	2	2	7
	Backed Into	0	0	0	0	0	0
	Pedestrian	1	0	0	0	0	1
	Bicycle	0	0	0	0	0	0
	Fixed Objects	0	0	0	0	0	0
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	0	0	0	0	0	0
	Other	0	0	0	0	0	0

2.2.5 SR 535 between Polynesian Isles Boulevard and LBV Factory Stores Drive

A total of 44 crashes were reported on the segment of SR 535 between Polynesian Isles Boulevard and LBV Factory Stores Drive during the five-year period. **Table 2-20** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 34 crashes (77% of all crashes). It is worth mentioning that one crash (1) involving a bike (2016) was reported at the subject intersection. A total of 22 crashes involved property damage only, 22 crashes involved injuries, and zero fatal crashes.

Based on the recorded crash data and AADT, the segment experienced an average of 1.848 crashes per MVMT, exceeding the statewide average of 1.747 crashes per MVMT. The segment is listed on the D5 Five-Year High Crash Location list.

Table 2-20 SR 535 between Polynesian Isles Boulevard and LBV Factory Stores Drive

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		15	12	6	1	10	44
Severity	Fatal	0	0	0	0	0	0
	Injury	5	9	3	1	4	22
	PDO	10	3	3	0	6	22
Crash Type	Rear-End	10	10	5	1	8	34
	Head-On	0	0	0	0	0	0
	Angle	1	1	0	0	1	3
	Left-Turn	1	0	0	0	0	1
	Right-Turn	1	0	0	0	0	1
	Sideswipe	1	0	0	0	1	2
	Backed Into	0	0	0	0	0	0
	Pedestrian	0	0	0	0	0	0
	Bicycle	0	0	1	0	0	1
	Fixed Objects	0	0	0	0	0	0
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	1	0	0	0	0	1
Other	0	1	0	0	0	1	

2.2.6 SR 535 between LBV Factory Stores Drive and International Drive (South)

A total of 41 crashes were reported on the segment of SR 535 between LBV Factory Stores Drive and International Drive (South) during the five-year period. **Table 2-21** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 38 crashes (93% of all crashes). A total of 19 crashes involved property damage only, 22 crashes involved injuries, and no fatal crashes were reported.

Based on the recorded crash data and AADT, the segment experienced an average of 1.587 crashes per MVMT, below the statewide average of 1.747 crashes per MVMT. Although the crash rate is just below the statewide average, the study segment is within a D5 Five-Year High Crash Location segment.

Table 2-21 SR 535 between LBV Factory Stores Drive and International Drive (South)

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		7	9	8	13	4	41
Severity	Fatal	0	0	0	0	0	0
	Injury	6	5	5	4	2	22
	PDO	1	4	3	9	2	19
Crash Type	Rear-End	7	9	8	11	3	38
	Head-On	0	0	0	0	0	0
	Angle	0	0	0	0	0	0
	Left-Turn	0	0	0	0	0	0
	Right-Turn	0	0	0	1	0	1
	Sideswipe	0	0	0	1	0	1
	Backed Into	0	0	0	0	0	0
	Pedestrian	0	0	0	0	0	0
	Bicycle	0	0	0	0	0	0
	Fixed Objects	0	0	0	0	1	1
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	0	0	0	0	0	0
Other	0	0	0	0	0	0	

2.2.7 SR 535 between International Drive (South) and SR 536

A total of 37 crashes were reported on the segment of SR 535 between International Drive (South) and SR 536 during the five-year period. **Table 2-22** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 30 crashes (81% of all crashes). Influence areas from adjacent signalized intersections contribute to the high number of rear-end crashes. A total of 18 crashes involved property damage only, 19 crashes involved injuries, and no fatal crashes were reported.

Based on the recorded crash data and AADT, the segment experienced an average of 2.677 crashes per MVMT, exceeding the statewide average of 1.747 crashes per MVMT. The segment is listed on the D5 Five-Year High Crash Location list.

Table 2-22 SR 535 between International Drive (South) and World Center Drive

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		9	8	8	6	6	37
Severity	Fatal	0	0	0	0	0	0
	Injury	5	5	5	1	3	19
	PDO	4	3	3	5	3	18
Crash Type	Rear-End	6	7	7	5	5	30
	Head-On	0	0	0	0	0	0
	Angle	1	0	1	0	1	3
	Left-Turn	0	0	0	0	0	0
	Right-Turn	0	0	0	0	0	0
	Sideswipe	2	1	0	0	0	3
	Backed Into	0	0	0	0	0	0
	Pedestrian	0	0	0	0	0	0
	Bicycle	0	0	0	0	0	0
	Fixed Objects	0	0	0	0	0	0
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	0	0	0	0	0	0
Other	0	0	0	1	0	1	

2.2.8 SR 535 between SR 536 and Lake Bryan Beach Boulevard

A total of 14 crashes were reported on the segment of SR 535 between SR 536 and Lake Bryan Beach Boulevard during the five-year period. **Table 2-23** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 11 crashes (78% of all crashes). A total of seven (7) crashes involved property damage only, seven (7) crashes involved injuries, and no fatal crashes were reported.

Based on the recorded crash data and AADT, the segment experienced an average of 0.621 crashes per MVMT, below the statewide average of 1.747 crashes per MVMT. Although the crash rate is just below the statewide average, the study segment is within a D5 Five-Year High Crash Location segment.

Table 2-23 SR 535 between SR 536 and Lake Bryan Beach Boulevard

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		2	2	6	1	3	14
Severity	Fatal	0	0	0	0	0	0
	Injury	1	1	3	0	2	7
	PDO	1	1	3	1	1	7
Crash Type	Rear-End	1	2	5	1	2	11
	Head-On	0	0	0	0	0	0
	Angle	0	0	0	0	0	0
	Left-Turn	0	0	0	0	0	0
	Right-Turn	0	0	0	0	0	0
	Sideswipe	1	0	1	0	1	3
	Backed Into	0	0	0	0	0	0
	Pedestrian	0	0	0	0	0	0
	Bicycle	0	0	0	0	0	0
	Fixed Objects	0	0	0	0	0	0
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	0	0	0	0	0	0
Other	0	0	0	0	0	0	

2.2.9 SR 536 between World Gateway Drive and SR 535

A total of 74 crashes were reported on the segment of SR 536 between World Gateway Drive and SR 535 during the five-year period. **Table 2-24** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 33 crashes (45% of all crashes). A total of 44 crashes involved property damage only, 30 crashes involved injuries, and no fatal crashes were reported.

Based on the recorded crash data and AADT, the segment experienced an average of 2.831 crashes per MVMT, below the statewide average of 4.903 crashes per MVMT. Although the crash rate is below the statewide average, the study segment is within a D5 Five-Year High Crash Location segment.

Table 2-24 SR 536 between World Gateway Drive and SR 535

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		5	13	12	38	6	74
Severity	Fatal	0	0	0	0	0	0
	Injury	1	4	5	19	1	30
	PDO	4	9	7	19	5	44
Crash Type	Rear-End	3	10	9	9	2	33
	Head-On	0	0	0	0	0	0
	Angle	2	0	0	3	1	6
	Left-Turn	0	1	1	20	1	23
	Right-Turn	0	0	0	0	0	0
	Sideswipe	0	1	1	3	0	5
	Backed Into	0	0	0	0	0	0
	Pedestrian	0	0	0	0	0	0
	Bicycle	0	0	0	0	0	0
	Fixed Objects	0	0	1	0	0	1
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	0	1	0	1	0	2
Other	0	0	0	2	2	4	

2.2.10 World Center Drive between SR 535 and International Drive

A total of 429 crashes were reported on the segment of World Center Drive between SR 535 and International Drive during the five-year period. **Table 2-25** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 182 crashes (42% of all crashes). In addition, the presence of median openings and high traffic volumes likely contribute to a low number of available gaps for turning vehicles and the high number of reported left turn crashes (105 crashes). A substantial amount of left-turn crashes were reported for vehicles performing an eastbound left turn to access Caribe Royale Orlando resort. Two (2) crashes involving a pedestrian (2016 and 2017) were also reported on the subject segment. A total of 373 crashes involved property damage only, 55 crashes involved injuries, and one (1) fatal crash were reported. Based on the police report, the identified contributing causes of the fatal crash include wet pavement, and possible speeding.

Based on the recorded crash data and AADT, the segment experienced an average of 12.679 crashes per MVMT, , above the statewide average of 4.903 crashes per MVMT. The segment is not listed on the D5 Five-Year High Crash Location list as this section of the roadway is not on the State Highway System; however, the crash rate is substantially high in comparison to segments of similar characteristics.

Table 2-25 World Center Drive between SR 535 and International Drive

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		62	87	124	97	59	429
Severity	Fatal	0	0	1	0	0	1
	Injury	2	8	13	8	24	55
	PDO	60	79	110	89	35	373
Crash Type	Rear-End	26	35	68	43	10	182
	Head-On	1	1	1	0	0	3
	Angle	0	0	0	0	3	3
	Left-Turn	9	20	15	26	35	105
	Right-Turn	1	4	2	0	1	8
	Sideswipe	9	16	21	13	1	60
	Backed Into	0	0	0	0	0	0
	Pedestrian	0	0	1	1	0	2
	Pedalcycle	0	0	1	0	0	1
	Fixed Objects	0	0	0	0	0	0
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	0	0	0	0	0	0
Other	16	11	15	14	9	65	

2.2.11 US 192 between Poinciana Boulevard and SR 535

A total of 34 crashes were reported on the segment of US 192 between Poinciana Boulevard and SR 535 during the five-year period. **Table 2-26** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 23 crashes (68% of all crashes). It is worth mentioning that one (1) crash involving a pedestrian (2017) was reported within the segment. A total of 14 crashes involved property damage only, 20 crashes involved injuries, and no fatal crashes were reported.

Based on the recorded crash data and AADT, the segment experienced an average of 0.997 crashes per MVMT, below the statewide average of 4.903 crashes per MVMT. Although the crash rate is below the statewide average, the study segment is within a D5 Five-Year High Crash Location segment.

Table 2-26 SR 530 between Poinciana Boulevard and SR 535

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		7	9	7	7	4	34
Severity	Fatal	0	0	0	0	0	0
	Injury	4	5	3	5	3	20
	PDO	3	4	4	2	1	14
Crash Type	Rear-End	4	8	4	4	3	23
	Head-On	0	0	0	0	0	0
	Angle	0	0	2	0	0	2
	Left-Turn	1	0	1	0	0	2
	Right-Turn	1	0	0	0	0	1
	Sideswipe	0	0	0	1	1	2
	Backed Into	0	0	0	0	0	0
	Pedestrian	0	0	0	1	0	1
	Bicycle	0	0	0	0	0	0
	Fixed Objects	0	1	0	1	0	2
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	0	0	0	0	0	0
Other	1	0	0	0	0	1	

2.2.12 SR 530 between SR 535 and Storey Lake Boulevard

A total of 16 crashes were reported on the segment of SR 530 between SR 535 and Storey Lake Boulevard during the five-year period. **Table 2-27** summarizes the crash severity and most recurring crash types. Rear-end was the most reported crash type, accounting for 7 crashes (44% of all crashes). It is worth mentioning that one (1) crash involving a pedestrian (2014) was reported at the subject intersection. A total of eight (8) crashes involved property damage only, seven (7) crashes involved injuries, and one (1) fatal crash. Based on the police report, the identified contributing causes of the fatal crash included possible speeding and alcohol/drug involvement.

Based on the recorded crash data and AADT, the segment experienced an average of 2.033 crashes per MVMT, below the statewide average of 4.903 crashes per MVMT. Although the crash rate is below the statewide average, the study segment is within a D5 Five-Year High Crash Location segment.

Table 2-27 SR 530 between SR 535 and Storey Lake Boulevard

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		4	2	4	1	5	16
Severity	Fatal	1	0	0	0	0	1
	Injury	2	2	1	0	2	7
	PDO	1	0	3	1	3	8
Crash Type	Rear-End	1	0	1	1	4	7
	Head-On	0	0	0	0	0	0
	Angle	0	1	1	0	0	2
	Left-Turn	0	0	0	0	0	0
	Right-Turn	0	0	0	0	0	0
	Sideswipe	0	0	1	0	0	1
	Backed Into	0	0	0	0	0	0
	Pedestrian	1	0	0	0	0	1
	Bicycle	0	0	0	0	0	0
	Fixed Objects	2	1	0	0	1	4
	Other Non-Fixed Objects	0	0	0	0	0	0
	Non-Collisions	0	0	1	0	0	1
	Other	0	0	0	0	0	0

2.3 Study Area Summary

Based on the crash data obtained from CAR System and Signal Four Analytics for the five-year period, a total of 1,809 crashes were identified within the study area. Three-hundred-and-four (304) crashes were reported in 2014, 358 crashes in 2015, 391 crashes in 2016, 413 crashes in 2017, and 343 crashes in 2018. The project crash statistics are summarized in **Table 2-28**.

Six-hundred and sixty-eight (668) crashes involving injuries were reported during the five-year period. In addition, three (3) fatal crashes were recorded in 2014, one (1) in 2015, and two (2) in 2016. Rear-end crashes were the most reported crash type, accounting for 1006 crashes (56% of all crashes). Left Turn crashes were the second highest type of crashes accounting for 256 crashes (14% of all crashes). Most of the crashes (64%) occurred during the daytime and the majority of crashes (89%) under dry conditions. **Figures 2-2** through **2-6** illustrate the concentration of key crash statistics with heat maps. **Figure 2-7** illustrates the location of pedestrian and bicycle crashes.

Based on the identified contributing factors for each intersection and segments, the following countermeasures are recommended for consideration during the development of alternatives:

- Signalization
 - Yellow and all-red clearance intervals review
 - Improve signal progression
 - Review left turn phase operations
 - Improve visibility of signal heads through improvements such as retroreflective backplates or additional signal heads (especially at large intersections)
 - Provide pedestrian and bicycle detection
- Geometric
 - Reduce conflict points by the addition of indirect left-turns (median u-turns, quadrant roads, etc.)
 - Increase left turn storage and/or capacity
 - Increase through lane capacity
 - Improve signage
 - Provide pedestrian and bicycle facilities
 - Driveway consolidation/access management enhancements
 - Improve horizontal curvature
 - Remove/relocate fixed objects

Table 2-28 Crash Summary

Crash Severity & Type		Year					Total
		2014	2015	2016	2017	2018	
<i>Overall</i>		304	358	391	413	343	1809
Severity	Fatal	3	1	2	0	0	6
	Injury	96	151	131	146	144	668
	PDO	205	206	258	267	199	1135
Crash Type	Rear-End	176	196	235	220	179	1006
	Head-On	1	1	1	0	0	3
	Angle	21	28	22	26	30	127
	Left-Turn	33	48	41	75	59	256
	Right-Turn	4	6	3	4	4	21
	Sideswipe	31	44	43	45	41	204
	Backed Into	0	0	0	0	1	1
	Pedestrian	5	0	3	2	1	11
	Pedalcycle	1	2	3	3	0	9
	Fixed Objects	9	5	11	8	8	41
	Other Non-Fixed Objects	1	2	0	1	0	4
	Non-Collisions	2	5	5	3	1	16
	Other	20	21	24	26	19	110

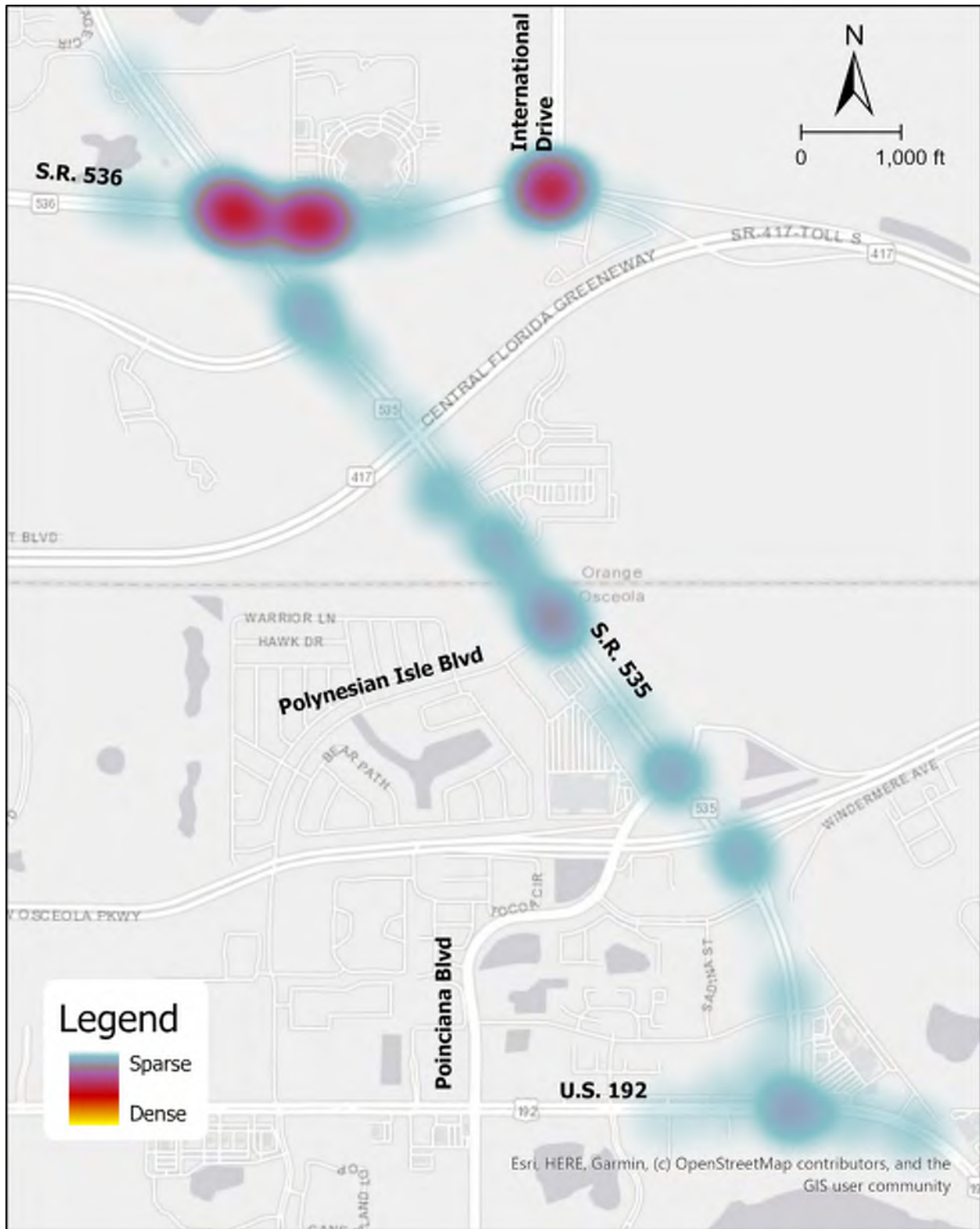


Figure 2-2 Angle/Left Turn Crashes Heat Map

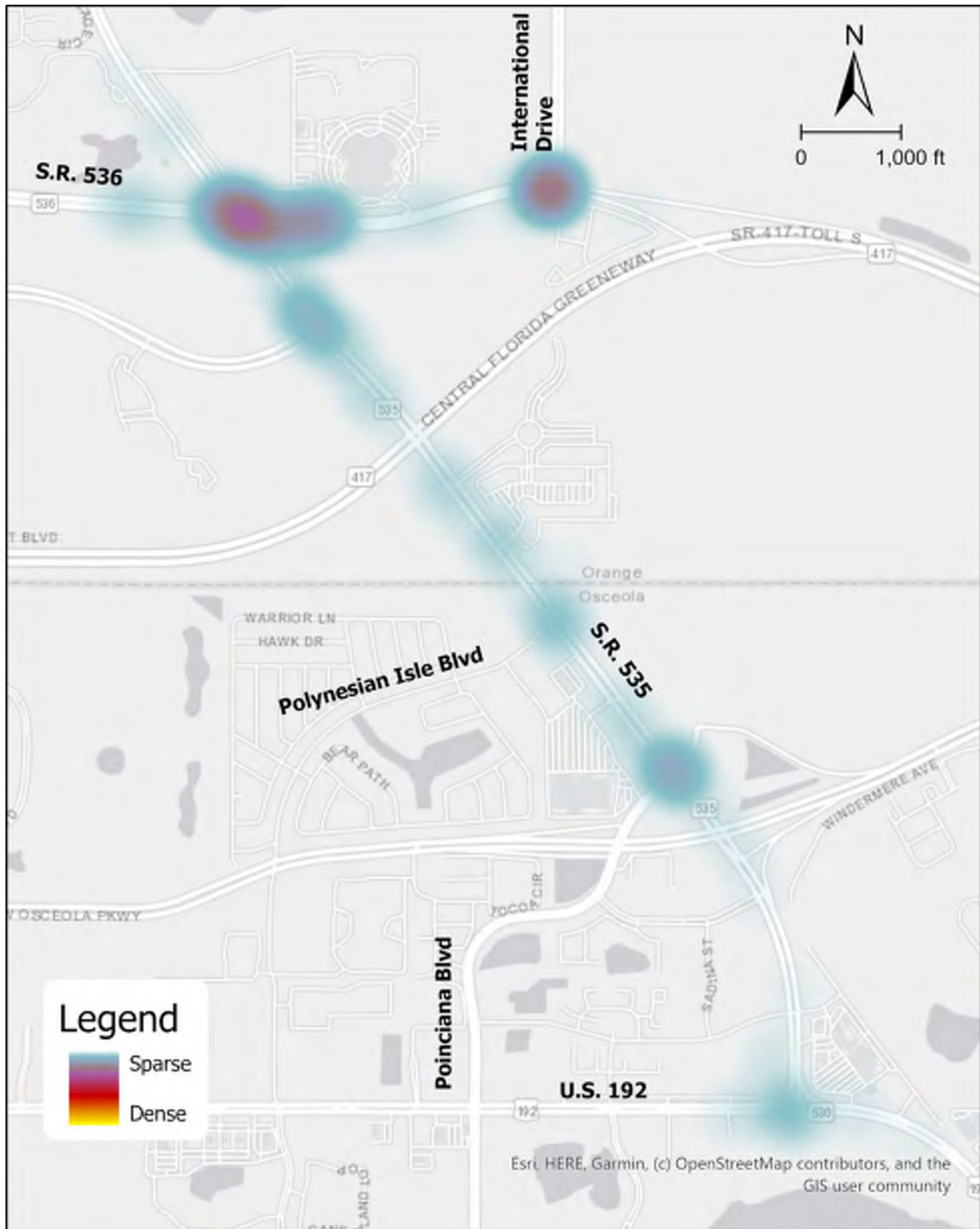


Figure 2-3 Sideswipe Crashes Heat Map

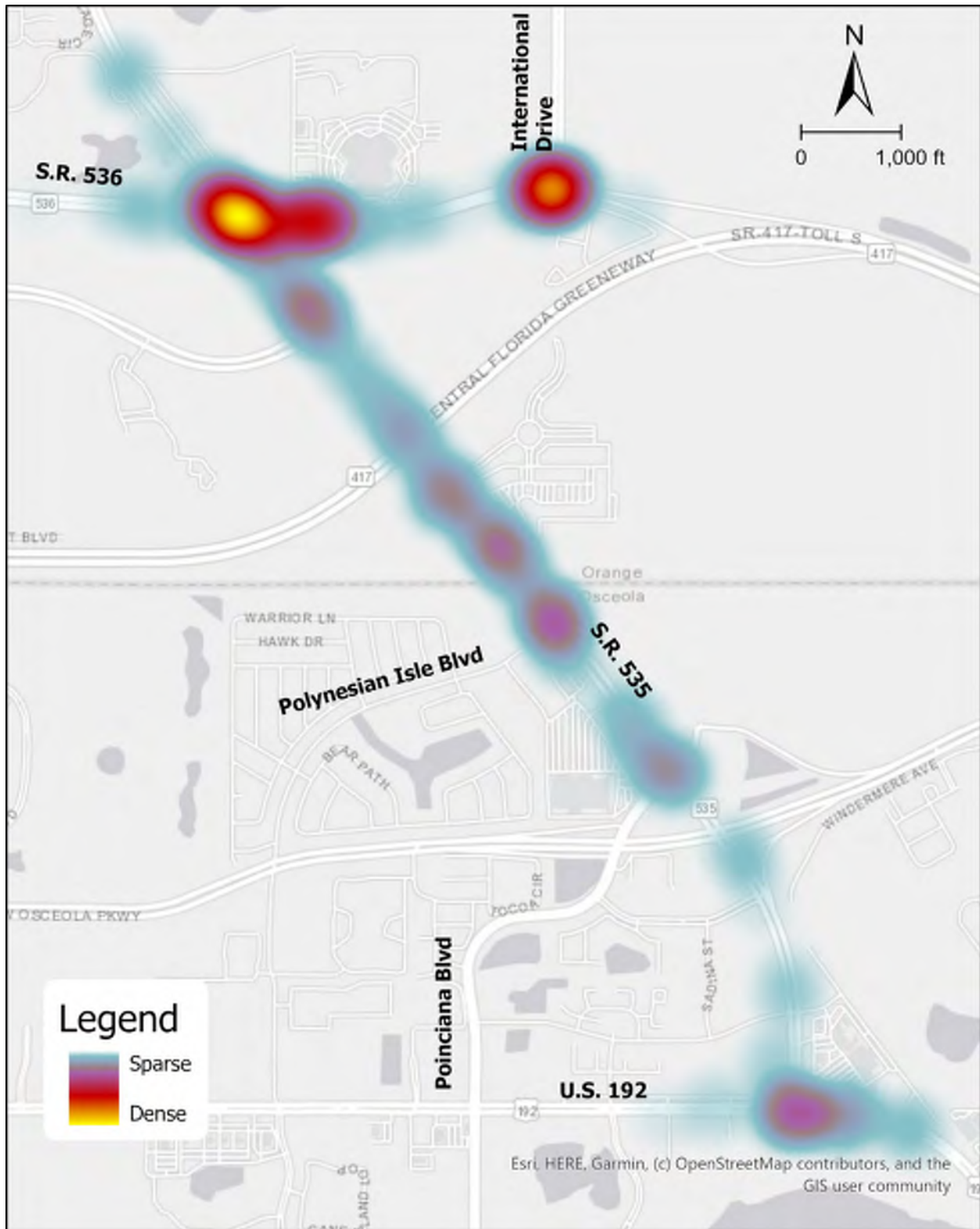


Figure 2-4 Crashes Involving Injuries Heat Map

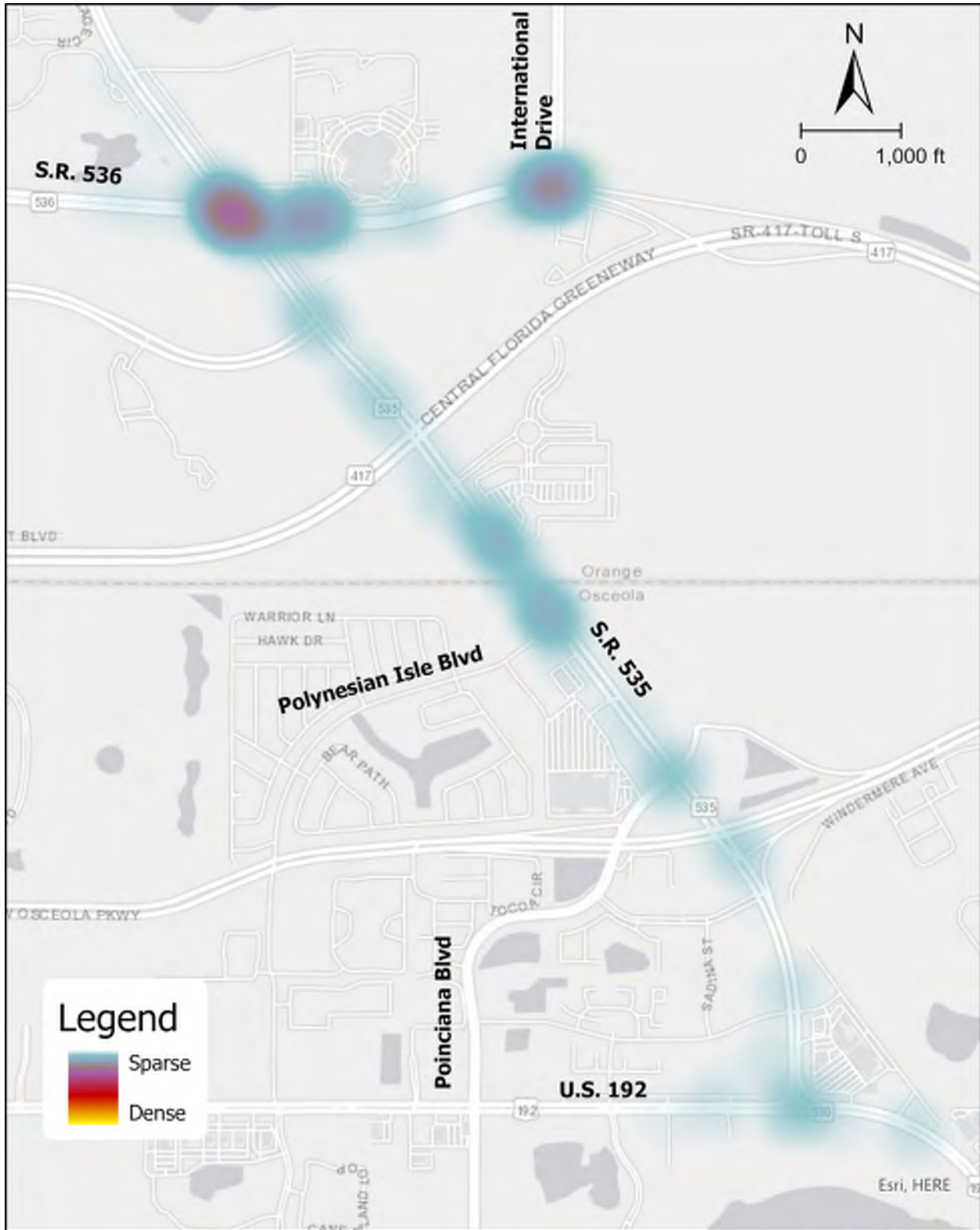


Figure 2-5 Crashes Under Wet Road Surface Conditions Heat Map



Figure 2-6 Crashes Under Dark Lighting Conditions Heat Map

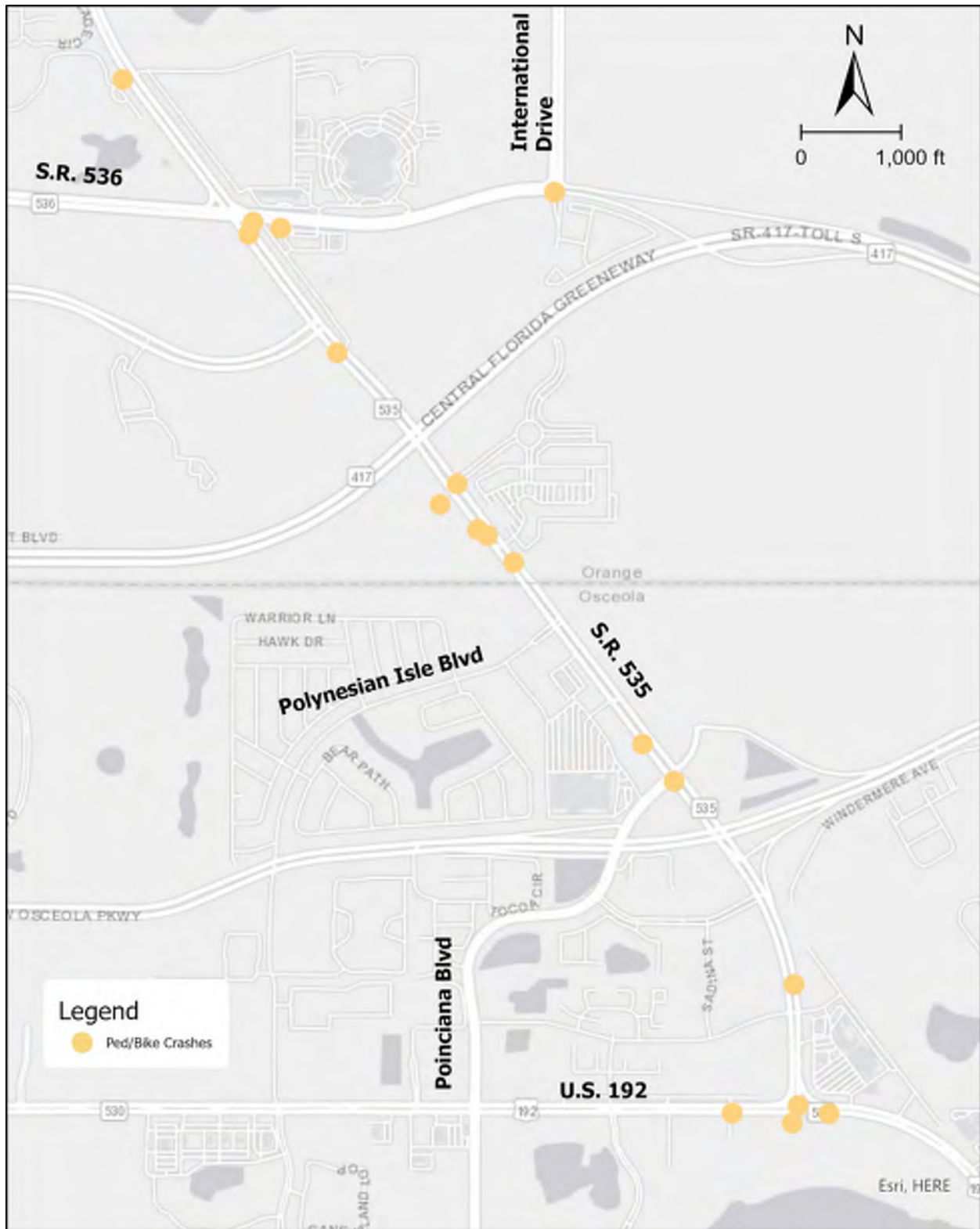


Figure 2-7 Pedestrian/Bicycle Crashes Map



APPENDIX A

Crash Data

CRASH DATA 2014

No.	Crash_Location*	MP	HSMV_Repor	Year	Crash_Date	Crash_Time	Crash_Type	Fatalities	Injuries	Alcohol_Invol	Lighting_Condition	Contributing_Factor	Crash_Severity	Road_Surface
257	World Center Dr. at World Gateway Dr.	1.585	84535617	2014	11/22/2014	6:50 AM	Sideswipe	0	0	None	Daylight	Not Coded	PDO	Cloudy
258	World Center Dr. at International Dr.	1.552	84528043	2014	11/25/2014	7:00 PM	Angle	0	0	None	Dark - Lighted	Not Coded	PDO	Rain
259	SR 535 from Polynesian Isles Blvd to Lbv Factory Stores Dr.	0.152	84528041	2014	11/25/2014	5:31 PM	Rear-End	0	0	None	Dark - Lighted	No Contributing Action	PDO	Rain
260	SR 535 from Polynesian Isles Blvd to Lbv Factory Stores Dr.	0.171	84528040	2014	11/25/2014	4:00 PM	Rear-End	0	2	None	Daylight	No Contributing Action	Injury	Rain
261	SR 536 from World Gateway Dr. to SR 535	1.784	84536165	2014	11/25/2014	5:28 PM	Rear-End	0	0	None	Daylight	No Contributing Action	PDO	Rain
262	World Center Drive from SR 535 to International Drive	0.000	84536164	2014	11/25/2014	4:45 PM	Rear-End	0	0	None	Daylight	Front to Rear	PDO	Rain
263	SR 535 at Lbv Factory Stores Dr.	0.256	84530740	2014	11/26/2014	8:50 PM	Rear-End	0	1	None	Dark - Not Lighted	Careless or Negligent Manner	Injury	Clear
264	SR 535 at International Drive (South)	0.633	84539285	2014	11/26/2014	1:10 AM	Sideswipe	0	0	None	Dark - Not Lighted	Failed to Yield Right-Of-Way	PDO	Rain
265	SR 535 at International Drive (South)	0.642	84497682	2014	11/26/2014	11:43 AM	Angle	0	3	None	Daylight	Ran Stop Sign	Injury	Rain
266	SR 535 at World Center Dr	2.029	84525152	2014	11/26/2014	2:35 PM	Rear-End	0	1	None	Daylight	No Contributing Action	Injury	Clear
267	World Center Drive from SR 535 to International Drive	0.000	84528317	2014	11/28/2014	5:12 PM	Left-Turn	0	0	None	Dark - Lighted	Angle	PDO	Clear
268	World Center Drive from SR 535 to International Drive	0.000	84536171	2014	11/29/2014	2:53 PM	Rear-End	0	0	None	Daylight	Front to Rear	PDO	Clear
269	SR 535 at World Center Dr	0.895	84532212	2014	11/30/2014	6:24 AM	Left-Turn	0	1	None	Dusk	Careless or Negligent Manner	Injury	Clear
270	World Center Dr. at International Dr.	1.552	84530378	2014	12/6/2014	9:20 PM	Rear-End	0	3	None	Dark - Lighted	No Contributing Action	Injury	Clear
271	SR 535 at US 192/SR 530	0.004	84509102	2014	12/8/2014	12:19 PM	Other Fixed Object	0	0	None	Daylight	No Contributing Action	PDO	Rain
272	US 192 from SR 535 to Storey Lake Blvd	9.537	84531551	2014	12/8/2014	3:04 PM	Rear-End	0	7	None	Daylight	No Contributing Action	Injury	Rain
273	SR 535 at Lbv Factory Stores Dr.	0.266	84531556	2014	12/8/2014	7:14 PM	Sideswipe	0	0	None	Dark - Not Lighted	Not Coded	PDO	Cloudy
274	US 192/SR 530 at Storey Lake Blvd	9.446	84539275	2014	12/10/2014	1:14 AM	Tree (Standing)	0	0	None	Dark - Lighted	No Contributing Action	PDO	Clear
275	SR 535 from N Poinciana Blvd to Polynesian Isles Blvd	0.872	84531562	2014	12/13/2014	6:10 PM	Rear-End	0	4	None	Dark - Not Lighted	No Contributing Action	Injury	Clear
276	World Center Dr. at International Dr.	0.000	84532009	2014	12/13/2014	8:40 PM	Rear-End	0	0	None	Dark - Not Lighted	Front to Rear	PDO	Clear
277	US 192 from SR 535 to Storey Lake Blvd	9.556	83385056	2014	12/17/2014	6:00 PM	Ditch	0	0	None	Dark - Lighted	Ran Stop Sign	PDO	Clear
278	SR 535 at World Center Dr	0.890	84530400	2014	12/19/2014	2:00 AM	Angle	0	0	Alcohol Involved	Dark - Not Lighted	Failed to Yield Right-Of-Way	PDO	Clear
279	World Center Drive from SR 535 to International Drive	0.000	84546788	2014	12/19/2014	5:35 PM	Left-Turn	0	0	None	Dusk	Angle	PDO	Clear
280	World Center Dr. at International Dr.	1.552	84530405	2014	12/20/2014	11:40 PM	Left-Turn	0	1	None	Dark - Lighted	Not Coded	Injury	Clear
281	SR 535 from N Poinciana Blvd to Polynesian Isles Blvd	0.893	84553651	2014	12/20/2014	3:34 PM	Left-Turn	0	3	None	Daylight	Improper Backing	Injury	Clear
282	World Center Drive from SR 535 to International Drive	0.000	84531249	2014	12/20/2014	11:02 PM	Rollover	0	0	None	Dark - Lighted	Other	PDO	Clear
283	SR 535 at N. Poinciana Blvd	0.708	84530410	2014	12/21/2014	11:50 PM	Rear-End	0	1	None	Dark - Lighted	Not Coded	Injury	Rain
284	World Center Dr. at International Dr.	1.552	84539319	2014	12/21/2014	10:50 AM	Left-Turn	0	1	None	Daylight	Improper Backing	Injury	Clear
285	World Center Drive from SR 535 to International Drive	0.000	84546794	2014	12/21/2014	5:00 PM	Rear-End	0	0	None	Dusk	Front to Rear	PDO	Clear
286	SR 535 at Polynesian Isles Blvd	1.089	84554809	2014	12/22/2014	12:38 AM	Sideswipe	0	0	None	Dark - Not Lighted	Improper Turn	PDO	Rain
287	World Center Drive from SR 535 to International Drive	0.000	84557801	2014	12/23/2014	7:50 AM	Sideswipe	0	0	None	Daylight	Sideswipe, Same Direction	PDO	Clear
288	SR 535 at International Drive (South)	0.642	84554816	2014	12/24/2014	10:02 PM	Rear-End	0	0	None	Dark - Lighted	No Contributing Action	PDO	Rain
289	World Center Drive from SR 535 to International Drive	0.000	84551906	2014	12/24/2014	4:00 PM	Left-Turn	0	0	None	Daylight	Angle	PDO	Clear
290	World Center Drive from SR 535 to International Drive	0.000	84546805	2014	12/26/2014	1:50 PM	Left-Turn	0	0	None	Daylight	Angle	PDO	Clear
291	SR 535 at World Center Dr	0.895	84548817	2014	12/27/2014	12:20 PM	Rear-End	0	0	None	Daylight	No Contributing Action	PDO	Clear
292	SR 535 from Polynesian Isles Blvd to Lbv Factory Stores Dr.	0.190	84534662	2014	12/27/2014	12:21 AM	Rear-End	0	0	None	Dark - Not Lighted	No Contributing Action	PDO	Clear
293	SR 535 from Polynesian Isles Blvd to Lbv Factory Stores Dr.	0.190	84534663	2014	12/27/2014	12:21 AM	Rear-End	0	0	None	Dark - Not Lighted	No Contributing Action	PDO	Clear
294	SR 535 at International Drive (South)	0.661	84550252	2014	12/27/2014	8:31 PM	Sideswipe	0	0	None	Dark - Not Lighted	Failed to Yield Right-Of-Way	PDO	Clear
295	US 192 from Poinciana Blvd to SR 535	9.253	84553667	2014	12/28/2014	4:42 PM	Rear-End	0	3	None	Daylight	Careless or Negligent Manner	Injury	Clear
296	SR 535 at World Center Dr	0.895	84544112	2014	12/29/2014	3:55 AM	Angle	0	1	None	Dark - Not Lighted	Improper Backing	Injury	Clear
297	SR 535 at Polynesian Isles Blvd	1.023	84552750	2014	12/29/2014	11:40 AM	Rear-End	0	1	None	Daylight	No Contributing Action	Injury	Clear
298	SR 535 from Polynesian Isles Blvd to Lbv Factory Stores Dr.	0.147	84544861	2014	12/29/2014	12:01 PM	Left-Turn	0	2	None	Daylight	No Contributing Action	Injury	Cloudy
299	SR 535 from International Drive (South) to SR 536	0.737	84554460	2014	12/29/2014	7:52 PM	Sideswipe	0	0	None	Dark - Not Lighted	Not Coded	PDO	Clear
300	World Center Drive from SR 535 to International Drive	0.000	84557808	2014	12/29/2014	12:18 PM	Rear-End	0	0	None	Daylight	Front to Rear	PDO	Clear
301	SR 535 at World Center Dr	0.876	84536191	2014	12/30/2014	9:33 AM	Other Non-Fixed Object	0	0	None	Daylight	Not Coded	PDO	Rain
302	SR 535 at Lake Bryan Beach Blvd	1.899	83761648	2014	3/5/2014	9:30 AM	Angle	0	0	None	Daylight	Careless or Negligent Manner	PDO	Clear
303	SR 535 at Lake Bryan Beach Blvd	1.899	83821210	2014	6/11/2014	5:10 PM	Pedalcycle	0	1	None	Daylight	Improper Backing	Injury	Cloudy
304	SR 535 at Lake Bryan Beach Blvd	1.903	84539246	2014	11/23/2014	7:01 PM	Angle	0	2	None	Dark - Not Lighted	Failed to Yield Right-Of-Way	Injury	Clear

* Locations named 'World Center Drive from SR 535 to International Drive' were obtained from Signal Four Analytics and converted into CARS format

CRASH DATA 2016

#	Crash Location*	MP	HSMV_Repor	Year	Crash_Date	Crash_Time	Crash Type	Fatalities	Injuries	Alcohol Involved?	Lighting Condition	Contributing Factor	Crash Severity	Road Surface
385	US 192/SR 530 at Storey Lake Blvd	9.447	85439259	2016	12/24/2016	3:35 PM	Not Coded	0	0	None	Daylight	Not Coded	PDO	Clear
386	SR 535 at World Center Dr	2.034	85430093	2016	12/25/2016	9:01 PM	Rear-End	0	0	None	Dark - Lighted	No Contributing Action	PDO	Cloudy
387	SR 535 from LBV Factory Stores Dr. to International Drive (South)	0.585	85444030	2016	12/27/2016	12:18 AM	Rear-End	0	2	None	Dark - Not Lighted	No Contributing Action	Injury	Clear
388	World Center Drive from SR 535 to International Drive	0.000	85447862	2016	12/28/2016	5:08 PM	Left-Turn	0	0	None	Daylight	Angle	PDO	Clear
389	World Center Drive from SR 535 to International Drive	0.000	85441195	2016	12/29/2016	3:23 PM	Rear-End	0	0	None	Daylight	Front to Rear	PDO	Clear
390	World Center Drive from SR 535 to International Drive	0.000	85434839	2016	12/30/2016	10:55 AM	Right-Turn	0	0	None	Daylight	Angle	PDO	Clear
391	SR 535 at Lake Bryan Beach Blvd	1.894	85261835	2016	2/20/2016	1:30 PM	Rear-End	0	1	None	Daylight	No Contributing Action	Injury	Clear

* Locations named 'World Center Drive from SR 535 to International Drive' were obtained from Signal Four Analytics and converted into CARS format

CRASH DATA 2017

#	Crash Location*	MP	HSMV_Repor	Year	Crash_Date	Crash_Time	Crash Type	Fatalities	Injuries	Alcohol Involved?	Lighting Condition	Contributing Factor	Crash Severity	Road Surface
385	World Center Dr. at International Dr.	0.000	87129716	2017	12/14/2017	8:47 AM	Rear-End	0	0	None	Daylight	Front to Rear	PDO	Clear
386	SR 535 at Polynesian Isles Blvd	1.023	85592393	2017	12/16/2017	11:05 AM	Rear-End	0	2	None	Daylight	No Contributing Action	Injury	Clear
387	SR 535 at International Drive (South)	0.642	87143869	2017	12/16/2017	2:20 AM	Rear-End	0	0	None	Dark - Lighted	No Contributing Action	PDO	Clear
388	US 192 from Poinciana Blvd to SR 535	8.837	87111672	2017	12/17/2017	2:07 AM	Rear-End	0	0	None	Dark - Lighted	No Contributing Action	PDO	Clear
389	World Center Drive from SR 535 to International Drive	0.000	87131059	2017	12/17/2017	4:43 PM	Sideswipe	0	0	None	Daylight	Sideswipe, Same Direction	PDO	Clear
390	World Center Drive from SR 535 to International Drive	0.000	87123671	2017	12/17/2017	6:37 PM	Rear-End	0	0	None	Dark - Lighted	Front to Rear	PDO	Clear
391	SR 535 at International Drive (South)	0.604	87124050	2017	12/18/2017	2:35 PM	Rear-End	0	1	None	Daylight	No Contributing Action	Injury	Clear
392	World Center Dr. at International Dr.	0.000	87124055	2017	12/19/2017	5:30 PM	Rear-End	0	0	None	Daylight	Front to Rear	PDO	Clear
393	SR 535 at N. Poinciana Blvd	0.705	87134960	2017	12/20/2017	2:21 AM	Rear-End	0	0	None	Dark - Not Lighted	No Contributing Action	PDO	Clear
394	SR 536 from World Gateway Dr. to SR 535	1.784	87133585	2017	12/22/2017	10:28 PM	Left-Turn	0	9	None	Dark - Lighted	Improper Backing	Injury	Clear
395	World Center Drive from SR 535 to International Drive	0.000	87133072	2017	12/23/2017	5:42 PM	Left-Turn	0	0	None	Daylight	Angle	PDO	Clear
396	SR 535 from International Drive (South) to SR 536	0.842	87149444	2017	12/24/2017	7:27 PM	Rear-End	0	0	None	Dusk	No Contributing Action	PDO	Clear
397	World Center Drive from SR 535 to International Drive	0.000	87149451	2017	12/26/2017	3:39 PM	Left-Turn	0	0	None	Daylight	Angle	PDO	Clear
398	SR 535 at N. Poinciana Blvd	0.707	87130357	2017	12/27/2017	1:30 PM	Rear-End	0	7	None	Daylight	No Contributing Action	Injury	Clear
399	SR 535 at Polynesian Isles Blvd	1.037	87148279	2017	12/27/2017	1:02 AM	Rear-End	0	6	None	Daylight	No Contributing Action	Injury	Clear
400	SR 536 from World Gateway Dr. to SR 535	1.834	87130988	2017	12/27/2017	7:50 PM	Sideswipe	0	0	None	Dark - Lighted	Not Coded	PDO	Clear
401	World Center Drive from SR 535 to International Drive	0.000	87128416	2017	12/27/2017	7:20 PM	Other	0	0	None	Dusk	Other	PDO	Clear
402	SR 535 at International Drive (South)	0.623	87114970	2017	12/28/2017	11:13 PM	Sideswipe	0	0	None	Dark - Not Lighted	Not Coded	PDO	Clear
403	SR 536 from World Gateway Dr. to SR 535	1.977	87130990	2017	12/28/2017	3:27 PM	Left-Turn	0	1	None	Daylight	Improper Backing	Injury	Clear
404	World Center Drive from SR 535 to International Drive	0.000	87151871	2017	12/28/2017	8:15 PM	Left-Turn	0	0	None	Dawn	Angle	PDO	Clear
405	World Center Dr. at World Gateway Dr.	1.552	87127317	2017	12/29/2017	5:37 AM	Left-Turn	0	1	None	Dark - Not Lighted	Not Coded	Injury	Clear
406	SR 535 from LBV Factory Stores Dr. to International Drive (South)	0.589	87137831	2017	12/30/2017	5:27 PM	Right-Turn	0	0	None	Daylight	Not Coded	PDO	Clear
407	World Center Dr. at World Gateway Dr.	1.533	87143988	2017	12/30/2017	10:30 PM	Rear-End	0	0	None	Dark - Not Lighted	No Contributing Action	PDO	Clear
408	SR 536 from World Gateway Dr. to SR 535	1.977	87143505	2017	12/30/2017	10:45 AM	Left-Turn	0	0	None	Daylight	Improper Turn	PDO	Clear
409	SR 535 at World Center Dr	2.015	87128421	2017	12/30/2017	2:37 PM	Left-Turn	0	0	None	Daylight	Improper Turn	PDO	Clear
410	SR 535 at World Center Dr	2.015	87128423	2017	12/30/2017	8:24 PM	Left-Turn	0	0	None	Dark - Lighted	No Contributing Action	PDO	Clear
411	World Center Drive from SR 535 to International Drive	0.000	87152095	2017	12/30/2017	2:38 PM	Left-Turn	0	0	None	Daylight	Angle	PDO	Clear
412	SR 535 at Lake Bryan Beach Blvd	1.901	85469584	2017	1/26/2017	8:00 PM	Rear-End	0	0	None	Dark - Lighted	No Contributing Action	PDO	Clear
413	SR 535 at Lake Bryan Beach Blvd	1.884	85542801	2017	6/21/2017	3:27 PM	Rear-End	0	2	None	Daylight	No Contributing Action	Injury	Clear

* Locations named 'World Center Drive from SR 535 to International Drive' were obtained from Signal Four Analytics and converted into CARS format

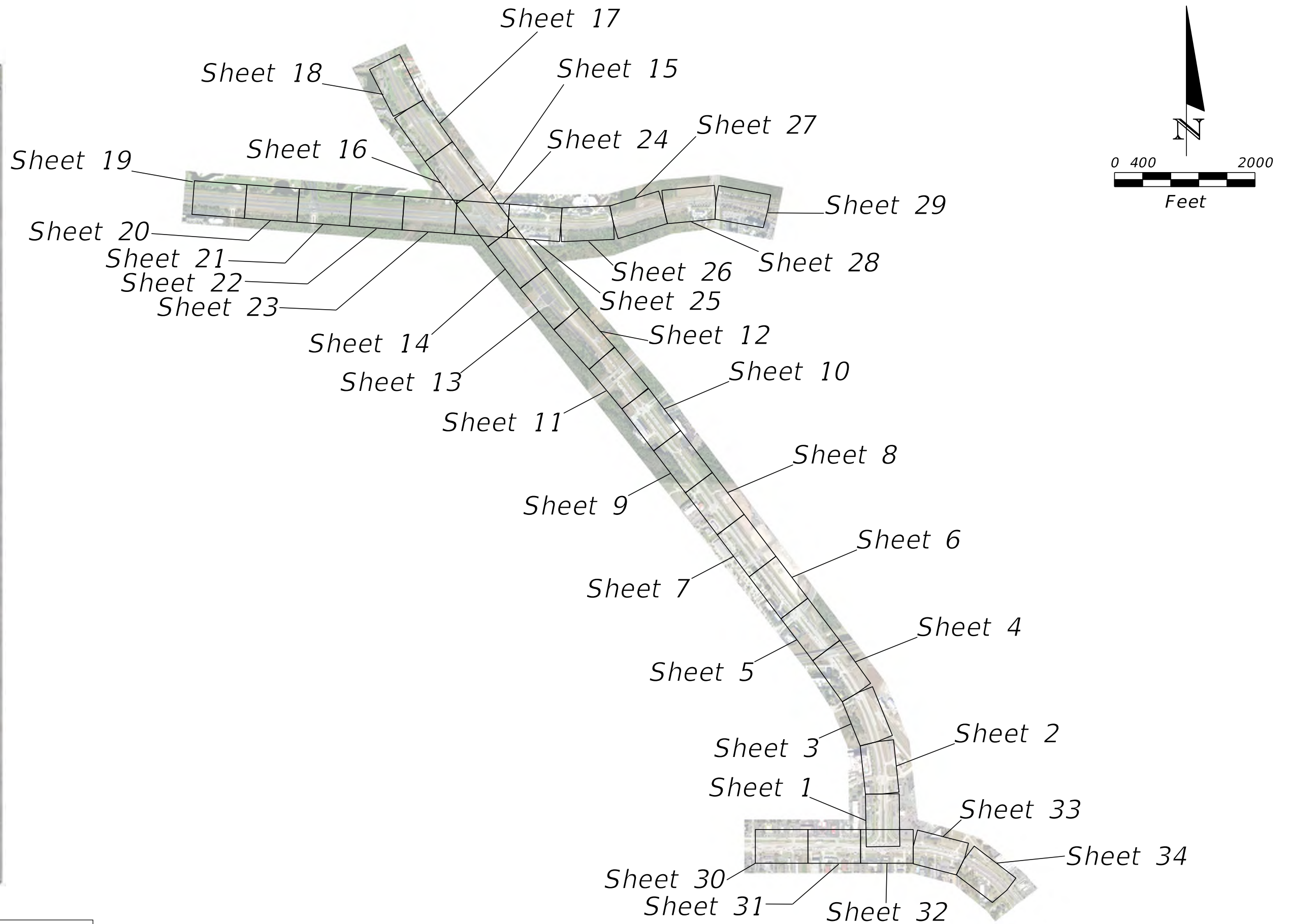


APPENDIX B

Collision Diagrams

Collision Diagram Page Index

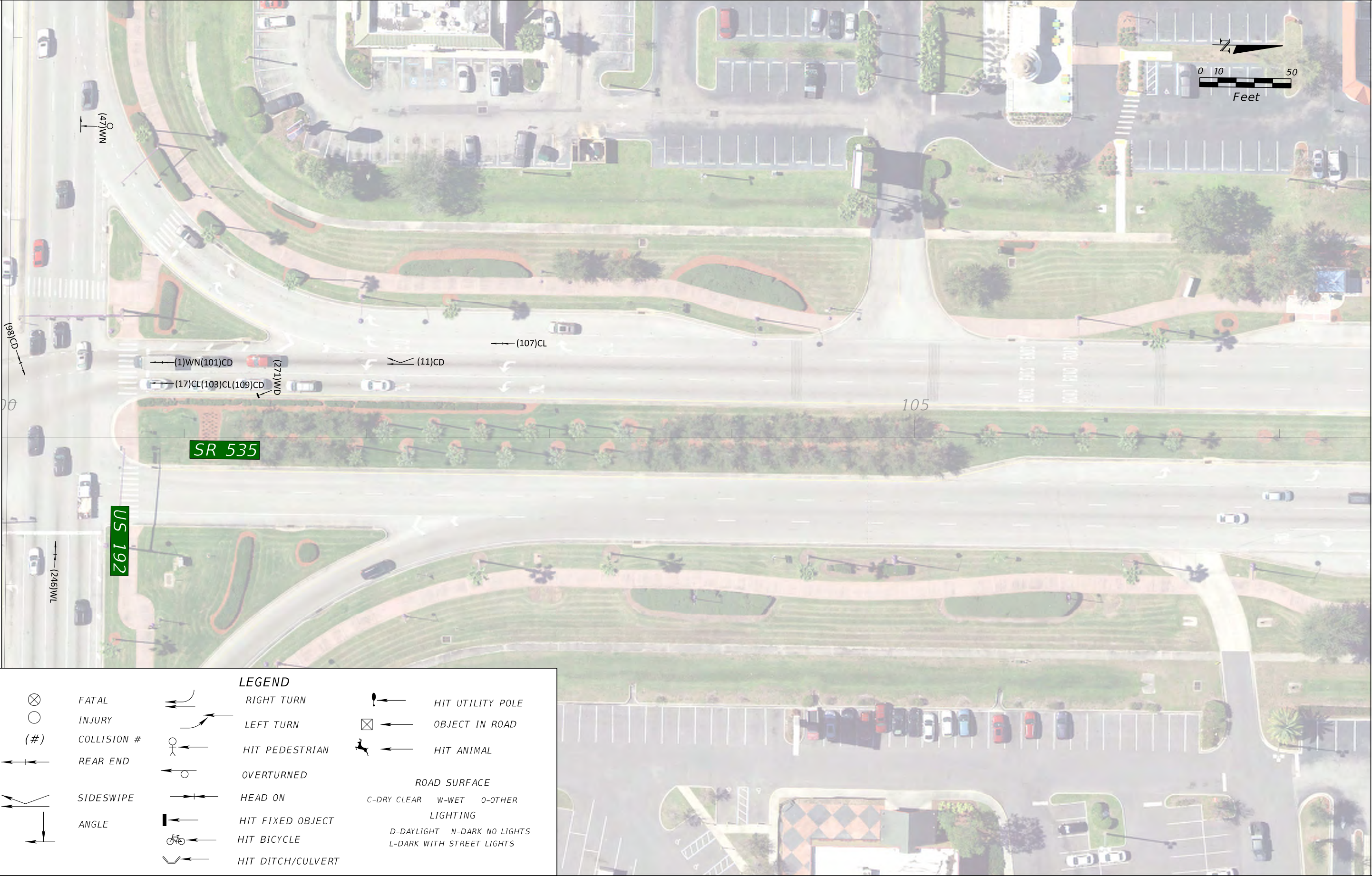
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33	93	127	161	195	229
34	94	128	162	196	230



KEY SHEET INDEX

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Match Line 107+50.00



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○	INJURY COLLISION #	↙	LEFT TURN	☒	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
↔	REAR END	♂	OVERTURNED		
↔	SIDESWIPE	↔	HEAD ON		
↔	ANGLE	↔	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

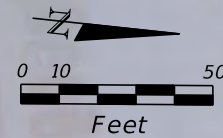
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2014 Collision Diagram

SHEET NO.
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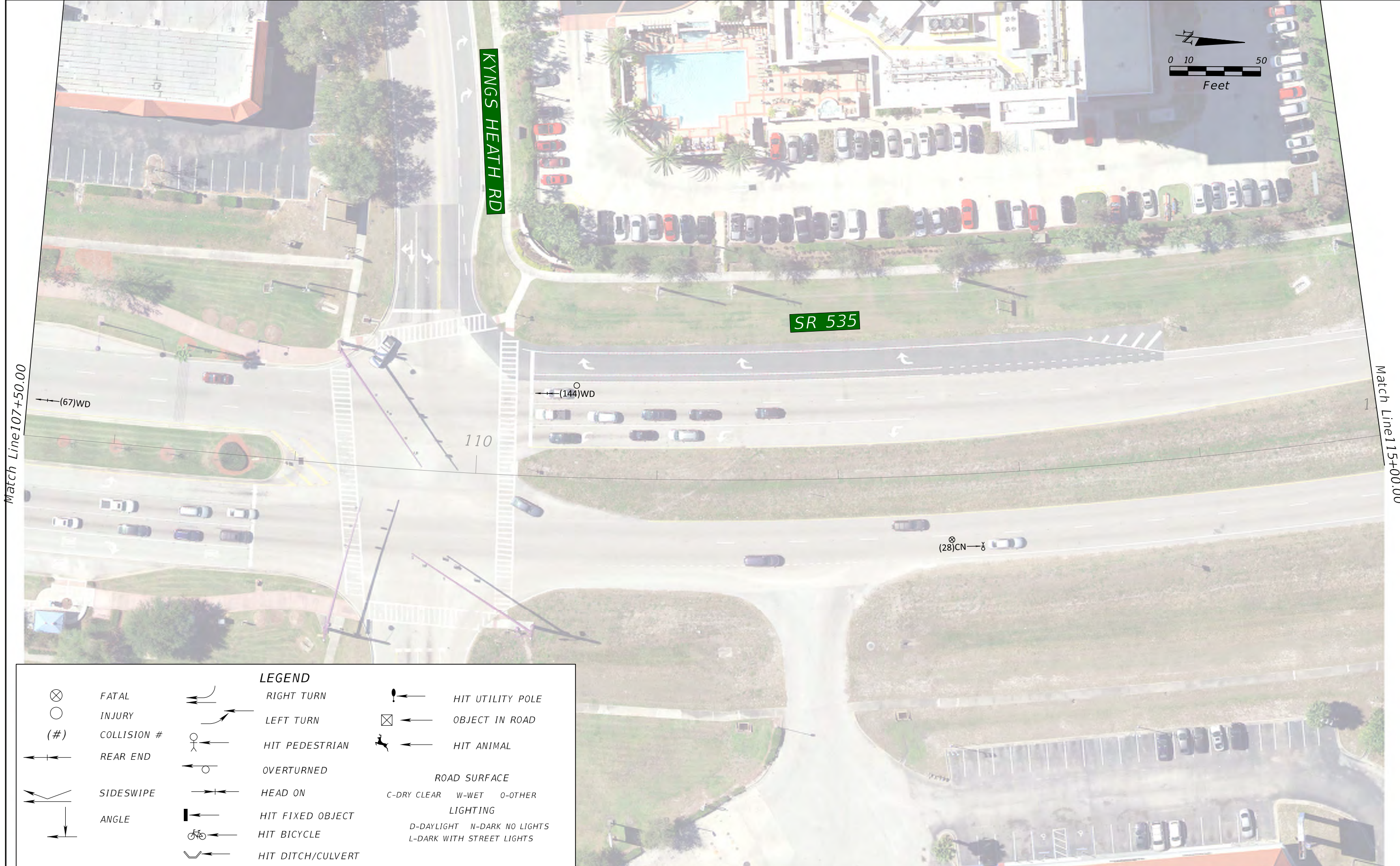


KYNGS HEATH RD

SR 535

Match Line 107+50.00

Match Line 15+00.00



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↔	SIDESWIPE	→	HEAD ON
↙↘	ANGLE	▣	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		⤵	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		▣	OBJECT IN ROAD
		🐕	HIT ANIMAL
			ROAD SURFACE
		C	DRY CLEAR
		W	WET
		O	OTHER
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		D	DAYLIGHT
		N	DARK NO LIGHTS
		L	DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2014 Collision Diagram

SHEET NO.
2



Match Line 115+00.00

Match Line 122+50.00

SR 535

CALYPSO CAY WAY

120

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↔	SIDESWIPE	⊖	OVERTURNED
↙↘	ANGLE	⇄	HEAD ON
		⊥	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		⤵	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
			ROAD SURFACE
		C	DRY CLEAR
		W	WET
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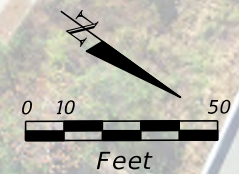
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2014 Collision Diagram

SHEET NO.
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Match Line 122+50.00

Match Line 130+00.00



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↔	SIDESWIPE	○	OVERTURNED
↘↙	ANGLE	⇐⇐	HEAD ON
		⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
			ROAD SURFACE
		C	DRY CLEAR
		W	WET
		O	OTHER
			LIGHTING
		D	DAYLIGHT
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DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

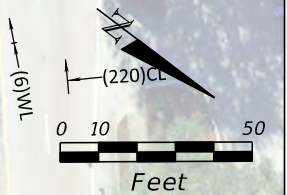
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2014 Collision Diagram

SHEET NO.
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Match Line 137+50.00

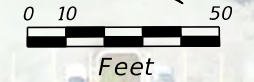


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↘↙	SIDESWIPE	⊠	OBJECT IN ROAD
↙↘	ANGLE	♣	HIT UTILITY POLE
↘↙		♠	HIT BICYCLE
		♣	HIT DITCH/CULVERT
			HIT FIXED OBJECT
			OVERTURNED
			HEAD ON
			ROAD SURFACE
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			LIGHTING
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SR 535	OSCEOLA/ORANGE	437174-2-22-01												

Match Line 137+50.00

Match Line 145+00.00



SR 535

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METRIC ENGINEERING, INC.

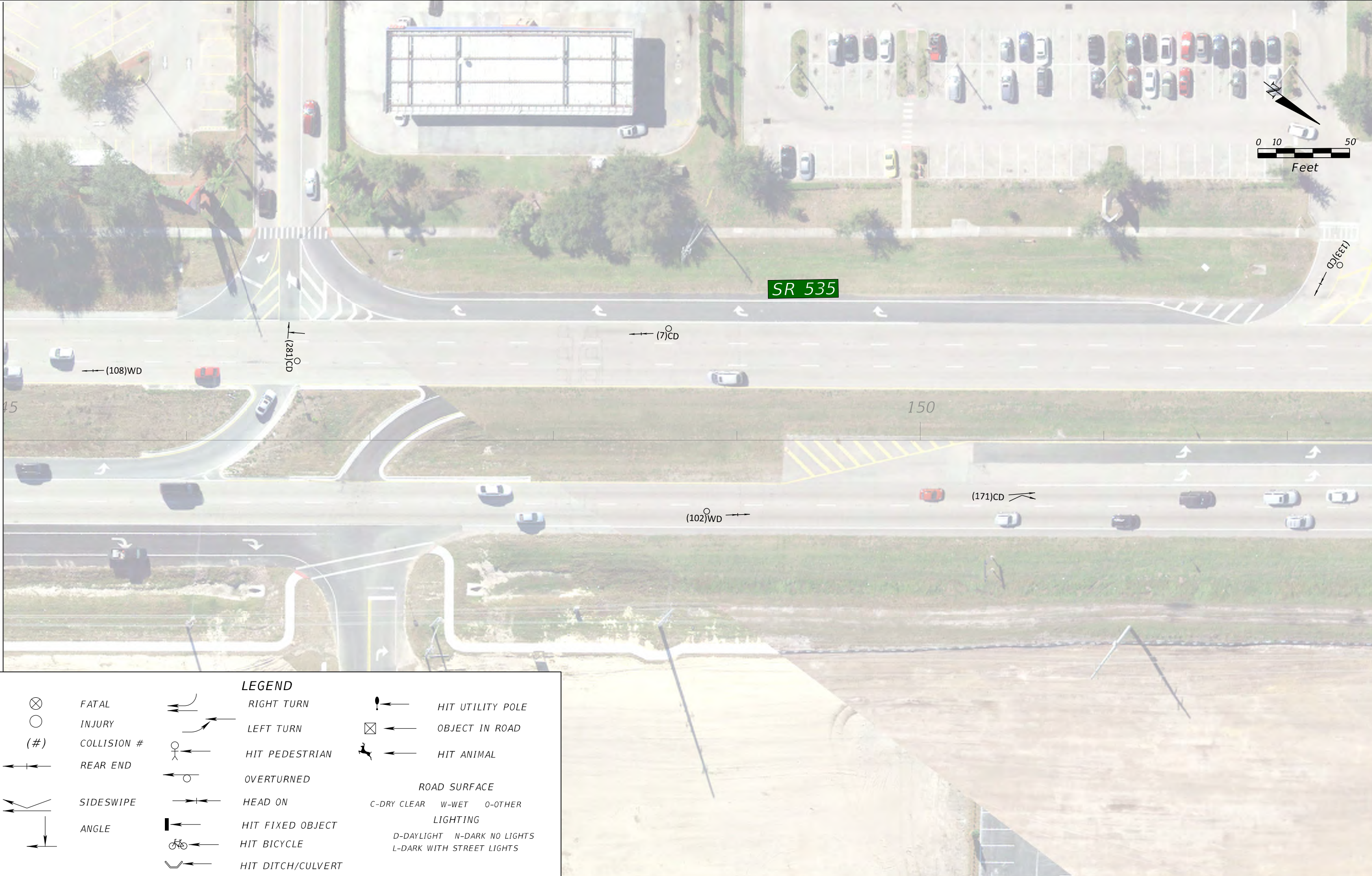
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SR 535	OSCEOLA/ORANGE	437174-2-22-01

2014 Collision Diagram

SHEET NO.
6

Match Line 145+00.00

Match Line 152+50.00



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		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
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LIGHTING
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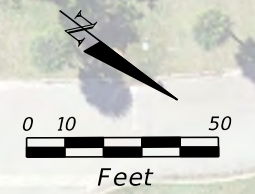
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2014 Collision Diagram

SHEET NO.
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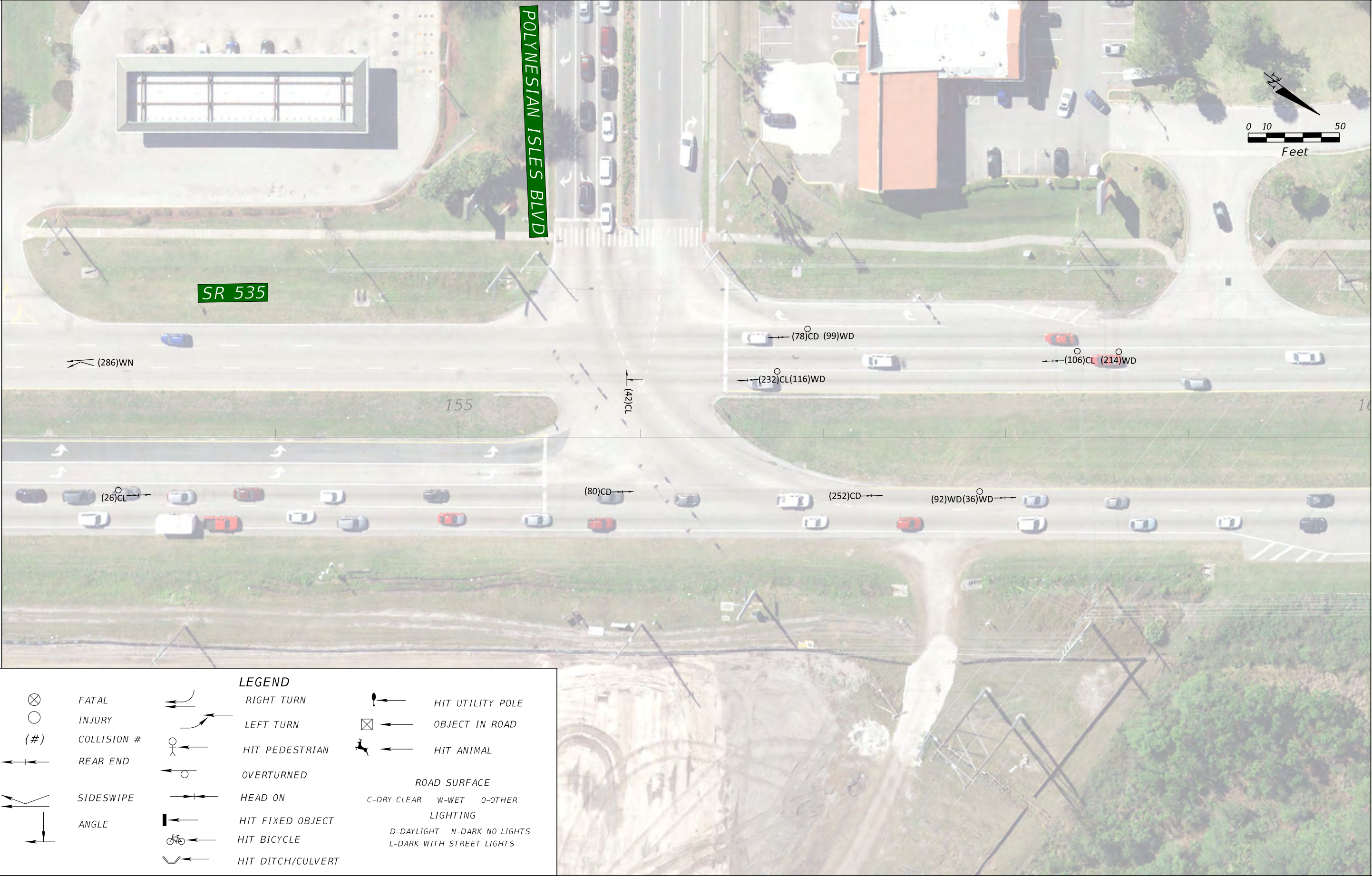
POLYNESIAN ISLES BLVD

SR 535



Match Line 152+50.00

Match Line 160+00.00



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←←	REAR END	⊖	OVERTURNED		
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↙↘	ANGLE	⊣	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
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LIGHTING
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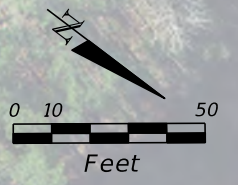
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METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2014 Collision Diagram

SHEET NO.
8



SR 535

Match Line 160+00.00

Match Line 167+50.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♁	HIT ANIMAL
↔	SIDESWIPE	⊖	OVERTURNED
↙↘	ANGLE	→	HEAD ON
		⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
			HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

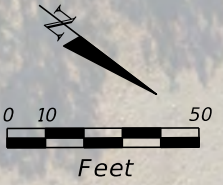
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2014 Collision Diagram

SHEET NO.
9



SR 535

LBV FACTORY STORES DR

Match Line 167+50.00

Match Line 175+00.00

LEGEND

⊗	FATAL	↘	RIGHT TURN	! —	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ —	OBJECT IN ROAD
(#)	COLLISION #	♀ —	HIT PEDESTRIAN	🐾 —	HIT ANIMAL
←←	REAR END	⊙ —	OVERTURNED		
↔	SIDESWIPE	↔	HEAD ON		
↙↘	ANGLE	—	HIT FIXED OBJECT		
		🚲 —	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET 0-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

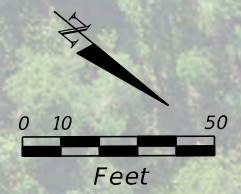
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2014 Collision Diagram

SHEET NO.
10



Match Line 175+00.00

Match Line 182+50.00

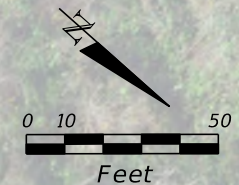


REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	←○	OVERTURNED		
↔	SIDESWIPE	←←	HEAD ON		
↙	ANGLE	⊠ ←	HIT FIXED OBJECT		
		♂ ←	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE		
C-DRY CLEAR	W-WET	O-OTHER
LIGHTING		
D-DAYLIGHT	N-DARK NO LIGHTS	L-DARK WITH STREET LIGHTS

METRIC ENGINEERING, INC.	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		2014 Collision Diagram	SHEET NO. 11	
	ROAD NO.	COUNTY			FINANCIAL PROJECT ID
	SR 535	OSCEOLA/ORANGE			437174-2-22-01



SR 535

Match Line 182+50.00

Match Line 190+00.00



LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	☒ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	←○	OVERTURNED		
↔	SIDESWIPE	←←	HEAD ON		
↘	ANGLE	←	HIT FIXED OBJECT		
		←🚲	HIT BICYCLE		
		←	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

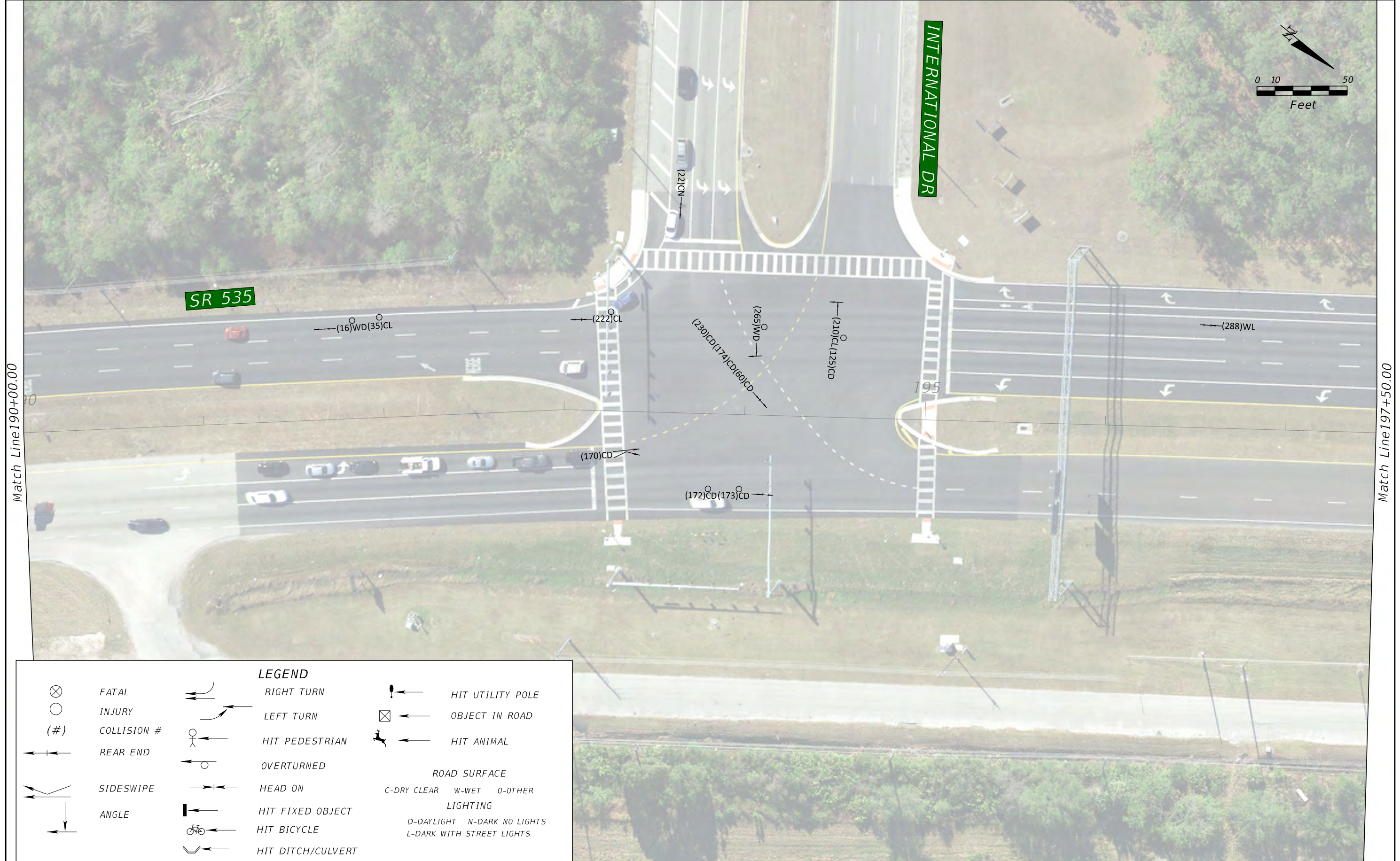
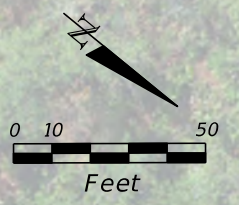
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2014 Collision Diagram

SHEET NO.
12

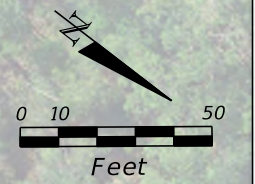


Match Line 190+00.00

Match Line 197+50.00

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♂	HIT ANIMAL
↘↙	SIDESWIPE	○	OVERTURNED
↘↙	ANGLE	→→	HEAD ON
		⊠	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
			HIT FIXED OBJECT
			HIT BICYCLE
			HIT DITCH/CULVERT
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS				METRIC ENGINEERING, INC.	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			2014 Collision Diagram	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 535	OSCEOLA/ORANGE	437174-2-22-01		13



Match Line 197+50.00

Match Line 205+00.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	⊙	HIT PEDESTRIAN
←←	REAR END	⊙	OVERTURNED
↘↙	SIDESWIPE	→	HEAD ON
↘	ANGLE	⊣	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		!←	HIT UTILITY POLE
		⊠←	OBJECT IN ROAD
		🐾←	HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

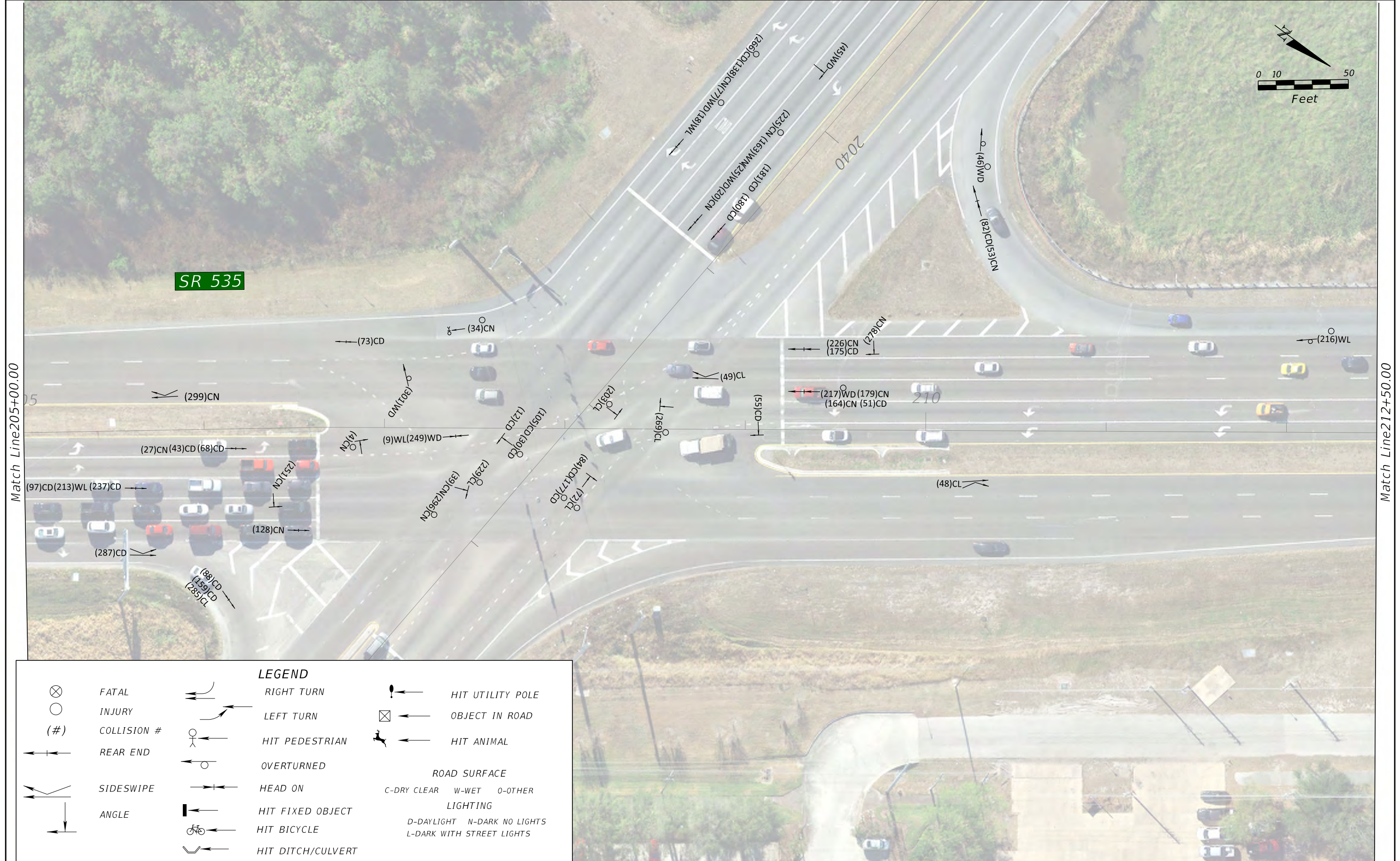
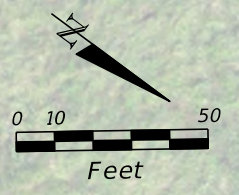
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2014 Collision Diagram

SHEET NO.
14



Match Line 205+00.00

Match Line 212+50.00

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♤	HIT PEDESTRIAN	🐾	HIT ANIMAL
←←	REAR END	⊖	OVERTURNED		
↔	SIDESWIPE	→→	HEAD ON		
↙↘	ANGLE	⊠	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE		
C-DRY CLEAR	W-WET	O-OTHER
LIGHTING		
D-DAYLIGHT	N-DARK NO LIGHTS	L-DARK WITH STREET LIGHTS

METRIC ENGINEERING, INC.				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			2014 Collision Diagram	SHEET NO.
				ROAD NO.	COUNTY	FINANCIAL PROJECT ID		15
				SR 535	OSCEOLA/ORANGE	437174-2-22-01		



Match Line 212+50.00

Match Line 220+00.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♂	HIT ANIMAL
↘↙	SIDESWIPE	○	OVERTURNED
↘↙	ANGLE	→	HEAD ON
		⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘↙	HIT DITCH/CULVERT
		!←	HIT UTILITY POLE
		⊠←	OBJECT IN ROAD
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

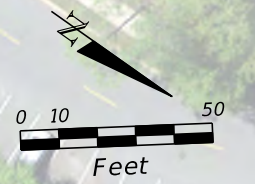
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

<i>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</i>		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2014 Collision Diagram

SHEET NO.
16



SR 535

(303)WD

225

(302)CD

(304)CN

LAKE BRYAN BEACH BLVD

Match Line 220+00.00

Match Line 227+50.00

LEGEND

⊗	FATAL	↘	RIGHT TURN	! —	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ —	OBJECT IN ROAD
(#)	COLLISION #	♀ —	HIT PEDESTRIAN	🐾 —	HIT ANIMAL
←←	REAR END	⊙ —	OVERTURNED		
↔	SIDESWIPE	→→	HEAD ON		
↙↘	ANGLE	—	HIT FIXED OBJECT		
		🚲 —	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

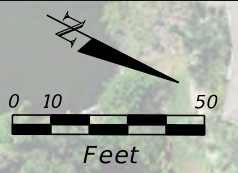
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2014 Collision Diagram

SHEET NO.
17



SR 535

230

Match Line 227+50.00

Match Line 230+03.60 Ext. 496.40

LEGEND

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	☒	OBJECT IN ROAD
(#)	COLLISION #	🚶	HIT PEDESTRIAN	🐾	HIT ANIMAL
⇄	REAR END	🔄	OVERTURNED		
↔	SIDESWIPE	→	HEAD ON		
↙	ANGLE	🚗	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET 0-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2014 Collision Diagram

SHEET NO.
18



WORLD CENTER DR

Match Line 2000+00.00

Match Line 2007+50.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	⊙	HIT PEDESTRIAN
←←	REAR END	○	OVERTURNED
↘↙	SIDESWIPE	→	HEAD ON
↘	ANGLE	⊣	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

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2014 Collision Diagram

SHEET NO.
19



WORLD CENTER DR

2010

(257)WD

(162)CD

Match Line2007+50.00

Match Line2015+00.00

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	⊙	OVERTURNED
↔	SIDESWIPE	→	HEAD ON
↙	ANGLE	⊣	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

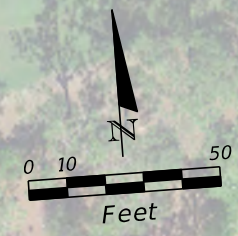
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2014 Collision Diagram

SHEET NO.
20



Match Line2015+00.00

Match Line2022+50.00

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♂	HIT FIXED OBJECT
↔	SIDESWIPE	🚲	HIT BICYCLE
↙↘	ANGLE	⤵	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

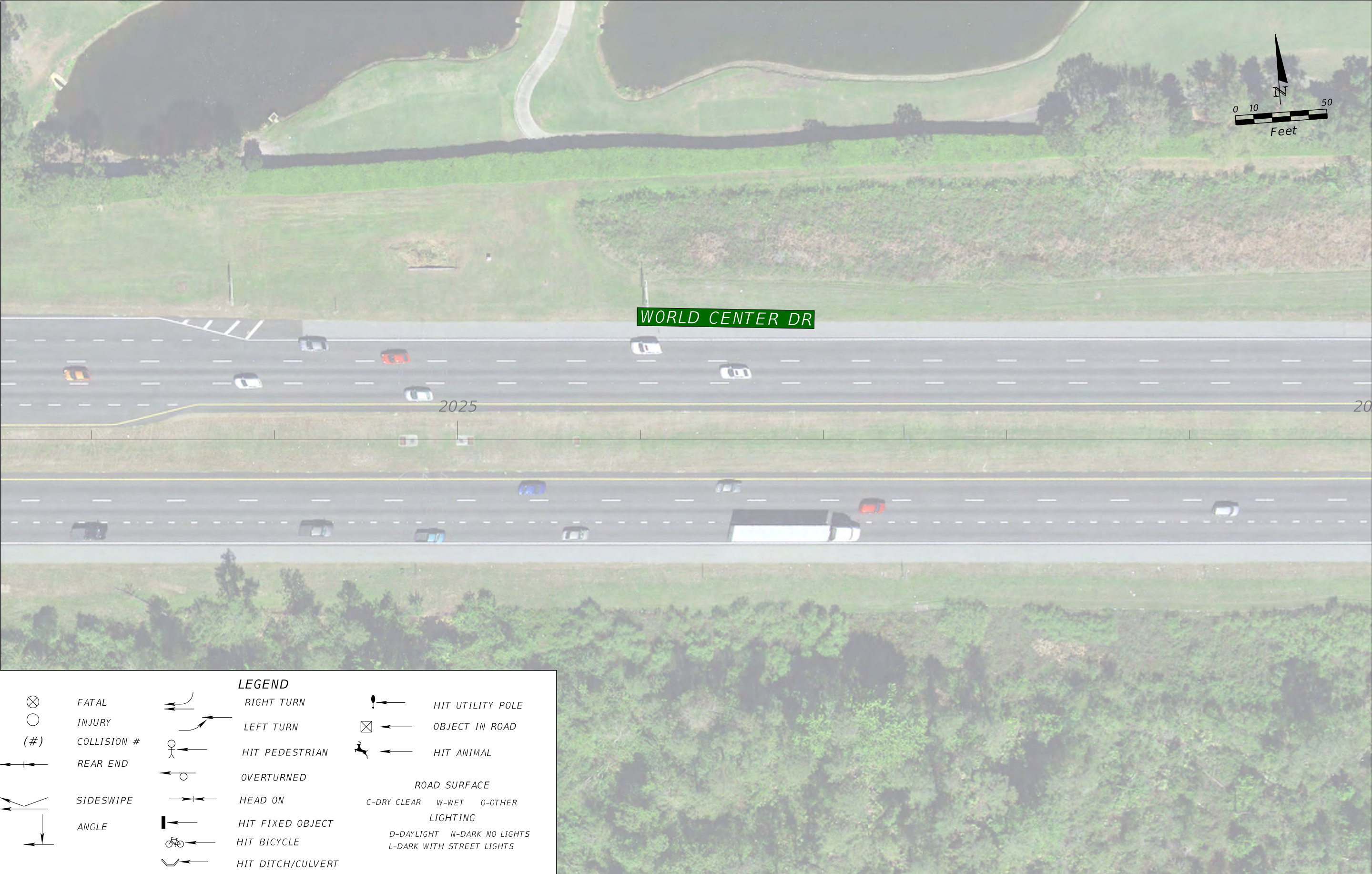
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2014 Collision Diagram

SHEET NO.
21



Match Line 2022+50.00

Match Line 2030+00.00

2025

20

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←|←	REAR END	♂	HIT ANIMAL
↘↙	SIDESWIPE	○	OVERTURNED
↘	ANGLE	↔	HEAD ON
		⊠	OBJECT IN ROAD
		⊠	HIT UTILITY POLE
		⊠	HIT BICYCLE
		⊠	HIT DITCH/CULVERT
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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SHEET NO.
22

Match Line 2030+00.00

Match Line 2037+50.00



WORLD CENTER DR



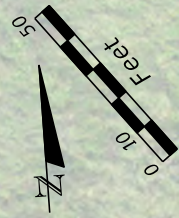
LEGEND

⊗	FATAL	↪↪	RIGHT TURN	!↪	HIT UTILITY POLE
○	INJURY	↪↪↪	LEFT TURN	⊠↪	OBJECT IN ROAD
(#)	COLLISION #	⊙↪	HIT PEDESTRIAN	🐾↪	HIT ANIMAL
↪↪	REAR END	↪○	OVERTURNED		
↪↪↪	SIDESWIPE	↪↪↪	HEAD ON		
↪↪↪	ANGLE	↪	HIT FIXED OBJECT		
		🚲↪	HIT BICYCLE		
		↪↪↪	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

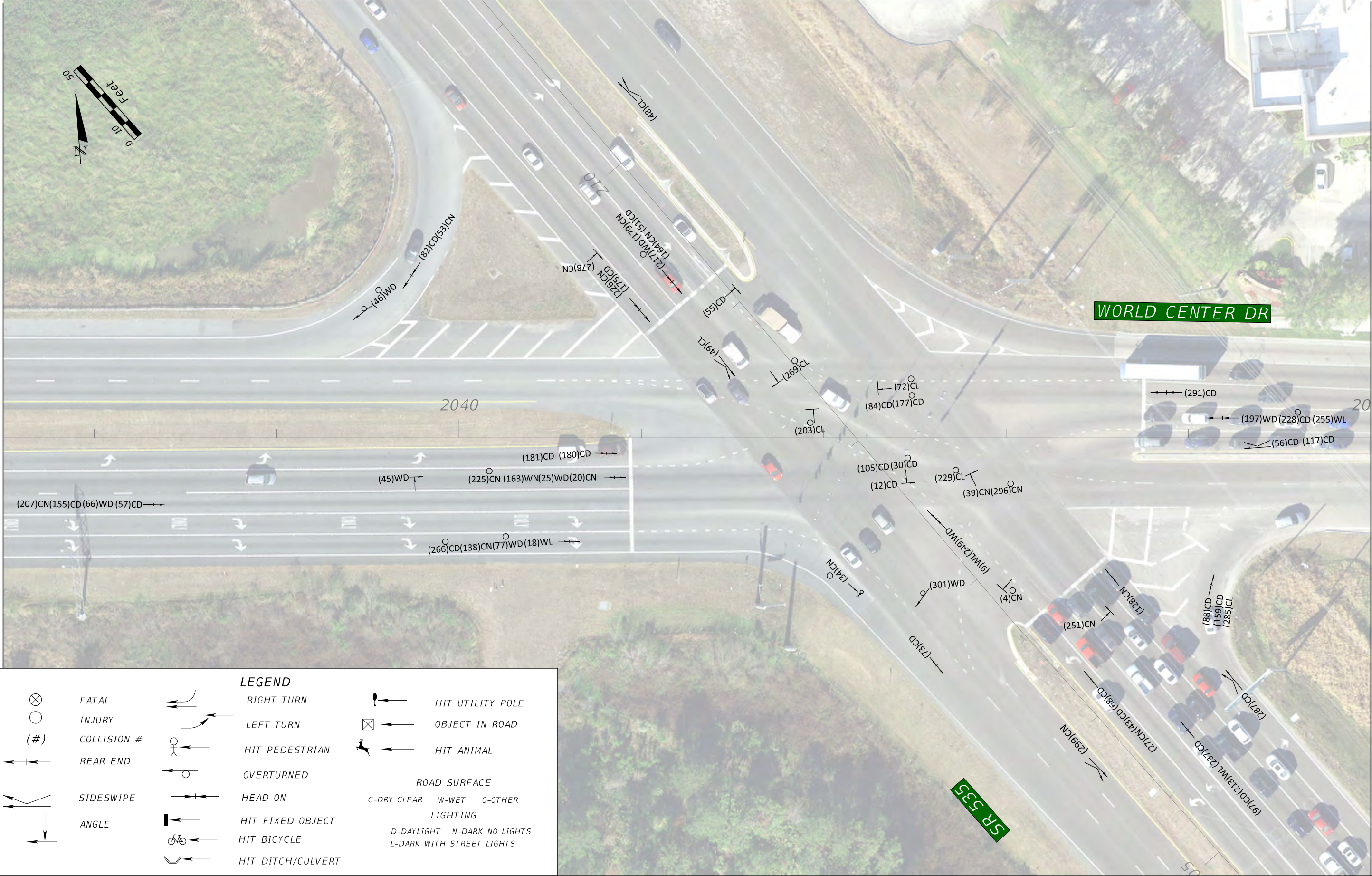
LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS				METRIC ENGINEERING, INC.	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			2014 Collision Diagram	SHEET NO.
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						SR 535	OSCEOLA/ORANGE		437174-2-22-01



Match Line 2037+50.00

Match Line 2045+00.00



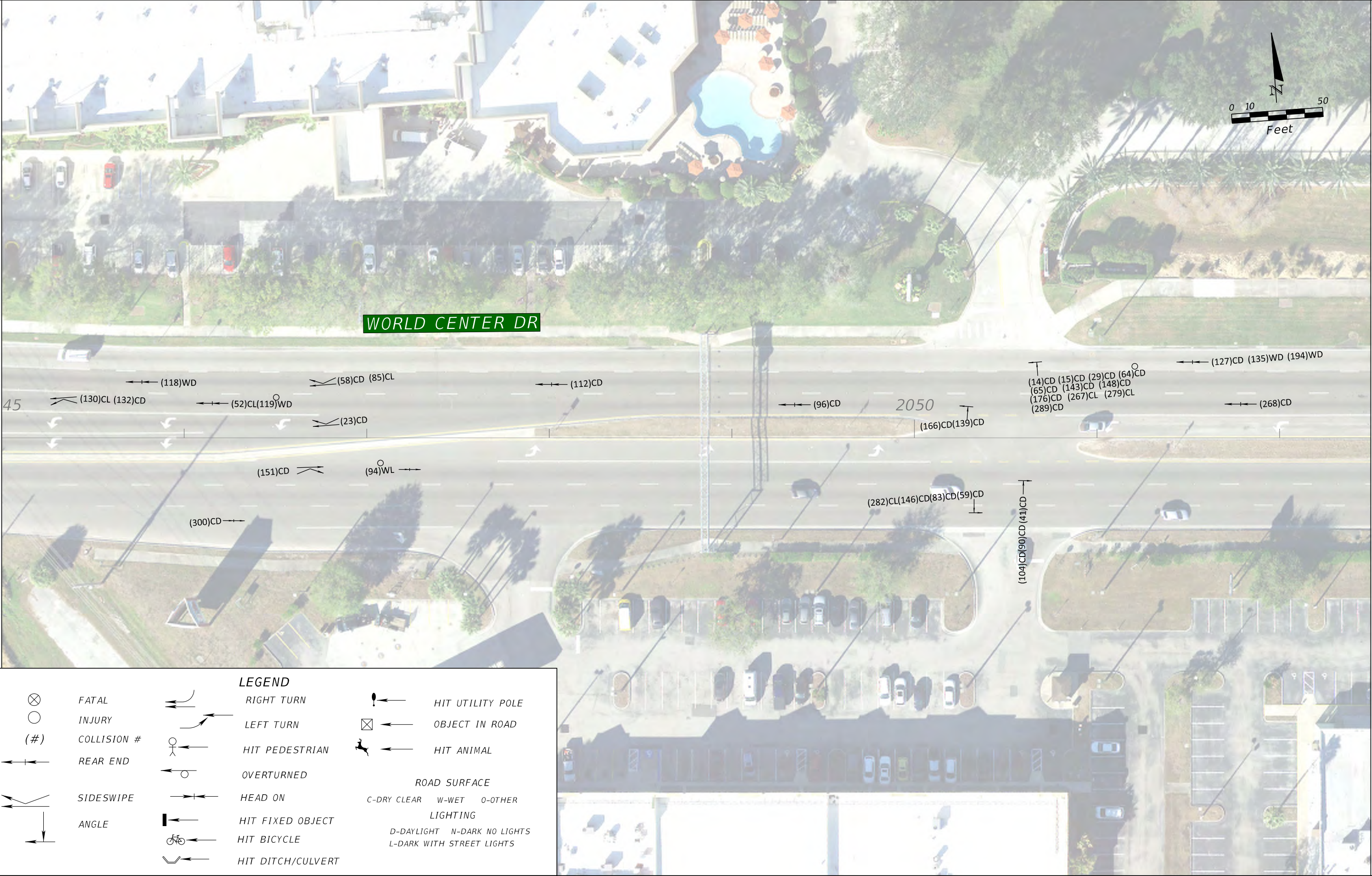
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

LEGEND			
	FATAL		RIGHT TURN
	INJURY		LEFT TURN
	COLLISION #		HIT PEDESTRIAN
	REAR END		HIT ANIMAL
	SIDESWIPE		HIT UTILITY POLE
	ANGLE		OBJECT IN ROAD
	OVERTURNED		HIT ANIMAL
	HIT FIXED OBJECT		HIT BICYCLE
	HIT DITCH/CULVERT		HIT DITCH/CULVERT

ROAD SURFACE		
C-DRY CLEAR	W-WET	O-OTHER

LIGHTING	
D-DAYLIGHT	N-DARK NO LIGHTS
L-DARK WITH STREET LIGHTS	

METRIC ENGINEERING, INC.		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		2014 Collision Diagram	SHEET NO. 24
		ROAD NO. SR 535	COUNTY OSCEOLA/ORANGE			FINANCIAL PROJECT ID 437174-2-22-01



Match Line 2045+00.00

Match Line 2052+50.00

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
↔	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	⊠	OBJECT IN ROAD
↔	ANGLE	🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⊘	HIT UTILITY POLE
		⊙	OVERTURNED
		⊚	HIT FIXED OBJECT
		⊛	HIT BICYCLE
		⊜	HIT DITCH/CULVERT
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

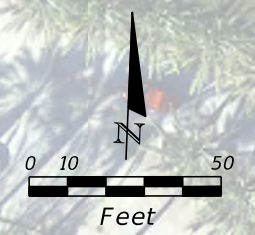
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2014 Collision Diagram

SHEET NO.
25

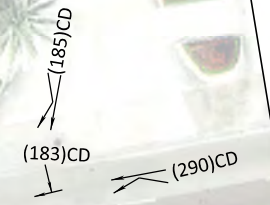
Match Line 2052+50.00

Match Line 2060+00.00



WORLD CENTER DR

2055



LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	←○	OVERTURNED		
↔	SIDESWIPE	←→	HEAD ON		
↙	ANGLE	←	HIT FIXED OBJECT		
		←🚲	HIT BICYCLE		
		←	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET 0-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

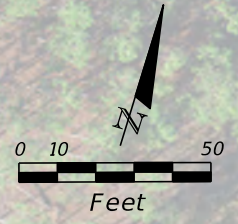
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2014 Collision Diagram

SHEET NO.
26



Match Line 2060+00.00

Match Line 2067+50.00



LEGEND					
⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	←○	OVERTURNED		
↔	SIDESWIPE	←←	HEAD ON		
↙	ANGLE	⊠ ←	HIT FIXED OBJECT		
		🚲 ←	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2014 Collision Diagram

SHEET NO.
27



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	⊗	HIT PEDESTRIAN
↔	REAR END	⊗	HIT ANIMAL
↔	SIDESWIPE	⊗	HIT UTILITY POLE
↔	ANGLE	⊗	OBJECT IN ROAD
		⊗	HIT BICYCLE
		⊗	HIT DITCH/CULVERT
			HIT FIXED OBJECT
			OVERTURNED
			HEAD ON
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

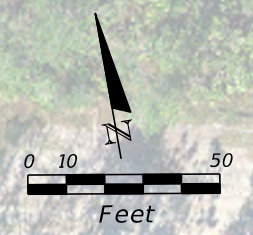
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2014 Collision Diagram

SHEET NO.
28



WORLD CENTER DR

(202)CD

(186)CD(206)WL

2080

(145)CD

Match Line 2075+00.00

Match Line 2080+58.35 Ext. 191.65

LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	○ ←	OVERTURNED		
↔	SIDESWIPE	→←	HEAD ON		
↙	ANGLE	⊣ ←	HIT FIXED OBJECT		
		🚲 ←	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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SR 535	OSCEOLA/ORANGE	437174-2-22-01

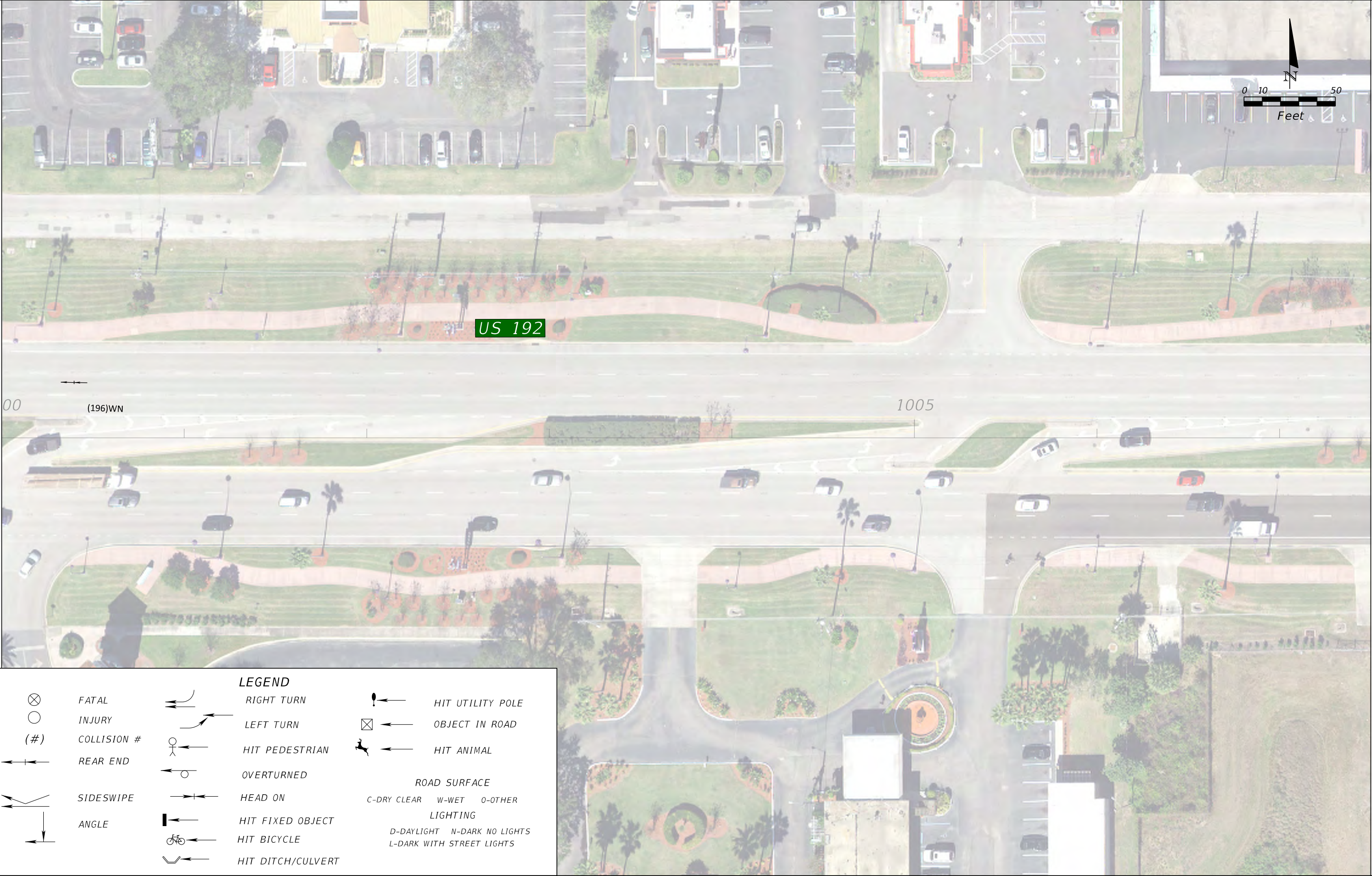
2014 Collision Diagram

SHEET NO.
29



Match Line 1000+00.00

Match Line 1007+50.00



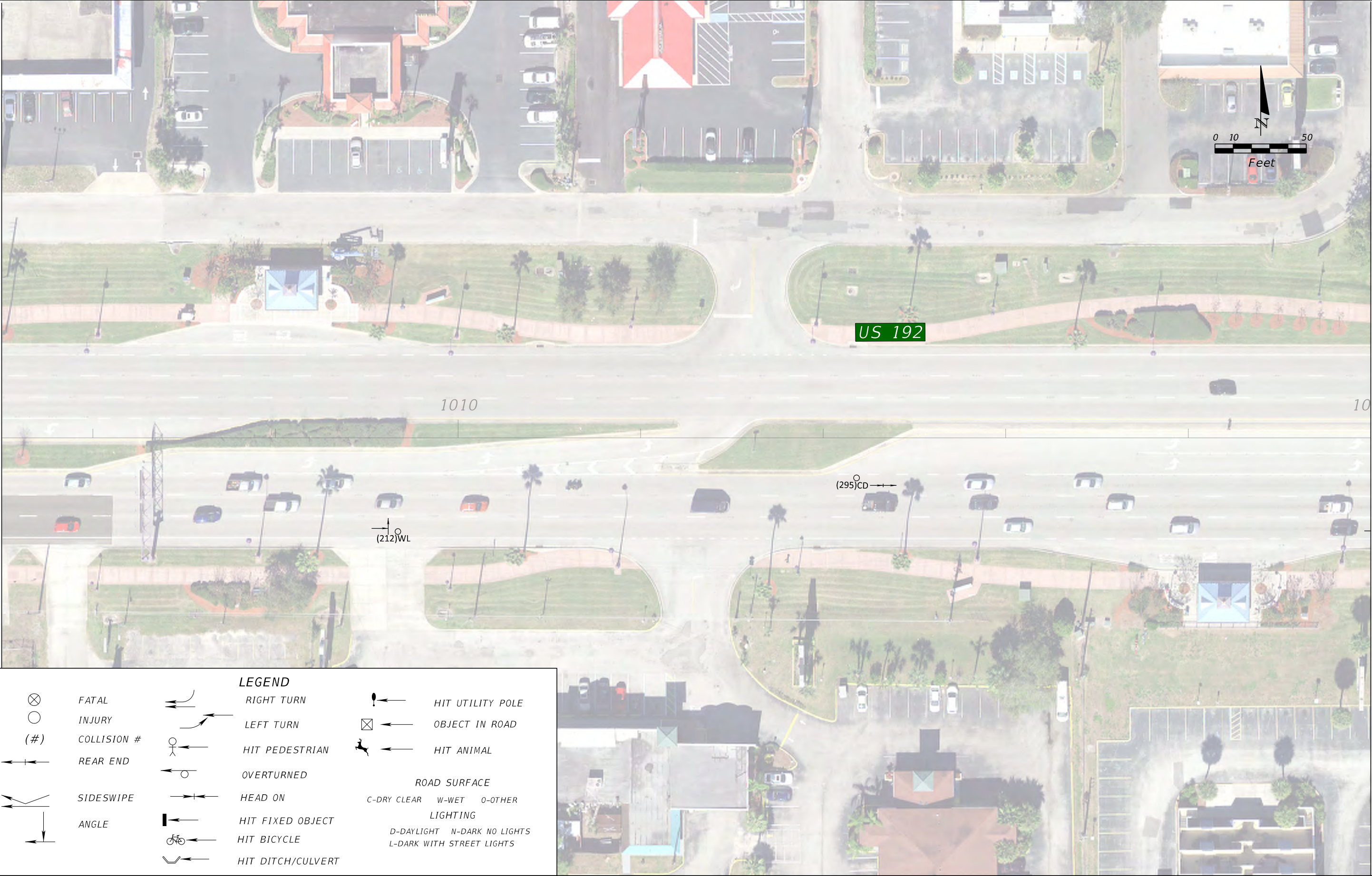
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE	
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD	
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL	
←←	REAR END	⊙	OVERTURNED	ROAD SURFACE		
↔	SIDESWIPE	→→	HEAD ON	C-DRY CLEAR	W-WET	O-OTHER
↙↘	ANGLE	⬮	HIT FIXED OBJECT	LIGHTING		
		🚲	HIT BICYCLE	D-DAYLIGHT	N-DARK NO LIGHTS	
		↘	HIT DITCH/CULVERT	L-DARK WITH STREET LIGHTS		

METRIC ENGINEERING, INC.				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			2014 Collision Diagram	SHEET NO.
				ROAD NO.	COUNTY	FINANCIAL PROJECT ID		30
				SR 535	OSCEOLA/ORANGE	437174-2-22-01		

Match Line 1007+50.00

Match Line 1015+00.00



LEGEND						
⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE	
○	INJURY	↙	LEFT TURN	☒	OBJECT IN ROAD	
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL	
⇐⇐	REAR END	⊖	OVERTURNED	ROAD SURFACE		
↔↔	SIDESWIPE	⇐⇐	HEAD ON	C-DRY CLEAR	W-WET	O-OTHER
↙↘	ANGLE	⊠	HIT FIXED OBJECT	LIGHTING		
		🚲	HIT BICYCLE	D-DAYLIGHT	N-DARK NO LIGHTS	
		↘	HIT DITCH/CULVERT	L-DARK WITH STREET LIGHTS		

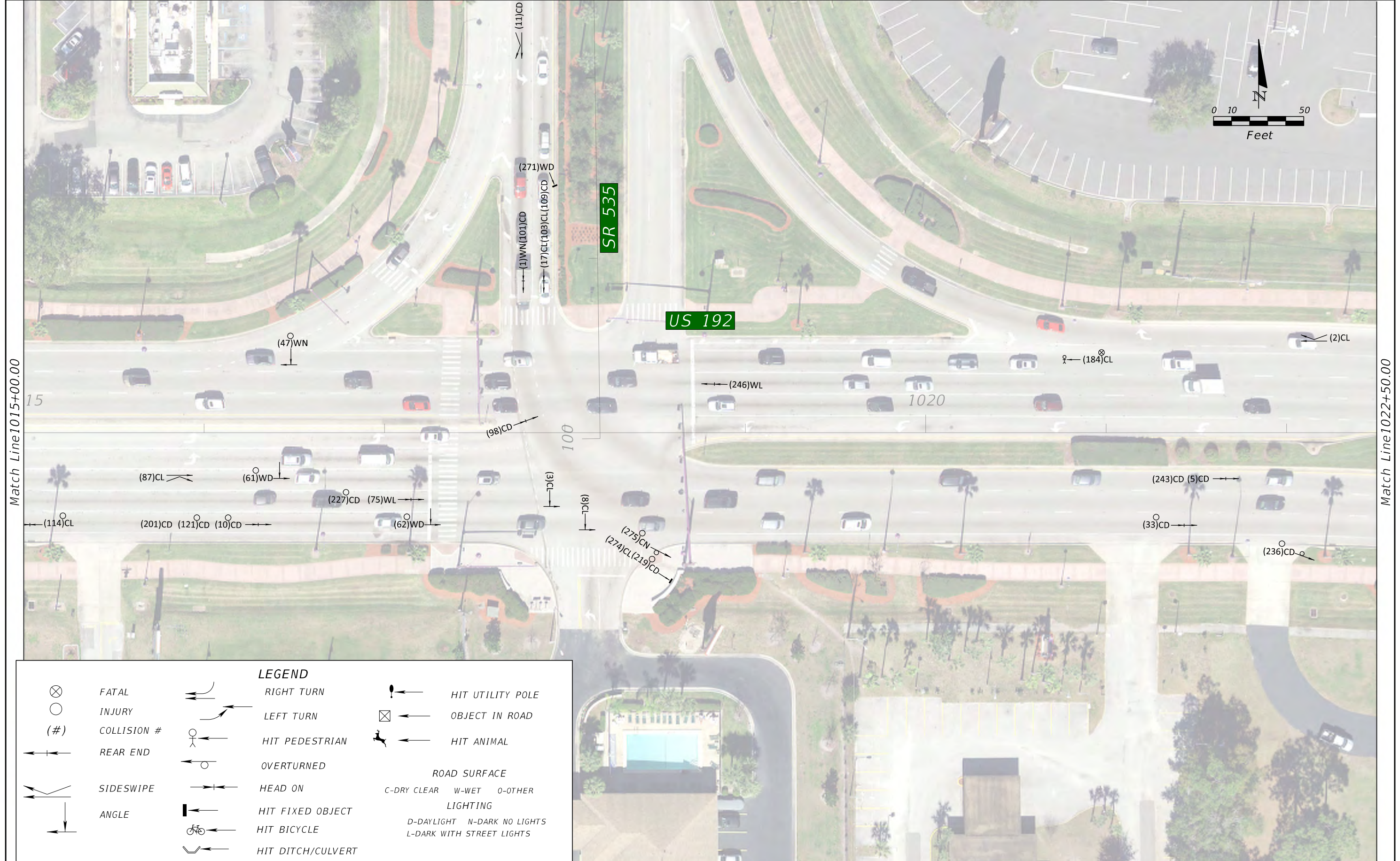
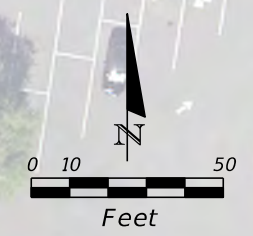
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2014 Collision Diagram

SHEET NO.
31



Match Line 1015+00.00

Match Line 1022+50.00

LEGEND	
⊗	FATAL
○	INJURY
(#)	COLLISION #
←←	REAR END
↔	SIDESWIPE
↙↘	ANGLE
↘↙	RIGHT TURN
↙↘	LEFT TURN
♀	HIT PEDESTRIAN
♁	OVERTURNED
←	HEAD ON
←	HIT FIXED OBJECT
←	HIT BICYCLE
←	HIT DITCH/CULVERT
⚡	HIT UTILITY POLE
⊠	OBJECT IN ROAD
🐾	HIT ANIMAL
ROAD SURFACE	
C	DRY CLEAR
W	WET
O	OTHER
LIGHTING	
D	DAYLIGHT
N	DARK NO LIGHTS
L	DARK WITH STREET LIGHTS

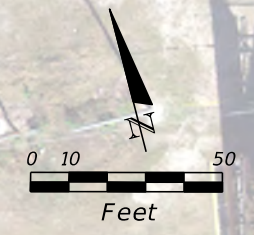
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2014 Collision Diagram

SHEET NO.
32



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

LEGEND					
⊗	FATAL INJURY	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
↔	REAR END	⊙	OVERTURNED		
↗↖	SIDESWIPE	↔	HEAD ON		
↘↙	ANGLE	⊠	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE		
C-DRY CLEAR	W-WET	O-OTHER

LIGHTING		
D-DAYLIGHT	N-DARK NO LIGHTS	L-DARK WITH STREET LIGHTS

METRIC ENGINEERING, INC.		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		2014 Collision Diagram	SHEET NO. 33
		ROAD NO. SR 535	COUNTY OSCEOLA/ORANGE			FINANCIAL PROJECT ID 437174-2-22-01



Match Line 1030+00.00

Match Line 1037+50.00

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
⇄	REAR END	♂	HIT BICYCLE
↔	SIDESWIPE	↘	HIT DITCH/CULVERT
↙	ANGLE	⊠	OBJECT IN ROAD
		🐾	HIT ANIMAL
			HIT UTILITY POLE
			HIT FIXED OBJECT
			OVERTURNED
			HEAD ON
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

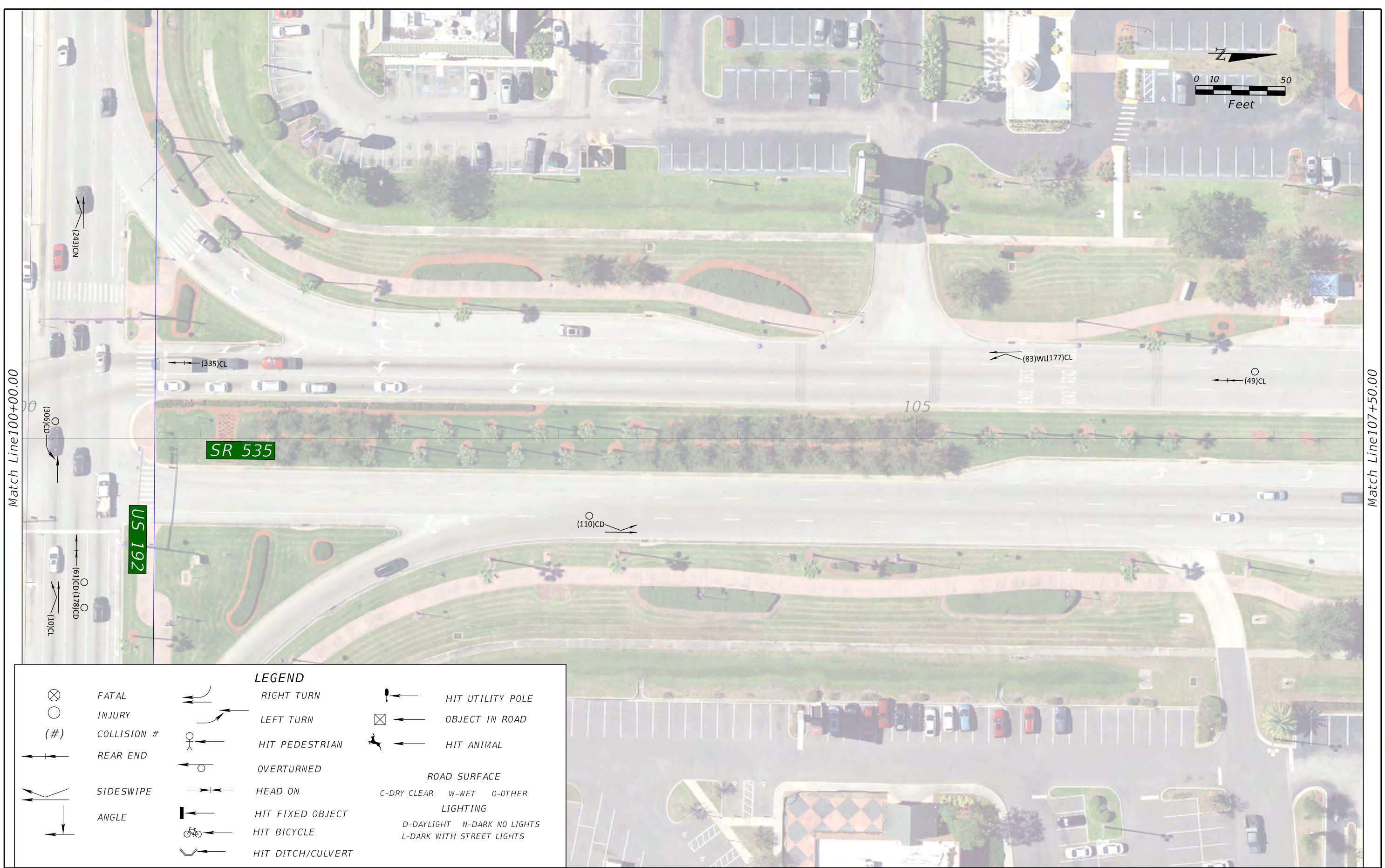
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2014 Collision Diagram

SHEET NO.
34

Match Line 100+00.00

Match Line 107+50.00

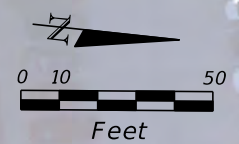


REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

⊗	FATAL	↔	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
↔	REAR END	↻	OVERTURNED		
↔	SIDESWIPE	↔	HEAD ON		
↔	ANGLE	⊠	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE		
C-DRY CLEAR	W-WET	O-OTHER
LIGHTING		
D-DAYLIGHT	N-DARK NO LIGHTS	L-DARK WITH STREET LIGHTS

METRIC ENGINEERING, INC.		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		2015 Collision Diagram	SHEET NO. 1
		ROAD NO. SR 535	COUNTY OSCEOLA/ORANGE			FINANCIAL PROJECT ID 437174-2-22-01



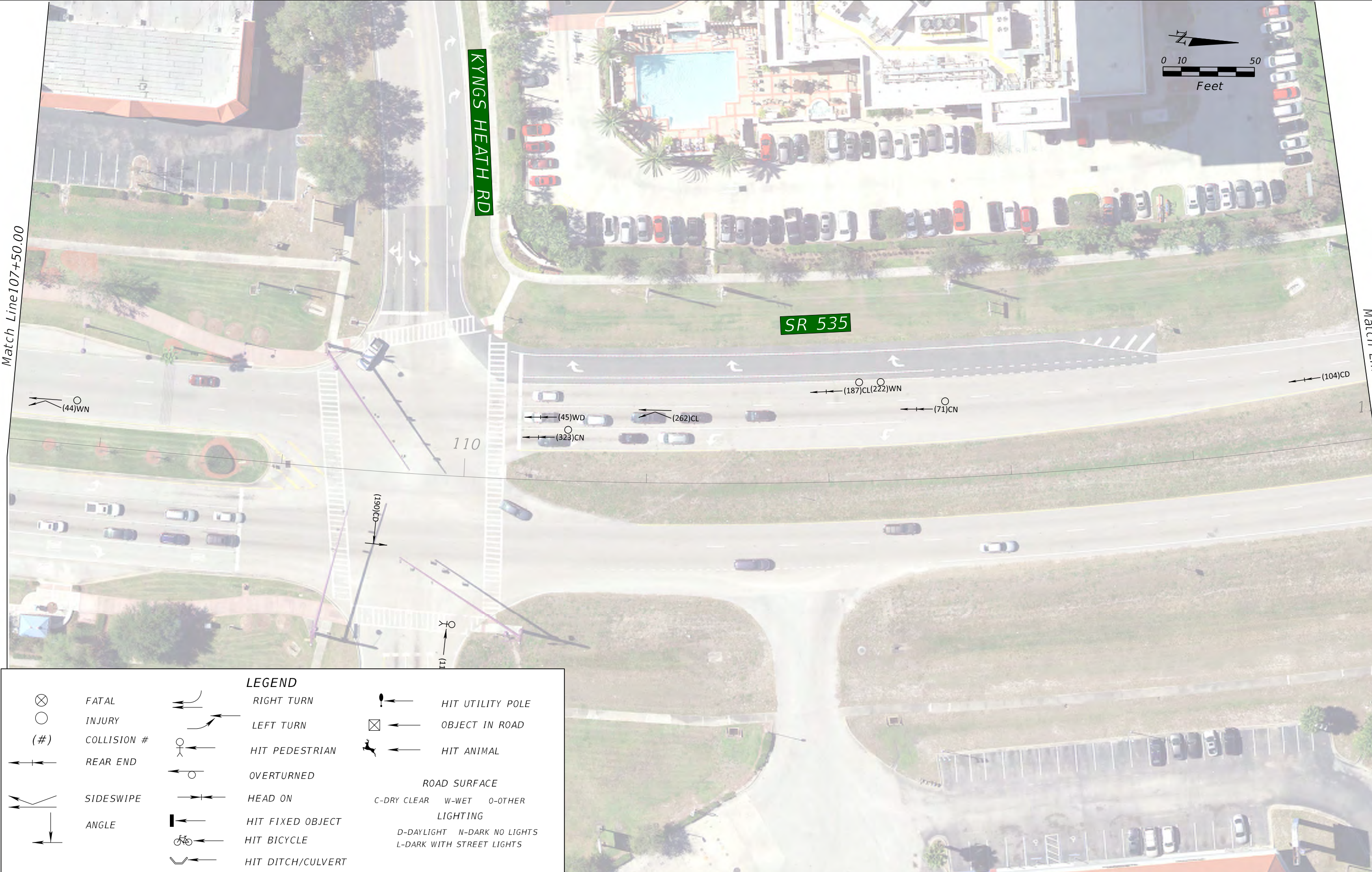
Match Line 107+50.00

Match Line 115+00.00

KYNGS HEATH RD

SR 535

110



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	⊙	HIT PEDESTRIAN
←←	REAR END	○	OVERTURNED
↔	SIDESWIPE	→	HEAD ON
↘↙	ANGLE	⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2015 Collision Diagram

SHEET NO.
2



Match Line 115+00.00

Match Line 122+50.00

SR 535

CALYPSO CAY WAY

120

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	🚶	HIT PEDESTRIAN
⇄	REAR END	🚗	OVERTURNED
↔	SIDESWIPE	🚗	HEAD ON
↙	ANGLE	🚗	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		🚗	HIT DITCH/CULVERT
		🚗	HIT UTILITY POLE
		🚗	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

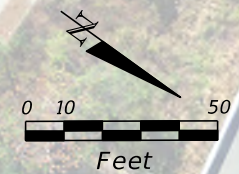
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2015 Collision Diagram

SHEET NO.
3



Match Line 122+50.00

Match Line 130+00.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
⇐⇐	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	○	OVERTURNED
↘↙	ANGLE	⇐⇐	HEAD ON
		⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
			ROAD SURFACE
		C	DRY CLEAR
		W	WET
		O	OTHER
			LIGHTING
		D	DAYLIGHT
		N	DARK NO LIGHTS
		L	DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

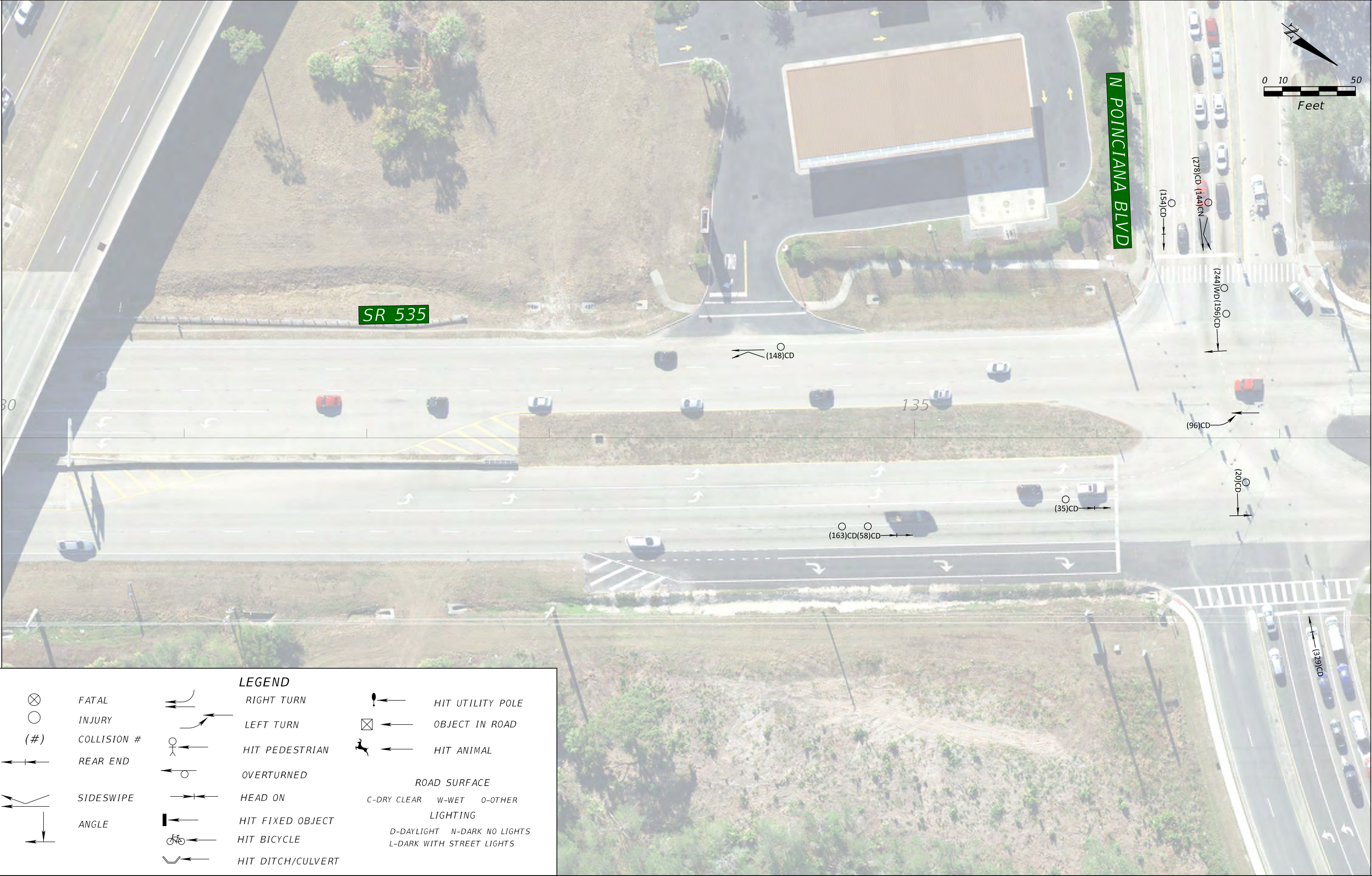
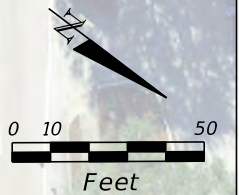
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2015 Collision Diagram

SHEET NO.
4

Match Line 130+00.00

Match Line 137+50.00



LEGEND

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	☒	OBJECT IN ROAD
(#)	COLLISION #	🚶	HIT PEDESTRIAN	🐾	HIT ANIMAL
←→	REAR END	🚗	OVERTURNED		
↔	SIDESWIPE	→	HEAD ON		
↙↘	ANGLE	→	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

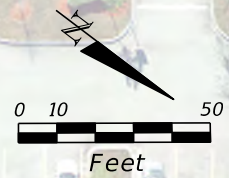
ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS				METRIC ENGINEERING, INC.	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			2015 Collision Diagram	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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Match Line 137+50.00

Match Line 145+00.00



SR 535

140

(50)CD

(319)WD
(101)CL (194)WD (318)WD

(193)WD

(277)CD (81)WD

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	⊙	HIT PEDESTRIAN
←←	REAR END	○	OVERTURNED
↔	SIDESWIPE	→	HEAD ON
↙	ANGLE	⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
		C	DRY CLEAR
		W	WET
		O	OTHER
			LIGHTING
		D	DAYLIGHT
		N	DARK NO LIGHTS
		L	DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

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2015 Collision Diagram

SHEET NO.
6

Match Line 145+00.00

Match Line 152+50.00

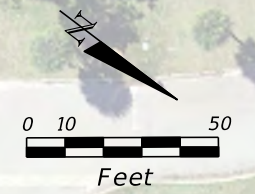


LEGEND			
⊗	FATAL	↪↪	RIGHT TURN
○	INJURY	↪↪↪	LEFT TURN
(#)	COLLISION #	⊗	HIT PEDESTRIAN
↔↔	REAR END	⊗	HIT ANIMAL
↪↪↪	SIDESWIPE	⊗	HIT UTILITY POLE
↪↪↪	ANGLE	⊗	OBJECT IN ROAD
		⊗	HIT FIXED OBJECT
		⊗	HIT BICYCLE
		⊗	HIT DITCH/CULVERT
		⊗	HIT OVERTURNED
		⊗	HIT HEAD ON
		⊗	HIT ROAD SURFACE
		⊗	HIT LIGHTING

REVISIONS				METRIC ENGINEERING, INC.	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			2015 Collision Diagram	SHEET NO. 7
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 535	OSCEOLA/ORANGE	437174-2-22-01		

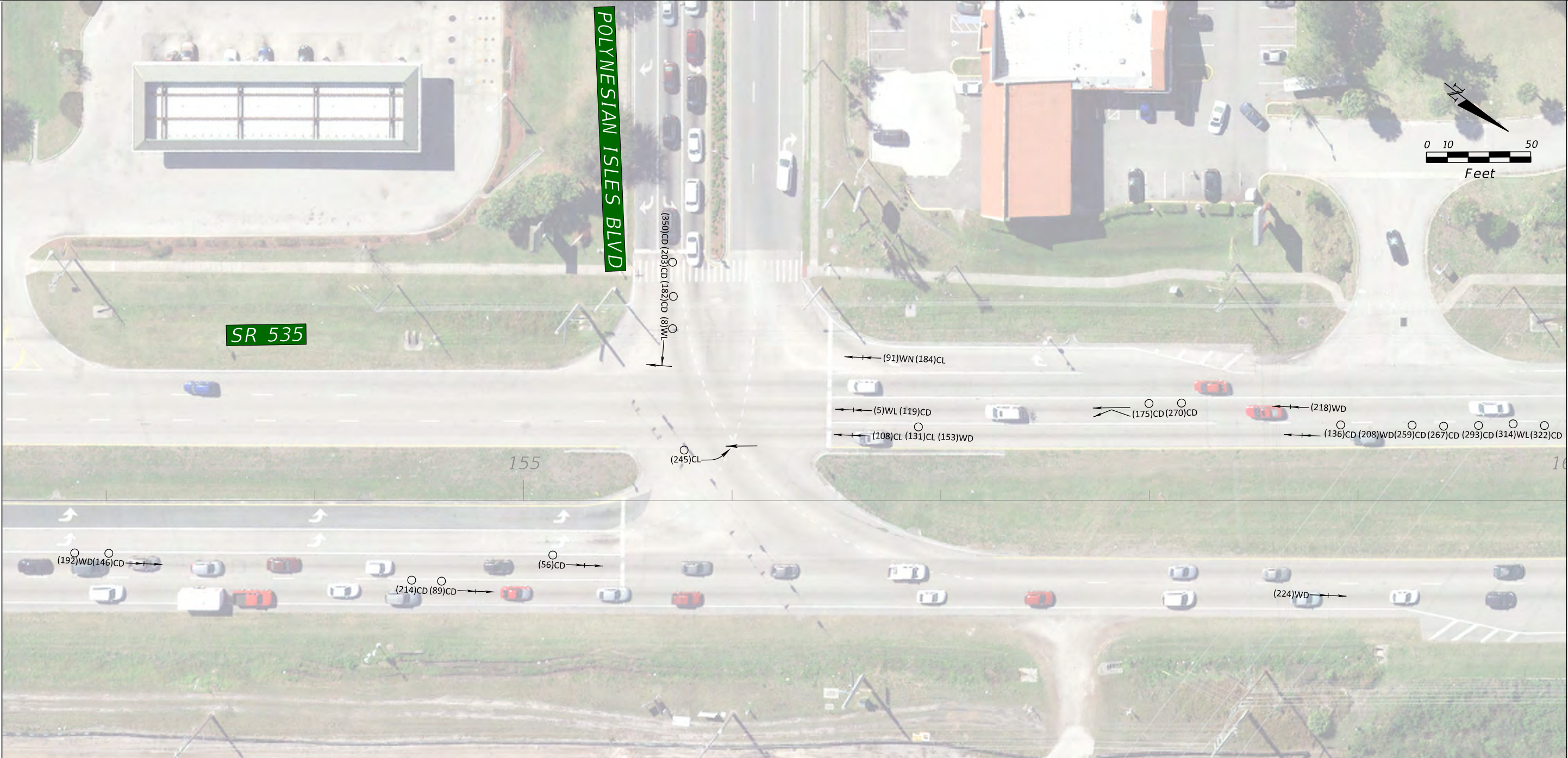
POLYNESIAN ISLES BLVD

SR 535



Match Line 152+50.00

Match Line 160+00.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	○	OVERTURNED
↘↙	ANGLE	→	HEAD ON
↘		⊠	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
		♂	HIT BICYCLE
		↘	HIT DITCH/CULVERT
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

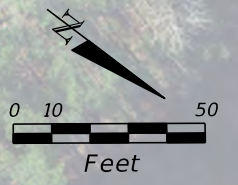
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2015 Collision Diagram

SHEET NO.
8



SR 535

165

(315)WL

(200)CL

Match Line 160+00.00

Match Line 167+50.00

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♤	HIT PEDESTRIAN
↔	REAR END	♠	HIT ANIMAL
↘↙	SIDESWIPE	⊠	OBJECT IN ROAD
↙↘	ANGLE	♣	HIT BICYCLE
		♣	HIT DITCH/CULVERT
			HIT UTILITY POLE
			HIT FIXED OBJECT
			OVERTURNED
			HEAD ON
			HIT BICYCLE
			HIT DITCH/CULVERT

ROAD SURFACE		
C	D-DRY CLEAR	W-WET
O	OTHER	

LIGHTING	
D	DAYLIGHT
N	DARK NO LIGHTS
L	DARK WITH STREET LIGHTS

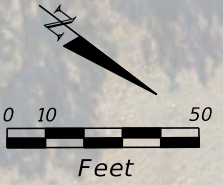
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2015 Collision Diagram

SHEET NO.
9

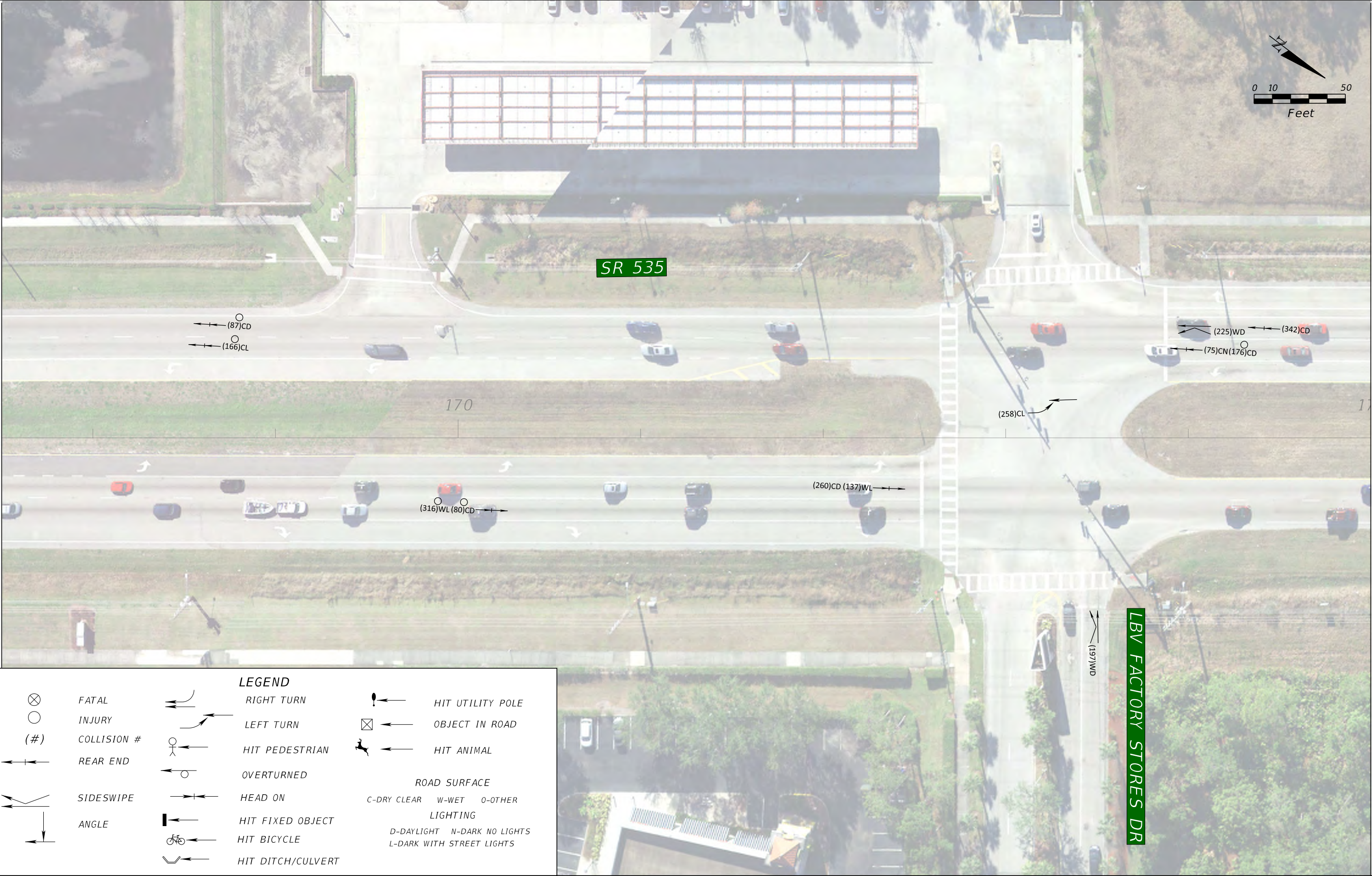


SR 535

LBV FACTORY STORES DR

Match Line 167+50.00

Match Line 175+00.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
⇄	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	○	OVERTURNED
↘↙	ANGLE	→	HEAD ON
↘		⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		! →	HIT UTILITY POLE
		⊠ →	OBJECT IN ROAD
			HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

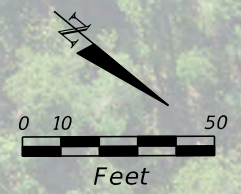
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2015 Collision Diagram

SHEET NO.
10



Match Line 175+00.00

Match Line 182+50.00

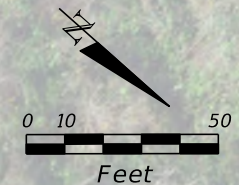


REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	←○	OVERTURNED		
↔	SIDESWIPE	←←	HEAD ON		
↙	ANGLE	⊠ ←	HIT FIXED OBJECT		
		♂ ←	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE		
C-DRY CLEAR	W-WET	O-OTHER
LIGHTING		
D-DAYLIGHT	N-DARK NO LIGHTS	L-DARK WITH STREET LIGHTS

METRIC ENGINEERING, INC.		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		2015 Collision Diagram	SHEET NO. 11
		ROAD NO.	COUNTY			FINANCIAL PROJECT ID
		SR 535	OSCEOLA/ORANGE	437174-2-22-01	



SR 535

Match Line 182+50.00

Match Line 190+00.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	○	OVERTURNED
↘↙	ANGLE	→	HEAD ON
		⊠	HIT UTILITY POLE
		⊞	OBJECT IN ROAD
			HIT FIXED OBJECT
			HIT BICYCLE
			HIT DITCH/CULVERT
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

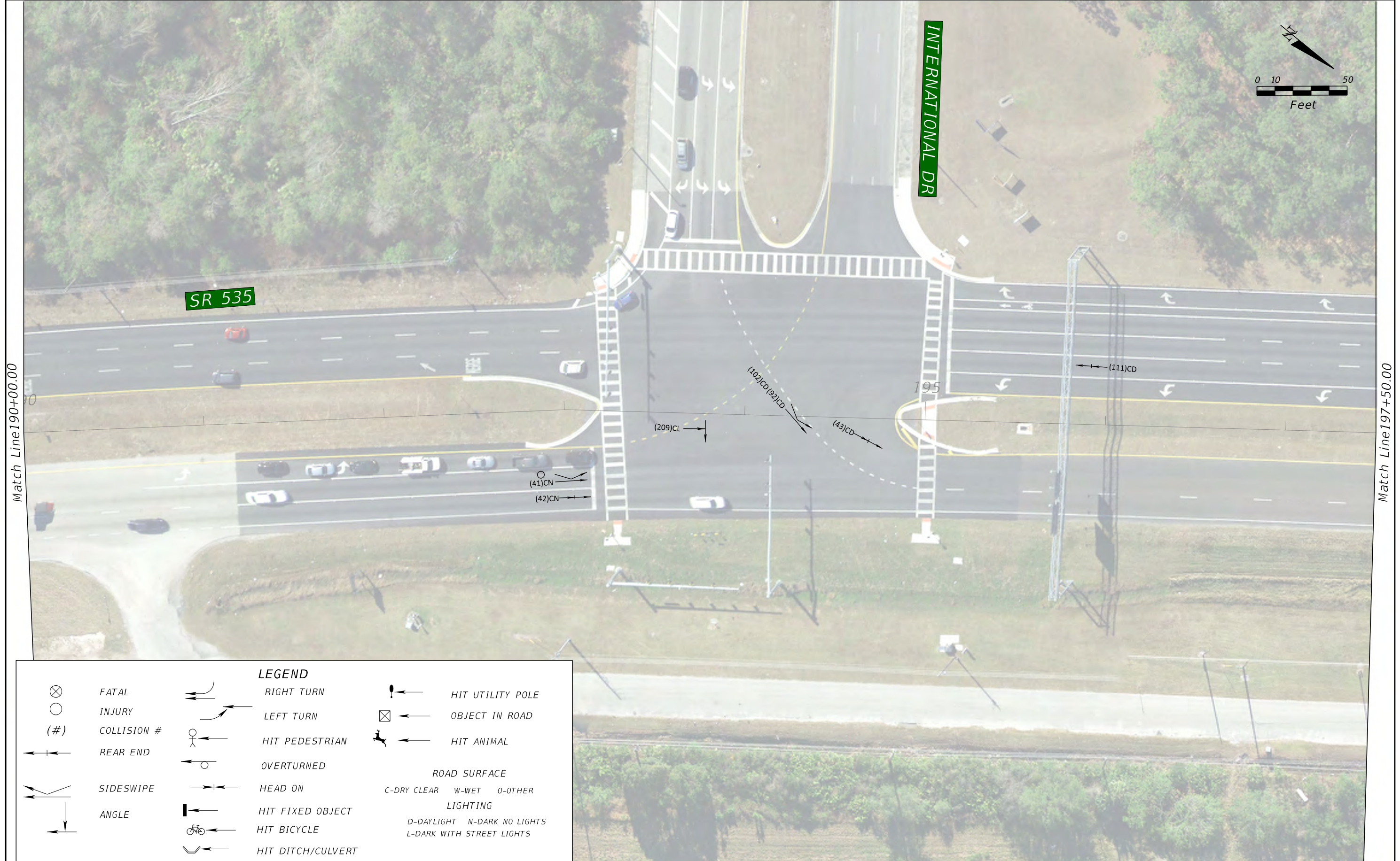
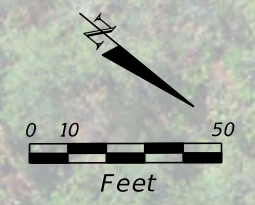
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2015 Collision Diagram

SHEET NO.
12



Match Line 190+00.00

Match Line 197+50.00

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
⇐⇐	REAR END	♁	HIT ANIMAL
↘↙	SIDESWIPE	○	OVERTURNED
↘↙	ANGLE	⇐	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘↙	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
			HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

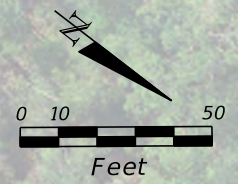
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2015 Collision Diagram

SHEET NO.
13



Match Line 197+50.00

Match Line 205+00.00

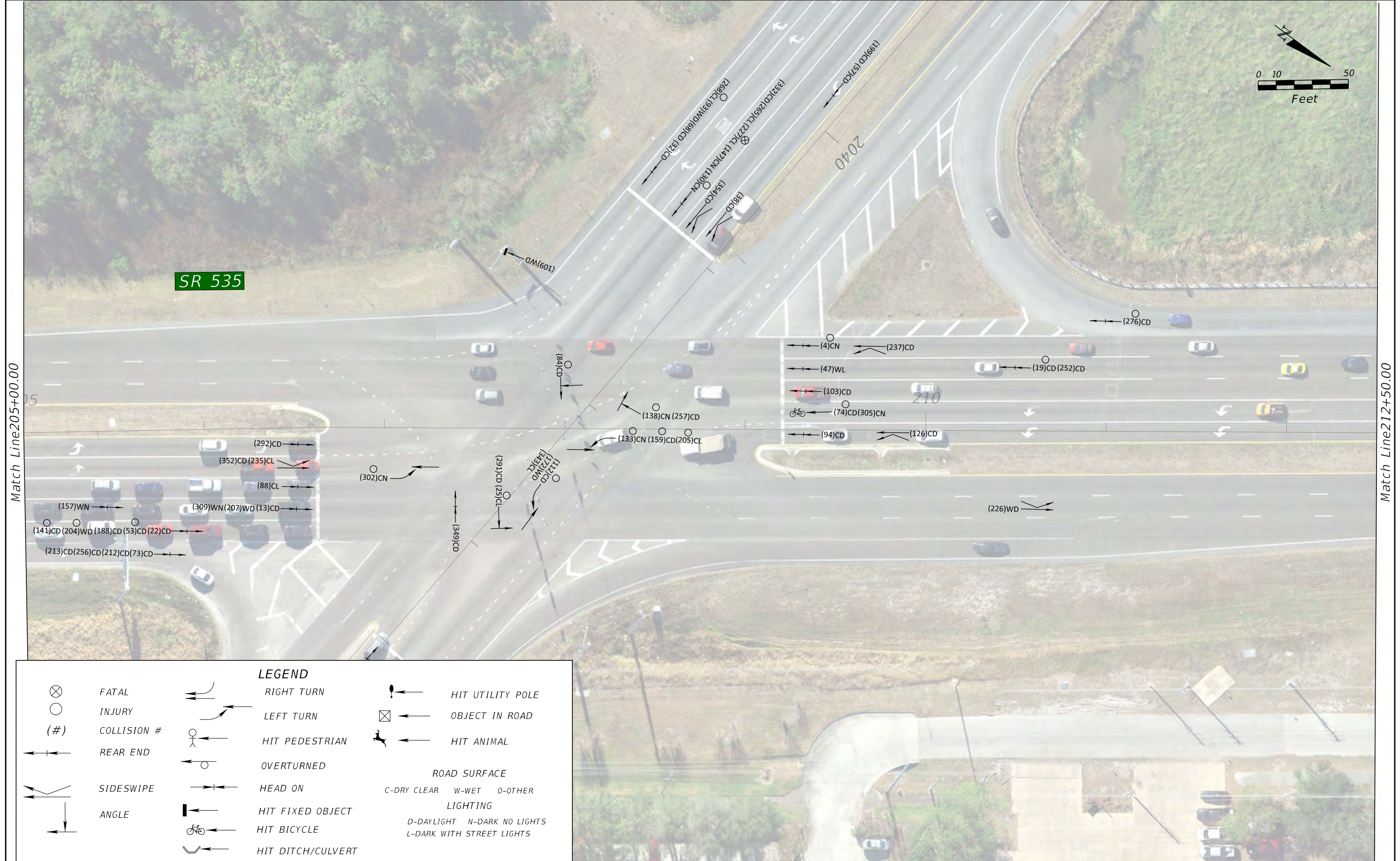
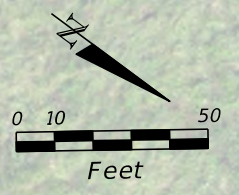


REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	🚶	HIT PEDESTRIAN	🐾	HIT ANIMAL
⇐⇐	REAR END	🚗	OVERTURNED		
↘↙	SIDESWIPE	→	HEAD ON		
↘	ANGLE	🚗	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE		
C-DRY CLEAR	W-WET	O-OTHER
LIGHTING		
D-DAYLIGHT	N-DARK NO LIGHTS	L-DARK WITH STREET LIGHTS

METRIC ENGINEERING, INC.				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			2015 Collision Diagram	SHEET NO. 14
				ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
				SR 535	OSCEOLA/ORANGE	437174-2-22-01		



Match Line 205+00.00

Match Line 212+50.00

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

LEGEND					
⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♤	HIT PEDESTRIAN	🐾	HIT ANIMAL
←←	REAR END	⊖	OVERTURNED		
↔	SIDESWIPE	→→	HEAD ON		
↙↘	ANGLE	⊠	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE					
C	DRY CLEAR	W	WET	O	OTHER
LIGHTING					
D	DAYLIGHT	N	DARK NO LIGHTS	L	DARK WITH STREET LIGHTS

METRIC ENGINEERING, INC.		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		2015 Collision Diagram	SHEET NO. 15
		ROAD NO. SR 535	COUNTY OSCEOLA/ORANGE			FINANCIAL PROJECT ID 437174-2-22-01



Match Line 212+50.00

Match Line 220+00.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	⊙	HIT PEDESTRIAN
←←	REAR END	⊙	OVERTURNED
↘↙	SIDESWIPE	→	HEAD ON
↘	ANGLE	⊣	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

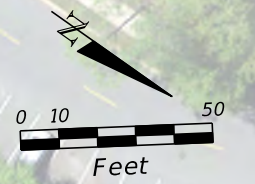
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

<i>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</i>		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2015 Collision Diagram

SHEET NO.
16



SR 535

LAKE BRYAN BEACH BLVD

Match Line 220+00.00

Match Line 227+50.00

LEGEND

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
↔	REAR END	⊙	OVERTURNED		
↔	SIDESWIPE	↔	HEAD ON		
↔	ANGLE	⊠	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

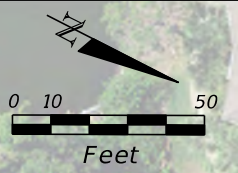
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2015 Collision Diagram

SHEET NO.
17



Match Line 227+50.00

Match Line 230+03.60 Ext. 496.40



LEGEND

⊗	FATAL	↖	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↗	LEFT TURN	☒	OBJECT IN ROAD
(#)	COLLISION #	🚶	HIT PEDESTRIAN	🐾	HIT ANIMAL
↔	REAR END	🚗	OVERTURNED		
↘↗	SIDESWIPE	→	HEAD ON		
↙↘	ANGLE	⬛	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↪	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET 0-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

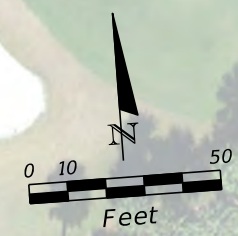
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2015 Collision Diagram

**SHEET NO.
18**



WORLD CENTER DR

Match Line 2000+00.00

Match Line 2007+50.00

00

2005

LEGEND					
⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	🚶	HIT PEDESTRIAN	🐾	HIT ANIMAL
↔	REAR END	🚗	OVERTURNED		
↘↙	SIDESWIPE	↔	HEAD ON		
↘	ANGLE	⬛	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

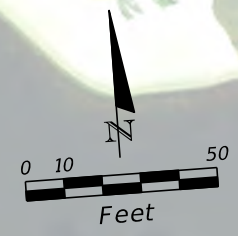
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2015 Collision Diagram

SHEET NO.
19



WORLD CENTER DR

2010

20

Match Line2007+50.00

Match Line2015+00.00

LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	←○	OVERTURNED		
↘↙	SIDESWIPE	←←	HEAD ON		
↘	ANGLE	⊠ ←	HIT FIXED OBJECT		
		🚲 ←	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

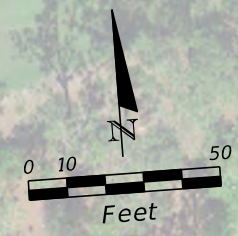
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2015 Collision Diagram

SHEET NO.
20



Match Line 2015+00.00

Match Line 2022+50.00

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
⇐⇐	REAR END	♁	HIT ANIMAL
↔↔	SIDESWIPE	⊖	OVERTURNED
↘↔	ANGLE	⇐⇐	HEAD ON
		⊔	HIT FIXED OBJECT
		♫	HIT BICYCLE
		⤴	HIT DITCH/CULVERT
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

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2015 Collision Diagram

SHEET NO.
21



Match Line 2022+50.00

Match Line 2030+00.00

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	○	OVERTURNED
↘↙	ANGLE	→	HEAD ON
		⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		⤵	HIT DITCH/CULVERT
		! ←	HIT UTILITY POLE
		⊠ ←	OBJECT IN ROAD
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

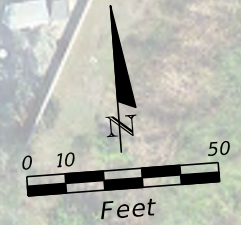
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2015 Collision Diagram

SHEET NO.
22



WORLD CENTER DR

Match Line 2030+00.00

Match Line 2037+50.00

30

2035

(297)WN
(28)CD(7)CD

(310)WN(307)CL(274)CL(217)CD(170)CD

LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	🚶 ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←|←	REAR END	⊙ ←	OVERTURNED		
↘↙	SIDESWIPE	→|→	HEAD ON		
↘	ANGLE	⊣ ←	HIT FIXED OBJECT		
		🚲 ←	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

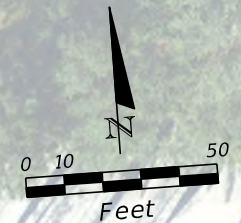
METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2015 Collision Diagram

SHEET NO.
23





WORLD CENTER DR

Match Line 2045+00.00

Match Line 2052+50.00



LEGEND					
⊗	FATAL	↔	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↔	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♤	HIT PEDESTRIAN	🐾	HIT ANIMAL
↔	REAR END	↔	OVERTURNED		
↔	SIDESWIPE	↔	HEAD ON		
↔	ANGLE	↔	HIT FIXED OBJECT		
		↔	HIT BICYCLE		
		↔	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER
 LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

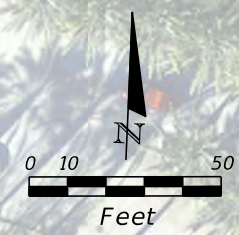
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2015 Collision Diagram

SHEET NO.
25

Match Line 2052+50.00

Match Line 2060+00.00



WORLD CENTER DR

2055

(327)CD

(275)CL

(219)WD(211)CD
(160)CD (149)CD (107)CD

20

LEGEND

⊗	FATAL	↩↩	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↩↩↩	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
↔	REAR END	←○	OVERTURNED		
↔↔	SIDESWIPE	↔↔	HEAD ON		
↔	ANGLE	⊠ ←	HIT FIXED OBJECT		
		🚲 ←	HIT BICYCLE		
		↩↩	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET 0-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

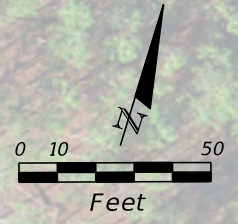
METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2015 Collision Diagram

SHEET NO.
26

Match Line 2060+00.00



WORLD CENTER DR

60

2065

(158)CD

(221)WL

(317)CL

(48)WD

Match Line 2067+50.00

LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	←○	OVERTURNED		
↔	SIDESWIPE	←←	HEAD ON		
↙	ANGLE	←	HIT FIXED OBJECT		
		←🚲	HIT BICYCLE		
		←	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET 0-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

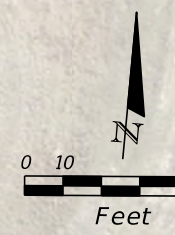
METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2015 Collision Diagram

SHEET NO.
27

WORLD CENTER DR



Match Line 2067+50.00

Match Line 2075+00.00



LEGEND

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	☒	OBJECT IN ROAD
(#)	COLLISION #	🚶	HIT PEDESTRIAN	🐾	HIT ANIMAL
↔	REAR END	🔄	OVERTURNED		
↔↔	SIDESWIPE	→	HEAD ON		
↙↘	ANGLE	🚗	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET 0-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

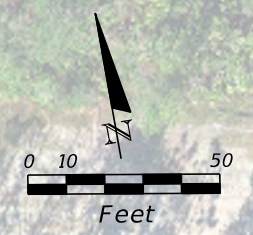
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2015 Collision Diagram

SHEET NO.
28



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←→	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	○	OVERTURNED
↔	ANGLE	→	HEAD ON
		█	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		! →	HIT UTILITY POLE
		⊠ →	OBJECT IN ROAD
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

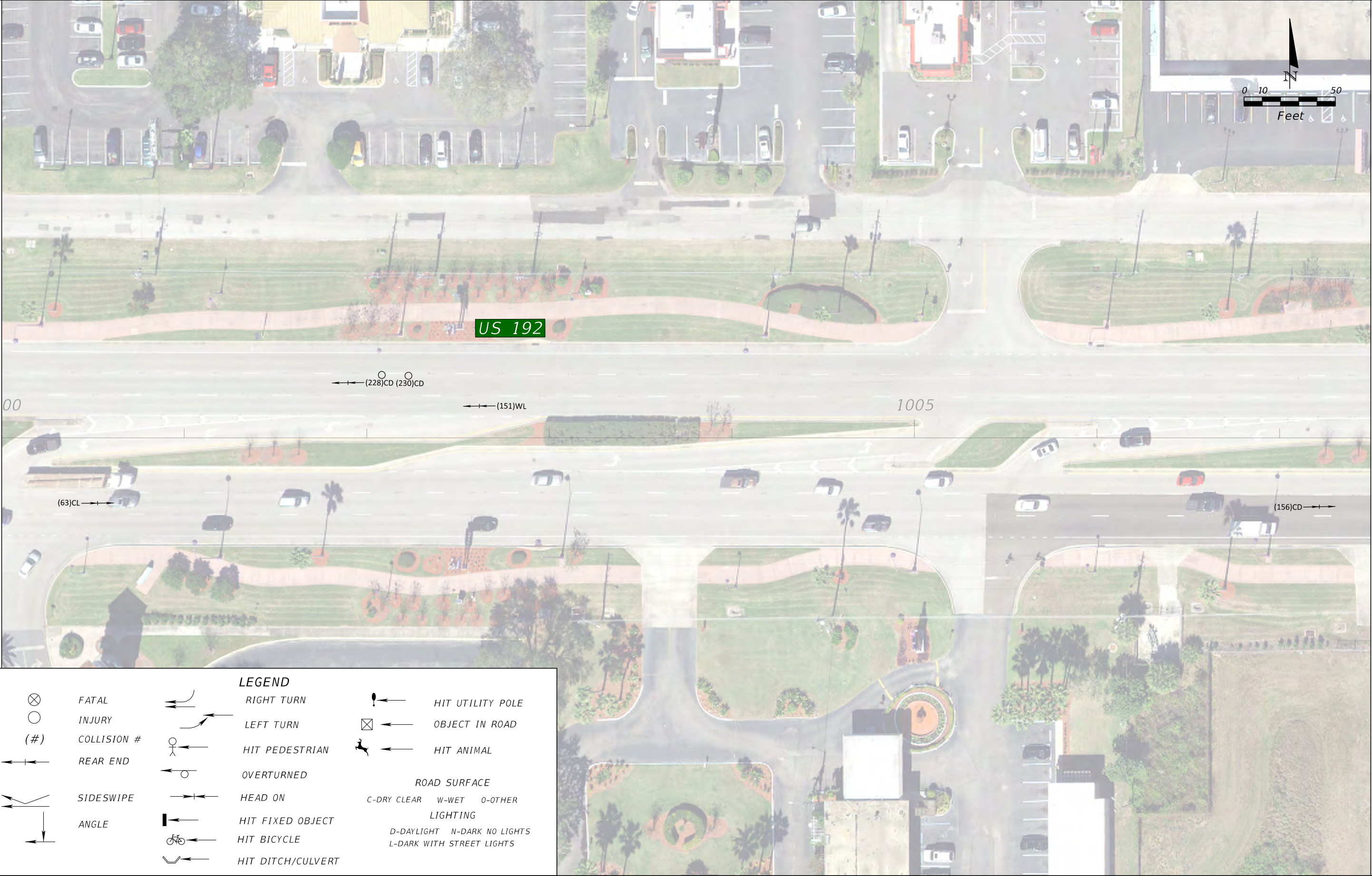
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		2015 Collision Diagram	SHEET NO. 29	
	ROAD NO.	COUNTY			FINANCIAL PROJECT ID
	SR 535	OSCEOLA/ORANGE			437174-2-22-01



Match Line 1000+00.00

Match Line 1007+50.00

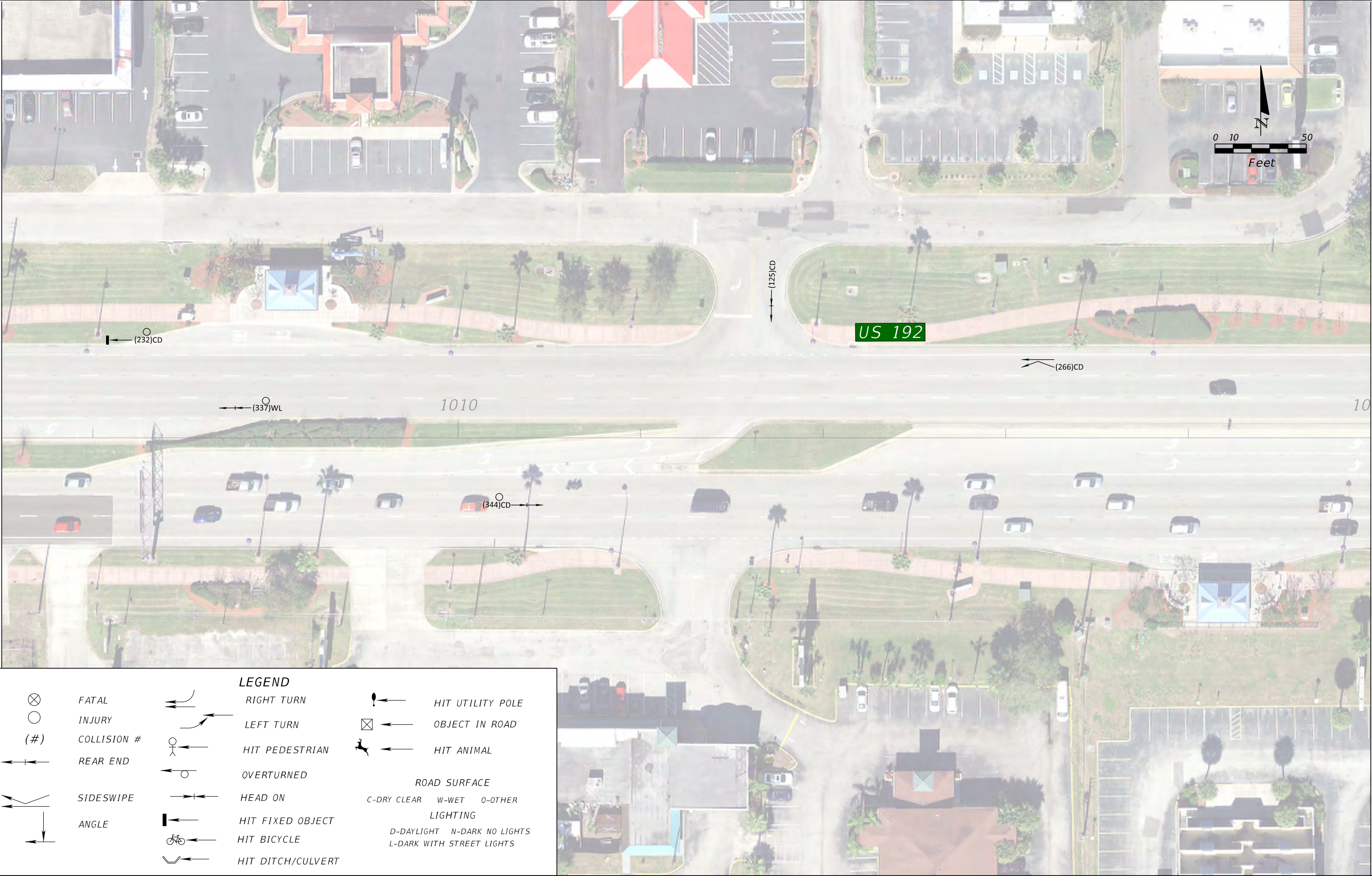


REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
←←	REAR END	⊙	OVERTURNED		
↔	SIDESWIPE	→	HEAD ON		
↙↘	ANGLE	⊠	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE		
C-DRY CLEAR	W-WET	O-OTHER
LIGHTING		
D-DAYLIGHT	N-DARK NO LIGHTS	L-DARK WITH STREET LIGHTS

METRIC ENGINEERING, INC.				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			2015 Collision Diagram	SHEET NO.
				ROAD NO.	COUNTY	FINANCIAL PROJECT ID		30
				SR 535	OSCEOLA/ORANGE	437174-2-22-01		



Match Line 1007+50.00

Match Line 1015+00.00

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

LEGEND					
⊗	FATAL INJURY COLLISION #	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY COLLISION #	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
↔	REAR END	⊙	OVERTURNED		
↔↔	SIDESWIPE	↔	HEAD ON		
↔↔↔	ANGLE	⊠	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE		
C	W	O
DRY CLEAR	WET	OTHER

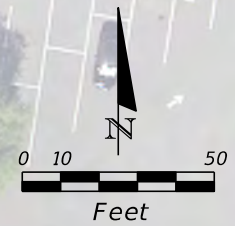
LIGHTING	
D	N
DAYLIGHT	DARK NO LIGHTS
L	L
DARK WITH STREET LIGHTS	

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

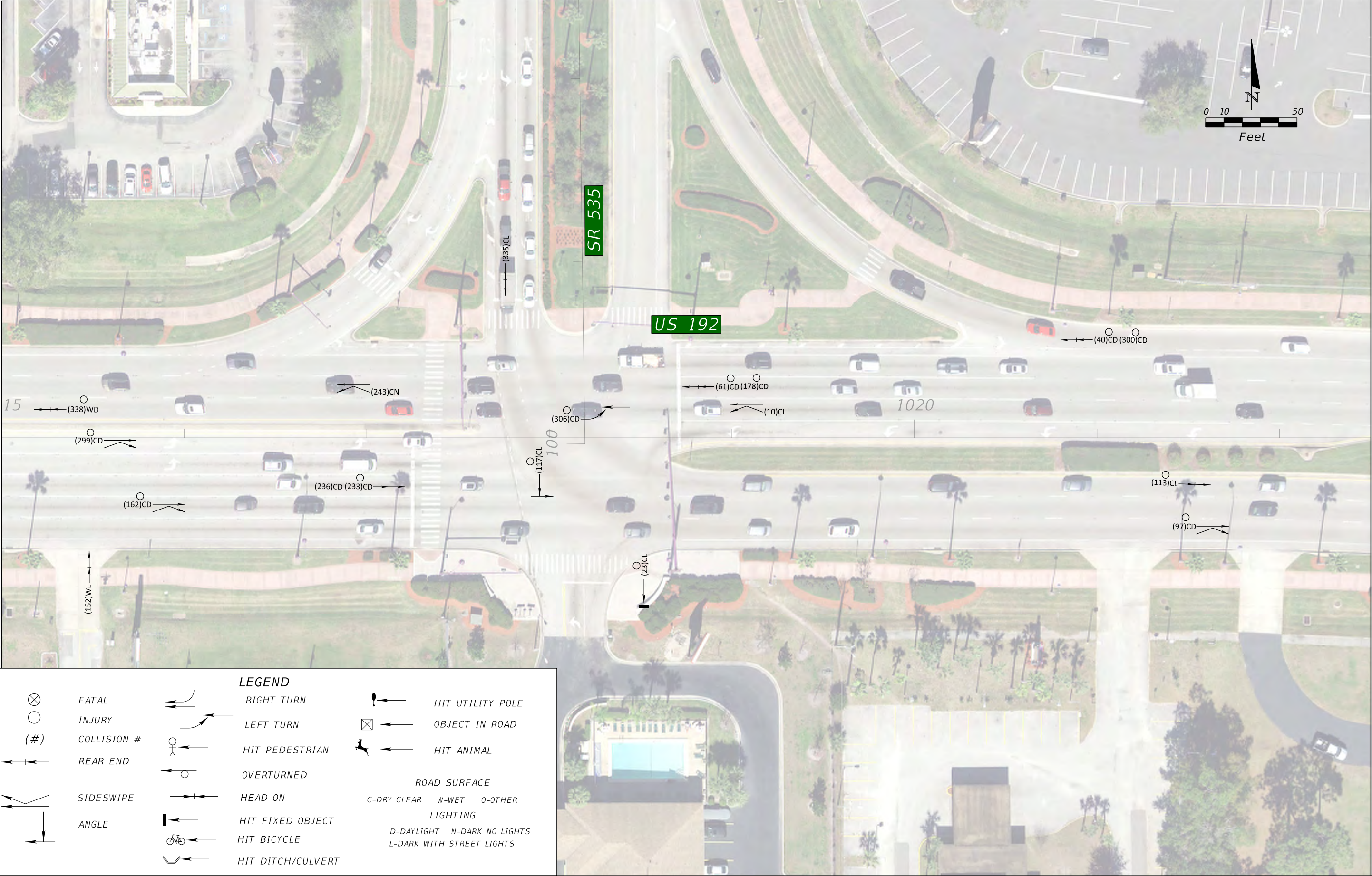
2015 Collision Diagram

SHEET NO.
31



Match Line 1015+00.00

Match Line 1022+50.00



LEGEND

⊗	FATAL	↔	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↗	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
↔	REAR END	↺	OVERTURNED		
↔	SIDESWIPE	↔	HEAD ON		
↔	ANGLE	⊠	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

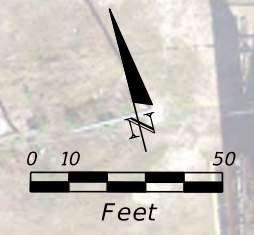
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2015 Collision Diagram

SHEET NO.
32



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
⇄	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	⊖	OVERTURNED
↘↙	ANGLE	→	HEAD ON
		⊠	OBJECT IN ROAD
		⊞	HIT UTILITY POLE
		⊞	HIT BICYCLE
		⊞	HIT DITCH/CULVERT
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2015 Collision Diagram

SHEET NO.
33



Match Line 1030+00.00

Match Line 1037+50.00

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←→	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	⊠	OBJECT IN ROAD
↙↘	ANGLE	⊞	HIT BICYCLE
		↘	HIT DITCH/CULVERT
			HIT UTILITY POLE
			HIT FIXED OBJECT
			OVERTURNED
			HEAD ON
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

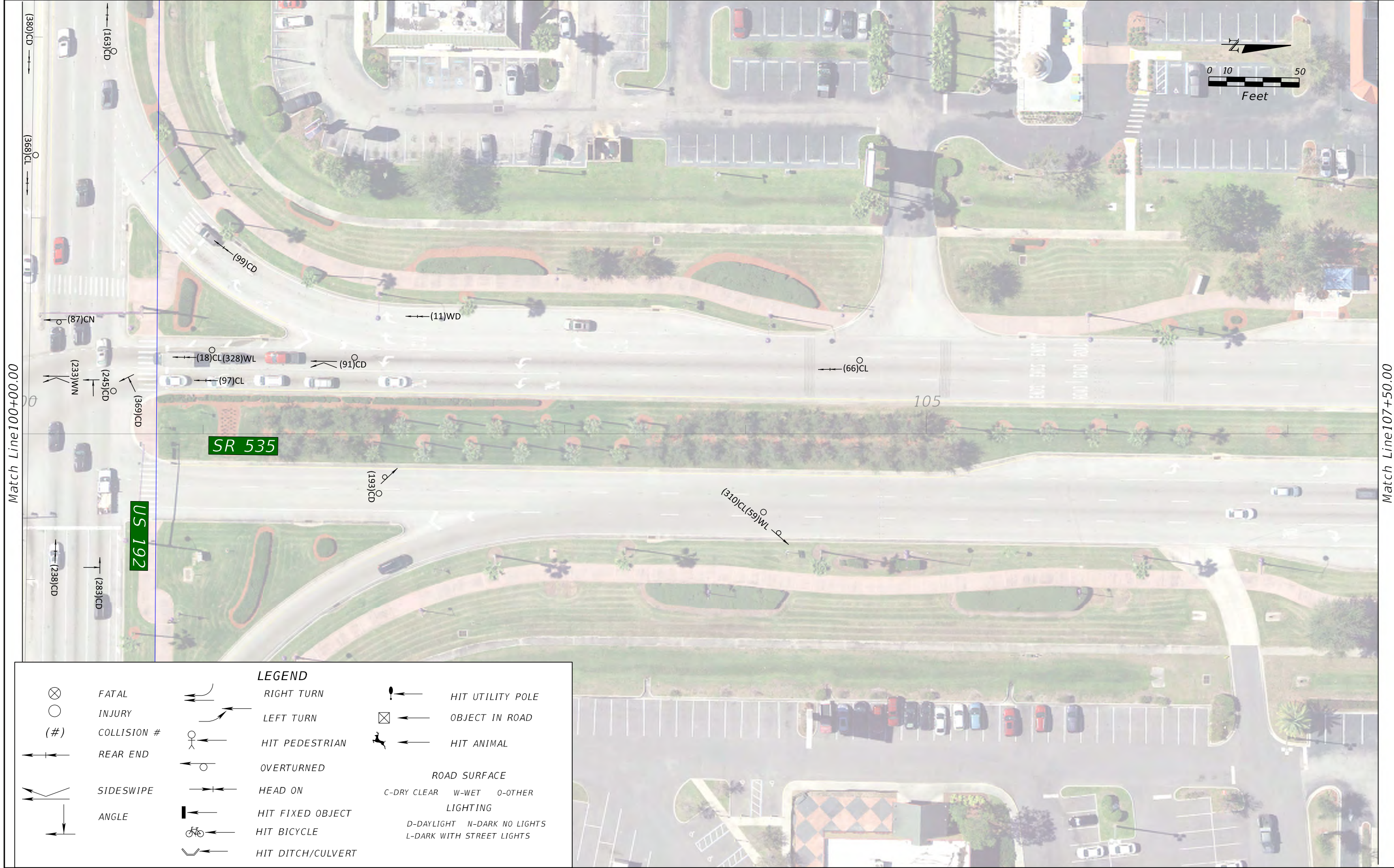
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2015 Collision Diagram

SHEET NO.
34



Match Line 100+00.00

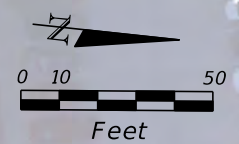
Match Line 107+50.00

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	🚶	HIT PEDESTRIAN	🐾	HIT ANIMAL
⇄	REAR END	🚗	OVERTURNED		
↔	SIDESWIPE	→	HEAD ON		
↙↘	ANGLE	→	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE		
C-DRY CLEAR	W-WET	O-OTHER
LIGHTING		
D-DAYLIGHT	N-DARK NO LIGHTS	L-DARK WITH STREET LIGHTS

METRIC ENGINEERING, INC.		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		2016 Collision Diagram	SHEET NO. 1
		ROAD NO.	COUNTY			FINANCIAL PROJECT ID
		SR 535	OSCEOLA/ORANGE	437174-2-22-01	



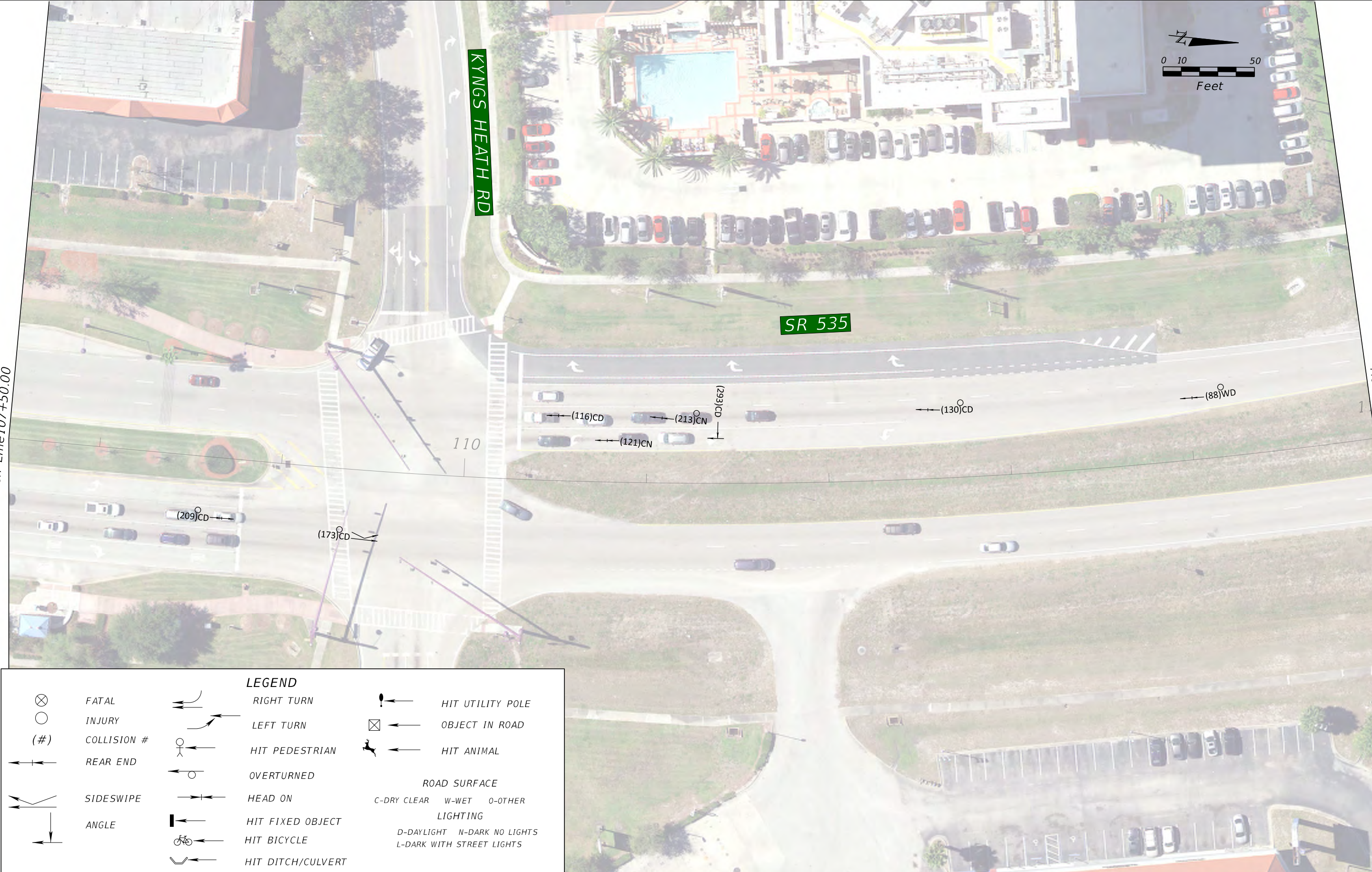
Match Line 107+50.00

Match Line 115+00.00

KYNGS HEATH RD

SR 535

110



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♂	HIT BICYCLE
↔	SIDESWIPE	↘↙	HIT DITCH/CULVERT
↙↘	ANGLE	⊠	HIT UTILITY POLE
		⊞	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2016 Collision Diagram

SHEET NO.
2



Match Line 115+00.00

Match Line 122+50.00

SR 535

CALYPSO CAY WAY

(285)CN

120

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	🚶	HIT PEDESTRIAN
⇐⇐	REAR END	🚗	OVERTURNED
↘↙	SIDESWIPE	→	HEAD ON
↙	ANGLE	🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		☒	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
		C	DRY CLEAR
		W	WET
		O	OTHER
			LIGHTING
		D	DAYLIGHT
		N	DARK NO LIGHTS
		L	DARK WITH STREET LIGHTS

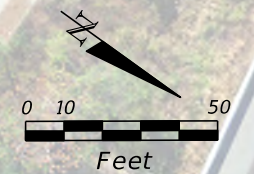
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

<i>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</i>		
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2016 Collision Diagram

SHEET NO.
3



Match Line 122+50.00

Match Line 130+00.00



SR 535

OSCEOLA RAMPS

LEGEND			
⊗	FATAL INJURY	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←→	REAR END	♁	HIT ANIMAL
↔	SIDESWIPE	○	OVERTURNED
↙↘	ANGLE	→	HEAD ON
		⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

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2016 Collision Diagram

SHEET NO.
4

Match Line 130+00.00

Match Line 137+50.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	⊘	OVERTURNED
↙↘	ANGLE	→	HEAD ON
		⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

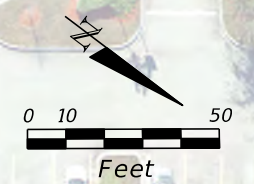
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2016 Collision Diagram

SHEET NO.
5

Match Line 137+50.00

Match Line 145+00.00



SR 535

140

140

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♂	HIT BICYCLE
↔	SIDESWIPE	↘↙	HIT DITCH/CULVERT
↙↘	ANGLE	⚡	HIT UTILITY POLE
		☒	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

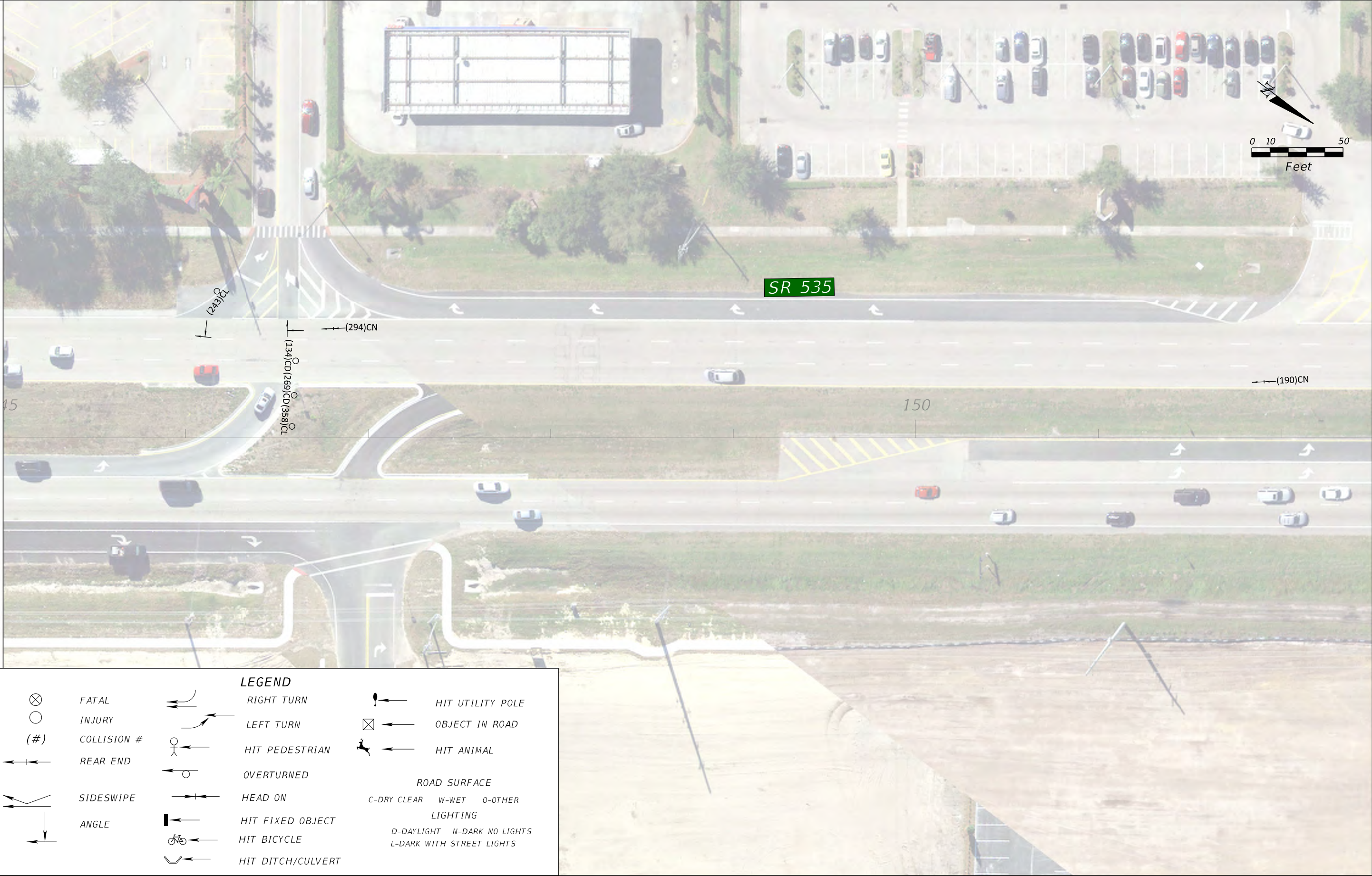
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2016 Collision Diagram

SHEET NO.
6

Match Line 145+00.00

Match Line 152+50.00



LEGEND

⊗	FATAL	↔	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↔	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	🚶	HIT PEDESTRIAN	🐾	HIT ANIMAL
←←	REAR END	🚗	OVERTURNED		
↔	SIDESWIPE	↔	HEAD ON		
↙	ANGLE	⚡	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↔	HIT DITCH/CULVERT		

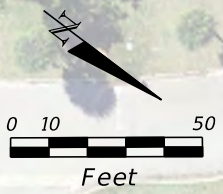
ROAD SURFACE
 C-DRY CLEAR W-WET 0-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS				METRIC ENGINEERING, INC.	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			2016 Collision Diagram	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 535	OSCEOLA/ORANGE	437174-2-22-01		7

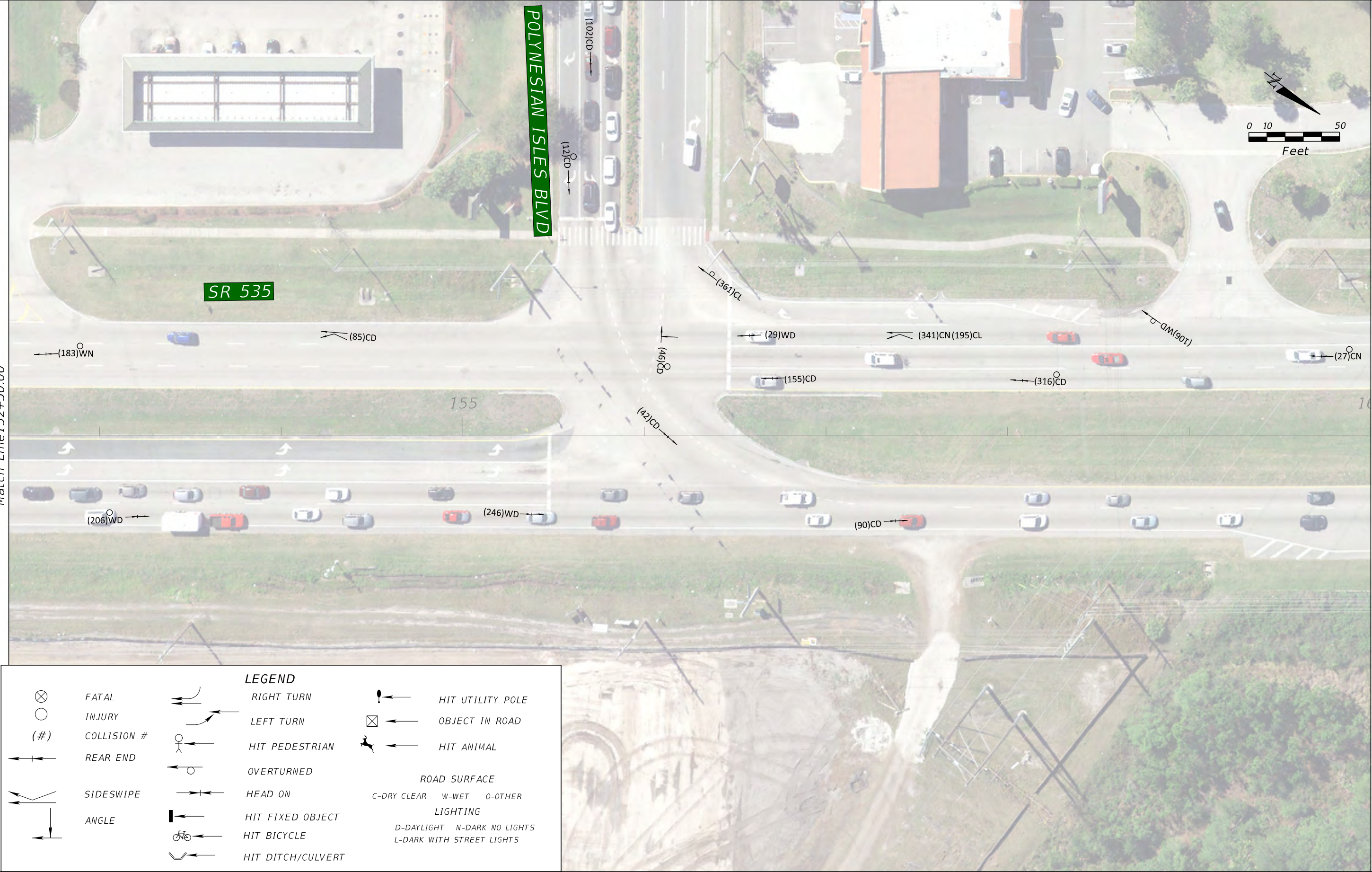
POLYNESIAN ISLES BLVD

SR 535



Match Line 152+50.00

Match Line 160+00.00



LEGEND

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	☒	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
←←	REAR END	⊖	OVERTURNED		
↔	SIDESWIPE	→→	HEAD ON		
↙↘	ANGLE	⊣	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

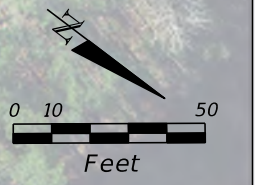
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

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8



SR 535

Match Line 160+00.00

Match Line 167+50.00



LEGEND						
⊗	FATAL	↘	RIGHT TURN	! →	HIT UTILITY POLE	
○	INJURY	↙	LEFT TURN	⊠ →	OBJECT IN ROAD	
(#)	COLLISION #	♀ →	HIT PEDESTRIAN	🐾 →	HIT ANIMAL	
⇐⇐	REAR END	↻	OVERTURNED	ROAD SURFACE		
↘↙	SIDESWIPE	⇐⇐	HEAD ON	C-DRY CLEAR	W-WET	O-OTHER
↘↙	ANGLE	⊠	HIT FIXED OBJECT	LIGHTING		
		🚲 →	HIT BICYCLE	D-DAYLIGHT	N-DARK NO LIGHTS	L-DARK WITH STREET LIGHTS
		↘↙	HIT DITCH/CULVERT			

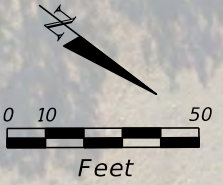
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2016 Collision Diagram

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9



SR 535

LBV FACTORY STORES DR

Match Line 167+50.00

Match Line 175+00.00

LEGEND

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
←←	REAR END	⊙	OVERTURNED		
↔	SIDESWIPE	→	HEAD ON		
↙↘	ANGLE	⊣	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

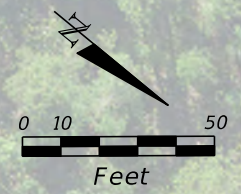
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

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2016 Collision Diagram

SHEET NO.
10



Match Line 175+00.00

Match Line 182+50.00



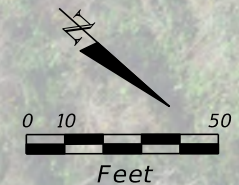
SR 535

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	←○	OVERTURNED		
↔	SIDESWIPE	←←	HEAD ON		
↙	ANGLE	⊠ ←	HIT FIXED OBJECT		
		🚲 ←	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE		
C-DRY CLEAR	W-WET	O-OTHER
LIGHTING		
D-DAYLIGHT	N-DARK NO LIGHTS	L-DARK WITH STREET LIGHTS

METRIC ENGINEERING, INC.	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		2016 Collision Diagram	SHEET NO.	
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SR 535

Match Line 182+50.00

Match Line 190+00.00

(333)CN (376)CL (172)CD (387)CN (69)CD(65)CL (166)WN(82)CN (35)WL

185

LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	☒ ←	OBJECT IN ROAD
(#)	COLLISION #	♤ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	←○	OVERTURNED		
↔	SIDESWIPE	←←	HEAD ON		
↙	ANGLE	←	HIT FIXED OBJECT		
		←🚲	HIT BICYCLE		
		←	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

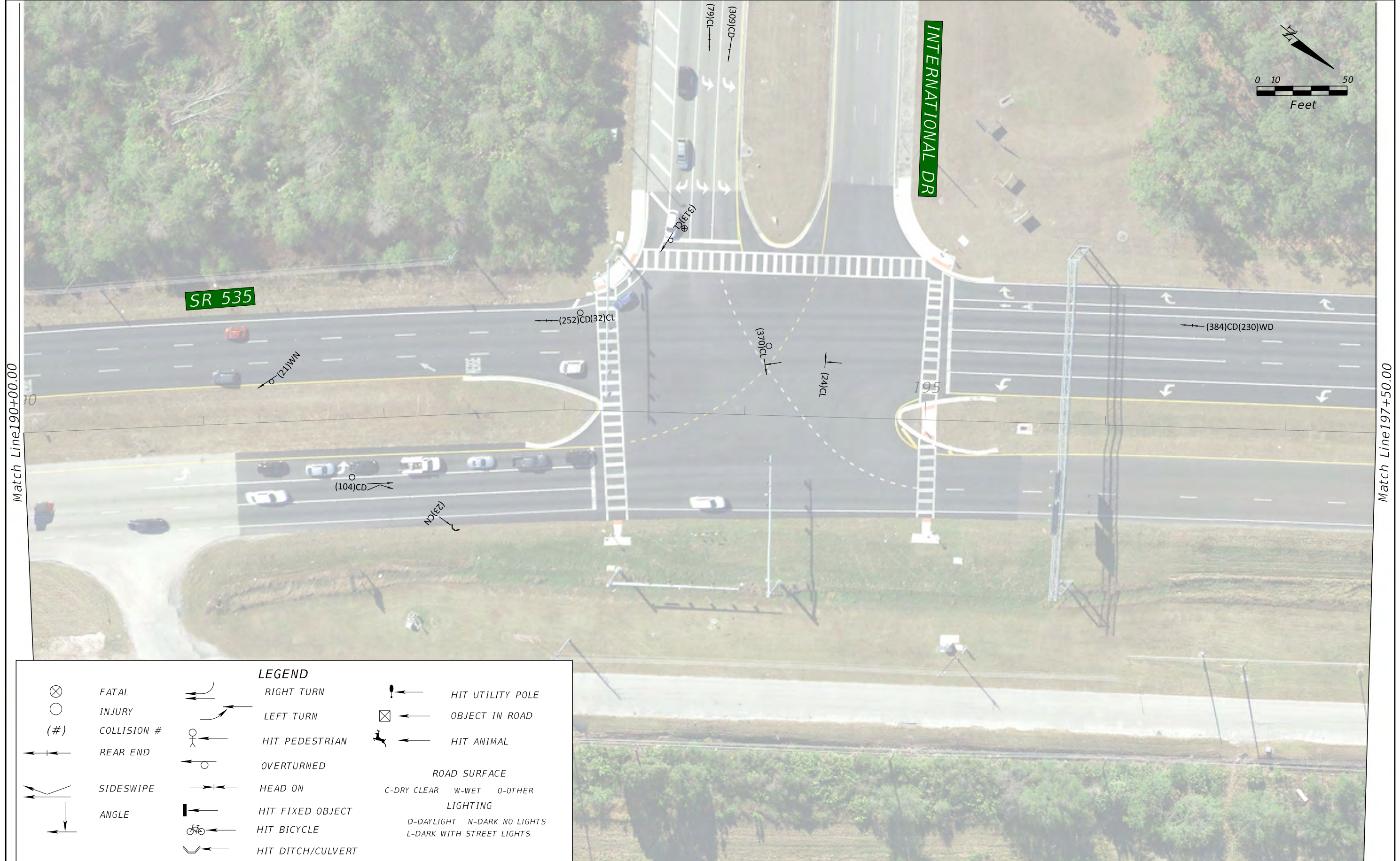
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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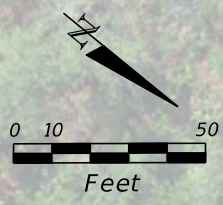
2016 Collision Diagram

SHEET NO.
12



Match Line 190+00.00

Match Line 197+50.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♁	HIT ANIMAL
↘↙	SIDESWIPE	○	OVERTURNED
↘↙	ANGLE	→→	HEAD ON
		⊠	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
			HIT FIXED OBJECT
			HIT BICYCLE
			HIT DITCH/CULVERT
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

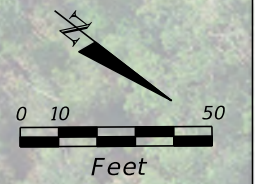
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2016 Collision Diagram

SHEET NO.
13



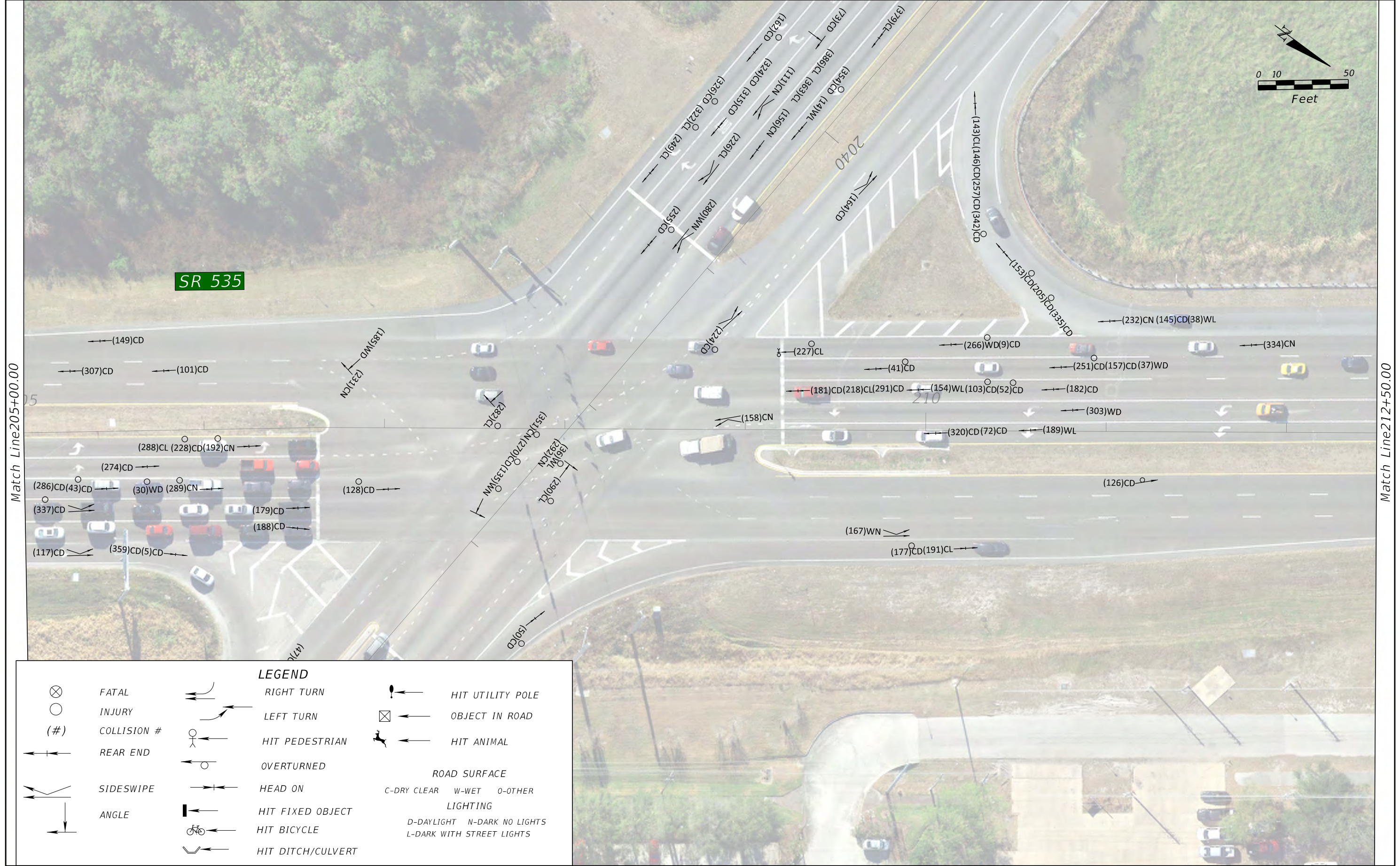
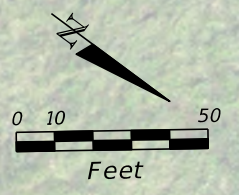
Match Line 197+50.00

Match Line 205+00.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♤	HIT PEDESTRIAN
↔	REAR END	♠	HIT ANIMAL
↘↙	SIDESWIPE	○	OVERTURNED
↘	ANGLE	↔	HEAD ON
		⊠	HIT UTILITY POLE
		⊞	OBJECT IN ROAD
			HIT FIXED OBJECT
			HIT BICYCLE
			HIT DITCH/CULVERT
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS				METRIC ENGINEERING, INC.	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			2016 Collision Diagram	SHEET NO. 14
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
					SR 535	OSCEOLA/ORANGE	437174-2-22-01		



Match Line 205+00.00

Match Line 212+50.00

LEGEND

⊗	FATAL	↔	RIGHT TURN	⚡	HIT UTILITY POLE	
○	INJURY	↔	LEFT TURN	⊠	OBJECT IN ROAD	
(#)	COLLISION #	⊙	HIT PEDESTRIAN	🐾	HIT ANIMAL	
↔	REAR END	⊙	OVERTURNED			
↔	SIDESWIPE	↔	HEAD ON	ROAD SURFACE		
↔	ANGLE	↔	HIT FIXED OBJECT	C-DRY CLEAR	W-WET	O-OTHER
		🚲	HIT BICYCLE	LIGHTING		
		↔	HIT DITCH/CULVERT	D-DAYLIGHT	N-DARK NO LIGHTS	
				L-DARK WITH STREET LIGHTS		

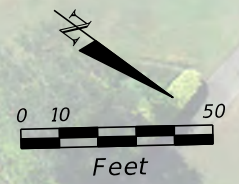
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2016 Collision Diagram

SHEET NO.
15



Match Line 212+50.00

Match Line 220+00.00

SR 535



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♁	OVERTURNED
↘↙	SIDESWIPE	→	HEAD ON
↘	ANGLE	⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

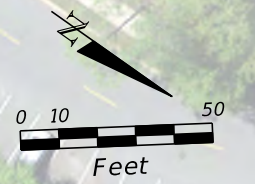
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

<i>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</i>		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2016 Collision Diagram

SHEET NO.
16



SR 535

LAKE BRYAN BEACH BLVD

Match Line 220+00.00

Match Line 227+50.00

LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	⊙ ←	OVERTURNED		
↔	SIDESWIPE	→←	HEAD ON		
↙↘	ANGLE	⊣ ←	HIT FIXED OBJECT		
		🚲 ←	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

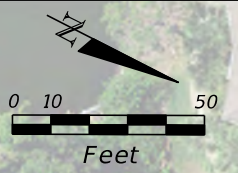
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2016 Collision Diagram

SHEET NO.
17



Match Line 227+50.00

Match Line 230+03.60 Ext. 496.40



SR 535

230

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	☒	OBJECT IN ROAD
(#)	COLLISION #	🚶	HIT PEDESTRIAN	🐾	HIT ANIMAL
⇄	REAR END	🚗	OVERTURNED		
↘↙	SIDESWIPE	↔	HEAD ON		
↘	ANGLE	🚗	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE		
C-DRY CLEAR	W-WET	O-OTHER
LIGHTING		
D-DAYLIGHT	N-DARK NO LIGHTS	L-DARK WITH STREET LIGHTS

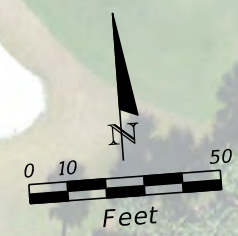
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2016 Collision Diagram

SHEET NO.
18



WORLD CENTER DR

Match Line 2000+00.00

Match Line 2007+50.00



LEGEND					
⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
⇄	REAR END	⊙ ←	OVERTURNED		
↔	SIDESWIPE	→	HEAD ON		
↙	ANGLE	⊣ ←	HIT FIXED OBJECT		
		🚲 ←	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

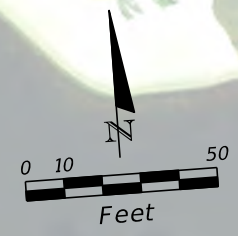
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2016 Collision Diagram

SHEET NO.
19



WORLD CENTER DR

2010

20

Match Line2007+50.00

Match Line2015+00.00

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♁	OVERTURNED
↘↙	SIDESWIPE	→	HEAD ON
↘	ANGLE	⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		!←	HIT UTILITY POLE
		⊠←	OBJECT IN ROAD
		🐾←	HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

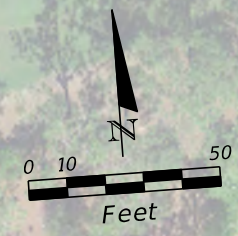
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2016 Collision Diagram

SHEET NO.
20



Match Line2015+00.00

Match Line2022+50.00

LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	←○	OVERTURNED		
↔	SIDESWIPE	←←	HEAD ON		
↙	ANGLE	←	HIT FIXED OBJECT		
		←🚲	HIT BICYCLE		
		←	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET 0-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

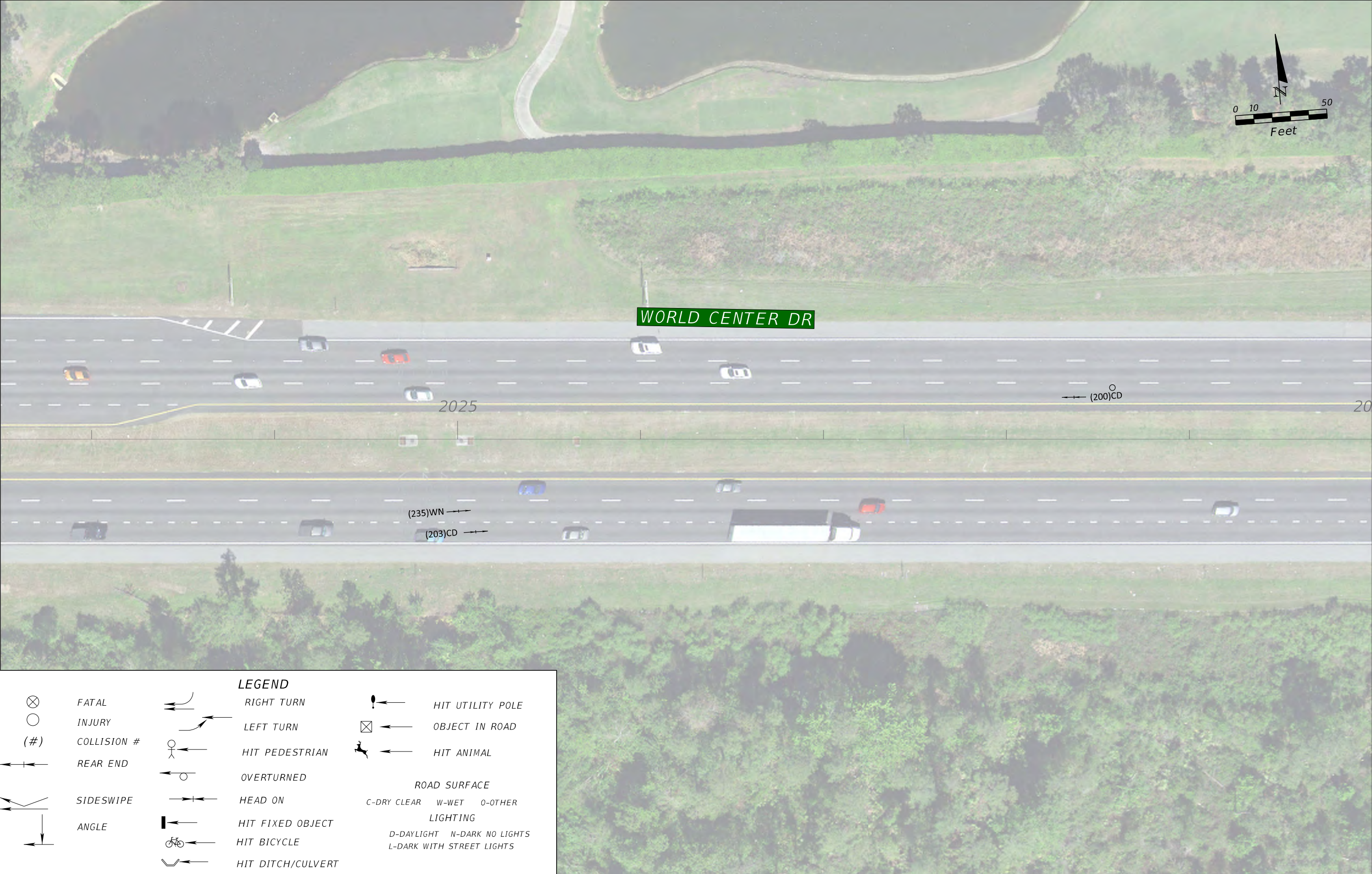
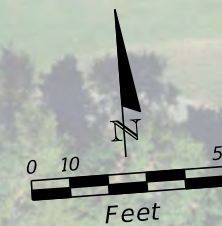
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2016 Collision Diagram

SHEET NO.
21



Match Line2022+50.00

Match Line2030+00.00

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	○	OVERTURNED
↘↙	ANGLE	→	HEAD ON
		⊠	OBJECT IN ROAD
		⊠	HIT UTILITY POLE
		⊠	HIT BICYCLE
		⊠	HIT DITCH/CULVERT
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2016 Collision Diagram

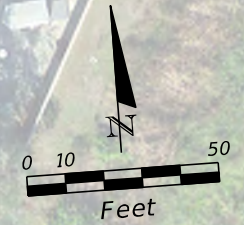
SHEET NO.
22

Match Line 2030+00.00

Match Line 2037+50.00



WORLD CENTER DR



LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	🚶 ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	🚗 ←	OVERTURNED		
↘↙	SIDESWIPE	→←	HEAD ON		
↘	ANGLE	⬛ ←	HIT FIXED OBJECT		
		🚲 ←	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

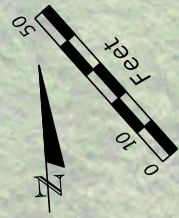
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

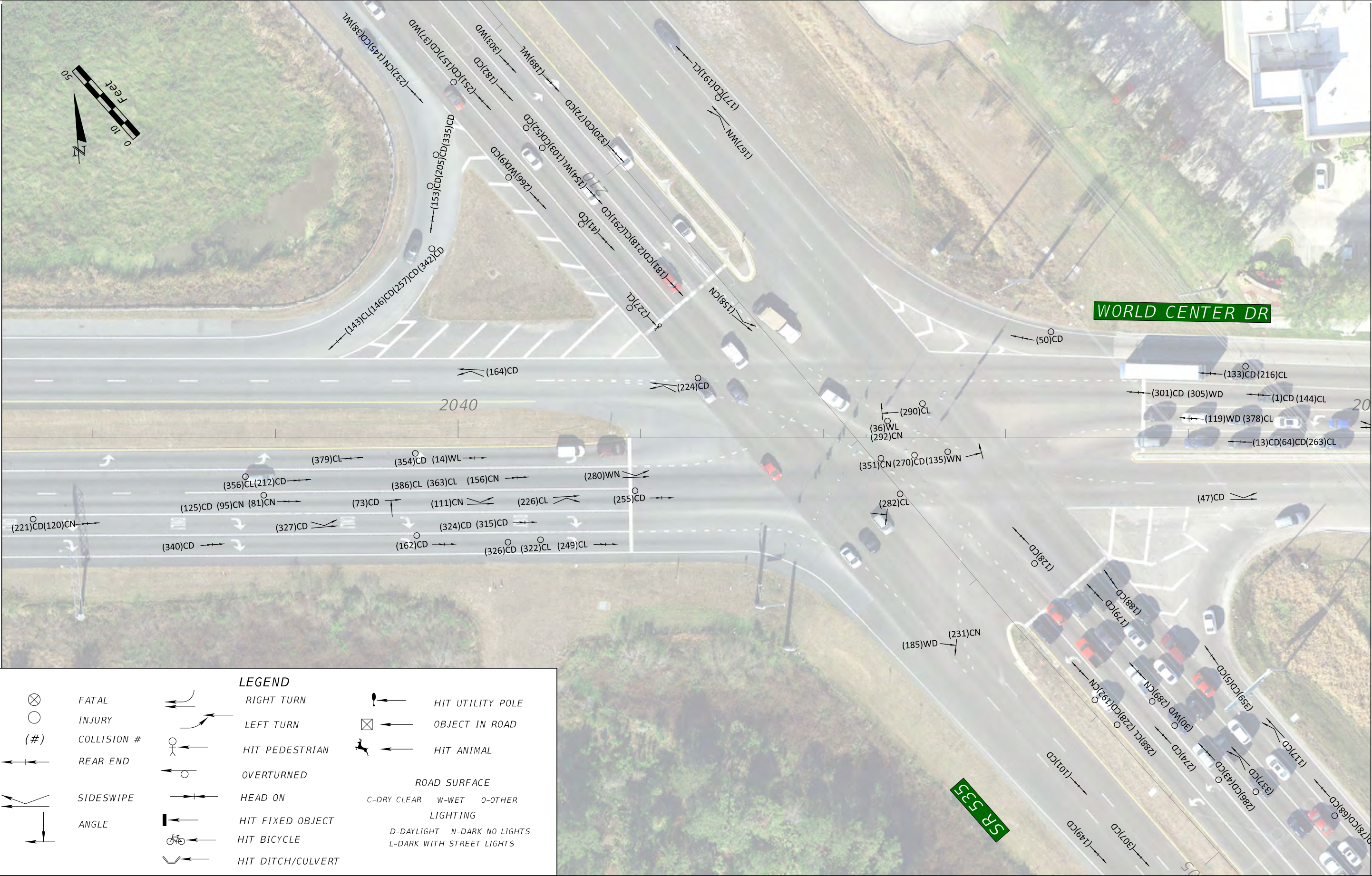
2016 Collision Diagram

SHEET NO.
23



Match Line 2037+50.00

Match Line 2045+00.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	⊙	HIT PEDESTRIAN
←	REAR END	⊖	OVERTURNED
↔	SIDESWIPE	→	HEAD ON
↘	ANGLE	⊠	HIT FIXED OBJECT
		⊚	HIT BICYCLE
		⊔	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
		C	DRY CLEAR
		W	WET
		O	OTHER
			LIGHTING
		D	DAYLIGHT
		N	DARK NO LIGHTS
		L	DARK WITH STREET LIGHTS

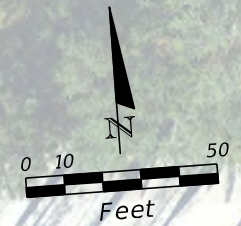
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2016 Collision Diagram

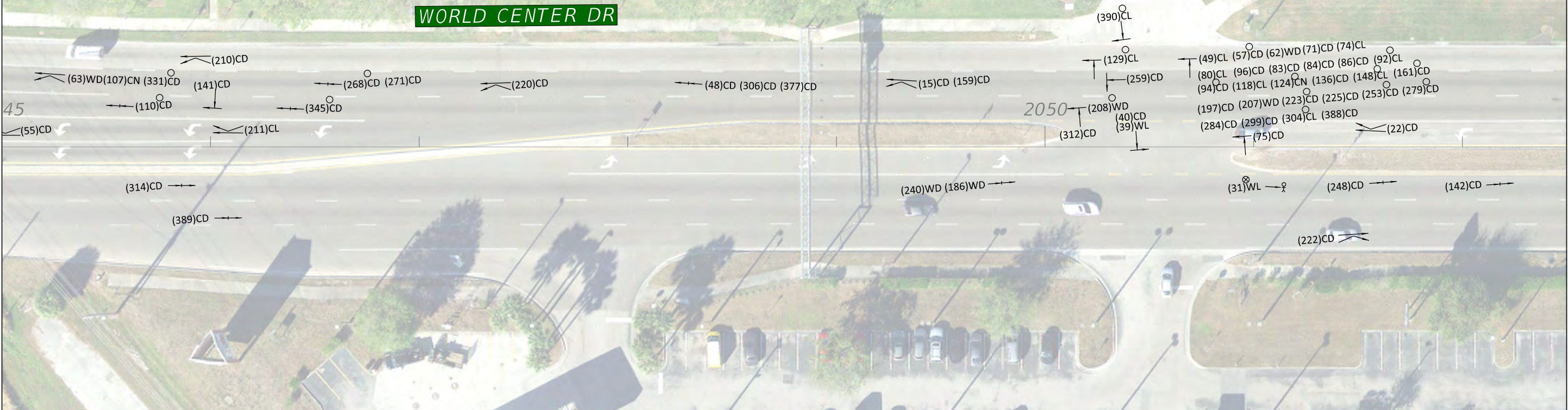
SHEET NO.
24



WORLD CENTER DR

Match Line 2045+00.00

Match Line 2052+50.00



LEGEND

⊗	FATAL	↔	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↔	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
↔	REAR END	↔	OVERTURNED		
↔	SIDESWIPE	↔	HEAD ON		
↔	ANGLE	↔	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↔	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

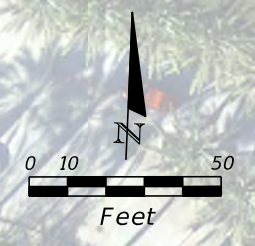
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2016 Collision Diagram

SHEET NO.
25

Match Line 2052+50.00

Match Line 2060+00.00



WORLD CENTER DR

(372)CN

(375)CN

(16)CD

(108)CL

(199)CD

(196)CL

LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	☒ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	○ ←	OVERTURNED		
↔	SIDESWIPE	→←	HEAD ON		
↙	ANGLE	█ ←	HIT FIXED OBJECT		
		🚲 ←	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

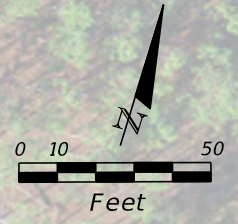
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2016 Collision Diagram

SHEET NO.
26



WORLD CENTER DR

Match Line 2060+00.00

Match Line 2067+50.00



LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	☒ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	←○	OVERTURNED		
↔	SIDESWIPE	←←	HEAD ON		
↙	ANGLE	⊣ ←	HIT FIXED OBJECT		
		♻️ ←	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET 0-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2016 Collision Diagram

SHEET NO.
27



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

LEGEND					
⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	🚶	HIT PEDESTRIAN	🐾	HIT ANIMAL
↔	REAR END	🚗	OVERTURNED		
↔	SIDESWIPE	↔	HEAD ON		
↔	ANGLE	🚗	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

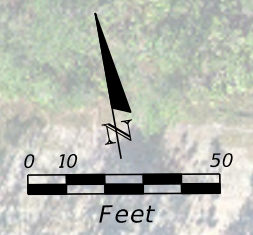
ROAD SURFACE		
C-DRY CLEAR	W-WET	O-OTHER
LIGHTING		
D-DAYLIGHT	N-DARK NO LIGHTS	L-DARK WITH STREET LIGHTS

METRIC ENGINEERING, INC.		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		2016 Collision Diagram	SHEET NO. 28
		ROAD NO. SR 535	COUNTY OSCEOLA/ORANGE			FINANCIAL PROJECT ID 437174-2-22-01



Match Line 2075+00.00

Match Line 2080+58.35 Ext. 191.65



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←→	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	○	OVERTURNED
↔	ANGLE	→	HEAD ON
		⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
			HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

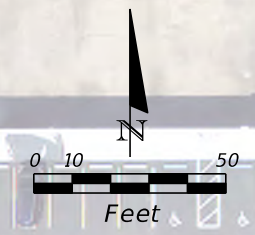
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

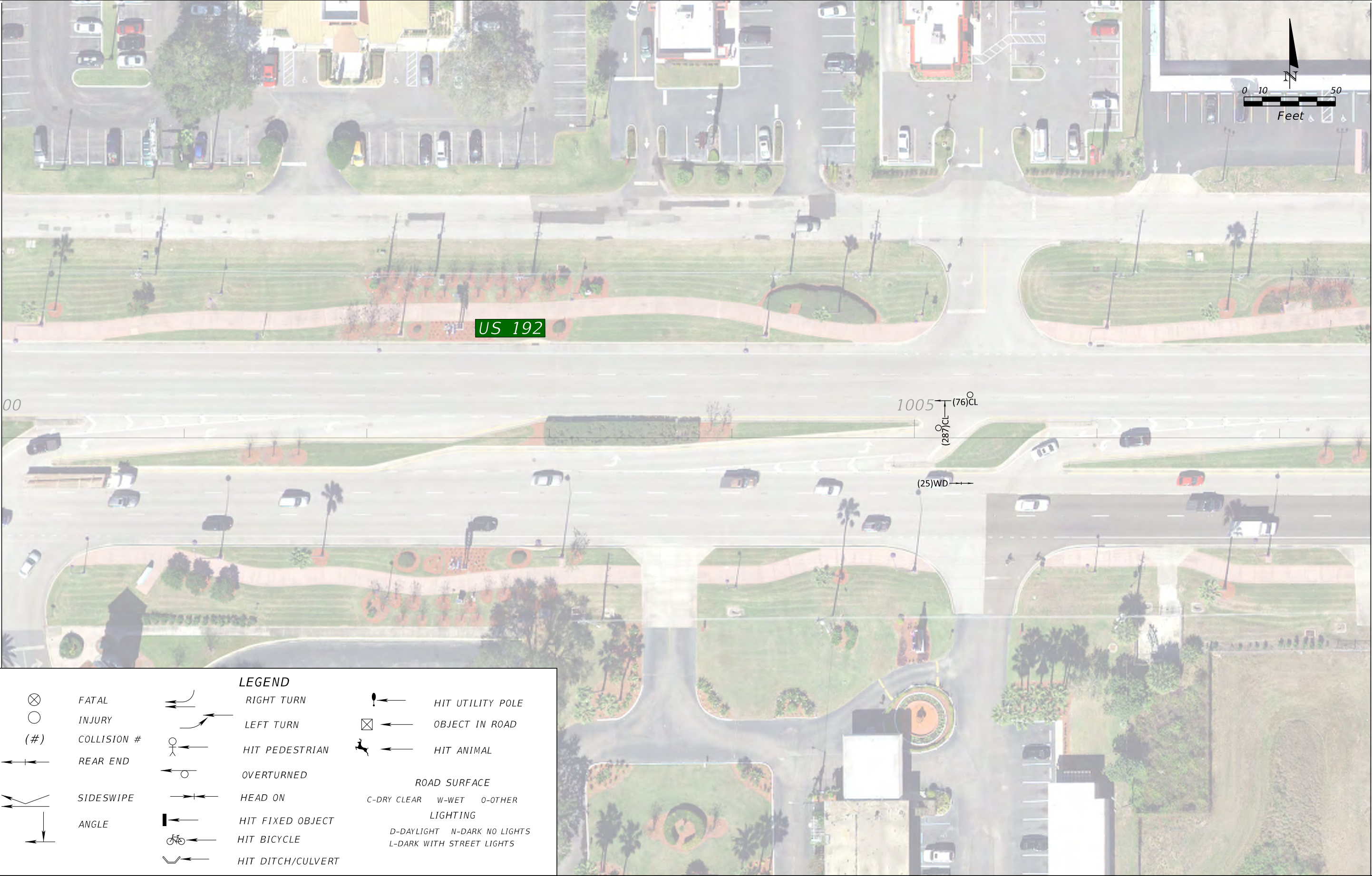
2016 Collision Diagram

SHEET NO.
29



Match Line 1000+00.00

Match Line 1007+50.00



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

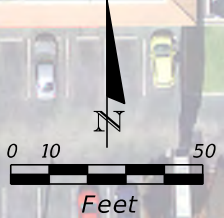
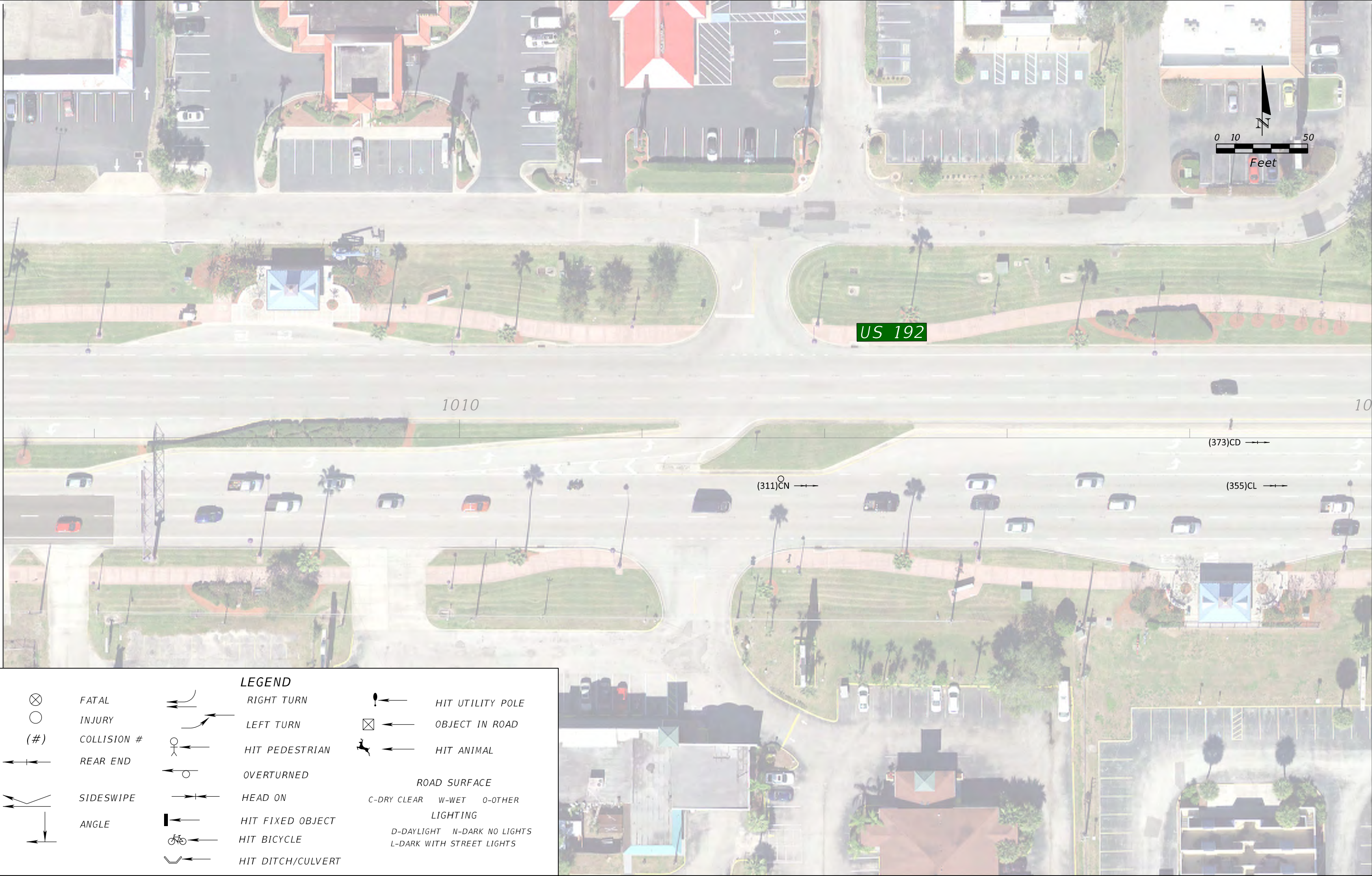
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○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
↔	REAR END	⊙	OVERTURNED		
↘↙	SIDESWIPE	↔	HEAD ON		
↘	ANGLE	⊠	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE		
C-DRY CLEAR	W-WET	O-OTHER
LIGHTING		
D-DAYLIGHT	N-DARK NO LIGHTS	
L-DARK WITH STREET LIGHTS		

METRIC ENGINEERING, INC.		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		2016 Collision Diagram	SHEET NO. 30
		ROAD NO. SR 535	COUNTY OSCEOLA/ORANGE			FINANCIAL PROJECT ID 437174-2-22-01

Match Line 1007+50.00

Match Line 1015+00.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←	REAR END	⊙	OVERTURNED
↘↙	SIDESWIPE	→	HEAD ON
↘	ANGLE	⊣	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

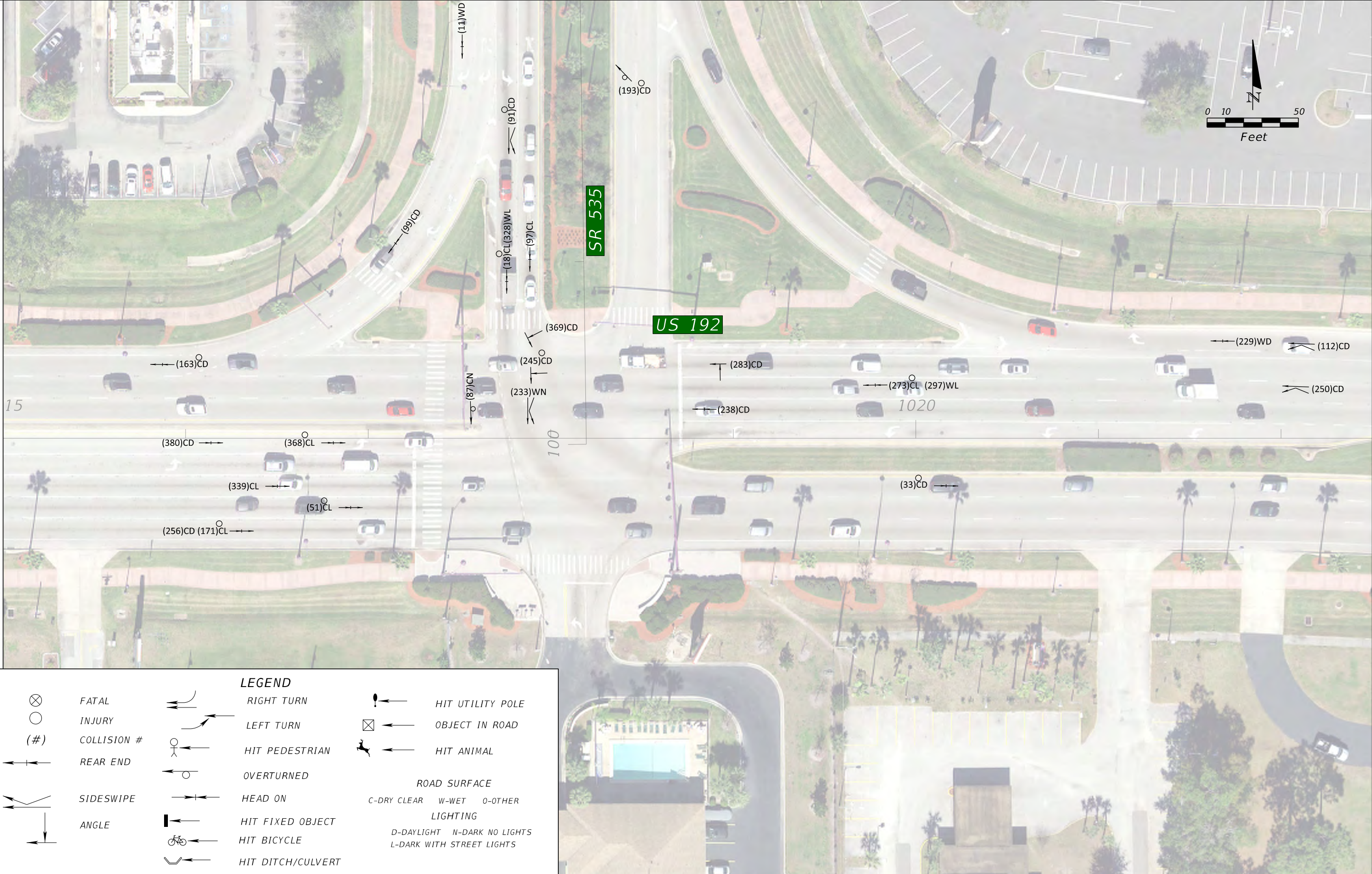
METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2016 Collision Diagram

SHEET NO.
31

Match Line 1015+00.00



Match Line 1022+50.00

LEGEND

⊗	FATAL	↔	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
←	REAR END	⊖	OVERTURNED		
↔	SIDESWIPE	→	HEAD ON		
↙	ANGLE	⊠	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

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SR 535	OSCEOLA/ORANGE	437174-2-22-01

2016 Collision Diagram

SHEET NO.
32



LEGEND

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
⇄	REAR END	⊖	OVERTURNED		
↔	SIDESWIPE	→	HEAD ON		
↙↘	ANGLE	⊠	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

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2016 Collision Diagram

SHEET NO.
33



US 192

1035

Match Line 1030+00.00

Match Line 1037+50.00

LEGEND

- ⊗ FATAL
- INJURY
- (#) COLLISION #
- ←→ REAR END
- ↔ SIDESWIPE
- ↘ ANGLE
- ↶ RIGHT TURN
- ↷ LEFT TURN
- ⊙ HIT PEDESTRIAN
- OVERTURNED
- HEAD ON
- ⊣ HIT FIXED OBJECT
- 🚲 HIT BICYCLE
- ↪ HIT DITCH/CULVERT
- ⚡ HIT UTILITY POLE
- ☒ OBJECT IN ROAD
- 🐾 HIT ANIMAL

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

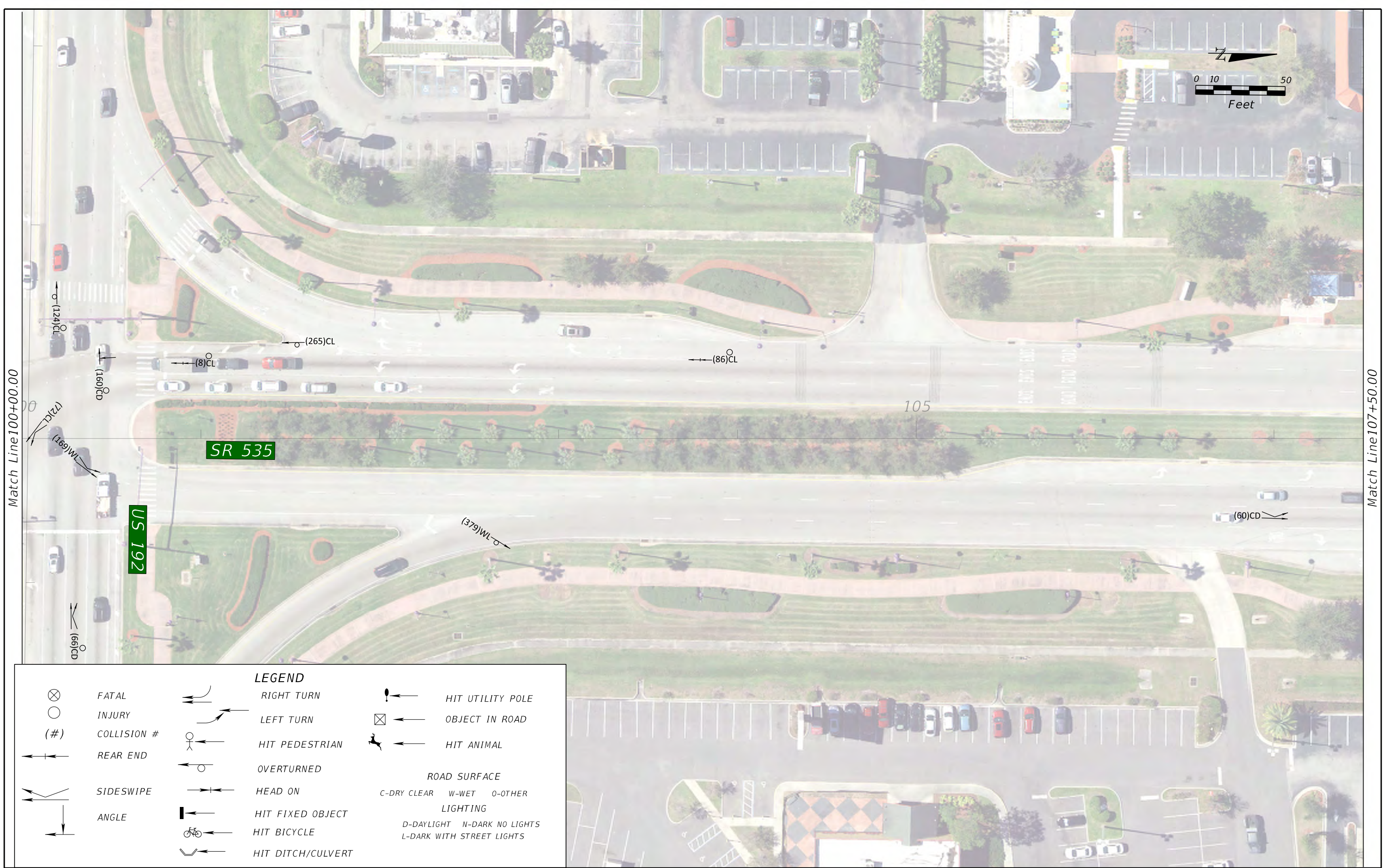
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2016 Collision Diagram

SHEET NO.
34

Match Line 100+00.00

Match Line 107+50.00



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

LEGEND			
	FATAL INJURY		RIGHT TURN
	COLLISION #		LEFT TURN
	REAR END		HIT PEDESTRIAN
	SIDESWIPE		OVERTURNED
	ANGLE		HEAD ON
	HIT FIXED OBJECT		HIT UTILITY POLE
	HIT BICYCLE		OBJECT IN ROAD
	HIT DITCH/CULVERT		HIT ANIMAL
ROAD SURFACE			
C-DRY CLEAR W-WET O-OTHER			
LIGHTING			
D-DAYLIGHT N-DARK NO LIGHTS			
L-DARK WITH STREET LIGHTS			

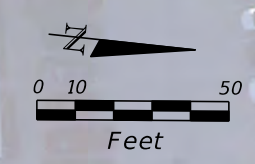
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2017 Collision Diagram

SHEET NO.
1



Match Line 107+50.00

Match Line 115+00.00

KYNGS HEATH RD

SR 535

110

(27)CD

(15)CN

(170)WL

(334)CD

(23)CD

LEGEND

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
←←	REAR END	⊙	OVERTURNED		
↔	SIDESWIPE	→→	HEAD ON		
↙↘	ANGLE	⊣	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
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2017 Collision Diagram

SHEET NO.
2



LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♤ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	○ ←	OVERTURNED		
↘↙	SIDESWIPE	←←	HEAD ON		
↘	ANGLE	⊠ ←	HIT FIXED OBJECT		
		🚲 ←	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

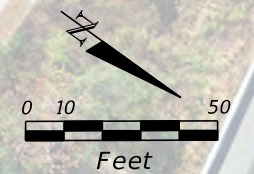
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

<i>STATE OF FLORIDA</i> <i>DEPARTMENT OF TRANSPORTATION</i>		
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2017 Collision Diagram

SHEET NO.
3



Match Line 122+50.00

Match Line 130+00.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
⇐⇐	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	○	OVERTURNED
↙↘	ANGLE	⇐⇐	HEAD ON
		⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
			ROAD SURFACE
		C	DRY CLEAR
		W	WET
		O	OTHER
			LIGHTING
		D	DAYLIGHT
		N	DARK NO LIGHTS
		L	DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

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2017 Collision Diagram

SHEET NO.
4

Match Line 130+00.00

Match Line 137+50.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	⊙	HIT PEDESTRIAN
←	REAR END	⊙	OVERTURNED
↔	SIDESWIPE	→	HEAD ON
↘	ANGLE	⊣	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

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2017 Collision Diagram

SHEET NO.
5

Match Line 137+50.00



Match Line 145+00.00

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	○	OVERTURNED
↙↘	ANGLE	→	HEAD ON
		⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

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2017 Collision Diagram

SHEET NO.
6

Match Line 145+00.00

Match Line 152+50.00



LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♤	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	⊙ ←	OVERTURNED		
↔	SIDESWIPE	→←	HEAD ON		
↙	ANGLE	⊠ ←	HIT FIXED OBJECT		
		🚲 ←	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET 0-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

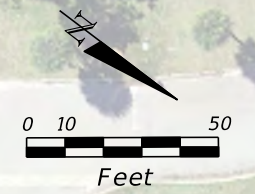
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2017 Collision Diagram

SHEET NO.
7

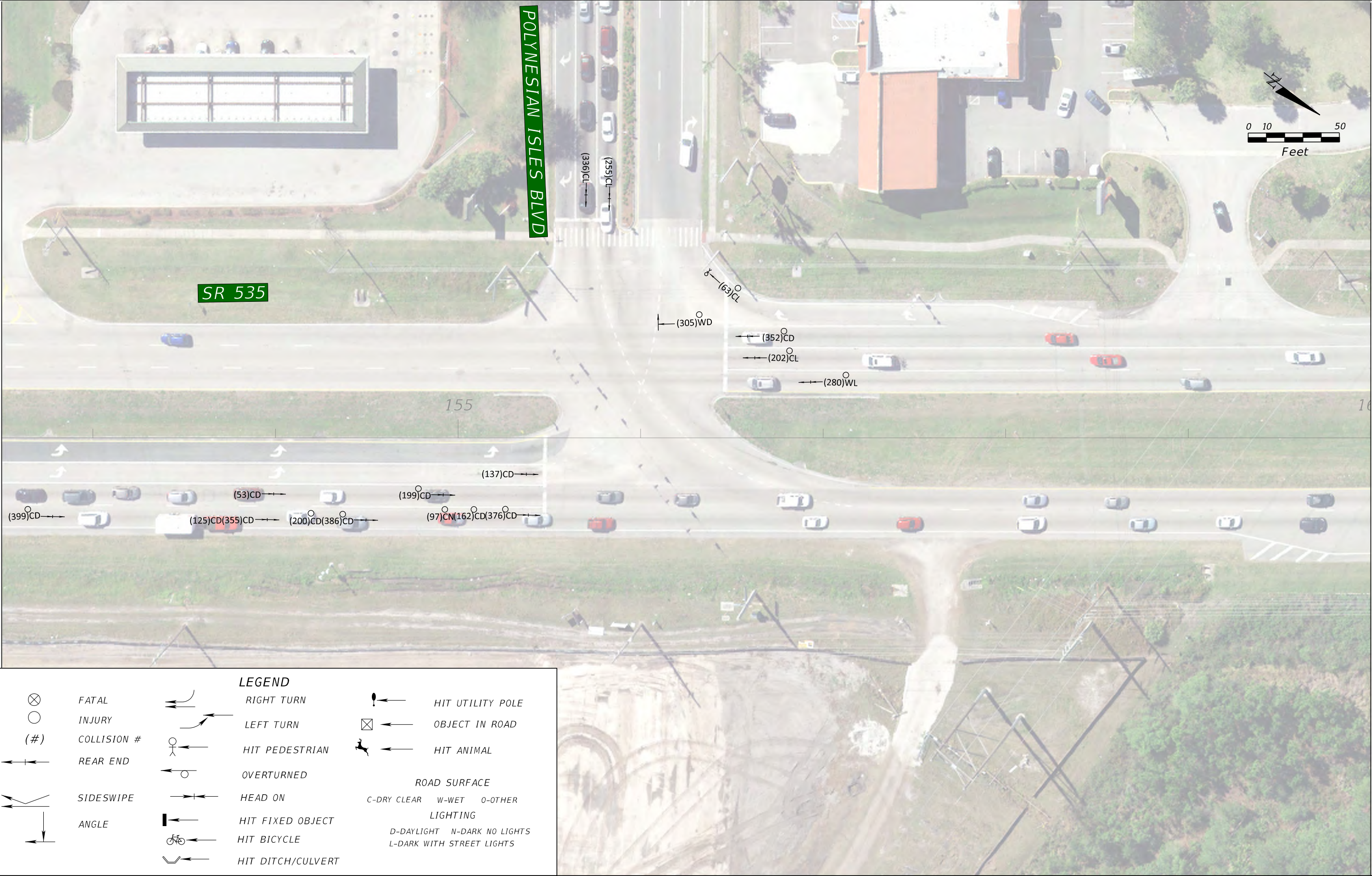
POLYNESIAN ISLES BLVD

SR 535



Match Line 152+50.00

Match Line 160+00.00



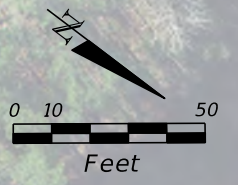
LEGEND

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
←	REAR END	⊙	OVERTURNED		
↔	SIDESWIPE	→	HEAD ON		
↙	ANGLE	⊠	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS				METRIC ENGINEERING, INC.	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			2017 Collision Diagram	SHEET NO. 8
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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SR 535

Match Line 160+00.00

Match Line 167+50.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
↔	REAR END	♁	HIT ANIMAL
↘↙	SIDESWIPE	○	OVERTURNED
↙↘	ANGLE	↔	HEAD ON
		⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
			HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

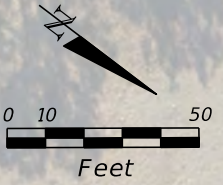
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2017 Collision Diagram

SHEET NO.
9



Match Line 167+50.00

Match Line 175+00.00

SR 535

LBV FACTORY STORES DR

170

(126)CN

(208)CD

(180)CD

(320)WD

(172)WL(158)CD

(151)CD

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
⇐⇐	REAR END	♂	HIT BICYCLE
↘↙	SIDESWIPE	↘	HIT DITCH/CULVERT
↘	ANGLE	⊠	OBJECT IN ROAD
		🐾	HIT ANIMAL
			HIT UTILITY POLE
			HIT FIXED OBJECT
			OVERTURNED
			HEAD ON
			HIT BICYCLE
			HIT DITCH/CULVERT

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER
 LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

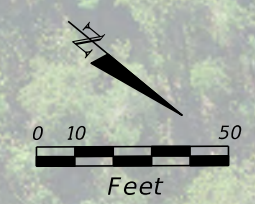
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2017 Collision Diagram

SHEET NO.
10



Match Line 175+00.00

Match Line 182+50.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♂	HIT BICYCLE
↔	SIDESWIPE	↘↙	HIT DITCH/CULVERT
↙↘	ANGLE	⊠	OBJECT IN ROAD
		⚡	HIT UTILITY POLE
		🐾	HIT ANIMAL
		⊘	OVERTURNED
		⊙	HIT FIXED OBJECT
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

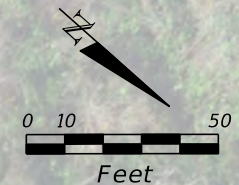
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2017 Collision Diagram

SHEET NO.
11



SR 535

185

(253)CN (189)CN

(232)WD(220)WL

(73)WN(20)CD

(338)WD(9)CL

(152)CD(36)CN

(402)CN(209)CD

(223)CD

(380)CD

Match Line 182+50.00

Match Line 190+00.00

LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	←○	OVERTURNED		
↔	SIDESWIPE	←←	HEAD ON		
↙	ANGLE	←	HIT FIXED OBJECT		
		←🚲	HIT BICYCLE		
		←	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

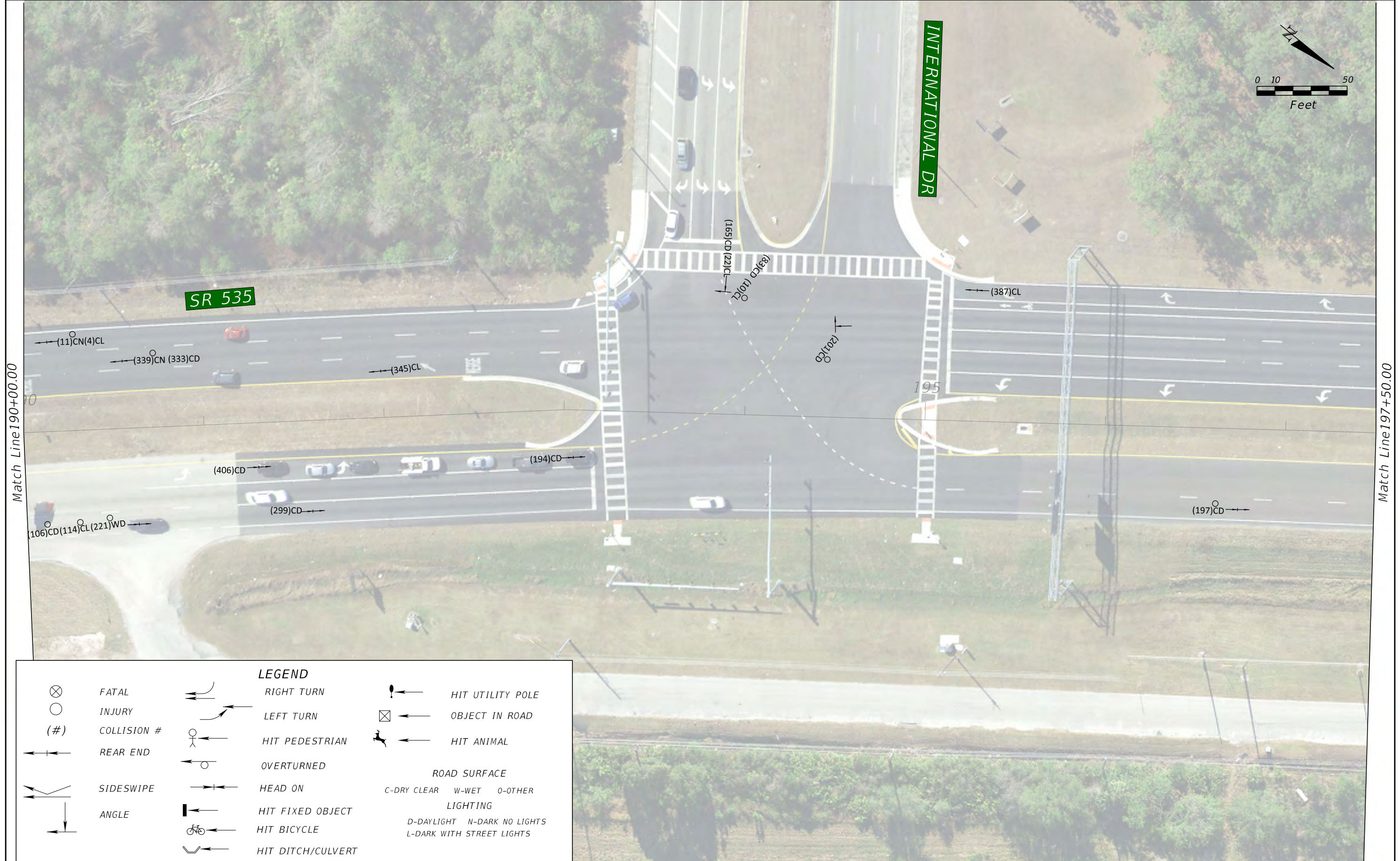
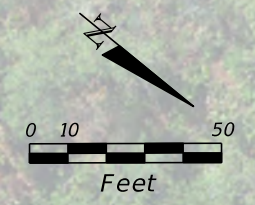
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2017 Collision Diagram

SHEET NO.
12



Match Line 190+00.00

Match Line 197+50.00

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	⊠	OBJECT IN ROAD
↘↙	ANGLE	🚗	HIT BICYCLE
		🚲	HIT DITCH/CULVERT
			HIT UTILITY POLE
			HIT FIXED OBJECT
			HIT BICYCLE
			HIT DITCH/CULVERT

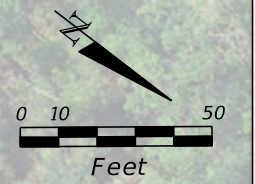
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2017 Collision Diagram

SHEET NO.
13



Match Line 197+50.00

Match Line 205+00.00

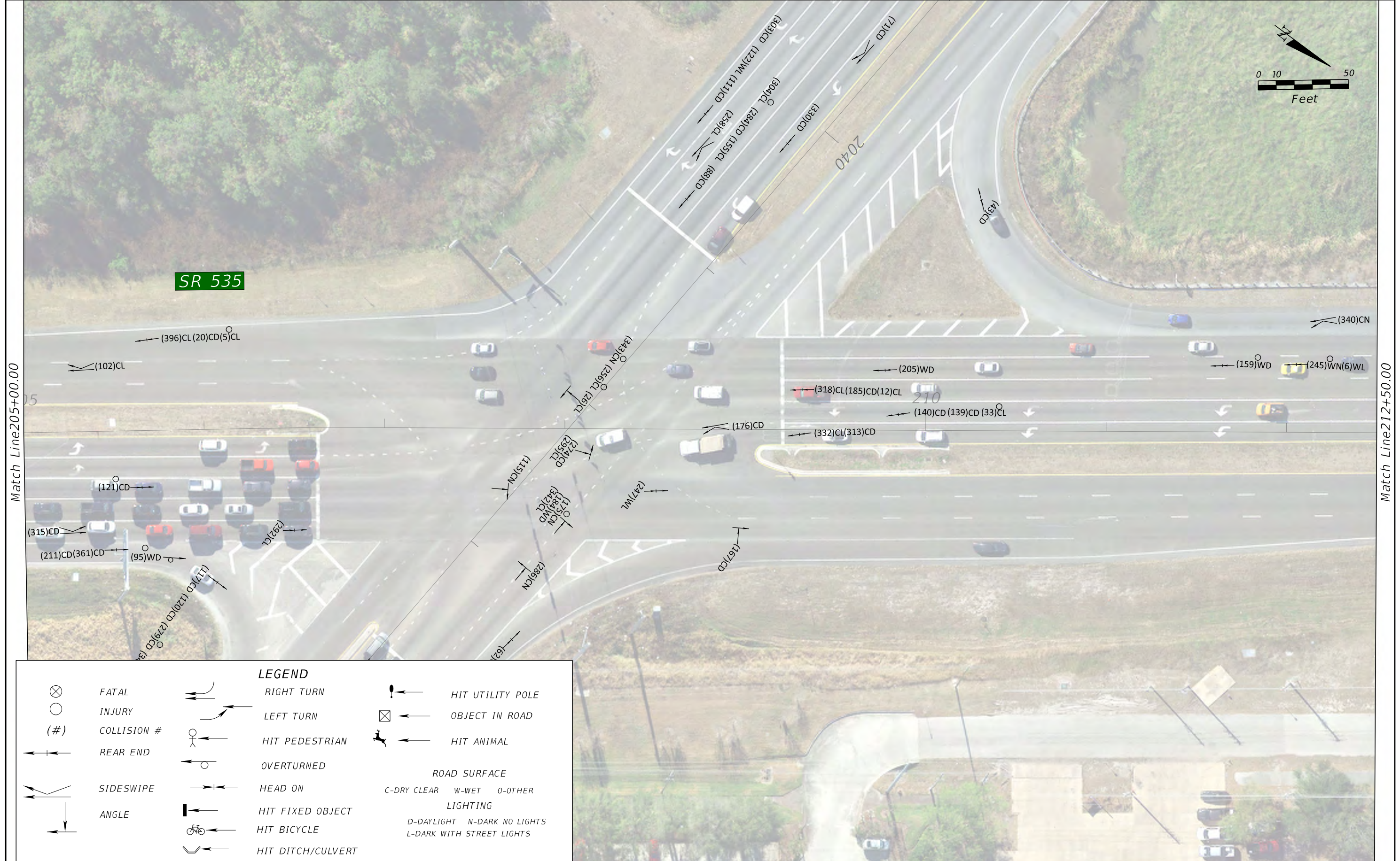
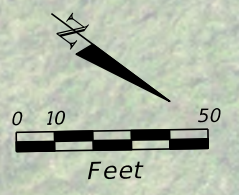


REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	⊙ ←	OVERTURNED		
↘↙	SIDESWIPE	→←	HEAD ON		
↘	ANGLE	⊣ ←	HIT FIXED OBJECT		
		🚲 ←	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE		
C-DRY CLEAR	W-WET	O-OTHER
LIGHTING		
D-DAYLIGHT	N-DARK NO LIGHTS	L-DARK WITH STREET LIGHTS

METRIC ENGINEERING, INC.		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		2017 Collision Diagram	SHEET NO. 14
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Match Line 205+00.00

Match Line 212+50.00

SR 535

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	⊖	OVERTURNED
↔	SIDESWIPE	→→	HEAD ON
↘	ANGLE	⊥	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
		C	DRY CLEAR
		W	WET
		O	OTHER
			LIGHTING
		D	DAYLIGHT
		N	DARK NO LIGHTS
		L	DARK WITH STREET LIGHTS

METRIC ENGINEERING, INC.	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			2017 Collision Diagram	SHEET NO.
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Match Line 212+50.00

Match Line 220+00.00

SR 535

215

220

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
⇐⇐	REAR END	♁	OVERTURNED
↘↙	SIDESWIPE	⇐	HEAD ON
↘	ANGLE	⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
		C-DRY CLEAR	W-WET
		O-OTHER	
			LIGHTING
		D-DAYLIGHT	N-DARK NO LIGHTS
		L-DARK WITH STREET LIGHTS	

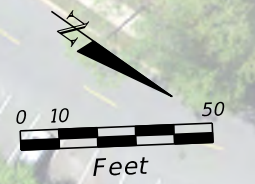
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

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2017 Collision Diagram

SHEET NO.
16



SR 535

LAKE BRYAN BEACH BLVD

Match Line 220+00.00

Match Line 227+50.00

LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
⇄	REAR END	⊙ ←	OVERTURNED		
↔	SIDESWIPE	→	HEAD ON		
↙	ANGLE	⊣ ←	HIT FIXED OBJECT		
		🚲 ←	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

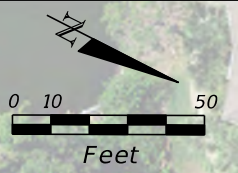
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2017 Collision Diagram

SHEET NO.
17



Match Line 227+50.00

Match Line 230+03.60 Ext. 496.40

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
⇄	REAR END	♁	OVERTURNED
↔	SIDESWIPE	→	HEAD ON
↕	ANGLE	⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

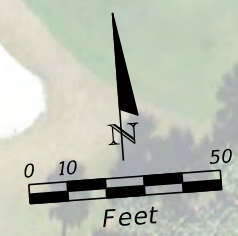
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2017 Collision Diagram

SHEET NO.
18



WORLD CENTER DR

Match Line 2000+00.00

Match Line 2007+50.00

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
⇄	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	⊘	OVERTURNED
↙↘	ANGLE	⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		⤵	HIT DITCH/CULVERT
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

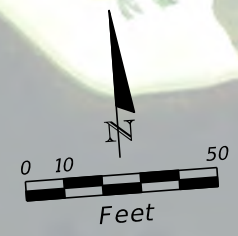
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2017 Collision Diagram

SHEET NO.
19



WORLD CENTER DR

2010

(407)CN

Match Line2007+50.00

Match Line2015+00.00

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
⇐⇐	REAR END	♁	OVERTURNED
↘↙	SIDESWIPE	→	HEAD ON
↘	ANGLE	⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		!←	HIT UTILITY POLE
		⊠←	OBJECT IN ROAD
		🐾←	HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

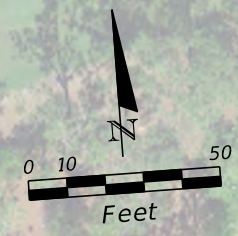
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2017 Collision Diagram

SHEET NO.
20



Match Line2015+00.00

Match Line2022+50.00

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	○	OVERTURNED
↘↙	ANGLE	→→	HEAD ON
		⊠	HIT UTILITY POLE
		⊞	OBJECT IN ROAD
		⊞	HIT BICYCLE
		↘	HIT DITCH/CULVERT
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

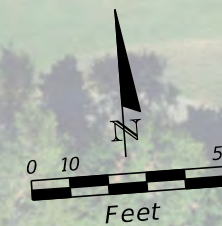
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2017 Collision Diagram

SHEET NO.
21



WORLD CENTER DR

Match Line 2022+50.00

Match Line 2030+00.00

(130)CD (168)CD
2025

(190)CN (307)CN

LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	←○	OVERTURNED		
↘↙	SIDESWIPE	←←	HEAD ON		
↘	ANGLE	⊠ ←	HIT FIXED OBJECT		
		🚲 ←	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

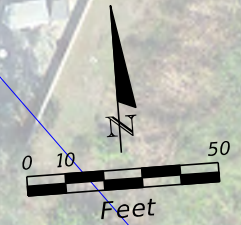
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2017 Collision Diagram

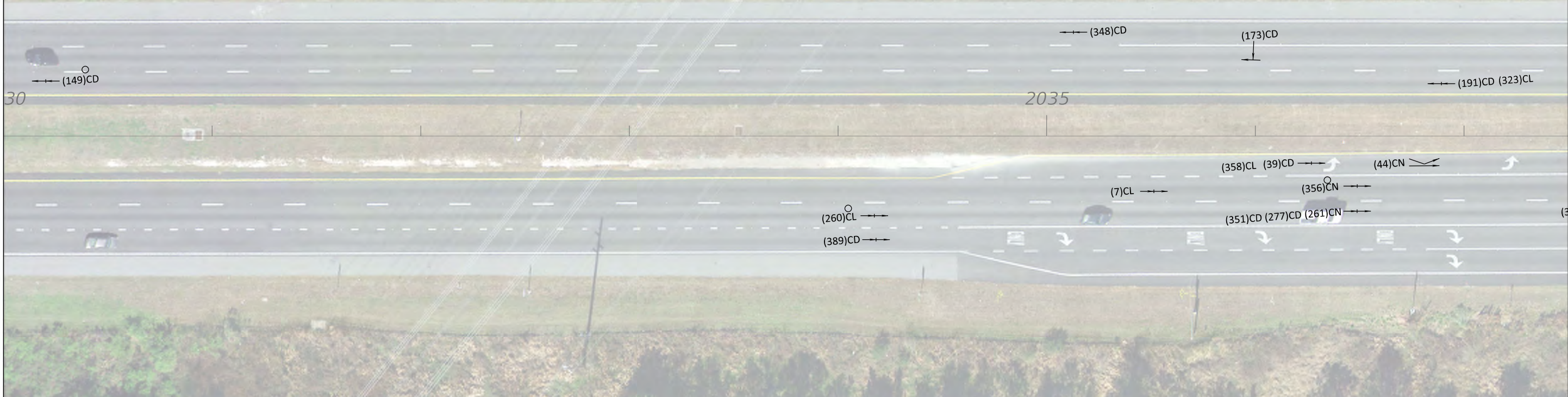
22



WORLD CENTER DR

Match Line 2030+00.00

Match Line 2037+50.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	🚶	HIT PEDESTRIAN
←←	REAR END	🐾	HIT ANIMAL
↔	SIDESWIPE	☒	OBJECT IN ROAD
↙↘	ANGLE	🚗	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		⤵	HIT DITCH/CULVERT
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS L-DARK WITH STREET LIGHTS

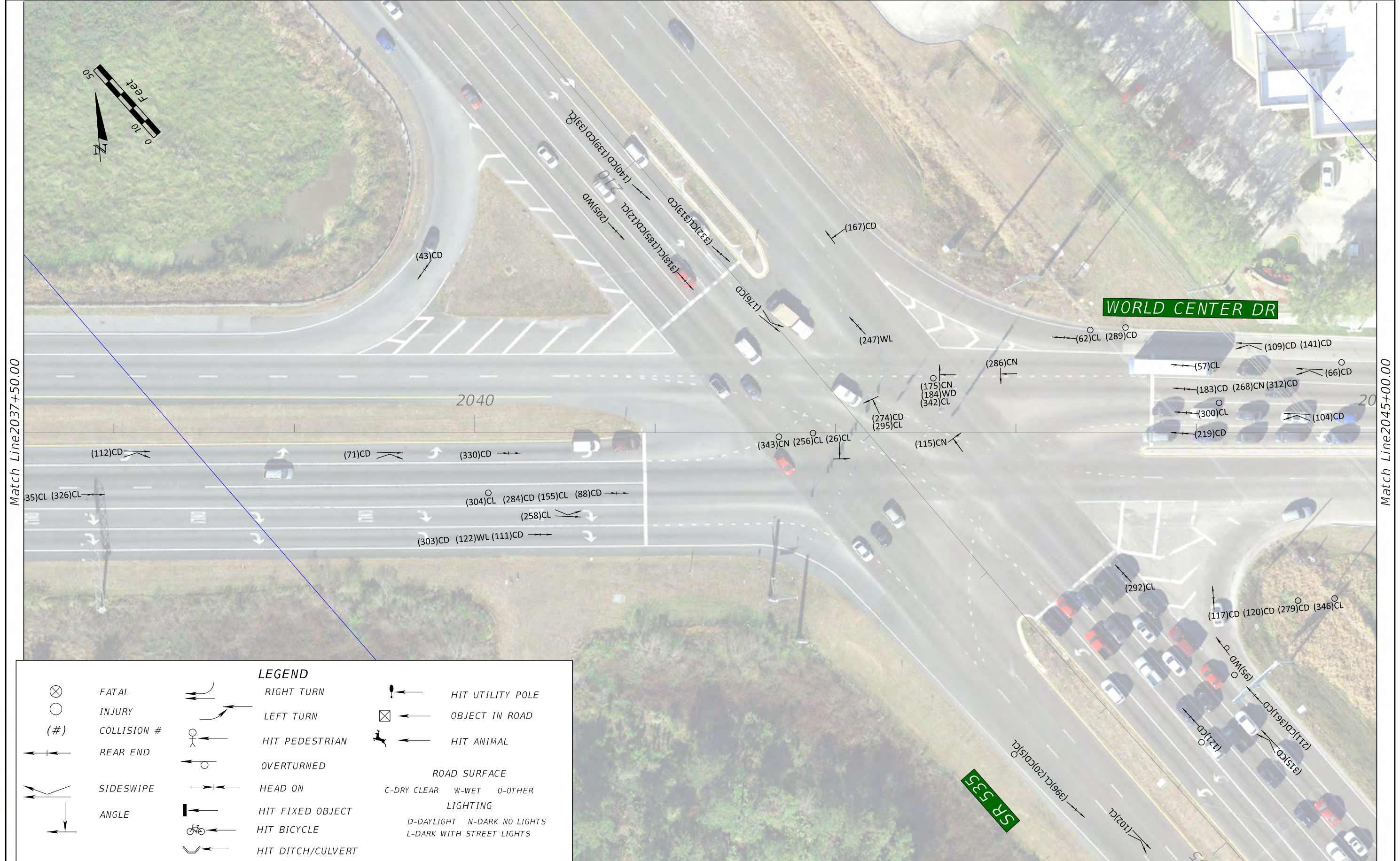
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2017 Collision Diagram

SHEET NO.
23



Match Line 2037+50.00

Match Line 2045+00.00

LEGEND

⊗	FATAL	↔	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↔	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	🚶	HIT PEDESTRIAN	🐾	HIT ANIMAL
↔	REAR END	🚚	OVERTURNED		
↔	SIDESWIPE	↔	HEAD ON		
↔	ANGLE	🚗	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↔	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

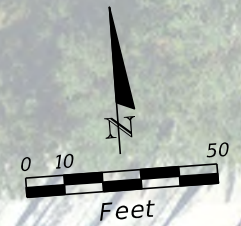
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2017 Collision Diagram

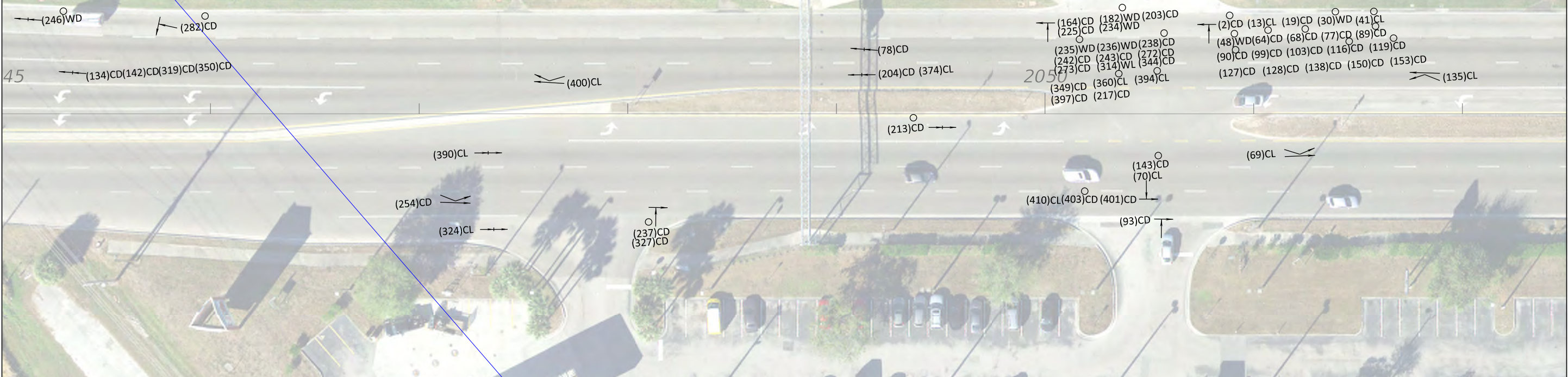
SHEET NO.
24



WORLD CENTER DR

Match Line 2045+00.00

Match Line 2052+50.00



LEGEND

⊗	FATAL	↔	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↔	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
↔	REAR END	↺	OVERTURNED		
↔	SIDESWIPE	↔	HEAD ON		
↔	ANGLE	↔	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↔	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

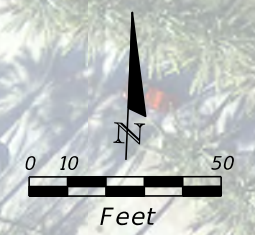
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2017 Collision Diagram

SHEET NO.
25

Match Line 2052+50.00

Match Line 2060+00.00



WORLD CENTER DR

2055



LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	←○	OVERTURNED		
↔	SIDESWIPE	←→	HEAD ON		
↘	ANGLE	←	HIT FIXED OBJECT		
		←🚲	HIT BICYCLE		
		←	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

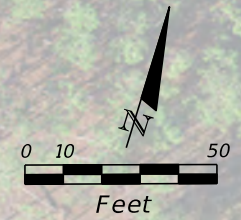
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2017 Collision Diagram

SHEET NO.
26



WORLD CENTER DR

Match Line 2060+00.00

Match Line 2067+50.00

(38)CL (58)CD (118)CD (144)WL (145)CD (161)CD (179)WD (195)CD (206)CD (210)WD (216)CD (224)CD (251)CD (264)CD (296)CD (308)WD (347)CD (368)CD (369)CL (371)CD (395)CD (408)CD (409)CD (411)CD (80)CD (230)CD (196)CD (98)CL (362)CD (233)WD

2065

LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	←○	OVERTURNED		
↔	SIDESWIPE	←←	HEAD ON		
↙	ANGLE	⊠ ←	HIT FIXED OBJECT		
		🚲 ←	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2017 Collision Diagram

SHEET NO.
27



LEGEND

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	☒	OBJECT IN ROAD
(#)	COLLISION #	♤	HIT PEDESTRIAN	🐾	HIT ANIMAL
←←	REAR END	⊖	OVERTURNED		
↔	SIDESWIPE	→	HEAD ON		
↙↘	ANGLE	⊥	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

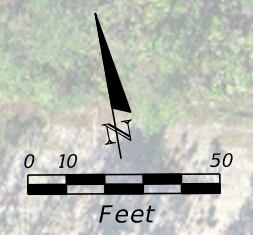
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2017 Collision Diagram

SHEET NO.
28



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	⊗	HIT UTILITY POLE
↔	REAR END	⊠	OBJECT IN ROAD
↗↖	SIDESWIPE	🚶	HIT PEDESTRIAN
↘↙	ANGLE	🚗	HIT ANIMAL
↻	OVERTURNED		ROAD SURFACE
↔	HEAD ON	C	D-DRY CLEAR
⊠	HIT FIXED OBJECT	W	W-WET
🚲	HIT BICYCLE	O	O-OTHER
↘	HIT DITCH/CULVERT		LIGHTING
		D	D-DAYLIGHT
		N	N-DARK NO LIGHTS
		L	L-DARK WITH STREET LIGHTS

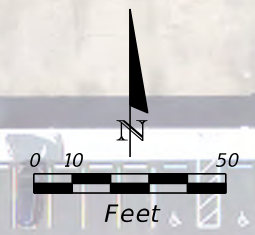
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

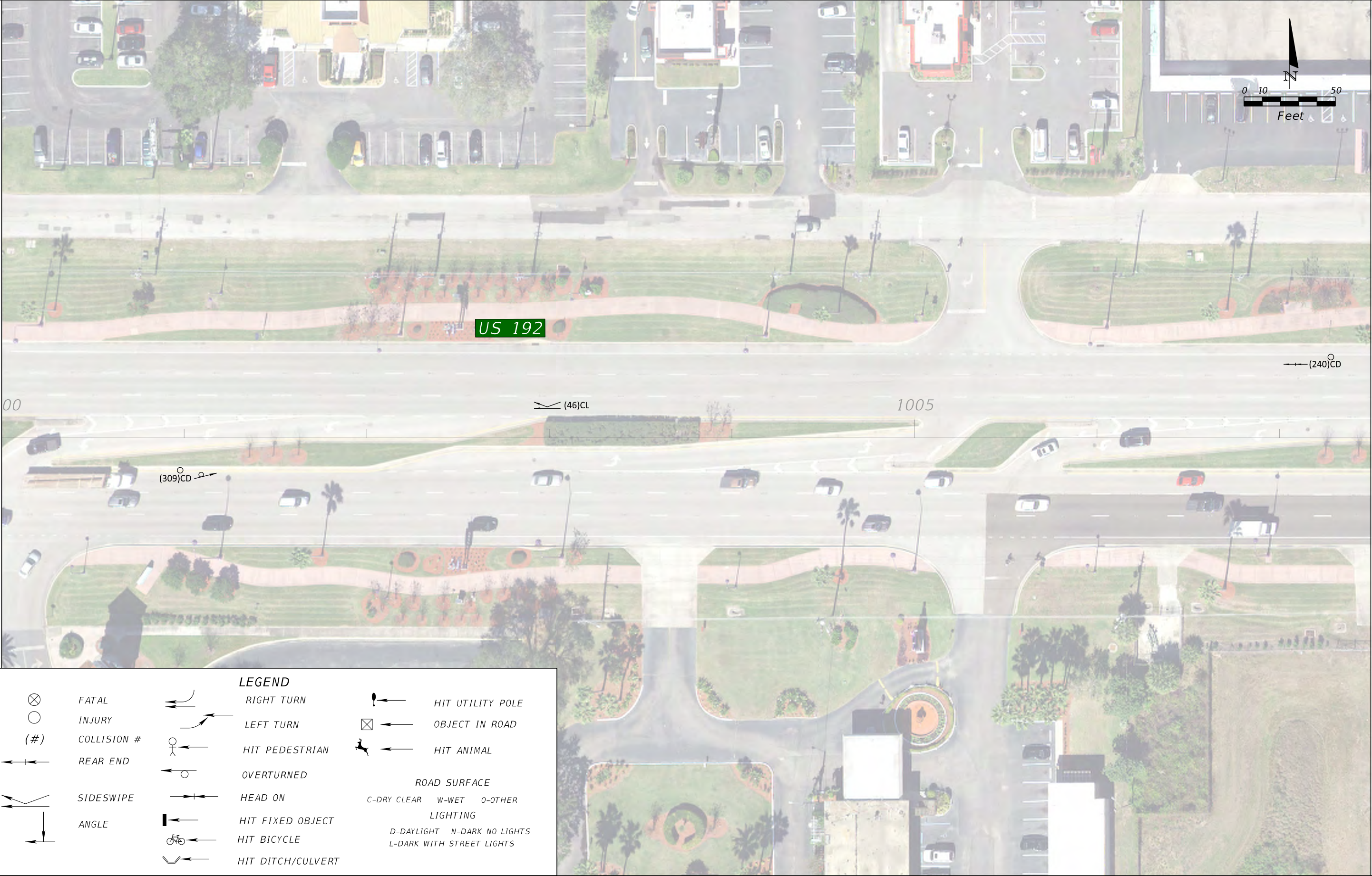
2017 Collision Diagram

SHEET NO.
29



Match Line 1000+00.00

Match Line 1007+50.00



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

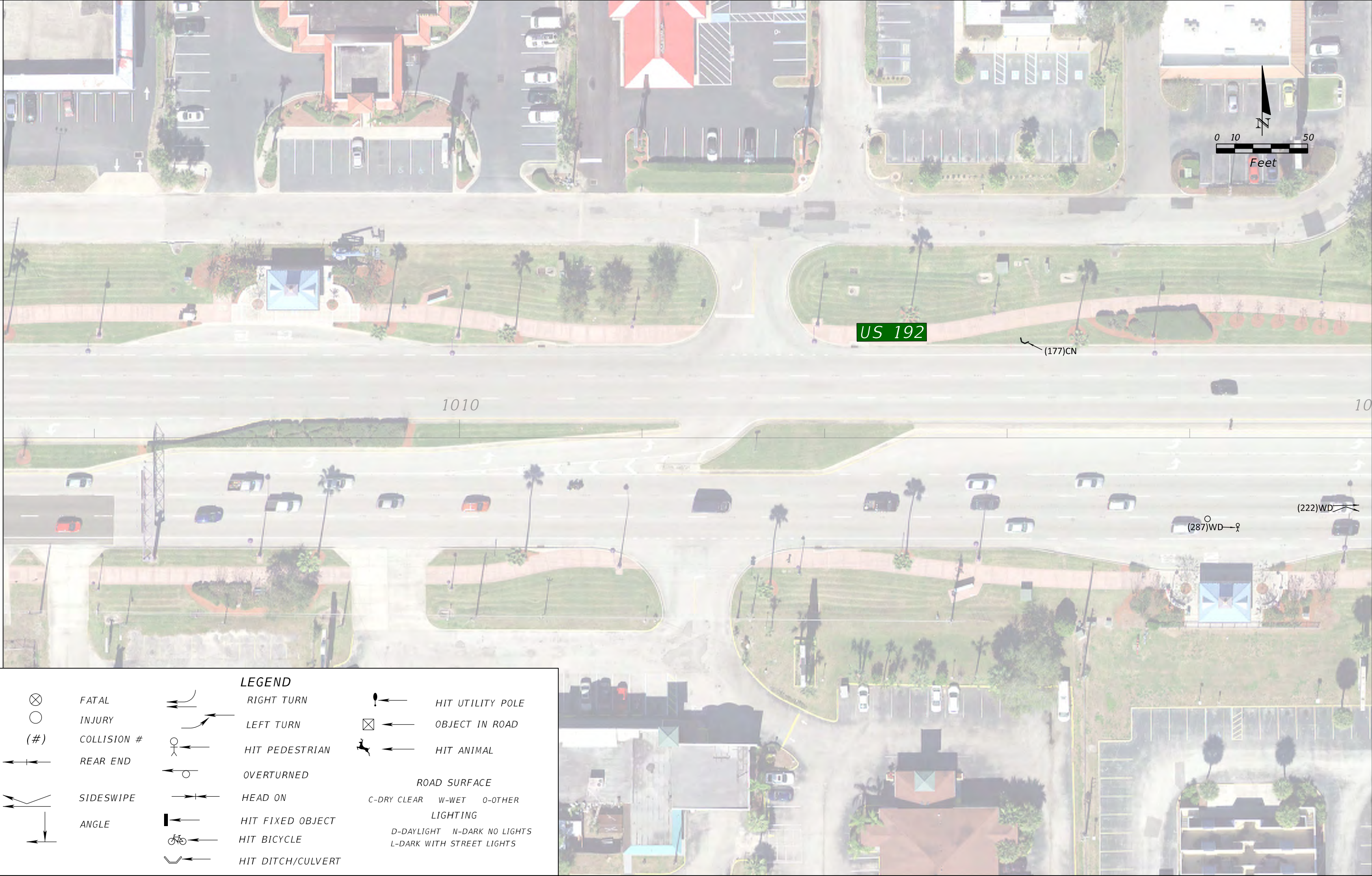
⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
←→	REAR END	⊙	OVERTURNED		
↔	SIDESWIPE	→	HEAD ON		
↙↘	ANGLE	⊠	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE		
C-DRY CLEAR	W-WET	O-OTHER
LIGHTING		
D-DAYLIGHT	N-DARK NO LIGHTS	L-DARK WITH STREET LIGHTS

METRIC ENGINEERING, INC.		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		2017 Collision Diagram	SHEET NO. 30
		ROAD NO. SR 535	COUNTY OSCEOLA/ORANGE			FINANCIAL PROJECT ID 437174-2-22-01

Match Line 1007+50.00

Match Line 1015+00.00



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

LEGEND			
⊗	FATAL INJURY COLLISION #	↘	RIGHT TURN
○	INJURY COLLISION #	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
↔	REAR END	♂	HIT UTILITY POLE
↗↖	SIDESWIPE	⊠	OBJECT IN ROAD
↘↙	ANGLE	🐾	HIT ANIMAL
↻	OVERTURNED		
↔	HEAD ON		
⊠	HIT FIXED OBJECT		
🚲	HIT BICYCLE		
↘↙	HIT DITCH/CULVERT		

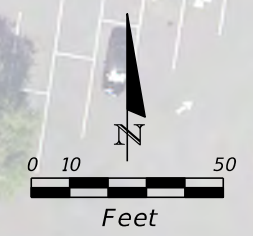
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

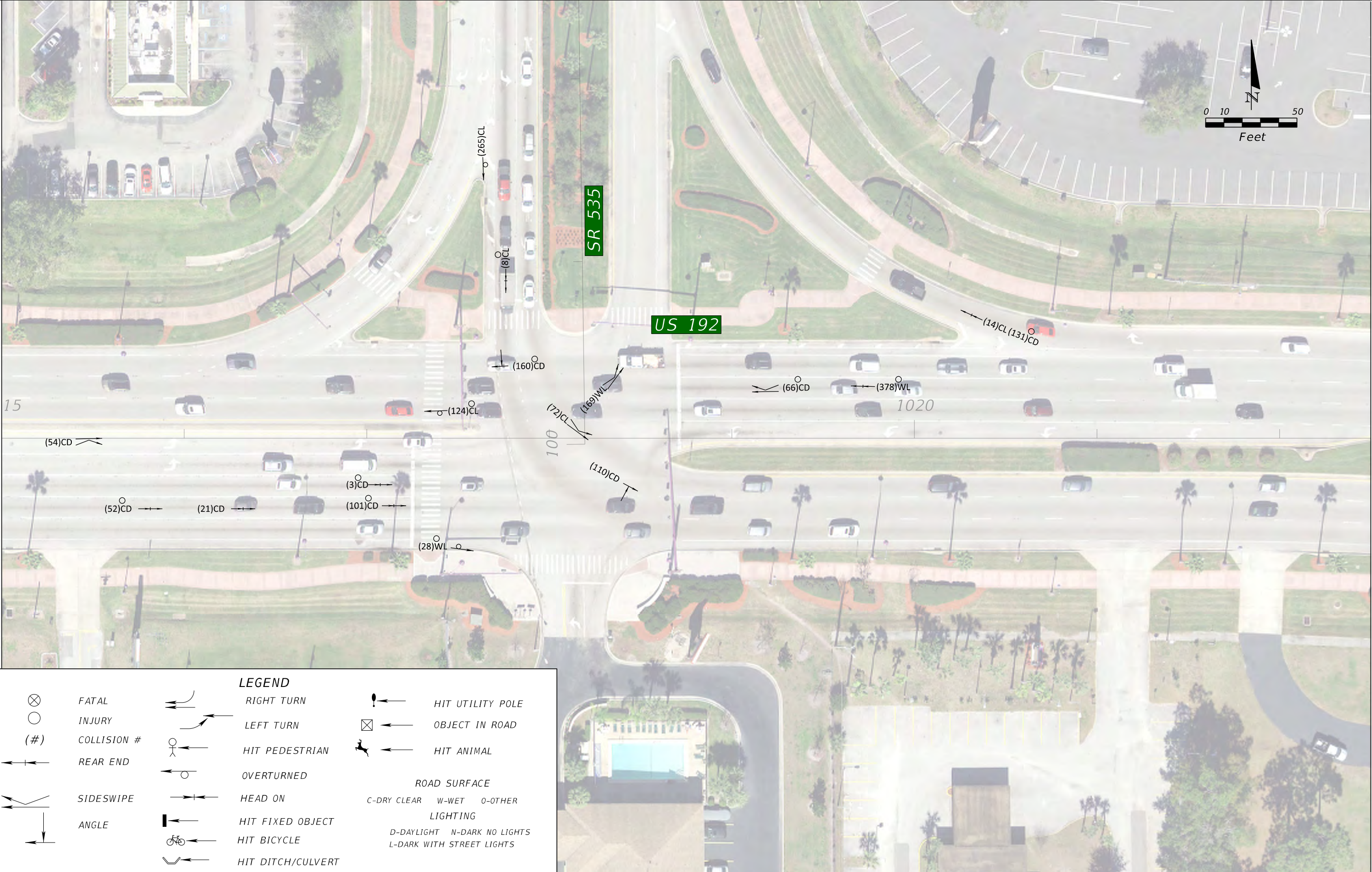
2017 Collision Diagram

SHEET NO.
31



Match Line 1015+00.00

Match Line 1022+50.00



LEGEND

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
←←	REAR END	⊙	OVERTURNED		
↔	SIDESWIPE	→	HEAD ON		
↙↘	ANGLE	⊣	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

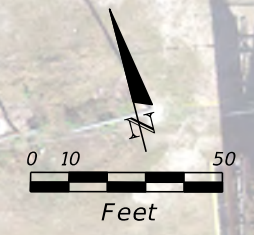
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2017 Collision Diagram

SHEET NO.
32



LEGEND

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
↔	REAR END	⊖	OVERTURNED		
↘↙	SIDESWIPE	↔	HEAD ON		
↘	ANGLE	⊠	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET 0-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2017 Collision Diagram

SHEET NO.
33



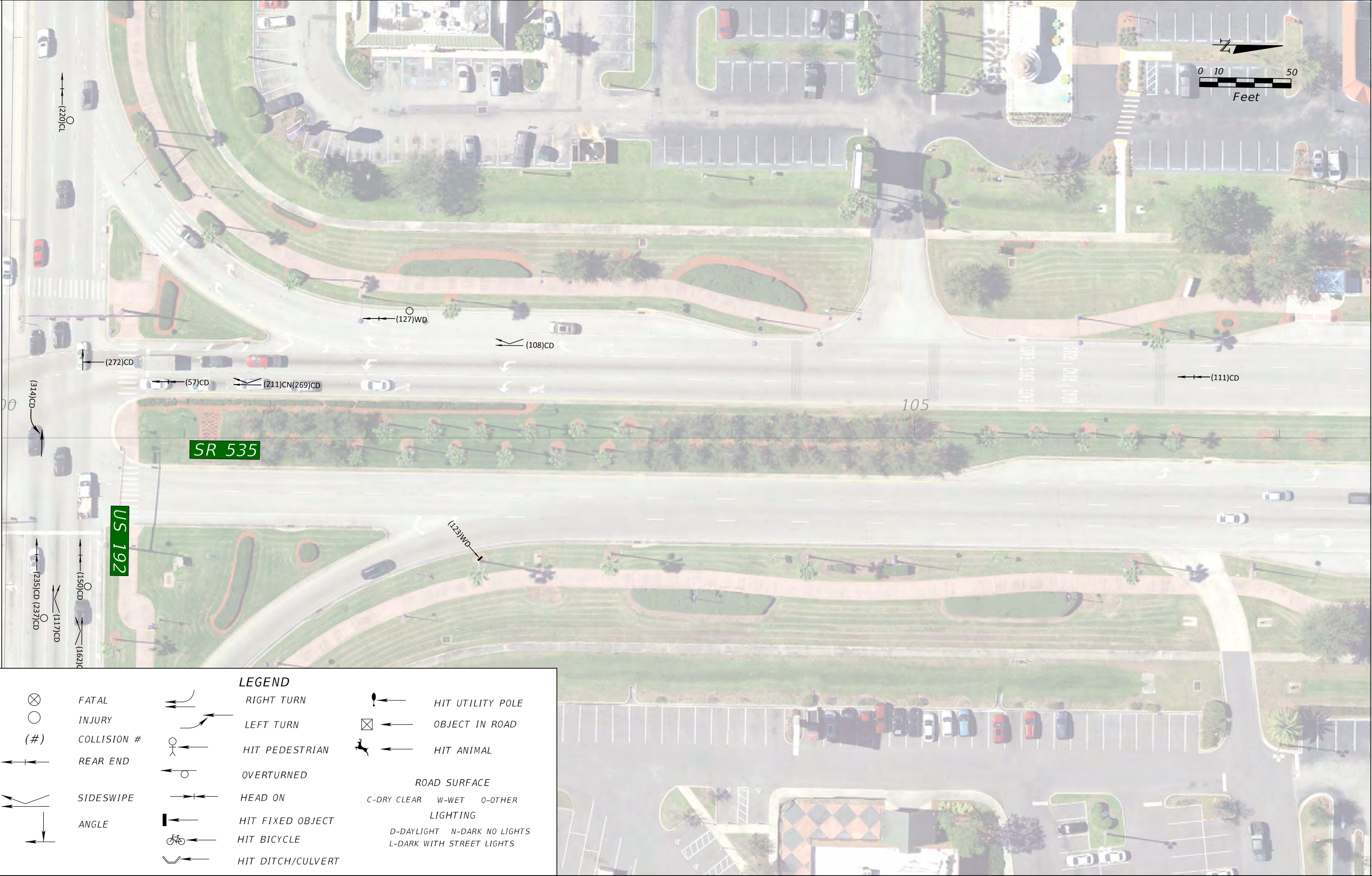
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

LEGEND					
⊗	FATAL	↔	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↔	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
↔	REAR END	↺	OVERTURNED		ROAD SURFACE
↔	SIDESWIPE	↔	HEAD ON	C	D-DRY CLEAR
↔	ANGLE	↔	HIT FIXED OBJECT	W	W-WET
		🚲	HIT BICYCLE	O	O-OTHER
		↔	HIT DITCH/CULVERT		LIGHTING
				D	D-DAYLIGHT
				N	N-DARK NO LIGHTS
				L	L-DARK WITH STREET LIGHTS

METRIC ENGINEERING, INC.		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		2017 Collision Diagram	SHEET NO. 34
		ROAD NO. SR 535	COUNTY OSCEOLA/ORANGE			FINANCIAL PROJECT ID 437174-2-22-01

Match Line 100+00.00

Match Line 107+50.00



LEGEND

⊗	FATAL	↔	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↔	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
↔	REAR END	↔	OVERTURNED		
↔	SIDESWIPE	↔	HEAD ON		
↔	ANGLE	↔	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↔	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

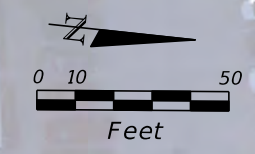
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2018 Collision Diagram

SHEET NO.
1



Match Line 107+50.00

Match Line 115+00.00

KYNGS HEATH RD

SR 535

110

(315)CL
(22)CL
(265)CN

(277)CD

(201)CL

(65)CD

LEGEND

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♤	HIT PEDESTRIAN	🐾	HIT ANIMAL
←←	REAR END	↻	OVERTURNED		
↔	SIDESWIPE	→	HEAD ON		
↙↘	ANGLE	⊠	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER
LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2018 Collision Diagram

SHEET NO.
2



Match Line 115+00.00

Match Line 122+50.00

SR 535

CALYPSO CAY WAY

120

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	⊙	HIT PEDESTRIAN
⇐⇐	REAR END	⊙	OVERTURNED
↘↙	SIDESWIPE	⇐	HIT FIXED OBJECT
↘	ANGLE	🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
		C	DRY CLEAR
		W	WET
		O	OTHER
			LIGHTING
		D	DAYLIGHT
		N	DARK NO LIGHTS
		L	DARK WITH STREET LIGHTS

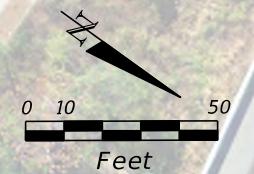
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

<i>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</i>		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2018 Collision Diagram

SHEET NO.
3



Match Line 122+50.00

Match Line 130+00.00



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	🚶	HIT PEDESTRIAN	🐾	HIT ANIMAL
←→	REAR END	🚗	OVERTURNED		
↔	SIDESWIPE	→	HEAD ON		
↙↘	ANGLE	🚗	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE		
C-DRY CLEAR	W-WET	O-OTHER
LIGHTING		
D-DAYLIGHT	N-DARK NO LIGHTS	L-DARK WITH STREET LIGHTS

METRIC ENGINEERING, INC.		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		2018 Collision Diagram	SHEET NO. 4
		ROAD NO. SR 535	COUNTY OSCEOLA/ORANGE			FINANCIAL PROJECT ID 437174-2-22-01

Match Line 130+00.00

Match Line 137+50.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	○	OVERTURNED
↘↙	ANGLE	→	HEAD ON
		⊠	HIT UTILITY POLE
		⊞	OBJECT IN ROAD
			HIT FIXED OBJECT
			HIT BICYCLE
			HIT DITCH/CULVERT
			HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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SR 535	OSCEOLA/ORANGE	437174-2-22-01

2018 Collision Diagram

SHEET NO.
5



Match Line 137+50.00

Match Line 145+00.00

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	○	OVERTURNED
↙↘	ANGLE	↔	HEAD ON
		⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		!←	HIT UTILITY POLE
		⊠←	OBJECT IN ROAD
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2018 Collision Diagram

SHEET NO.
6

Match Line 145+00.00

Match Line 152+50.00



LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	←○	OVERTURNED		
↔	SIDESWIPE	←←	HEAD ON		
↙	ANGLE	←	HIT FIXED OBJECT		
		←🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET 0-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

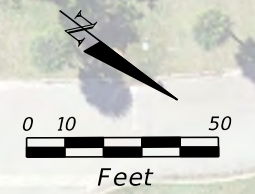
<i>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</i>		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2018 Collision Diagram

SHEET
NO.
7

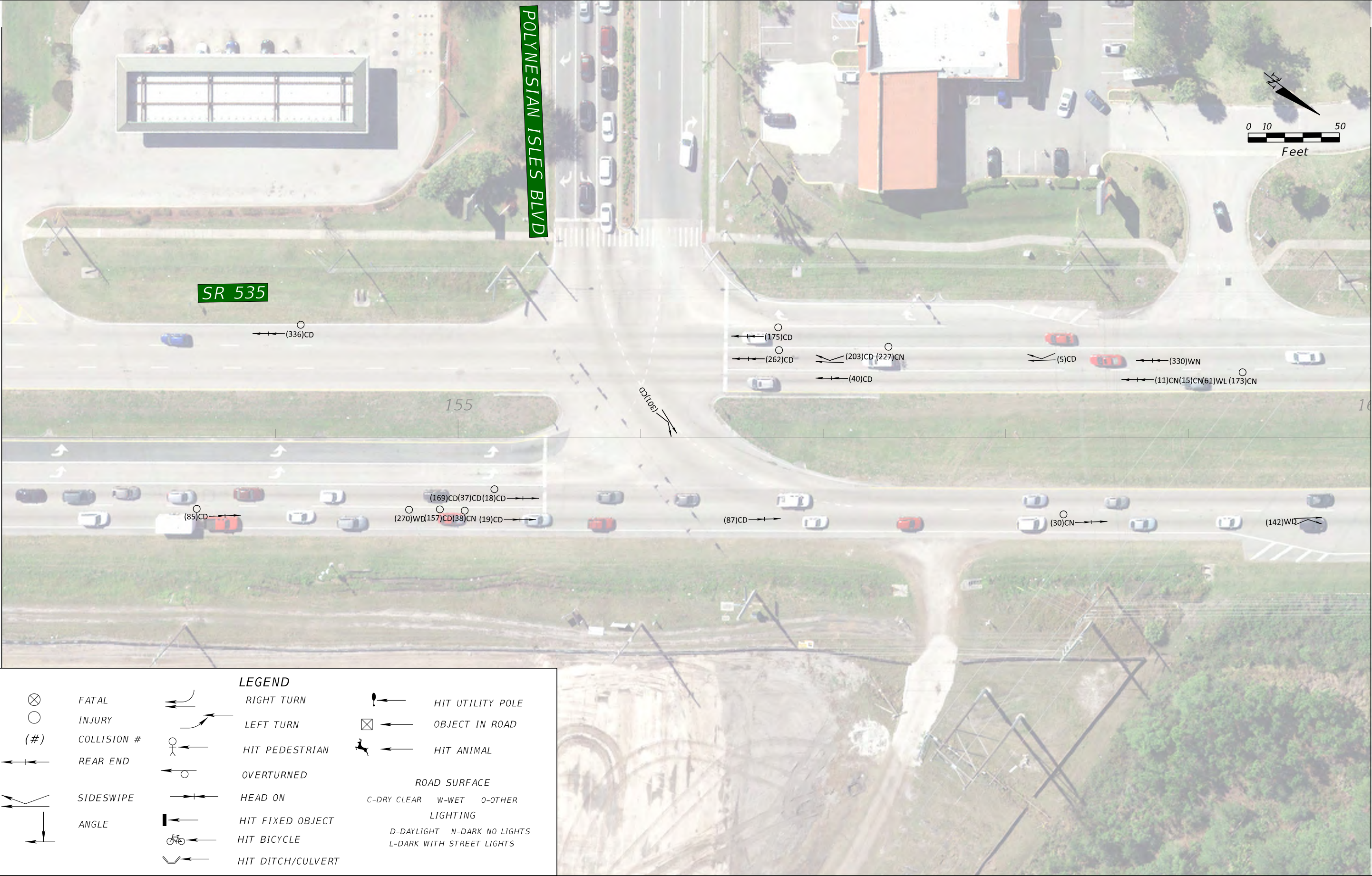
POLYNESIAN ISLES BLVD

SR 535



Match Line 152+50.00

Match Line 160+00.00



LEGEND

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
⇐⇐	REAR END	⊙	OVERTURNED		
↔	SIDESWIPE	→	HEAD ON		
↙↘	ANGLE	⊠	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

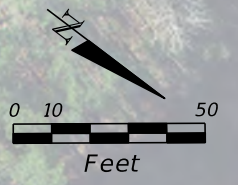
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2018 Collision Diagram

SHEET NO.
8



SR 535

Match Line 160+00.00

Match Line 167+50.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
↔	REAR END	♂	HIT ANIMAL
↘↙	SIDESWIPE	○	OVERTURNED
↙↘	ANGLE	↔	HEAD ON
		⊠	HIT UTILITY POLE
		⊞	OBJECT IN ROAD
		♂	HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS
		⊠	HIT FIXED OBJECT
		♂	HIT BICYCLE
		↘	HIT DITCH/CULVERT

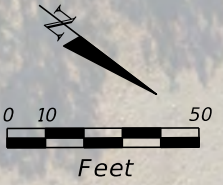
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2018 Collision Diagram

SHEET NO.
9



SR 535

LBV FACTORY STORES DR

Match Line 167+50.00

Match Line 175+00.00

LEGEND

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♤	HIT PEDESTRIAN	🐾	HIT ANIMAL
←←	REAR END	⊖	OVERTURNED		
↔	SIDESWIPE	→	HEAD ON		
↙↘	ANGLE	⊣	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

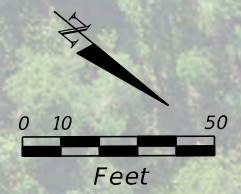
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2018 Collision Diagram

SHEET NO.
10



Match Line 175+00.00

Match Line 182+50.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	○	OVERTURNED
↘↙	ANGLE	→	HEAD ON
		⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		!←	HIT UTILITY POLE
		⊠←	OBJECT IN ROAD
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

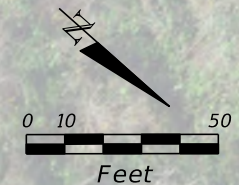
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2018 Collision Diagram

SHEET NO.
11



Match Line 182+50.00

Match Line 190+00.00

SR 535



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	○	OVERTURNED
↘↙	ANGLE	→	HEAD ON
		⊠	HIT UTILITY POLE
		⊞	OBJECT IN ROAD
		⊞	HIT FIXED OBJECT
		♻	HIT BICYCLE
		↘	HIT DITCH/CULVERT
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

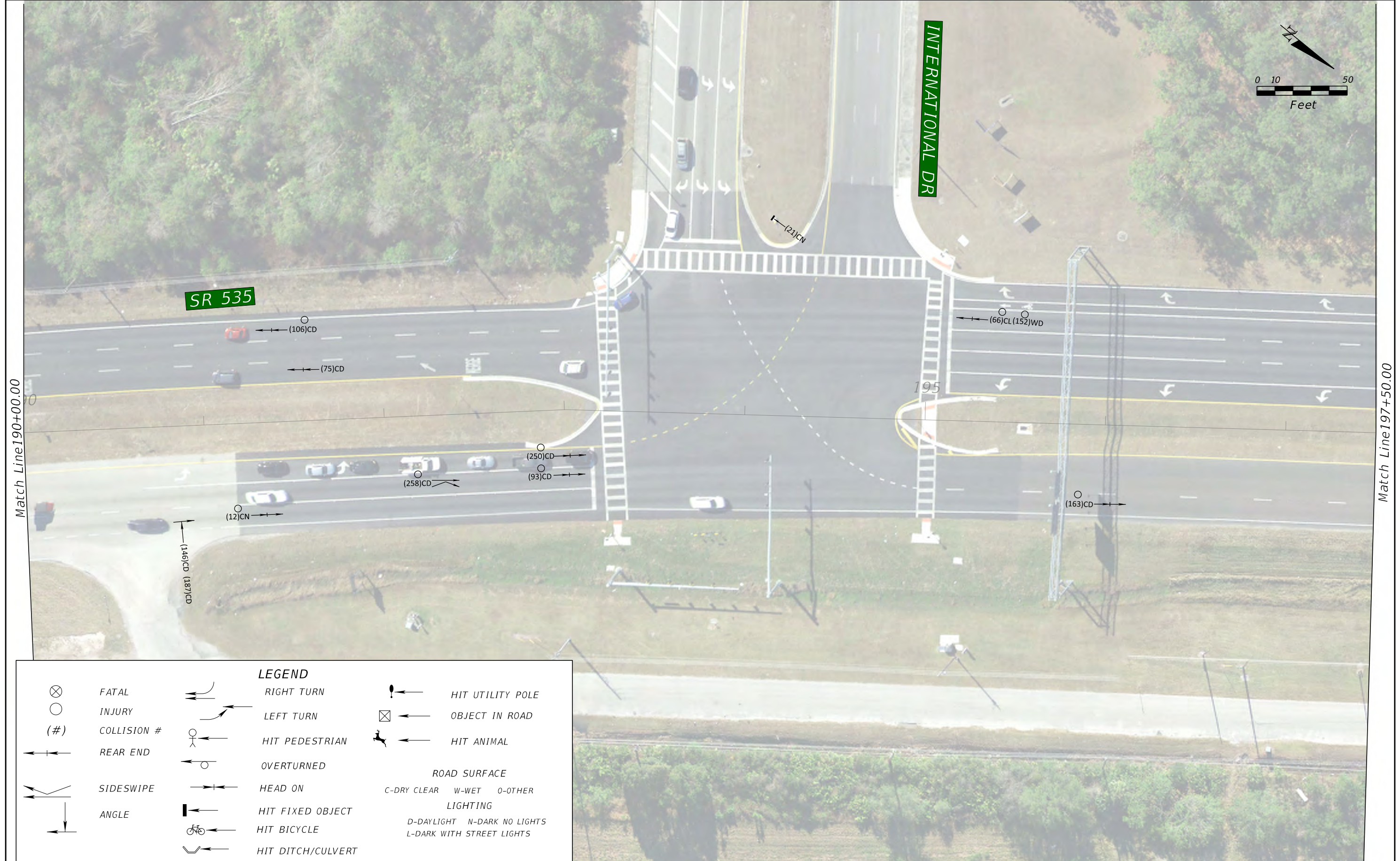
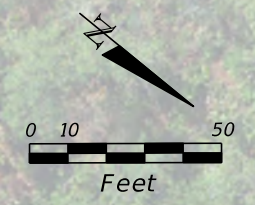
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

<i>STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</i>		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2018 Collision Diagram

SHEET NO.
12



Match Line 190+00.00

Match Line 197+50.00

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	⊙	HIT PEDESTRIAN
⇐⇐	REAR END	○	OVERTURNED
↘↙	SIDESWIPE	⇐⇐	HEAD ON
↘	ANGLE	⊠	HIT UTILITY POLE
		⊞	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT

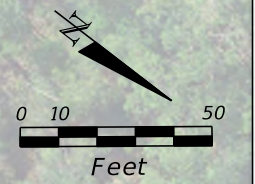
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2018 Collision Diagram

SHEET NO.
13



Match Line 197+50.00

Match Line 205+00.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
⇄	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	○	OVERTURNED
↔	ANGLE	⇄	HEAD ON
		⊠	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
			HIT FIXED OBJECT
			HIT BICYCLE
			HIT DITCH/CULVERT

ROAD SURFACE		
C	D-DRY CLEAR	W-WET
O	OTHER	

LIGHTING		
D	DAYLIGHT	N-DARK NO LIGHTS
L	DARK WITH STREET LIGHTS	

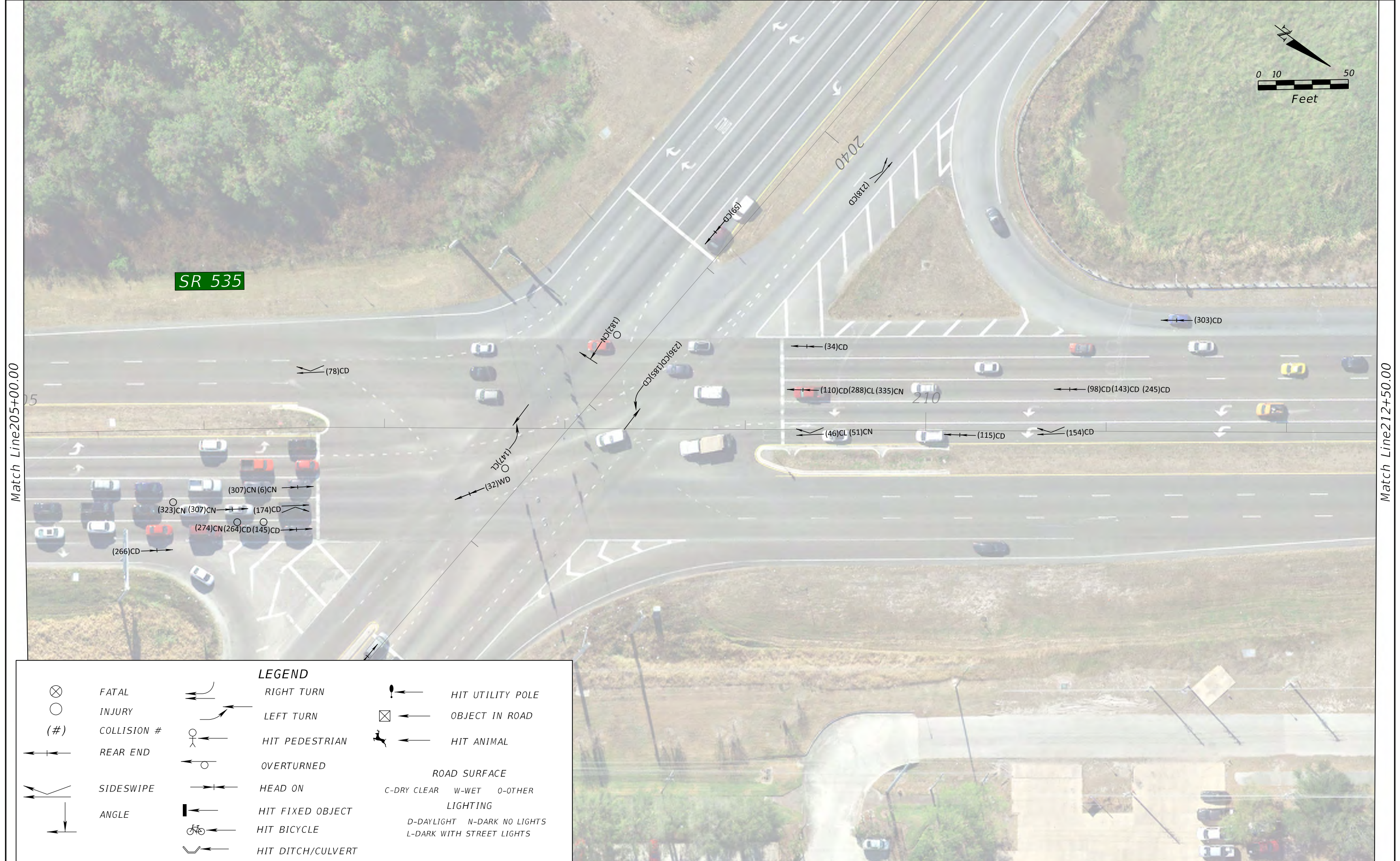
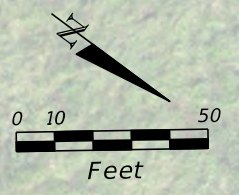
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2018 Collision Diagram

SHEET NO.
14



Match Line 205+00.00

Match Line 212+50.00

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

LEGEND						
⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE	
○	INJURY	↙	LEFT TURN	☒	OBJECT IN ROAD	
(#)	COLLISION #	♤	HIT PEDESTRIAN	🐾	HIT ANIMAL	
⇄	REAR END	↻	OVERTURNED		ROAD SURFACE	
↔	SIDESWIPE	→	HEAD ON	C-DRY CLEAR	W-WET	O-OTHER
↙↘	ANGLE	⊥	HIT FIXED OBJECT		LIGHTING	
		🚲	HIT BICYCLE	D-DAYLIGHT	N-DARK NO LIGHTS	
		↘	HIT DITCH/CULVERT	L-DARK WITH STREET LIGHTS		

METRIC ENGINEERING, INC.				STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			2018 Collision Diagram	SHEET NO. 15
				ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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Match Line 212+50.00

Match Line 220+00.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	⊙	HIT PEDESTRIAN
←←	REAR END	⊙	OVERTURNED
↘↙	SIDESWIPE	→	HEAD ON
↘	ANGLE	⊣	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		!←	HIT UTILITY POLE
		⊠←	OBJECT IN ROAD
		🐾←	HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

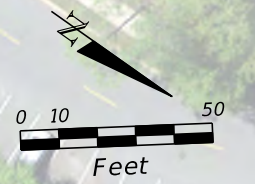
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2018 Collision Diagram

SHEET NO.
16



SR 535

LAKE BRYAN BEACH BLVD

Match Line 220+00.00

Match Line 227+50.00

LEGEND

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
⇐⇐	REAR END	↻	OVERTURNED		
↔↔	SIDESWIPE	⇐⇐	HEAD ON		
↙↘	ANGLE	⊠	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

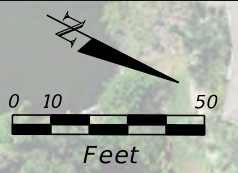
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
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2018 Collision Diagram

SHEET NO.
17



SR 535

230

Match Line 227+50.00

Match Line 230+03.60 Ext. 496.40

LEGEND

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	☒	OBJECT IN ROAD
(#)	COLLISION #	🚶	HIT PEDESTRIAN	🐾	HIT ANIMAL
⇄	REAR END	🔄	OVERTURNED		
↔	SIDESWIPE	→	HEAD ON		
↙	ANGLE	🚗	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET 0-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

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2018 Collision Diagram

SHEET NO.
18



WORLD CENTER DR

Match Line 2000+00.00

Match Line 2007+50.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
⇄	REAR END	♁	OVERTURNED
↘↙	SIDESWIPE	→	HEAD ON
↘	ANGLE	▬	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

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2018 Collision Diagram

SHEET NO.
19



WORLD CENTER DR

2010

20

Match Line2007+50.00

Match Line2015+00.00

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
⇐⇐	REAR END	♁	OVERTURNED
↘↙	SIDESWIPE	→	HEAD ON
↘	ANGLE	⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
		C	DRY CLEAR
		W	WET
		O	OTHER
			LIGHTING
		D	DAYLIGHT
		N	DARK NO LIGHTS
		L	DARK WITH STREET LIGHTS

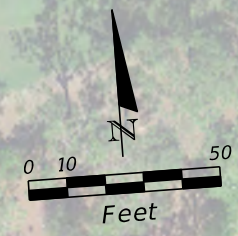
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2018 Collision Diagram

SHEET NO.
20



Match Line 2015+00.00

Match Line 2022+50.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	⊘	OVERTURNED
↘↙	ANGLE	→→	HEAD ON
		⊠	HIT UTILITY POLE
		⊞	OBJECT IN ROAD
		⊞	HIT BICYCLE
		↘↙	HIT DITCH/CULVERT
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2018 Collision Diagram

SHEET NO.
21



Match Line 2022+50.00

Match Line 2030+00.00

LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	⊙	OVERTURNED
↔	SIDESWIPE	→	HEAD ON
↙	ANGLE	⊣	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		⤵	HIT DITCH/CULVERT
		!←	HIT UTILITY POLE
		⊠←	OBJECT IN ROAD
		🐾←	HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

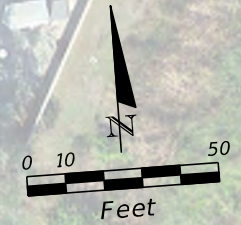
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2018 Collision Diagram

SHEET NO.
22



WORLD CENTER DR

Match Line 2030+00.00

Match Line 2037+50.00

30

2035

(96)CD(90)CD

(10)CL

(228)CD(92)WD (13)CN

LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	🚶 ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
⇄	REAR END	🚗 ←	OVERTURNED		
↔	SIDESWIPE		ROAD SURFACE		
↙	ANGLE		HEAD ON	C-DRY CLEAR	W-WET
			HIT FIXED OBJECT	O-OTHER	
			HIT BICYCLE	LIGHTING	
			HIT DITCH/CULVERT	D-DAYLIGHT	N-DARK NO LIGHTS
				L-DARK WITH STREET LIGHTS	

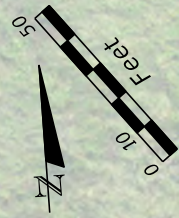
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

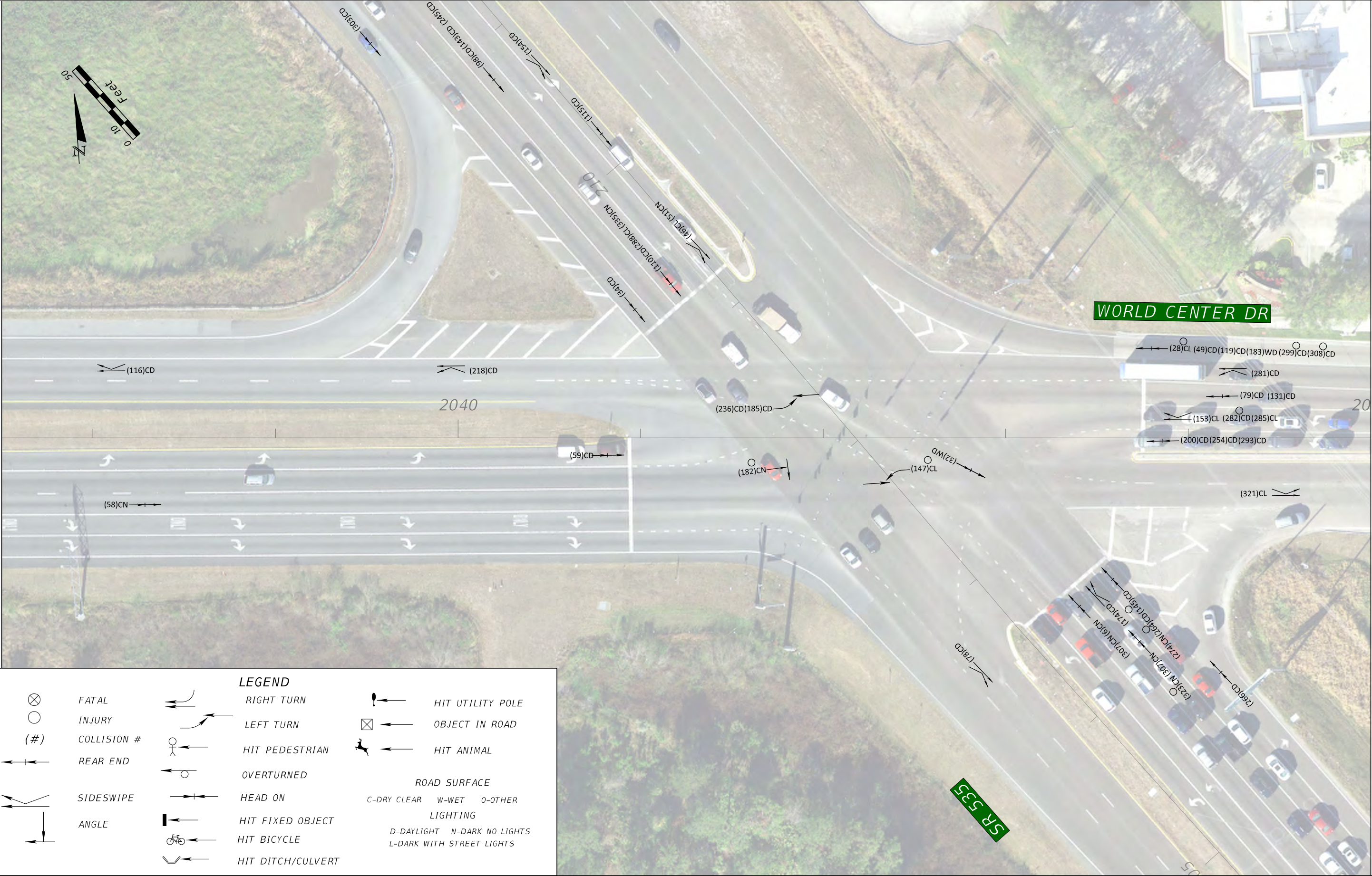
2018 Collision Diagram

SHEET NO.
23



Match Line 2037+50.00

Match Line 2045+00.00



LEGEND

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♤	HIT PEDESTRIAN	🐾	HIT ANIMAL
⇄	REAR END	↻	OVERTURNED		
↔	SIDESWIPE	↔	HEAD ON		
↙↘	ANGLE	⬮	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

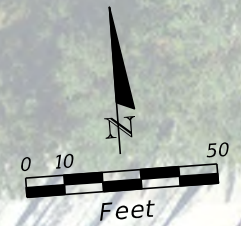
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2018 Collision Diagram

SHEET NO.
24



WORLD CENTER DR

Match Line 2045+00.00

Match Line 2052+50.00



LEGEND

⊗	FATAL	↔	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↔	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
←←	REAR END	↺	OVERTURNED		
↔↔	SIDESWIPE	↔↔	HEAD ON		
↔↔	ANGLE	↔↔	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↔↔	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

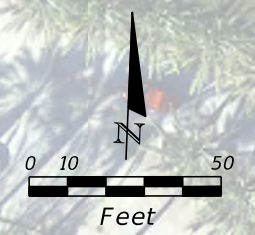
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2018 Collision Diagram

SHEET NO.
25

Match Line 2052+50.00

Match Line 2060+00.00



WORLD CENTER DR

2055

(88)CD
 (296)CD (279)CD (176)CD (170)WD (132)WD (114)CD
 (295)CD (89)CL (83)CL (81)CD (80)CL (54)CL

LEGEND

⊗	FATAL	↘	RIGHT TURN	! ←	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠ ←	OBJECT IN ROAD
(#)	COLLISION #	♀ ←	HIT PEDESTRIAN	🐾 ←	HIT ANIMAL
←←	REAR END	←○	OVERTURNED		
↔	SIDESWIPE	←←	HEAD ON		
↙	ANGLE	⊠ ←	HIT FIXED OBJECT		
		♂ ←	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

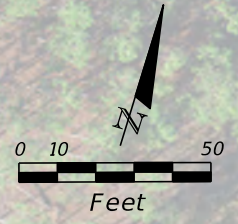
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2018 Collision Diagram

SHEET NO.
26



WORLD CENTER DR

Match Line 2060+00.00

Match Line 2067+50.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
←←	REAR END	♁	OVERTURNED
↔	SIDESWIPE	→	HEAD ON
↘	ANGLE	⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
		🐾	HIT ANIMAL
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2018 Collision Diagram

SHEET NO.
27



LEGEND

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♤	HIT PEDESTRIAN	🐾	HIT ANIMAL
↔	REAR END	↻	OVERTURNED		
↘↙	SIDESWIPE	↔	HEAD ON		
↘↙	ANGLE	⊠	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET 0-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

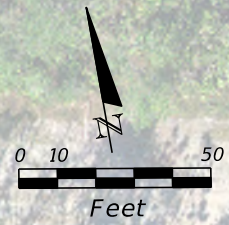
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2018 Collision Diagram

SHEET NO.
28



Match Line 2075+00.00

Match Line 2080+58.35 Ext. 191.65

LEGEND				
⊗	FATAL	↘	RIGHT TURN	
○	INJURY	↙	LEFT TURN	
(#)	COLLISION #	♀	HIT PEDESTRIAN	
↔	REAR END	♂	HIT ANIMAL	
↔	SIDESWIPE	○	OVERTURNED	
↔	ANGLE	↔	HEAD ON	
		⊠	HIT FIXED OBJECT	
		🚲	HIT BICYCLE	
		↘	HIT DITCH/CULVERT	
		⚡	HIT UTILITY POLE	
		⊠	OBJECT IN ROAD	
			ROAD SURFACE	
		C-DRY CLEAR	W-WET	O-OTHER
			LIGHTING	
		D-DAYLIGHT	N-DARK NO LIGHTS	
		L-DARK WITH STREET LIGHTS		

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

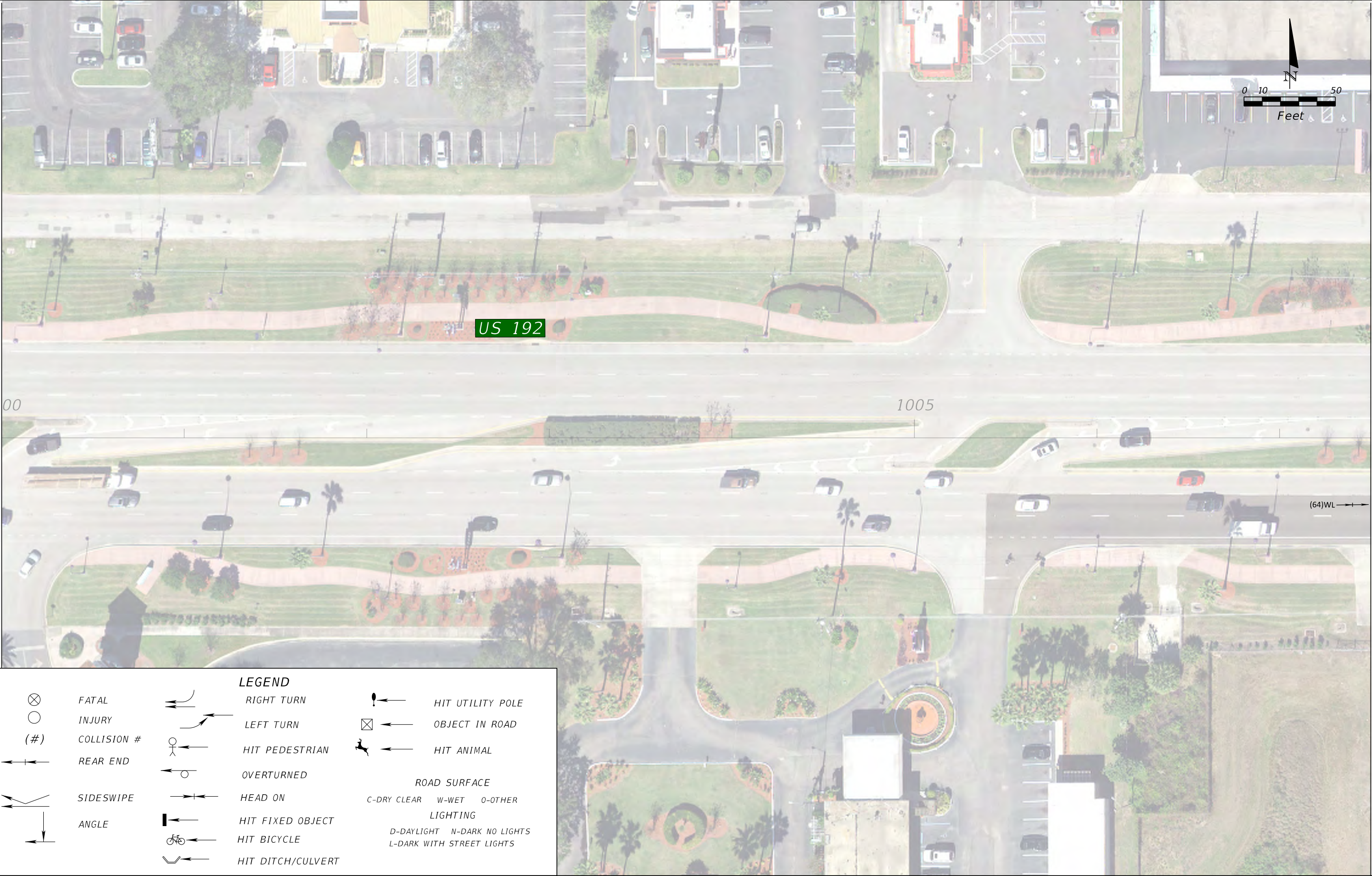
2018 Collision Diagram

SHEET NO.
29



Match Line 1000+00.00

Match Line 1007+50.00



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

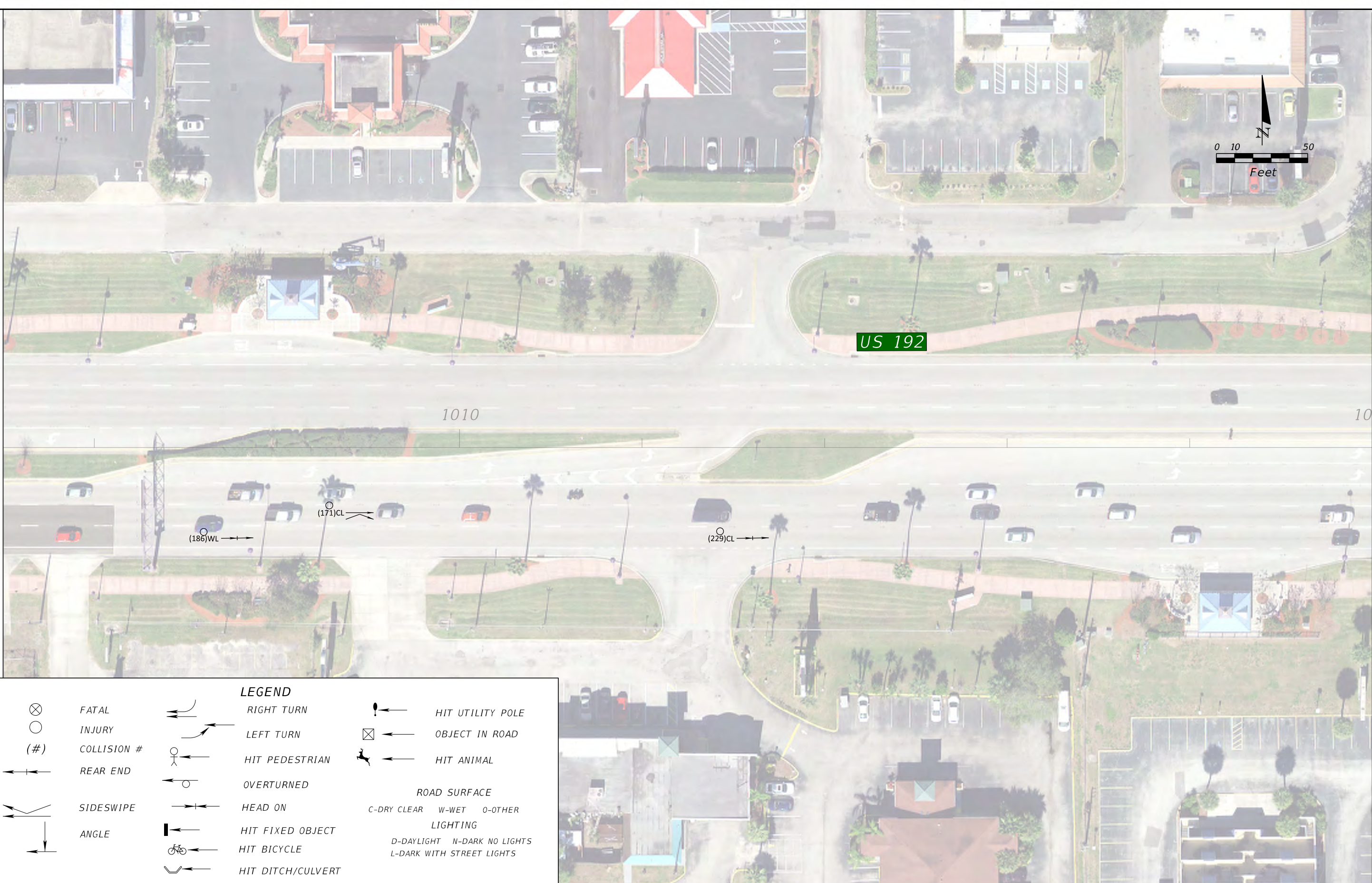
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○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
↔	REAR END	⊙	OVERTURNED		
↘↙	SIDESWIPE	↔	HEAD ON		
↘	ANGLE	⊠	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE		
C-DRY CLEAR	W-WET	O-OTHER
LIGHTING		
D-DAYLIGHT	N-DARK NO LIGHTS	L-DARK WITH STREET LIGHTS

<p style="text-align: center;">METRIC ENGINEERING, INC.</p>				<p style="margin: 0;">STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION</p>			<p style="margin: 0;">2018 Collision Diagram</p>		<p style="margin: 0;">SHEET NO.</p>
				ROAD NO.	COUNTY	FINANCIAL PROJECT ID			<p style="margin: 0;">30</p>
SR 535	OSCEOLA/ORANGE	437174-2-22-01							

Match Line 1007+50.00

Match Line 1015+00.00



LEGEND

⊗	FATAL	↘	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↙	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♤	HIT PEDESTRIAN	🐾	HIT ANIMAL
←←	REAR END	⊙	OVERTURNED		
↔	SIDESWIPE	→	HEAD ON		
↙	ANGLE	⊣	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↘	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

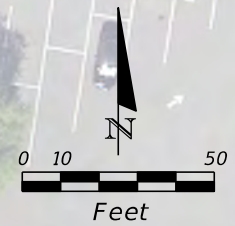
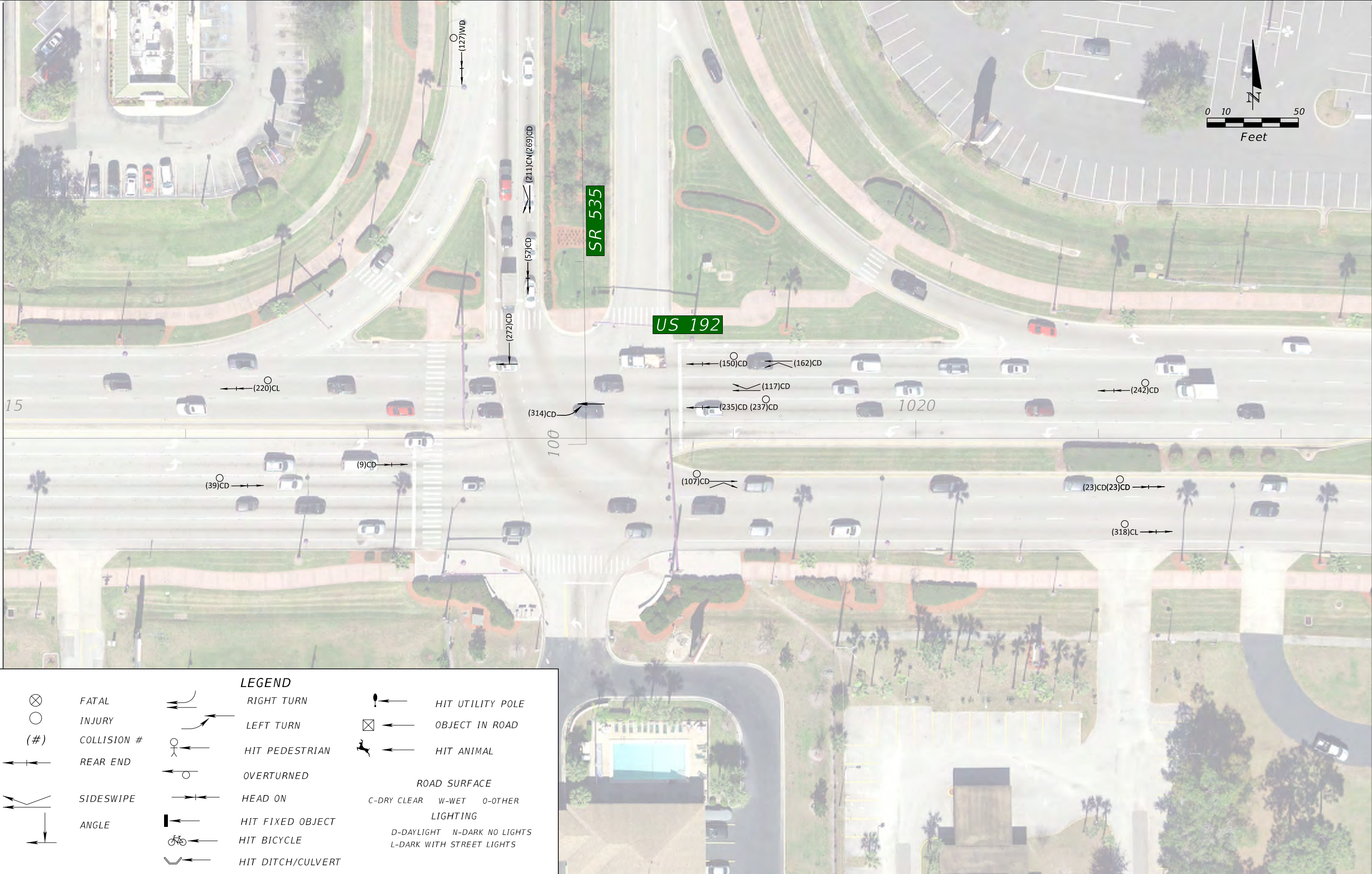
METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2018 Collision Diagram

SHEET NO.
31

Match Line 1015+00.00



LEGEND

⊗	FATAL	↔	RIGHT TURN	⚡	HIT UTILITY POLE
○	INJURY	↗	LEFT TURN	⊠	OBJECT IN ROAD
(#)	COLLISION #	♀	HIT PEDESTRIAN	🐾	HIT ANIMAL
←←	REAR END	⊙	OVERTURNED		
↔↔	SIDESWIPE	→→	HEAD ON		
↘	ANGLE	⊣	HIT FIXED OBJECT		
		🚲	HIT BICYCLE		
		↪	HIT DITCH/CULVERT		

ROAD SURFACE
 C-DRY CLEAR W-WET O-OTHER

LIGHTING
 D-DAYLIGHT N-DARK NO LIGHTS
 L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2018 Collision Diagram

SHEET NO.
32

Match Line 1022+50.00



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
⇄	REAR END	♂	HIT ANIMAL
↔	SIDESWIPE	⊘	OVERTURNED
↘↙	ANGLE	→	HEAD ON
		⊠	HIT FIXED OBJECT
		🚲	HIT BICYCLE
		↘	HIT DITCH/CULVERT
		⚡	HIT UTILITY POLE
		⊠	OBJECT IN ROAD
			ROAD SURFACE
			C-DRY CLEAR W-WET O-OTHER
			LIGHTING
			D-DAYLIGHT N-DARK NO LIGHTS
			L-DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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2018 Collision Diagram

SHEET NO.
33



LEGEND			
⊗	FATAL	↘	RIGHT TURN
○	INJURY	↙	LEFT TURN
(#)	COLLISION #	♀	HIT PEDESTRIAN
⇄	REAR END	♂	HIT BICYCLE
↔	SIDESWIPE	↘	HIT DITCH/CULVERT
↙	ANGLE	⊠	OBJECT IN ROAD
		🐾	HIT ANIMAL
		⚡	HIT UTILITY POLE
		⬮	HIT FIXED OBJECT
		⬮	HIT BICYCLE
		⬮	HIT DITCH/CULVERT
			ROAD SURFACE
		C	DRY CLEAR
		W	WET
		O	OTHER
			LIGHTING
		D	DAYLIGHT
		N	DARK NO LIGHTS
		L	DARK WITH STREET LIGHTS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

METRIC ENGINEERING, INC.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 535	OSCEOLA/ORANGE	437174-2-22-01

2018 Collision Diagram

SHEET NO.
34



APPENDIX C

Statewide Crash Rates

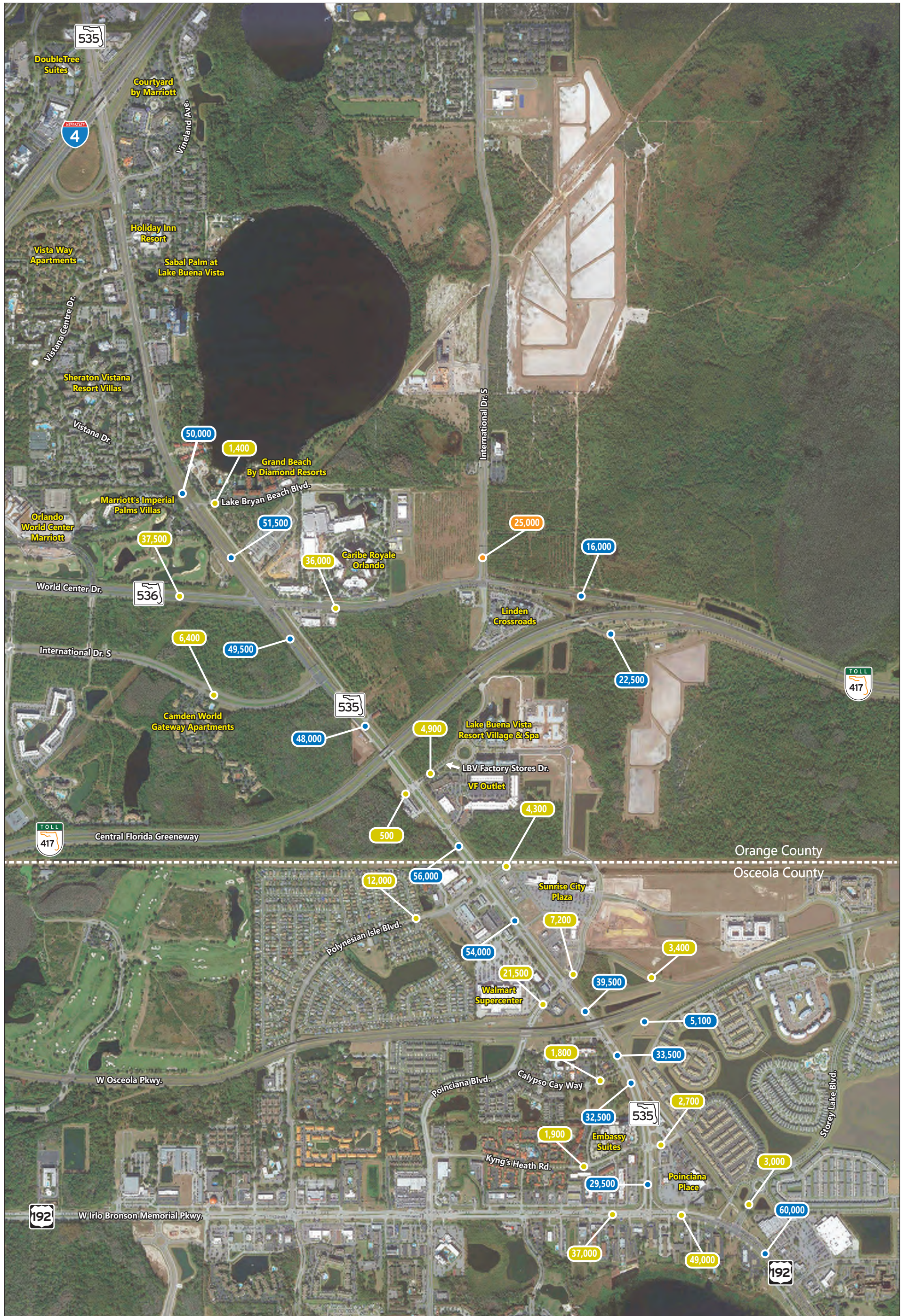
Intersection Average Crash Rates						
#	District	County	Crash Rate Category	3 Legs Rate	4 Legs Rate	5 Legs Rate
1	Statewide		Interstate Urban	0.169116233	0.13490997	
2	Statewide		Interstate Rural	0.116813212	0.04587766	
3	Statewide		Toll Road Urban	0.140520103	0.182550972	
4	Statewide		Toll Road Rural	0.114737883	0.042889391	
5	Statewide		Urban Other Limited Access	0.294978106	0.763033175	3.886792453
6	Statewide		Rural Other Limited Access	0.06097561	0.181818182	
7	Statewide		Ramp Urban	1.534116972	1.731343284	4.145833333
8	Statewide		Ramp Rural	1.502126136	2.069587629	4.722222222
9	Statewide		Urban 2-3Ln 2Wy Divd Rasd	0.681903818	0.620836286	0.338028169
10	Statewide		Urban 2-3Ln 2Wy Divd Pavd	0.474344012	0.683576905	1.271565495
11	Statewide		Urban 2-3Ln 2Wy Undivd	0.342787311	0.375168388	0.465703971
12	Statewide		Suburban 2-3Ln 2Wy Divd Rasd	0.50020489	0.728051392	
13	Statewide		Suburban 2-3Ln 2Wy Divd Pavd	0.276368948	0.515599745	1.325301205
14	Statewide		Suburban 2-3Ln 2Wy Undivd	0.197344277	0.287010903	0.537878788
15	Statewide		Rural 2-3Ln 2Wy Divd Rasd	0.465181058	0.256493506	
16	Statewide		Rural 2-3Ln 2Wy Divd Pavd	0.272975877	0.408914729	0.272727273
17	Statewide		Rural 2-3Ln 2Wy Undivd	0.19821885	0.243685646	0.3
18	Statewide		Urban 4-5Ln 2Wy Divd Rasd	0.431235832	0.648616015	0.609106052
19	Statewide		Urban 4-5Ln 2Wy Divd Pavd	0.578891998	0.809228832	1.26884058
20	Statewide		Urban 4-5Ln 2Wy Undivd	0.586572582	0.835172083	0.794952681
21	Statewide		Suburban 4-5Ln 2Wy Divd Rasd	0.270116152	0.526006736	0.910815939
22	Statewide		Suburban 4-5Ln 2Wy Divd Pavd	0.314010485	0.551546392	0.186046512
23	Statewide		Suburban 4-5Ln 2Wy Undivd	0.222729347	0.187861272	
24	Statewide		Rural 4-5Ln 2Wy Divd Rasd	0.213158101	0.210240497	0.526315789
25	Statewide		Rural 4-5Ln 2Wy Divd Pavd	0.20935412	0.404958678	
26	Statewide		Rural 4-5Ln 2Wy Undivd			
27	Statewide		Urban 6+Ln 2Wy Divd Rasd	0.510217444	0.925250512	1.174076212
28	Statewide		Urban 6+Ln 2Wy Divd Pavd	0.536791347	0.726812336	0.896202532
29	Statewide		Urban 6+Ln 2Wy Undivd	3	2.764044944	
30	Statewide		Suburban 6+Ln 2Wy Divd Rasd	0.344940763	0.744405394	2.020100503
31	Statewide		Suburban 6+Ln 2Wy Divd Pavd	0.14785071	0.411693548	
32	Statewide		Suburban 6+Ln 2Wy Undivd			
33	Statewide		Rural 6+Ln 2Wy Divd Rasd	0.107526882	0.13559322	
34	Statewide		Rural 6+Ln 2Wy Divd Pavd			
35	Statewide		Rural 6+Ln 2Wy Undivd			
36	Statewide		Urban One Way	1.060442656	1.12893384	1.438631791
37	Statewide		Suburban One Way	0.715737543	0.8359375	
38	Statewide		Rural One Way	1.083204931	2.705882353	
39	Statewide		Undefined	0.184245077	0.0625	

Segment Average Crash Rate						
#	District	County	Crash Rate Category	Average Crash Rate		
1	Statewide		Interstate Urban	0.99297		
2	Statewide		Interstate Rural	0.45743		
3	Statewide		Toll Road Urban	0.77544		
4	Statewide		Toll Road Rural	0.45368		
5	Statewide		Urban Other Limited Access	2.00639		
6	Statewide		Rural Other Limited Access	1.39599		
7	Statewide		Ramp Urban	0		
8	Statewide		Ramp Rural	0		
9	Statewide		Urban 2-3Ln 2Wy Divd Rasd	7.93264		
10	Statewide		Urban 2-3Ln 2Wy Divd Pavd	6.40345		
11	Statewide		Urban 2-3Ln 2Wy Undivd	3.84866		
12	Statewide		Suburban 2-3Ln 2Wy Divd Rasd	4.01555		
13	Statewide		Suburban 2-3Ln 2Wy Divd Pavd	2.79209		
14	Statewide		Suburban 2-3Ln 2Wy Undivd	1.25998		
15	Statewide		Rural 2-3Ln 2Wy Divd Rasd	1.33223		
16	Statewide		Rural 2-3Ln 2Wy Divd Pavd	1.83015		
17	Statewide		Rural 2-3Ln 2Wy Undivd	0.78851		
18	Statewide		Urban 4-5Ln 2Wy Divd Rasd	3.78595		
19	Statewide		Urban 4-5Ln 2Wy Divd Pavd	6.10954		
20	Statewide		Urban 4-5Ln 2Wy Undivd	7.05775		
21	Statewide		Suburban 4-5Ln 2Wy Divd Rasd	1.74695		
22	Statewide		Suburban 4-5Ln 2Wy Divd Pavd	2.42083		
23	Statewide		Suburban 4-5Ln 2Wy Undivd	2.14546		
24	Statewide		Rural 4-5Ln 2Wy Divd Rasd	0.73471		
25	Statewide		Rural 4-5Ln 2Wy Divd Pavd	0.55532		
26	Statewide		Rural 4-5Ln 2Wy Undivd	2.22463		
27	Statewide		Urban 6+Ln 2Wy Divd Rasd	4.90295		
28	Statewide		Urban 6+Ln 2Wy Divd Pavd	5.40296		
29	Statewide		Urban 6+Ln 2Wy Undivd	73.48857		
30	Statewide		Suburban 6+Ln 2Wy Divd Rasd	2.75389		
31	Statewide		Suburban 6+Ln 2Wy Divd Pavd	1.17521		
32	Statewide		Suburban 6+Ln 2Wy Undivd	0		
33	Statewide		Rural 6+Ln 2Wy Divd Rasd	0.58675		
34	Statewide		Rural 6+Ln 2Wy Divd Pavd	0		
35	Statewide		Rural 6+Ln 2Wy Undivd	0		
36	Statewide		Urban One Way	11.45402		
37	Statewide		Suburban One Way	2.40583		
38	Statewide		Rural One Way	3.39924		
39	Statewide		Undefined	0		
40	Statewide		Not Coded	2.00331		



APPENDIX D

SR 535 PTAR FM# 437174-2-22-01 AADT



Sources

- Florida Traffic Online (FTO) FDOT
- Project Data Collection (48 Hr./ 72 Hr.)
- Orange County (72 Hr. Volume)

N.T.S.

FDOT **Figure 3-5**
Existing 2020 Annual Average Daily Traffic (AADT)
 SR 535 PD&E Study

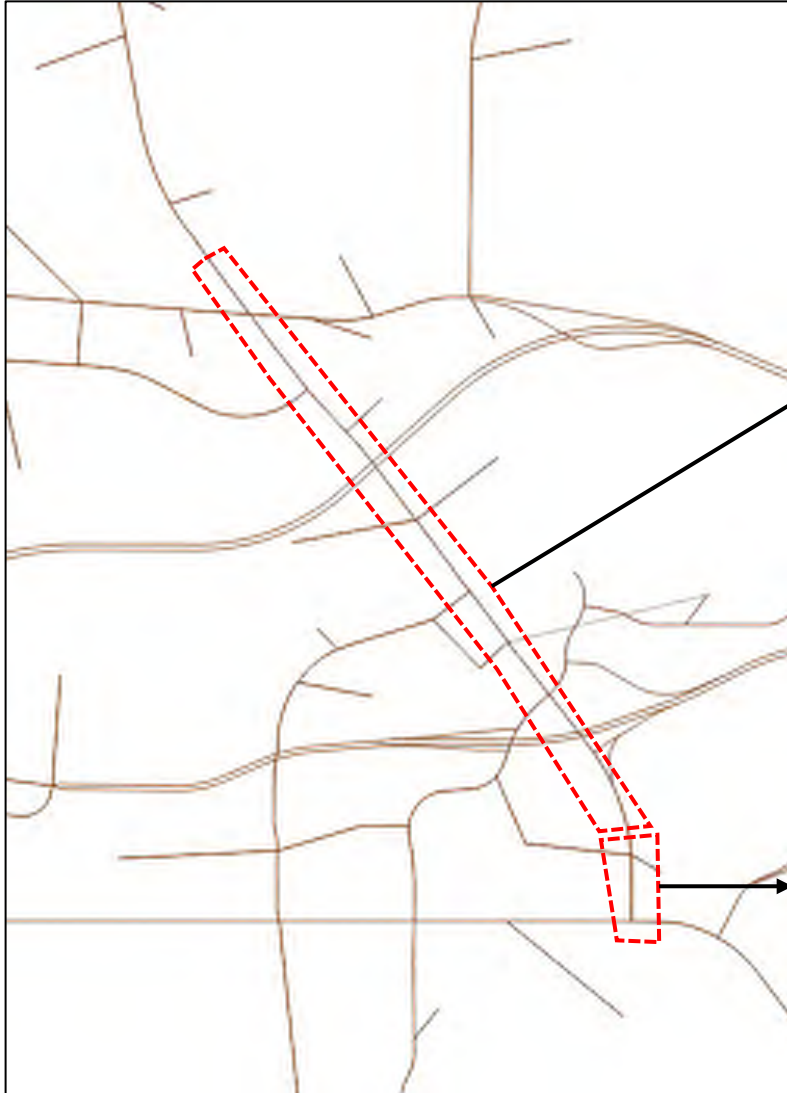
Appendix G – Future AADT and DDHV Development

Subarea Validation

Subarea Validation

SR 535 Network Post Speed Update

- Speed on SR 535 is updated to reflect the travel speed and improve the validation statistics on SR 535.



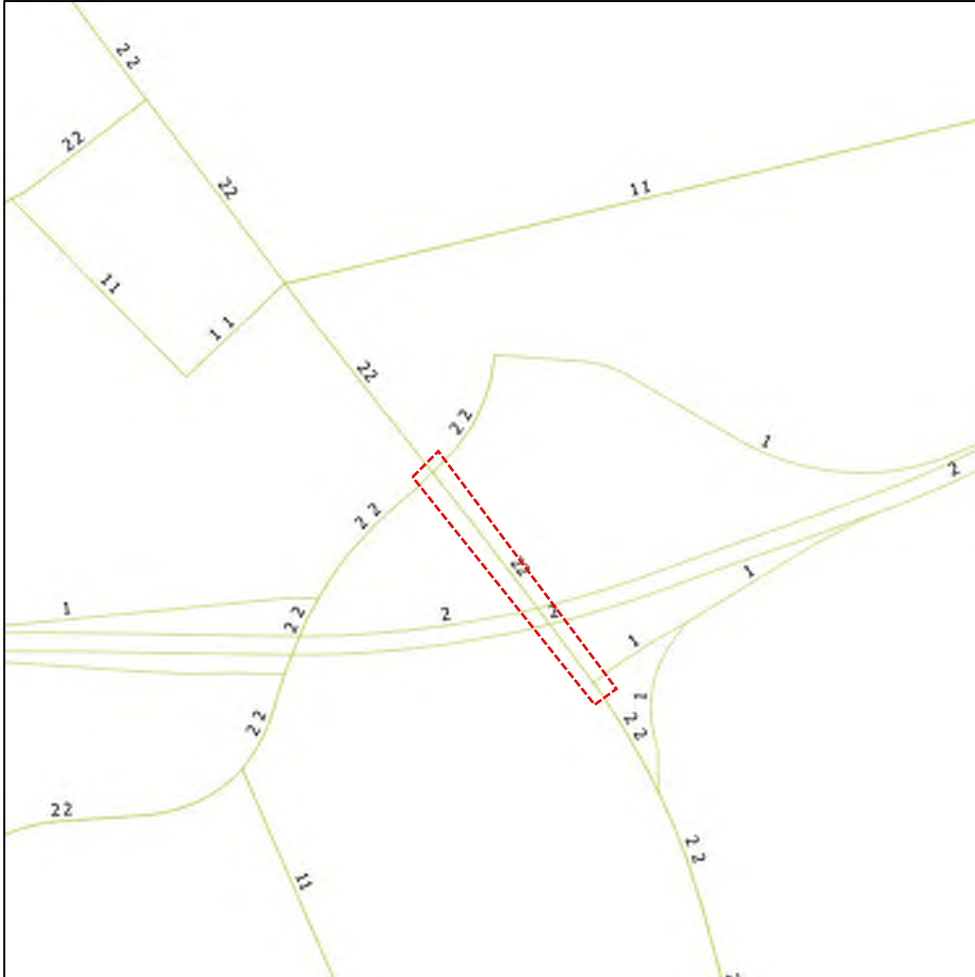
Update network speed from 50 to 55

Update network from 45 to 50

Model Network Review and Update

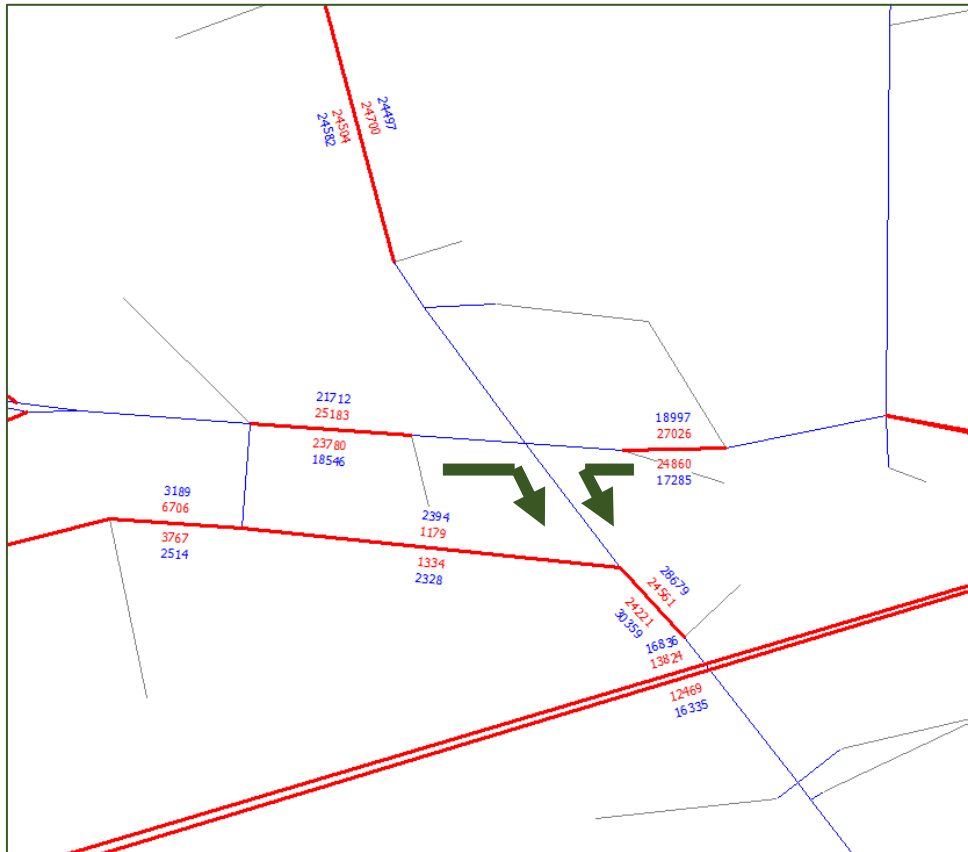
Number of Lanes Checking

- Before: There are **two lanes** to the southbound in the model.
- After: According the Google Earth, there are **three lanes** on the direction of Southbound.
- 2015 model network is updated based on Google Earth



Turn Penalty Update

- Model volume on World Center Drive is significantly higher than Counts.
- Turn Penalty at the SR535 @ World Center Dr intersection is updated to improve validation



Off Peak Turn Penalty

INPUT:TURN_PEN_OP_ISA.PEN Node 60409

Penalty Functions:

From/To	61132	64010	64011	68204
61132	--		0.11	
64010		--	0.25	
64011		0.25	--	0.11
68204		0.25	0.25	--

Left Button: Select Inbound Leg
Right Button: Select Outbound Leg

Penalty Sets: 1 2 3 4 5 6 7 8 All OK Cancel

Peak Turn Penalty

2015INPUT:TURN_PEN_PK_ISA.PEN Node 60409

Penalty Functions:

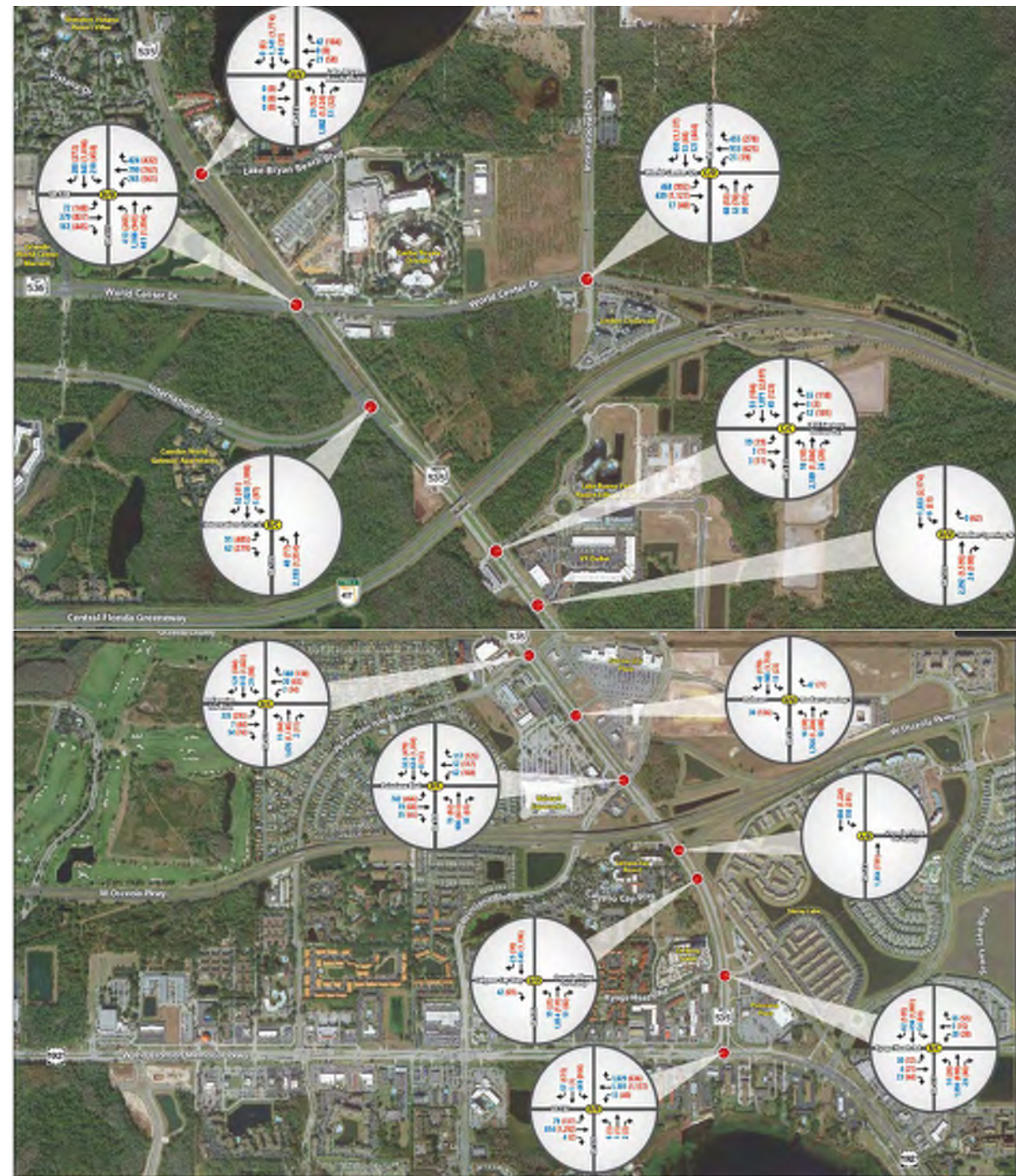
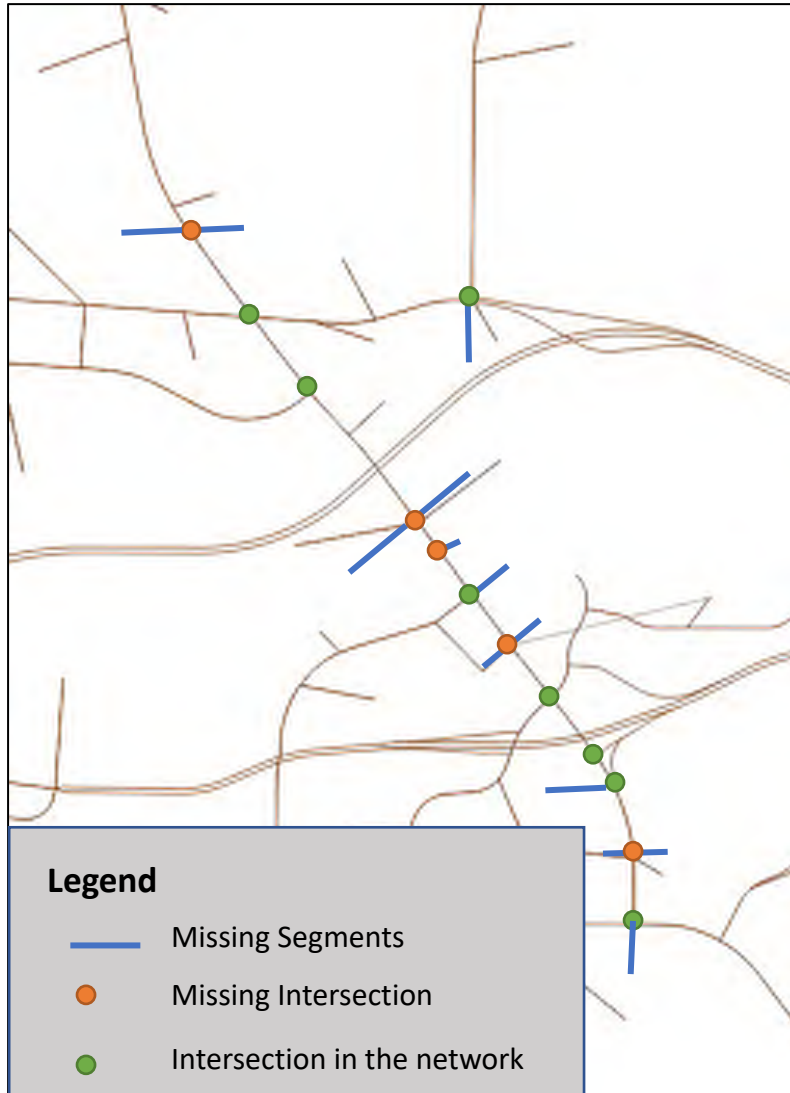
From/To	61132	64010	64011	68204
61132	--		0.13	
64010		--	0.5	
64011		0.5	--	0.13
68204		0.5	0.5	--

Left Button: Select Inbound Leg
Right Button: Select Outbound Leg

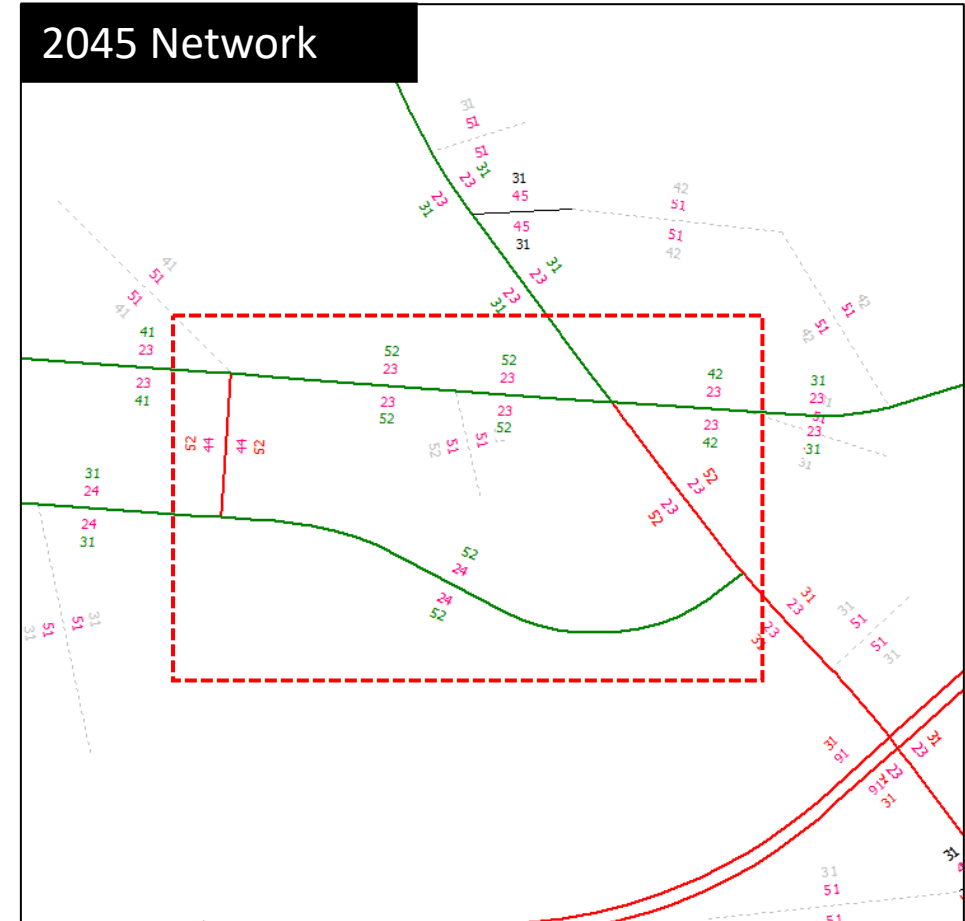
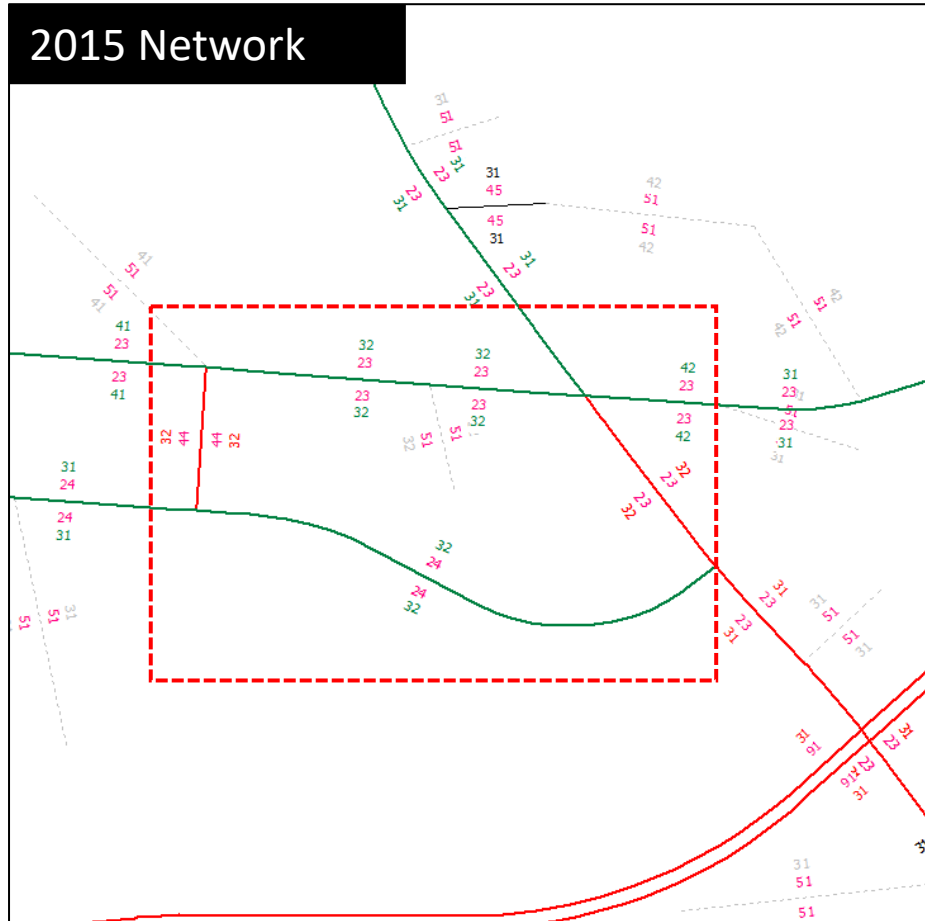
Penalty Sets: 1 2 3 4 5 6 7 8 All OK Cancel

Study Intersection Review

- Adding the missing segments of study intersection according to the google map and collected turning movement counts,

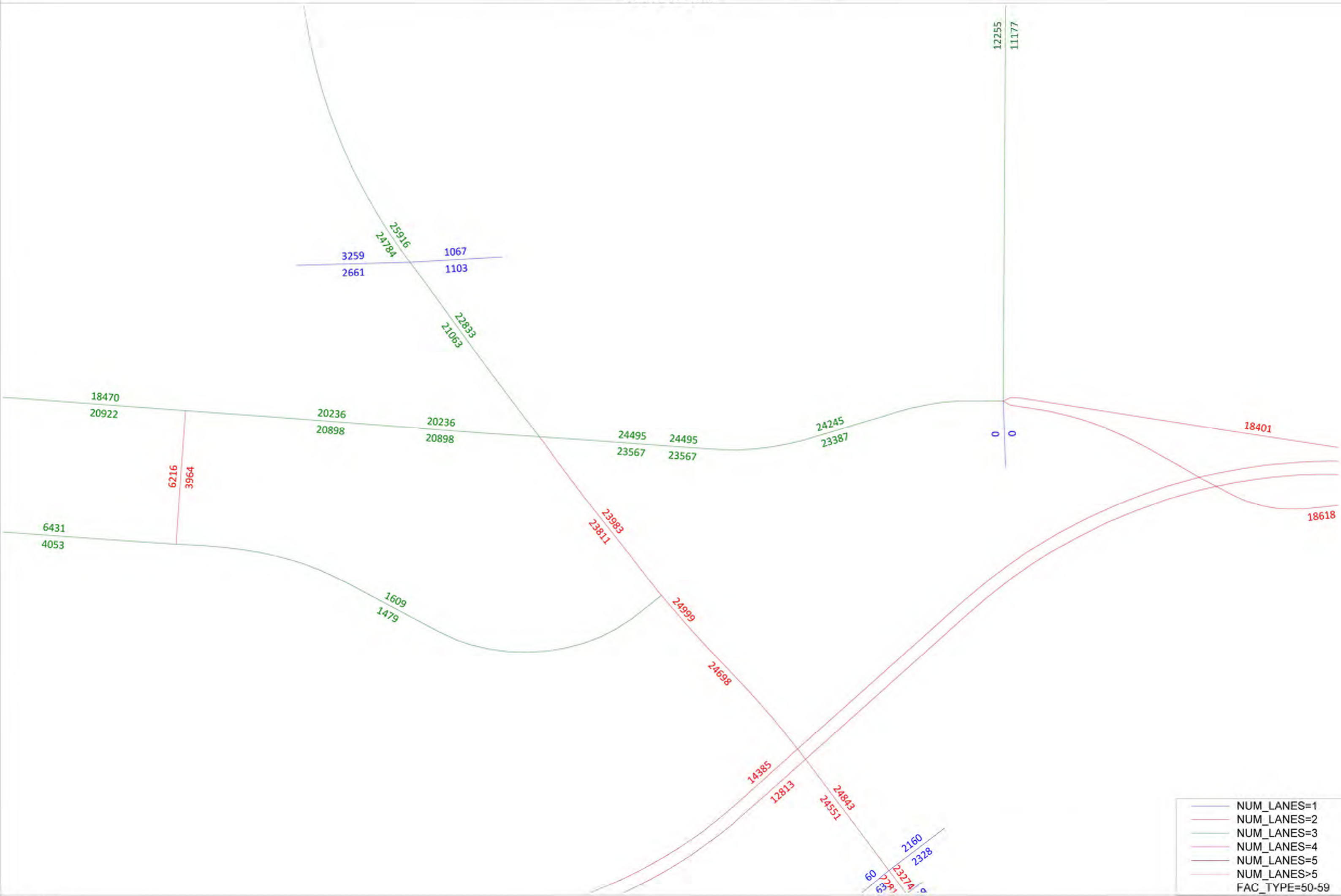


Comparison between 2015 Network and 2045 Network

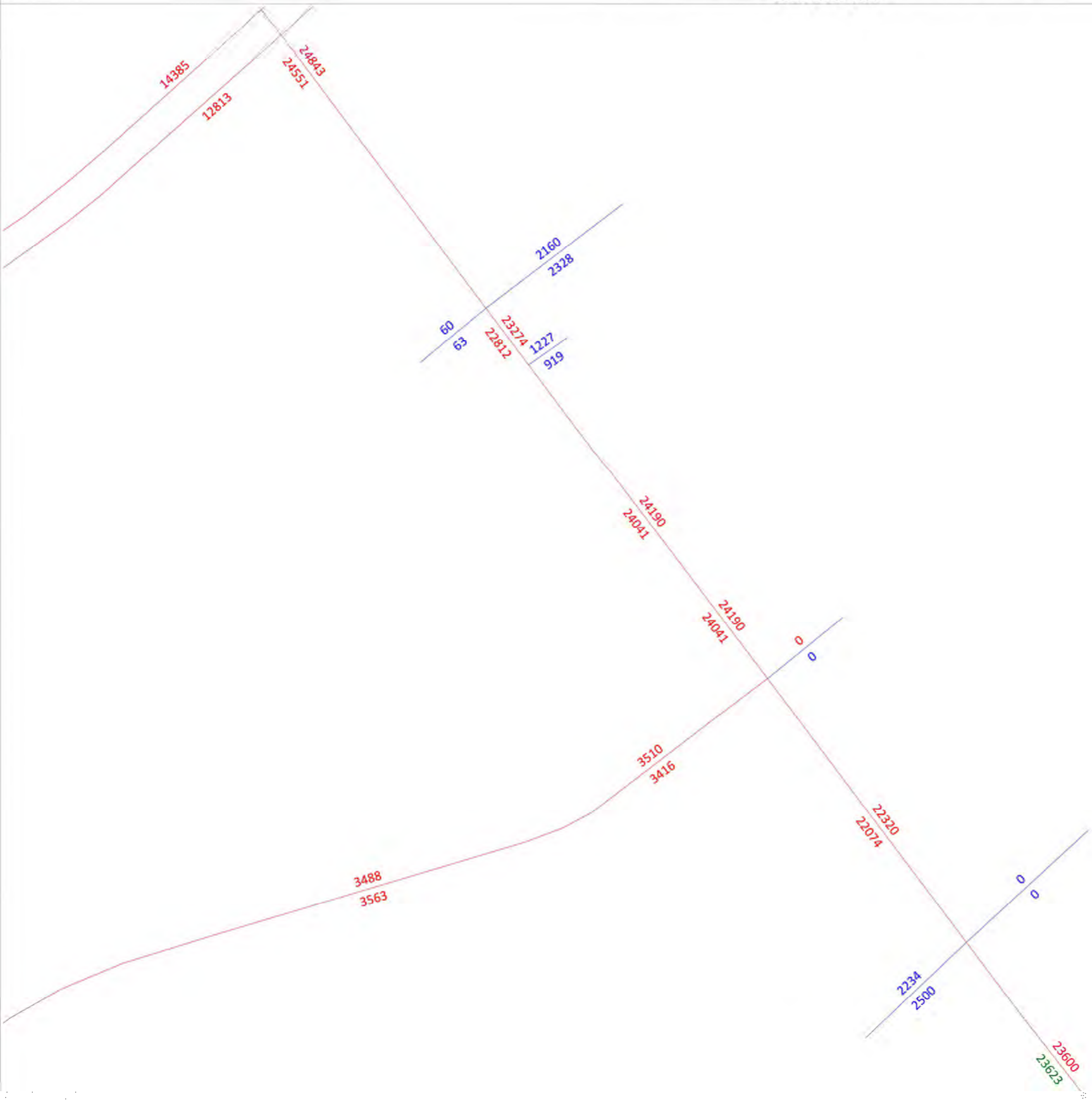


- 2015 network segment area type is 32 - Undeveloped portions of urbanized areas.
- 2045 network segment area type is 52 - Undeveloped rural areas.
- **Adjusted**: The area type in 2045 network is updated to 32.

SR 535 From US 192 to North of World Center Drive (SR 536)
2015 Base Year

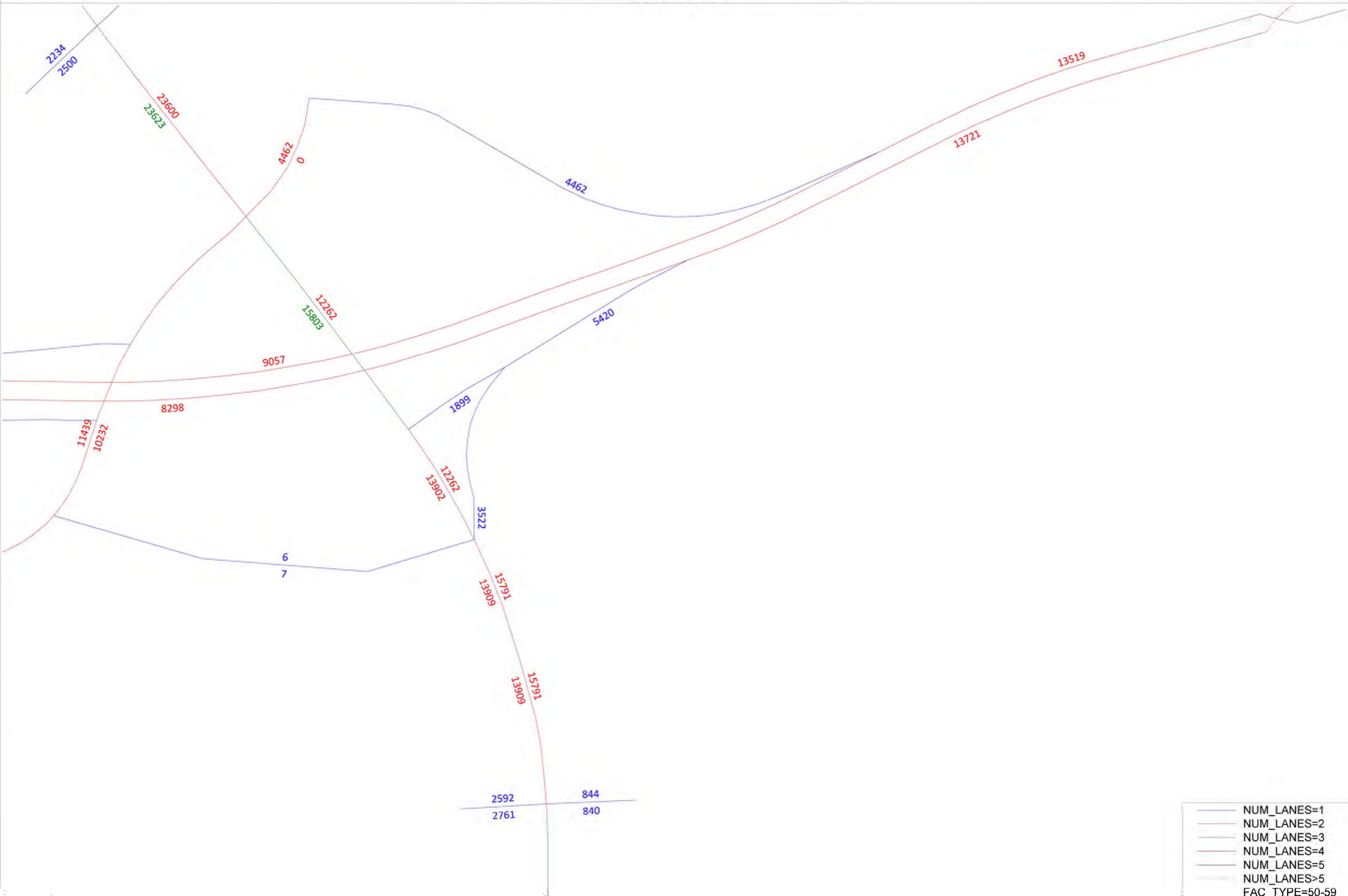


SR 535 From US 192 to North of World Center Drive (SR 536)
2015 Base Year



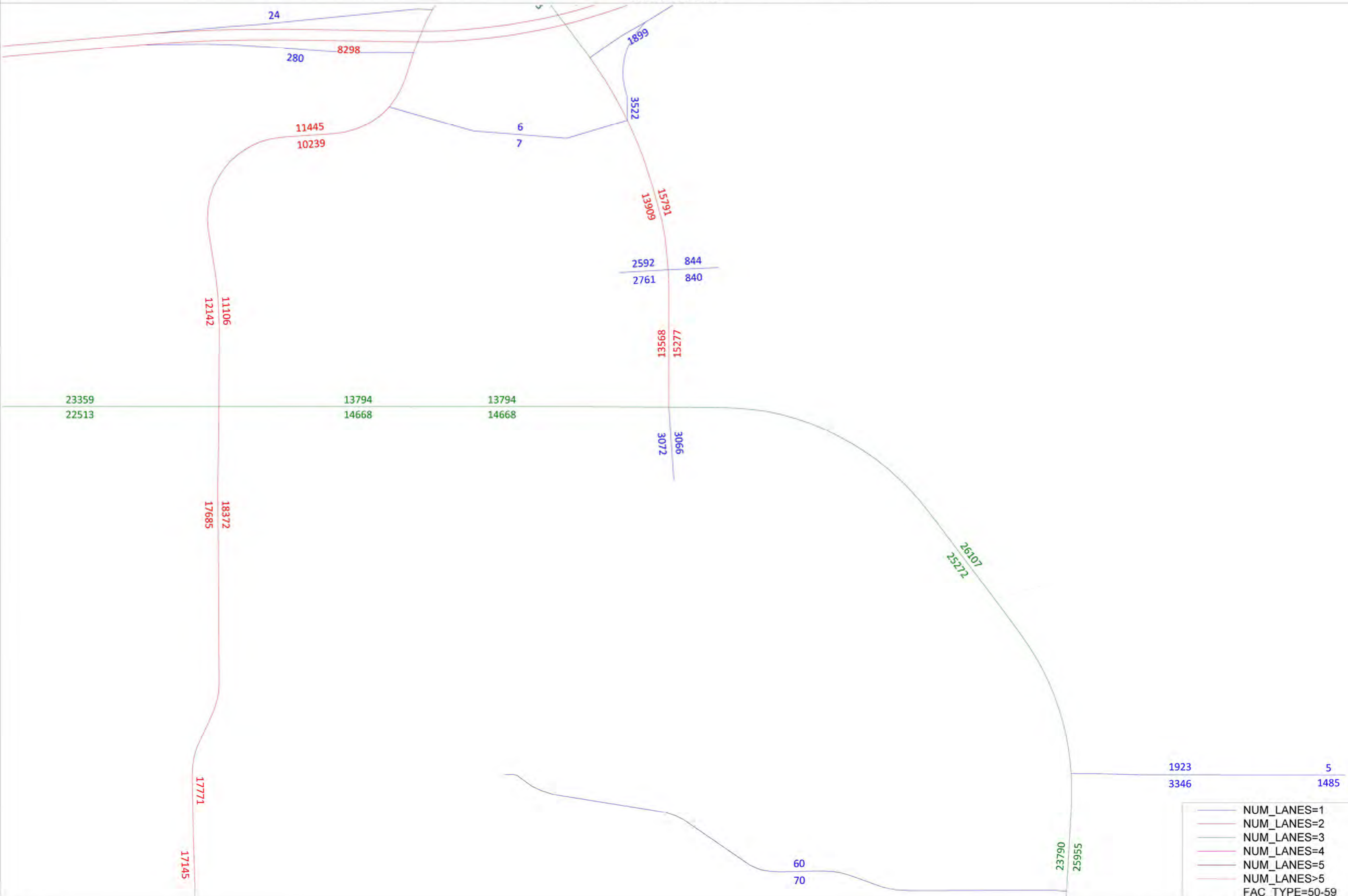
- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES>5
- FAC_TYPE=50-59

SR 535 From US 192 to North of World Center Drive (SR 536)
2015 Base Year



- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES>5
- FAC_TYPE=50-59

SR 535 From US 192 to North of World Center Drive (SR 536)
2015 Base Year



- NUM_LANES=1
- NUM_LANES=2
- NUM_LANES=3
- NUM_LANES=4
- NUM_LANES=5
- NUM_LANES>5
- FAC_TYPE=50-59

Growth Rates Development

BEBR Population Data and Area-Wide SE Data Review

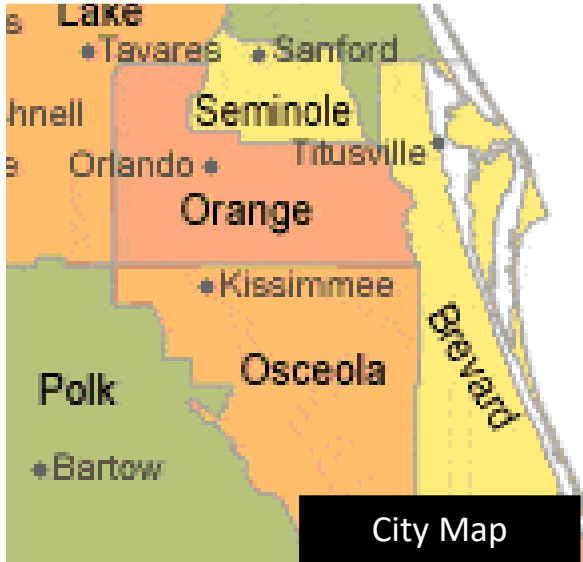
County Estimates & Projections

	Osceola County		Orange County	
	Population	Compound Annual GR	Population	Compound Annual GR
2010 Census Count	268,685		1,145,956	
2020 Estimate	387,055	3.72%	1,415,260	2.13%
2030 Projection	510,200	2.80%	1,696,800	1.83%
2040 Projection	602,200	2.23%	1,888,700	1.45%

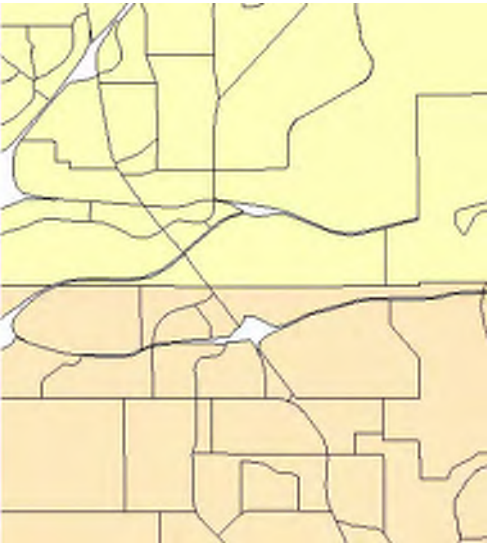
City Estimates & Projections

	Kissimmee City		Orlando City	
	Population	Compound Annual GR	Population	Compound Annual GR
2010 Census Count	59,682		238,300	
2020 Estimate	75,644	2.40%	298,943	2.29%

Using 2010-2040 projection compound annual growth rate as reference



County Boundary with TAZ



Area-wide SE Data Annual Growth 2045 - 2015

	15_POP	45_POP	15_EMP	45_EMP	POP_DIFF	EMP_DIFF	POP_GR	EMP_GR
4536	0	166	3,518	6,565	166	3,047	NA	2.9%
4566	0	860	201	201	860	0	NA	0.0%
4561	0	30	3,153	3,153	30	0	NA	0.0%
4566	0	860	201	201	860	0	NA	0.0%
4592	0	61	1,137	1,913	61	776	NA	2.3%
4599	0	113	0	0	113	0	NA	NA
4607	0	150	0	271	150	271	NA	NA
4610	620	1,173	127	1,512	553	1,385	3.0%	36.4%
4586	0	575	818	818	575	0	NA	0.0%
4616	0	765	0	0	765	0	NA	NA
4618	0	100	110	427	100	317	NA	9.6%
4638	0	0	13	121	0	108	NA	27.7%
4647	0	6,452	795	5,896	6,452	5,101	NA	21.4%
5457	1,221	1,221	34	987	0	953	0.0%	93.4%
5453	791	791	10	10	0	0	0.0%	0.0%
5450	0	0	631	672	0	41	NA	0.2%
5445	0	3,903	0	954	3,903	954	NA	NA
5444	617	622	1,018	3,082	5	2,064	0.0%	6.8%
5439	0	0	340	350	0	10	NA	0.1%
5435	46	51	1,084	1,285	5	201	0.4%	0.6%
5436	331	5,654	500	2,950	5,323	2,450	53.6%	16.3%
4592	0	61	1,137	1,913	61	776	NA	2.3%
4607	0	150	0	271	150	271	NA	NA
4558	4,676	18,432	1,756	1,895	13,756	139	9.8%	0.3%
4616	0	765	0	0	765	0	NA	NA
Overall	8,302	41,899	9,711	25,528	33,597	15,817	13.5%	5.4%

Sample of AADT Estimation Methodology (Appendix B)

Take intersection **K** SR 535 at Kyngs Heath Rd as an example

TAZ 5444 Occupied by Resorts



Segment	2015 Model Volume	2045 NB Model Volume	2045 B Model Volume	Influenced TAZ	Recommended 2045 NB AADT	Recommended 2045 B AADT
Kyngs Heath Rd, west of SR 535(Local)	5,353	16,598	17,034	5444	4,364	4,434
Kyngs Heath Rd, East of SR 535(Local)	1,684	1,459	1,459	5436 5439	9,288	9,288
SR 535, North of Kyngs Heath Rd(Regional)	29,700	36,794	41,514	5444 5439	38,566	42,474
SR 535, South of Kyngs Heath Rd(Regional)	28,845	36,289	40,323	5444 5439	35,643	38,869

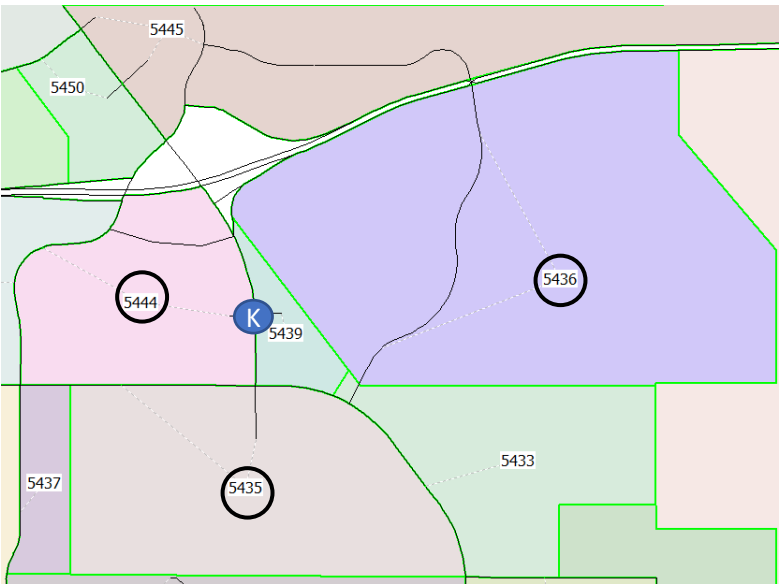
SE Data Review

	15 POP	45 POP	15 EMP	45 EMP	POP DIFF	EMP DIFF	POP GR	EMP GR
5444	617	622	1,018	3,082	5	2,064	0.0%	6.8%
5435	46	51	1,084	1,285	5	201	0.4%	0.6%
5439	0	0	340	350	0	10	NA	0.1%
5436	331	5,654	500	2,950	5,323	2,450	53.6%	16.3%

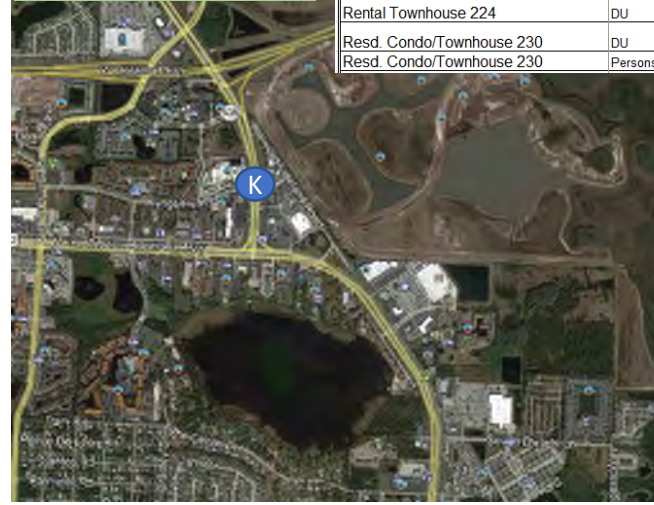
ITE Trip Generation Manual for TAZ 5444

Description/ITE Code	Units	ITE Vehicle Trip Generation Rates (peak hours are for peak hour of adjacent street traffic unless highlighted)								Units	Expected Units	Total Generated Trips		
Description/ITE Code	Units	ITE Vehicle Trip Generation Rates								Independent Variable	Expected Units	Total Generated Trips		
		Weekday	AM	PM	Pass-By	AM In	AM Out	PM In	PM Out			Daily	AM Hour	PM Hour
General Light Industrial 110	Employees	3.02	0.44	0.42		83%	17%	21%	79%	Employees	2460.0	7,429	1,082	1,033
Apartment 220	Persons	3.31	0.28	0.40		NA	NA	NA	NA	Persons	5323.0	17,619	1,490	2,129
Apartment 220	Vehicles	5.10	0.46	0.60		NA	NA	NA	NA	Vehicles		0	0	0
Low Rise Apartment 221	Occ.DU	6.59	0.46	0.58		21%	79%	65%	35%	Occ.DU		0	0	0
High Rise Apartment 222	DU	4.20	0.30	0.35		25%	75%	61%	39%	DU		0	0	0
Mid-Rise Apartment 223	DU	NA	0.30	0.39		31%	69%	58%	42%	DU		0	0	0
Rental Townhouse 224	DU	NA	0.70	0.72		33%	67%	51%	49%	DU		0	0	0
Resd. Condo/Townhouse 230	DU	5.81	0.44	0.52		17%	83%	67%	33%	DU		0	0	0
Resd. Condo/Townhouse 230	Persons	2.49	0.19	0.24		16%	84%	67%	33%	Persons	5323.0	13,254	1,011	1,278

TAZ 5439 and TAZ 5436



2015 Google Earth

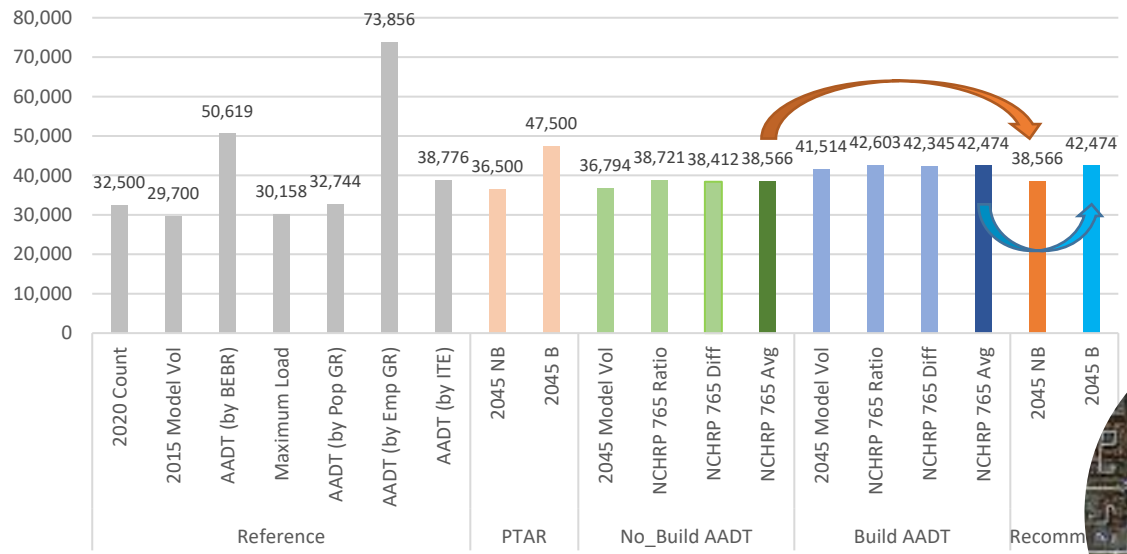


Sample of AADT Estimation Methodology (Appendix A)

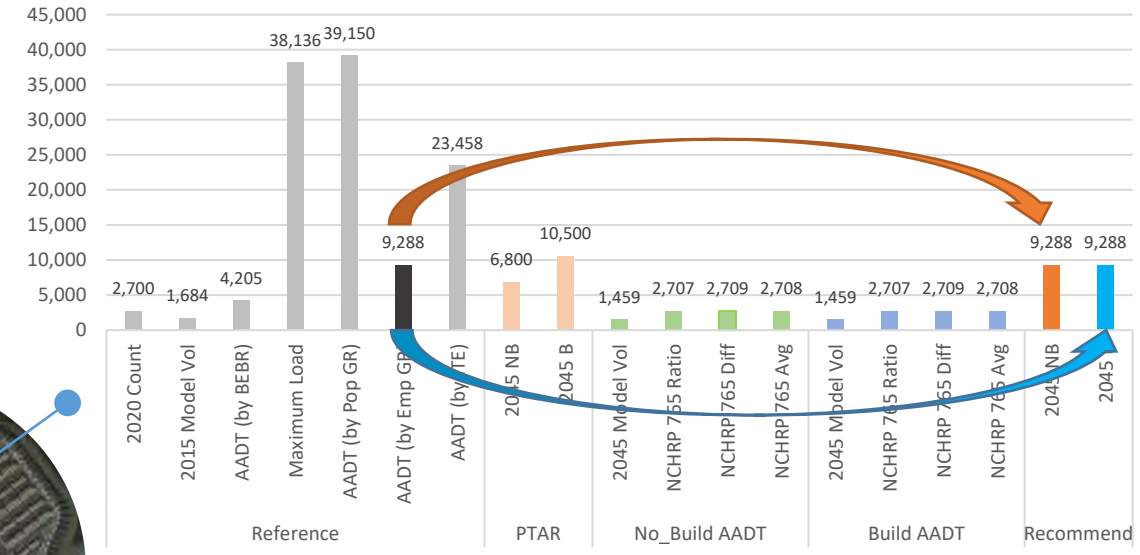
Take intersection **K** SR 535 at Kyngs Heath Rd as an example

K SR 535 at Kyngs Heath Rd

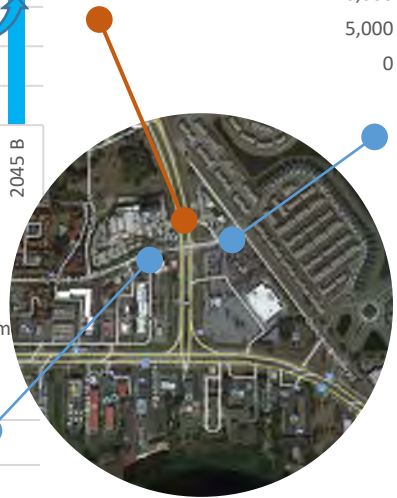
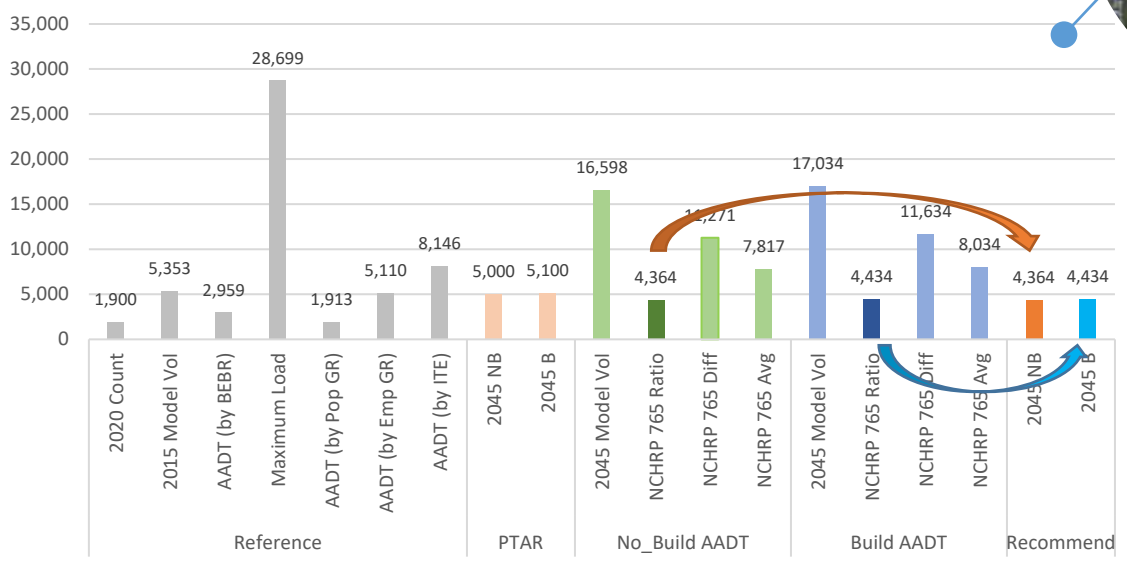
SR 535, North of Kyngs Heath Rd(Regional)



Kyngs Heath Rd, East of SR 535(Local)



Kyngs Heath Rd, west of SR 535(Local)



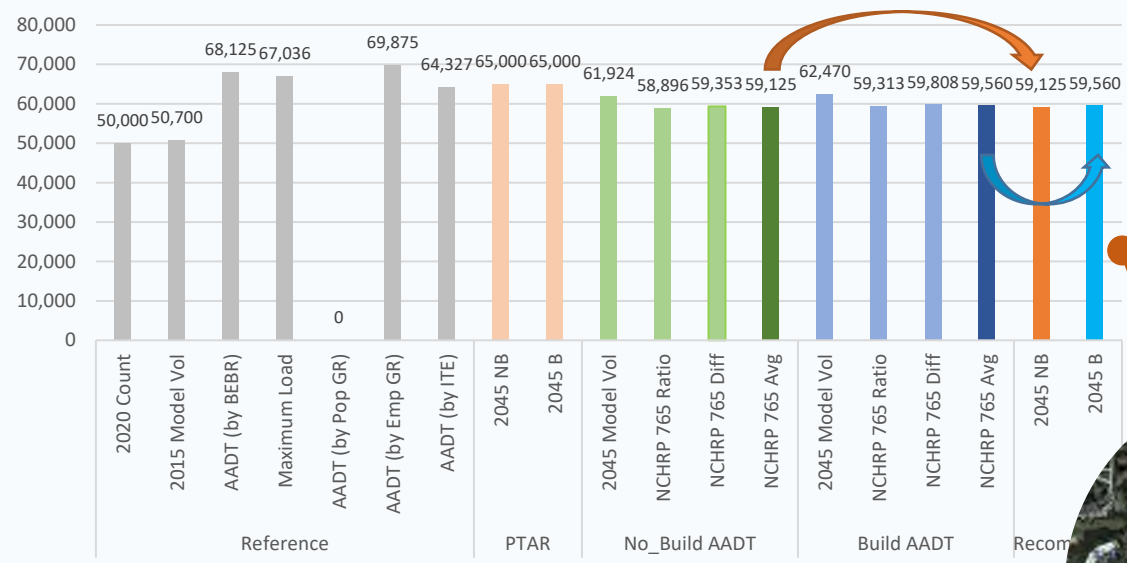
Kyngs Heath Rd, East of SR 535(Local)

- The model growth rate is negative.
- It is a local roadway connected to the influenced TAZ.
- The influenced TAZ is occupied by hotels and restaurants.
- The SE data employment growth rate is recommended.

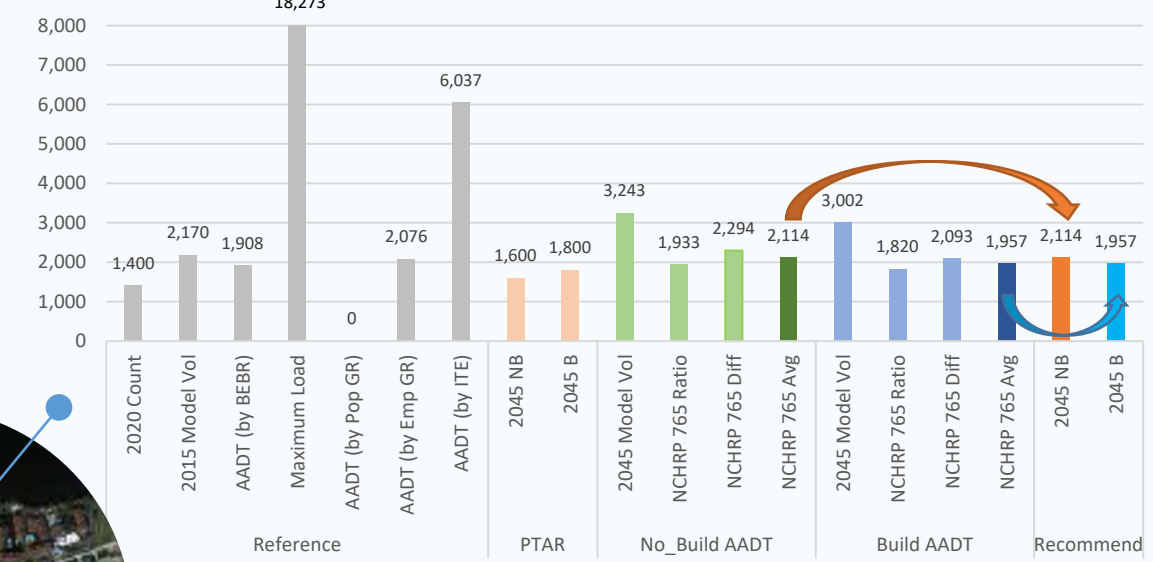
Segment	No Build		Build	
	GR	2045	GR	2045
Kyngs Heath Rd, West of SR 535(Local)	5.19%	4,400	5.33%	4,500
Kyngs Heath Rd, East of SR 535(Local)	9.76%	9,300	9.76%	9,300
SR 535, North of Kyngs Heath Rd(Regional)	0.75%	39,000	1.23%	42,500

A SR 535 at Lake Bryan Beach Blvd

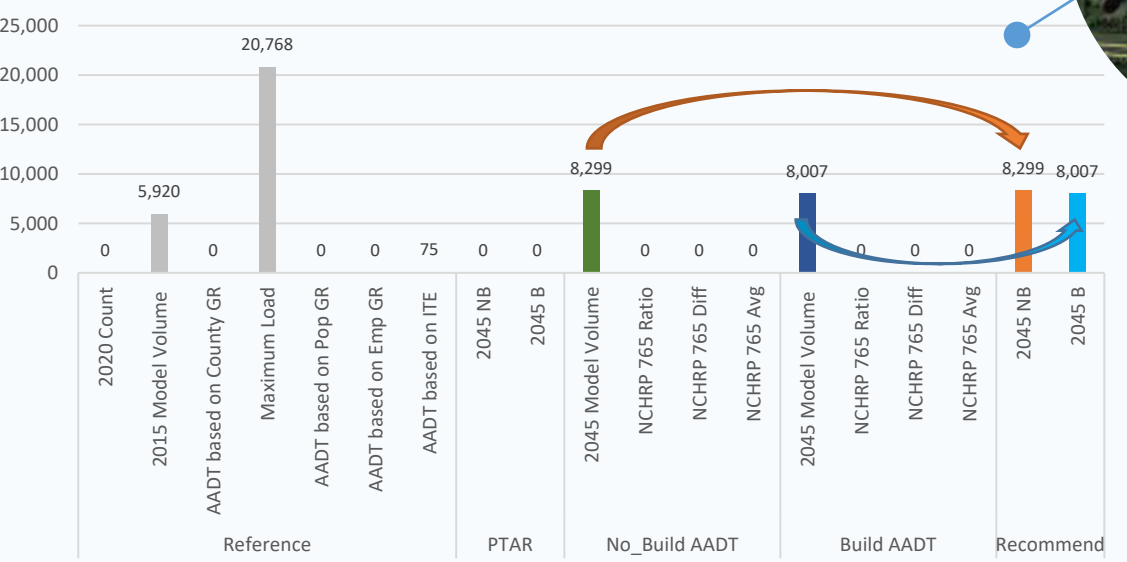
SR 535, North of Lake Bryan Beach Blvd(Regional)



Lake Bryan Beach Blvd, East of SR 535 (Local)



Lake Bryan Beach Blvd, west of SR 535 (Local)



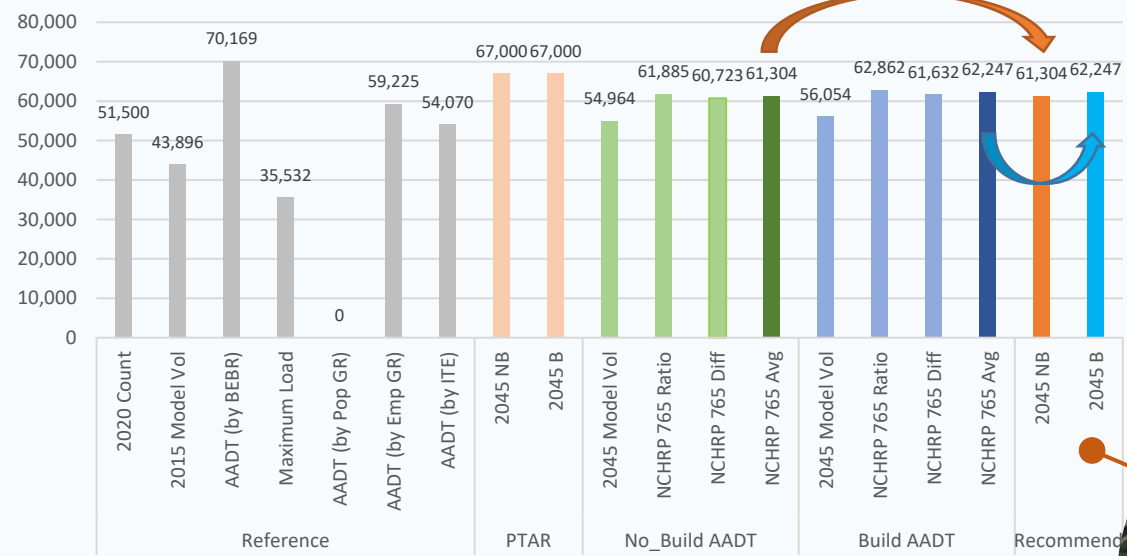
Lake Bryan Beach Blvd, West of SR 535 (Local)

- According to the PTAR, it has turning movement volume in future years.
- This segment was added in the model.
- The model volume and model growth rate were used to process future year AADT.

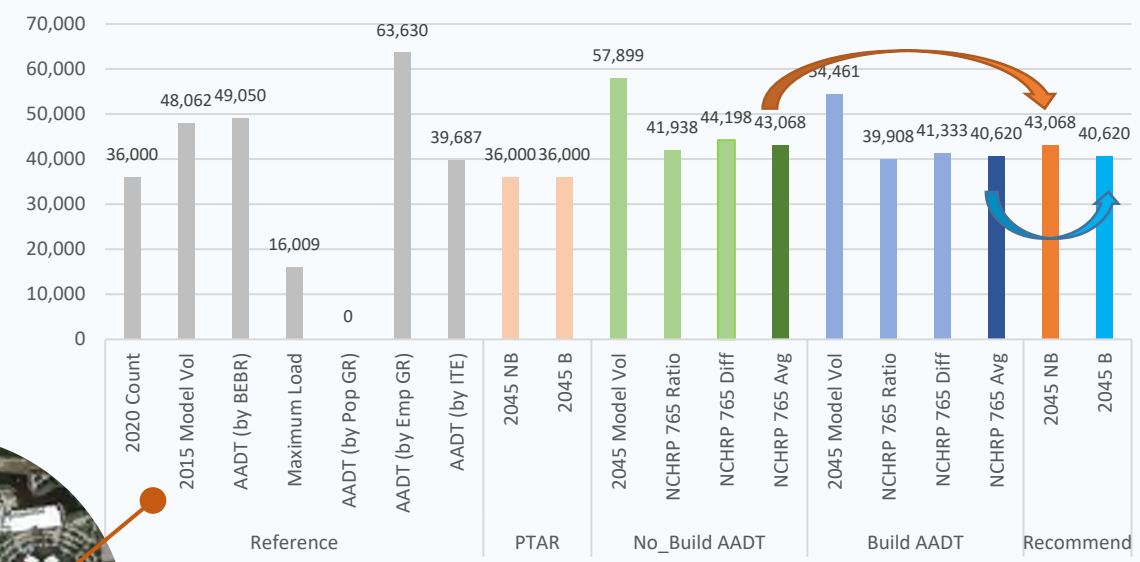
Segment	No Build		Build	
	GR	2045	GR	2045
Lake Bryan Beach Blvd, West of SR 535 (Local)	1.34%	8,300	1.18%	8,100
Lake Bryan Beach Blvd, East of SR 535 (Local)	2.04%	2,200	1.59%	2,000
SR 535, North of Lake Bryan Beach Blvd(Regional)	0.73%	59,500	0.76%	60,000

B SR 535 at World Center Dr

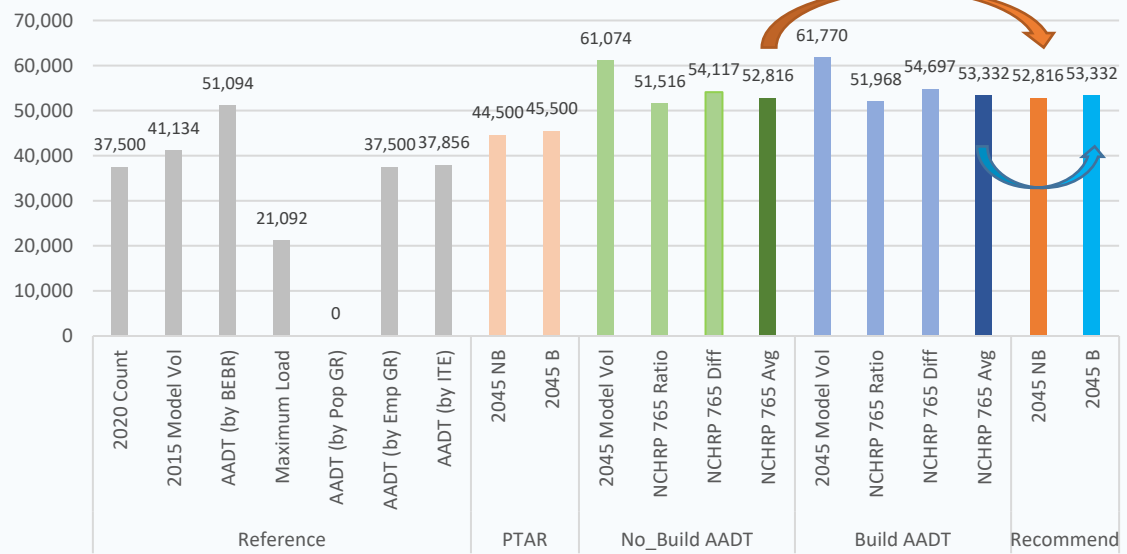
SR 535, North of World Center Dr(Regional)



World Center Dr, East of SR 535(Regional)



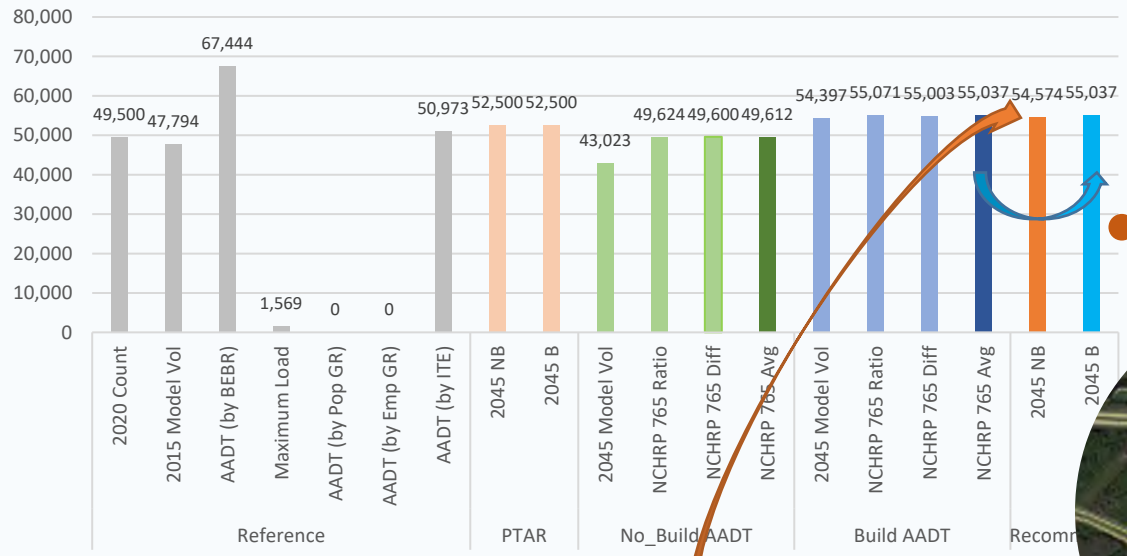
World Center Dr, west of SR 535(Regional)



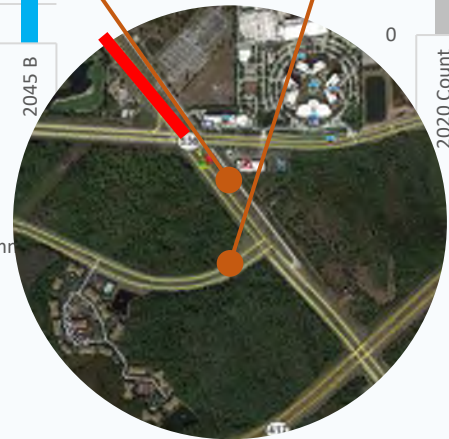
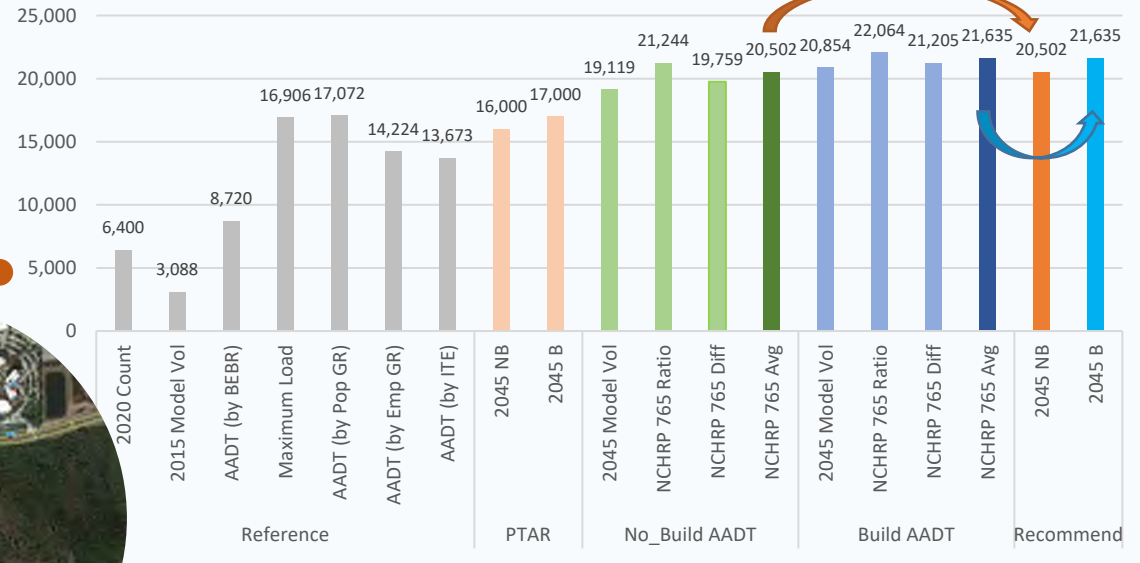
Segment	No Build		Build	
	GR	2045	GR	2045
World Center Dr, West of SR 535(Regional)	1.63%	53,000	1.69%	53,500
World Center Dr, East of SR 535(Regional)	0.79%	43,500	0.51%	41,000
SR 535, North of World Center Dr(Regional)	0.76%	61,500	0.83%	62,500

C SR 535 at International Dr S

SR 535, North of International Dr S(Regional)



International Dr S, West of SR 535(Regional)



SR 535, North of International Dr :

- The model growth rate is negative.
- NCHRP procedure using the minimum growth rate 0.01% to produce AADT
- **Interpolate the growth rate by the proportion of nearest segment.**

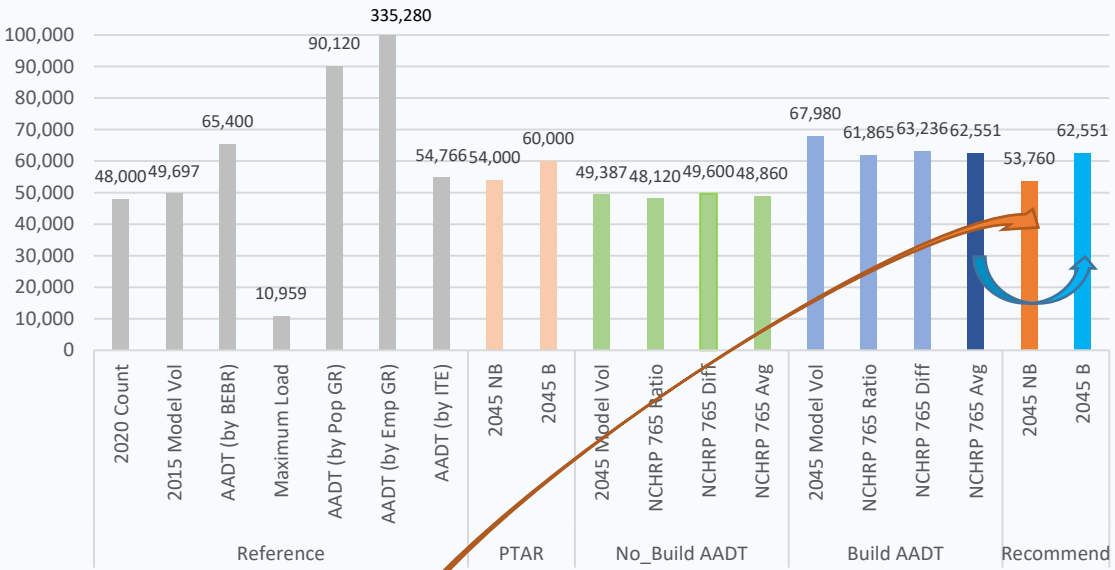
Segment	No Build		Build	
	GR	2045	GR	2045
SR 535, North of World Center Dr(Regional)	0.76%	61,500	0.83%	62,500
SR 535, North of International Dr S(Regional)	0.41%	55,000	0.45%	55,500

$$0.76\% / 0.83\% * 0.45\%$$

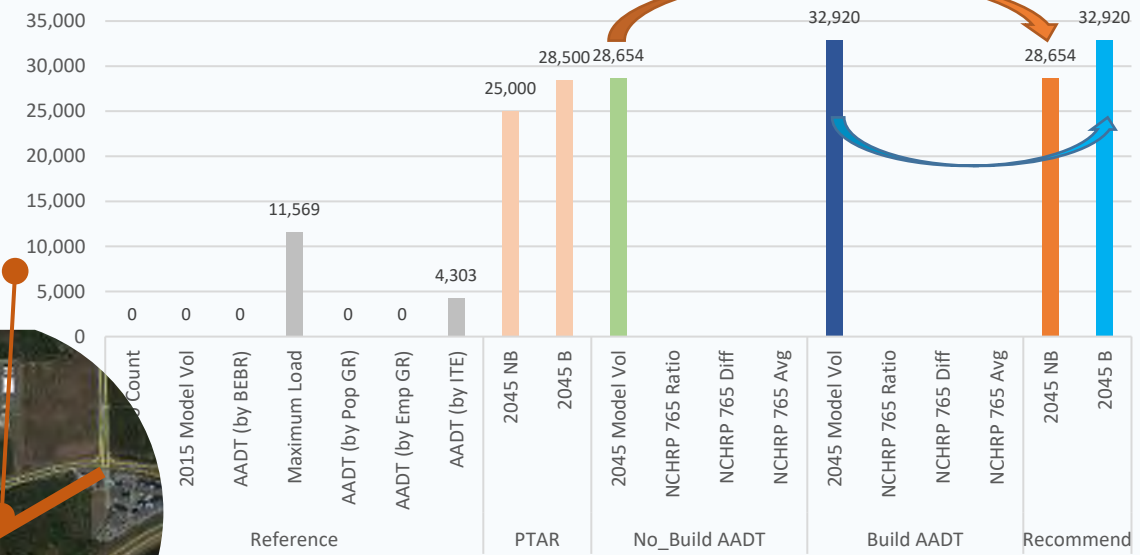
Segment	No Build		Build	
	GR	2045	GR	2045
International Dr S, West of SR 535(Regional)	8.81%	21,000	9.52%	22,000
SR 535, North of International Dr S(Regional)	0.41%	55,000	0.45%	55,500

C SR 535 at International Dr S

SR 535, South of International Dr S(Regional)



International Dr S, East of SR 535(Regional)



SR 535, North of International Dr :

- The model growth rate is negative.
- NCHRP procedure using the minimum growth rate 0.01% to produce AADT
- **Interpolate the growth rate by the proportion of nearest segment.**

Segment	No Build		Build	
	GR	2045	GR	2045
SR 535, North of LBV Factory Stores Dr(Regional)	0.48%	54,000	1.17%	62,500
SR 535, South LBV Factory Stores Dr(Regional)	0.50%	63,500	1.24%	73,500

$0.5\%/1.24\% * 1.17\%$

International Dr S, East of SR 535

- There is no model growth rate since the base year volume is 0.
- Since the International Dr will be extended with developer partnership projects, **the average growth rate of segment north of World Center Dr and West of SR 535 is recommended for this segment.**

Segment	No Build		Build	
	GR	2045	GR	2045
1 International Dr S, West of SR 535(Regional)	8.81%	21,000	9.52%	22,000
2 International Dr, North of World Center Dr(Regional)	4.57%	54,000	4.55%	53,500
International Dr S, East of SR 535(Regional)	6.69%	29,000	7.04%	33,000

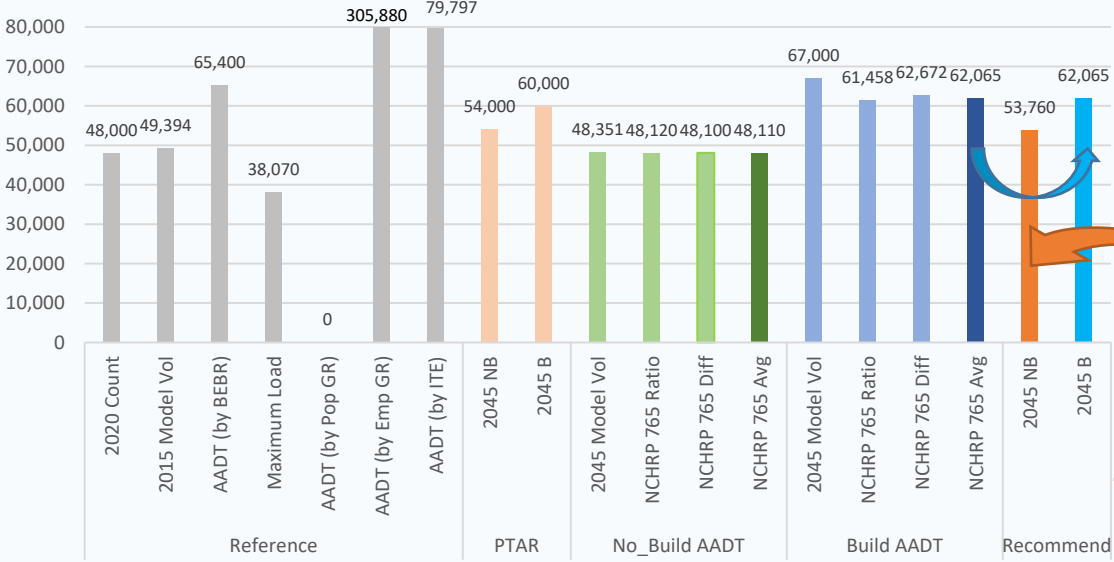
$(8.81\% + 4.57\%) / 2$

$(9.52\% + 4.55\%) / 2$

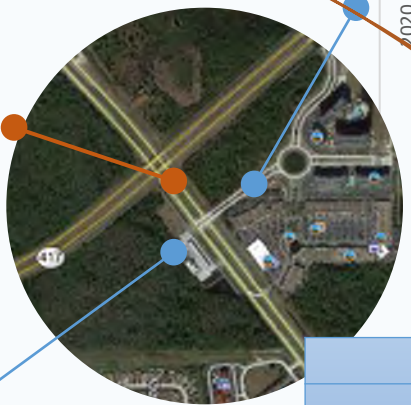
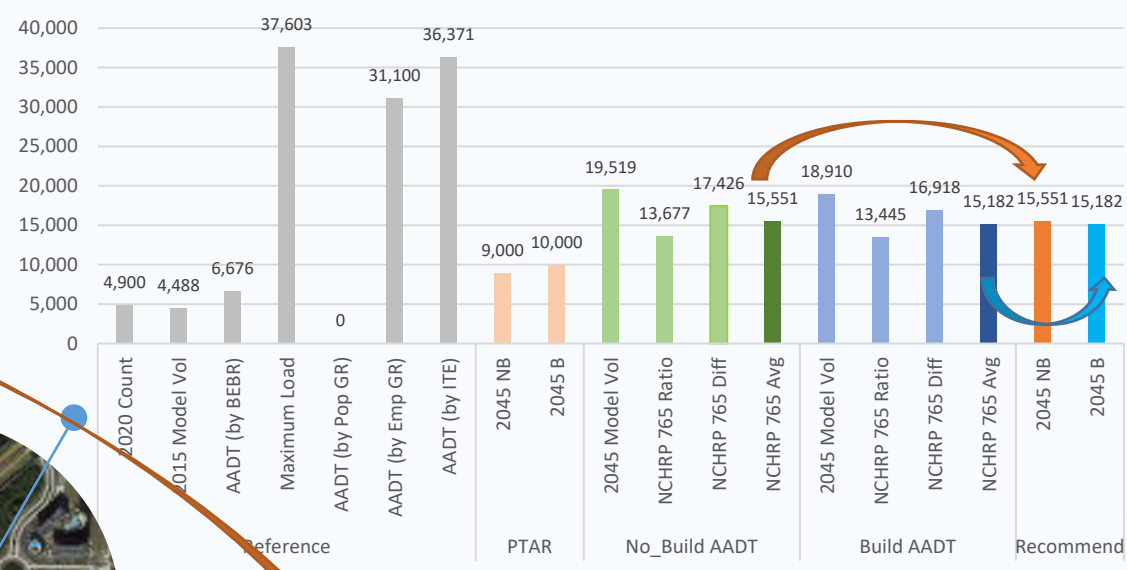
Segment	No Build		Build	
	GR	2045	GR	2045
International Dr S, East of SR 535(Regional)	6.69%	29,000	7.04%	33,000
SR 535, South of International Dr S(Regional)	0.48%	54,000	1.21%	63,000

SR 535 at LBV Factory Stores Dr

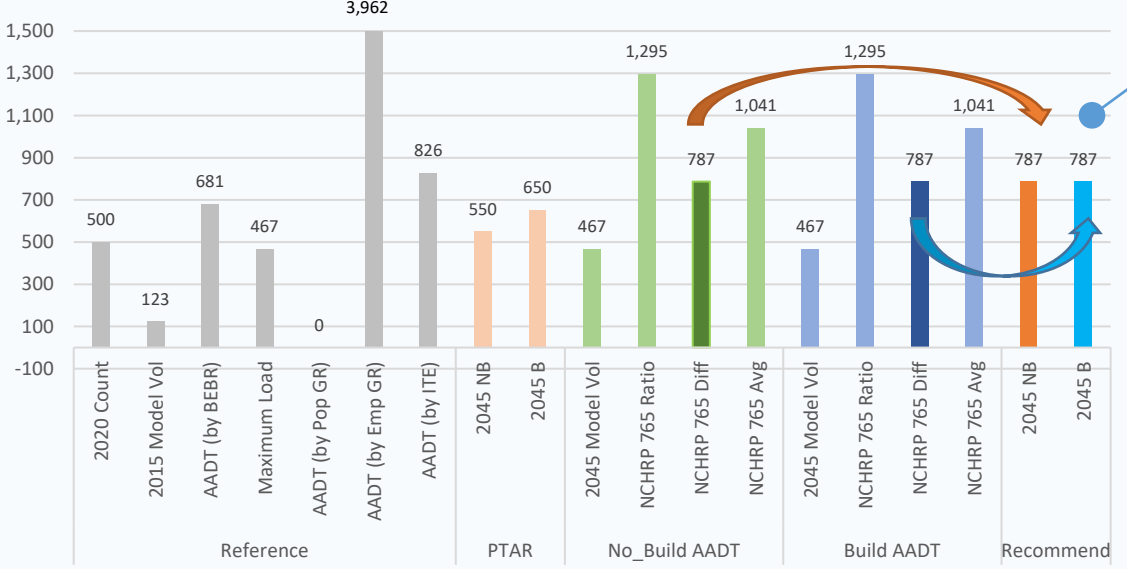
SR 535, North of LBV Factory Stores Dr(Regional)



LBV Factory Stores Dr, East of SR 535 (Local)



LBV Factory Stores Dr, west of SR 535 (Local)



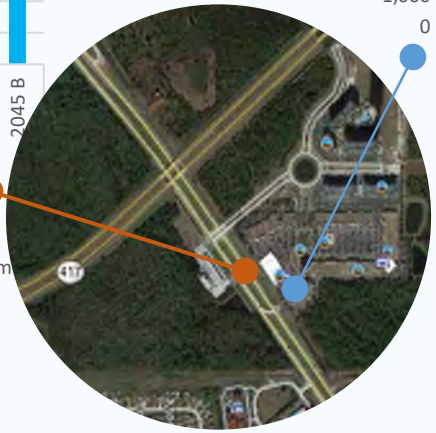
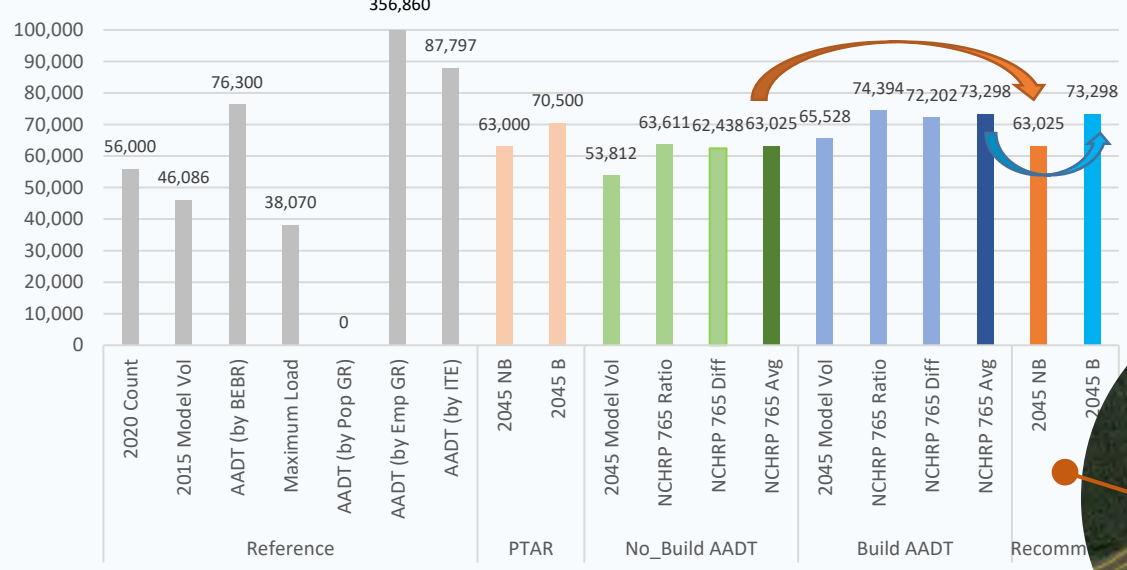
Segment	No Build		Build	
	GR	2045	GR	2045
SR 535, North of LBV Factory Stores Dr(Regional)	0.48%	54,000	1.17%	62,500
SR 535, South LBV Factory Stores Dr(Regional)	0.50%	63,500	1.24%	73,500

0.5%/1.24%*1.17%

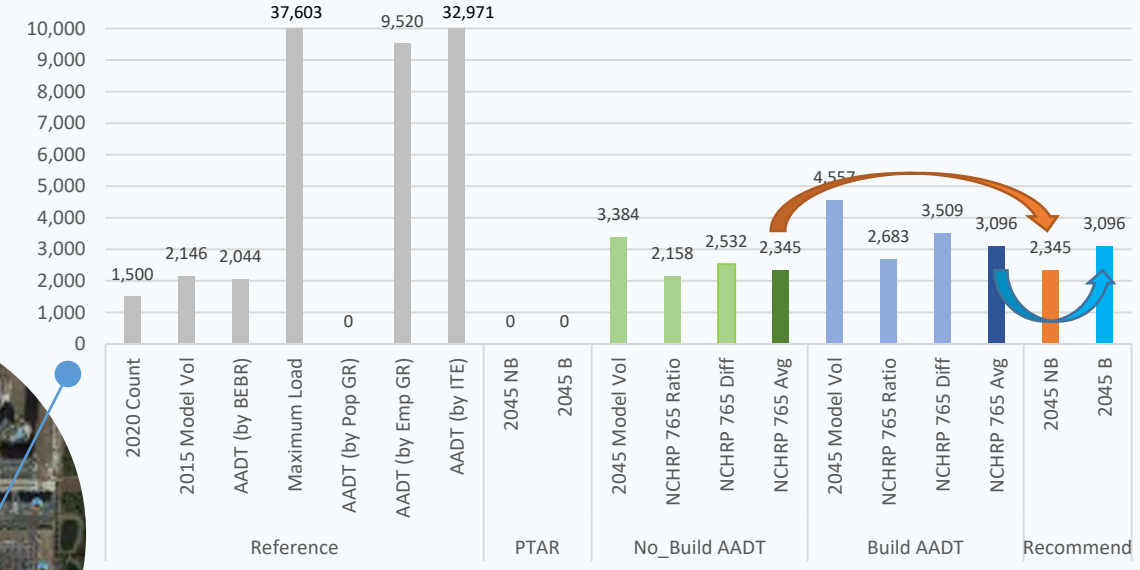
Segment	No Build		Build	
	GR	2045	GR	2045
LBV Factory Stores Dr, west of SR 535 (Local)	2.29%	800	2.29%	800
LBV Factory Stores Dr, East of SR 535 (Local)	8.69%	16,000	8.39%	15,500
SR 535, North of LBV Factory Stores Dr(Regional)	0.48%	54,000	1.17%	62,500

E SR 535 at Median Opening N

SR 535, North of Median Opening North(Regional)



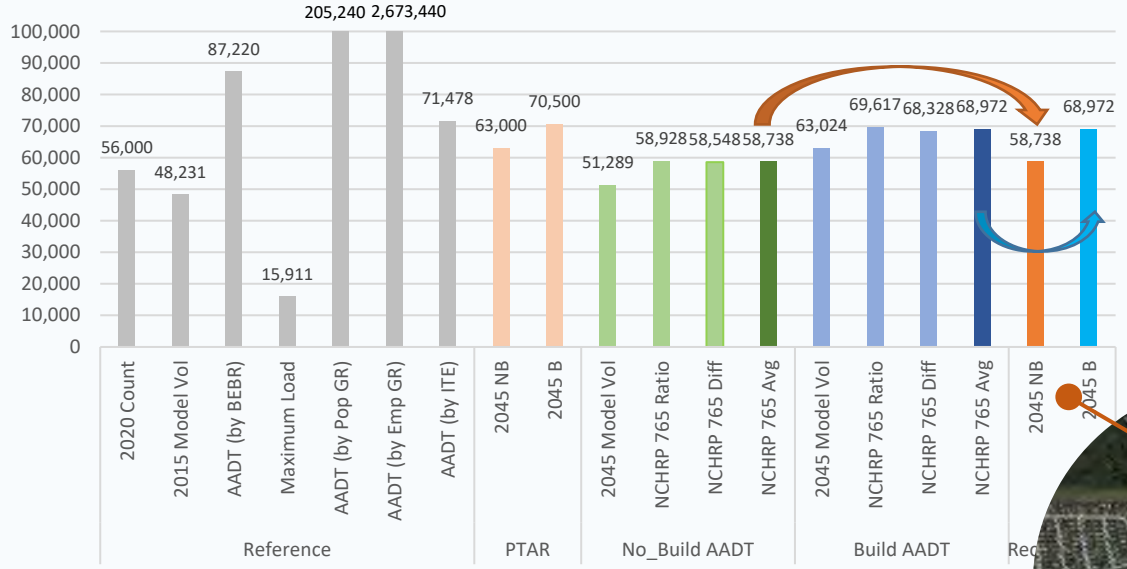
Median Opening North, East of SR 535 (Local)



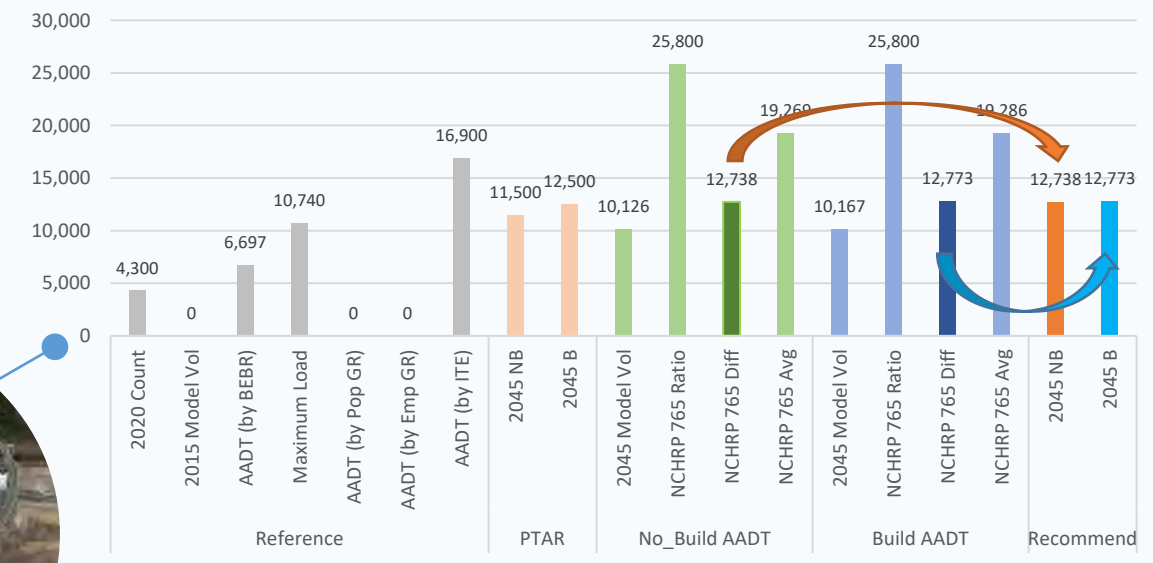
Segment	No Build		Build	
	GR	2045	GR	2045
Median Opening North, East of SR 535 (Local)	2.25%	2,400	4.26%	3,100
SR 535, North of Median Opening North(Regional)	0.50%	63,500	1.24%	73,500

F SR 535 at Polynesian Isle Blvd

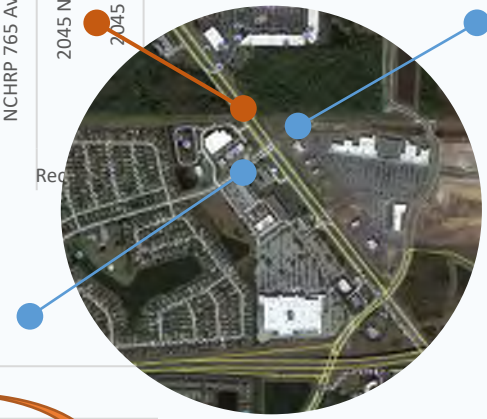
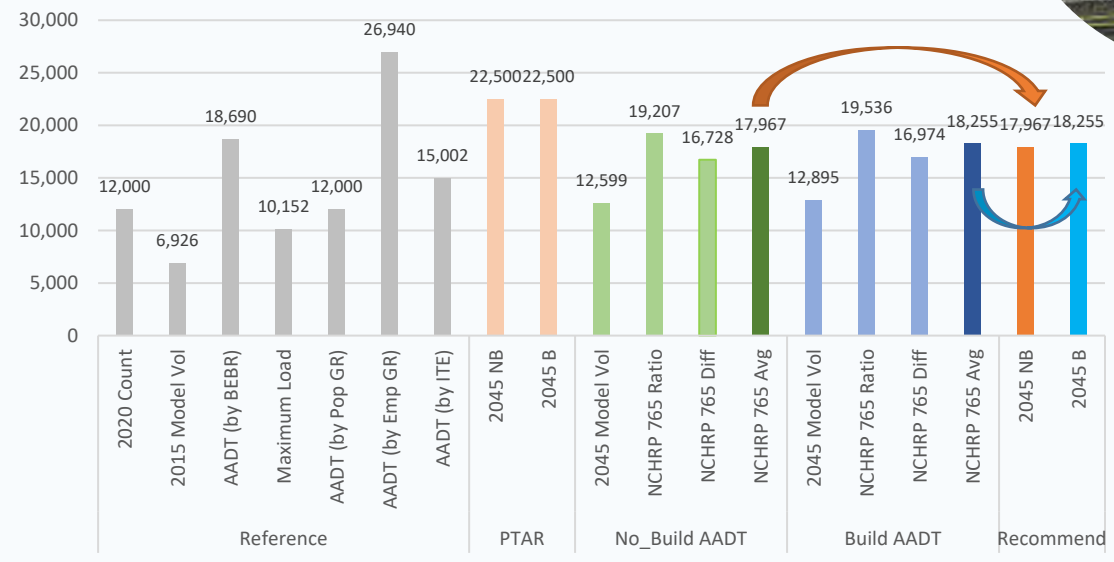
SR 535, North of Polynesian Isle Blvd(Regional)



Polynesian Isle Blvd, East of SR 535 (Local)



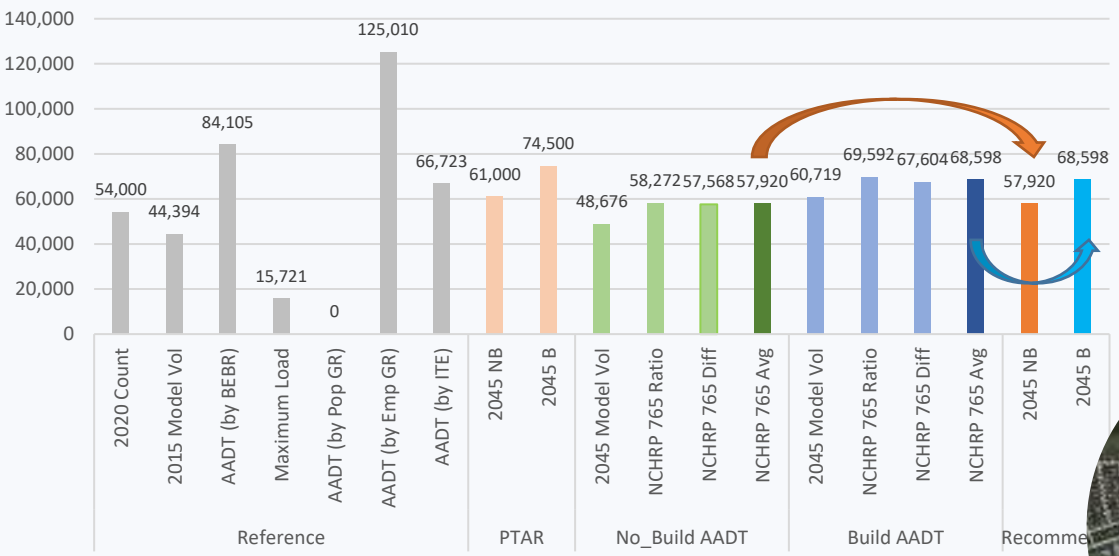
Polynesian Isle Blvd, west of SR 535 (Local)



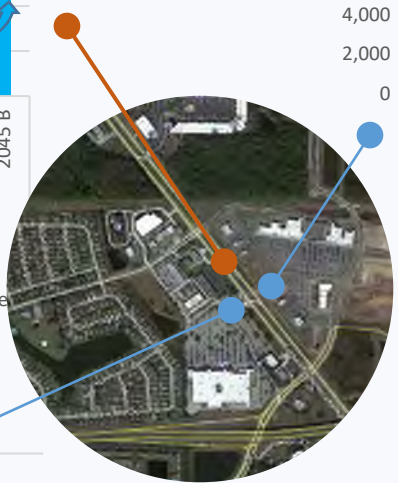
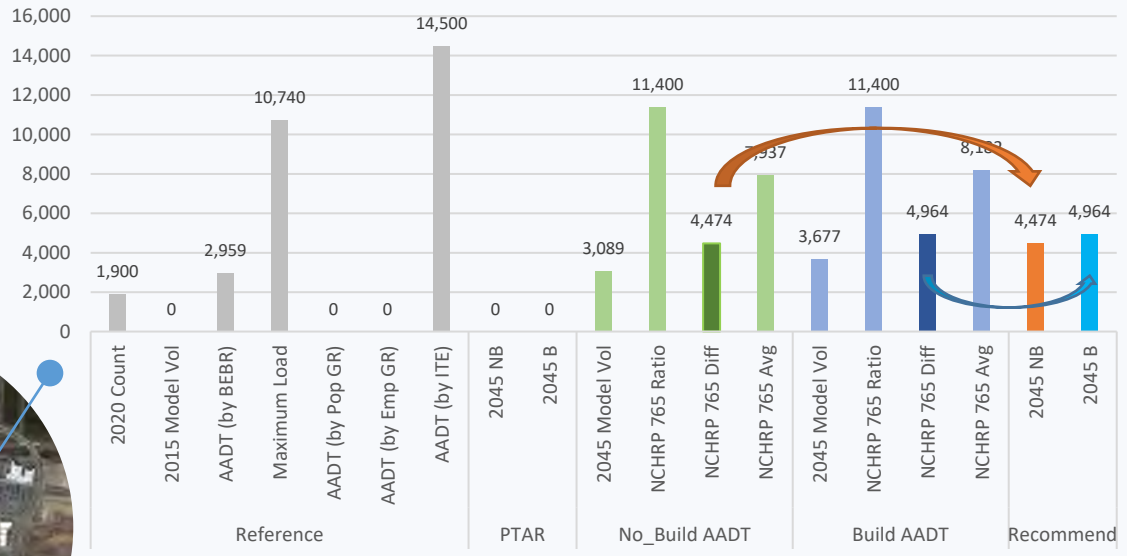
Segment	No Build		Build	
	GR	2045	GR	2045
Polynesian Isle Blvd, West of SR 535 (Local)	1.99%	18,000	2.08%	18,500
Polynesian Isle Blvd, East of SR 535 (Local)	7.85%	13,000	7.88%	13,000
SR 535, North of Polynesian Isle Blvd(Regional)	0.20%	59,000	0.93%	69,000

SR 535 at Median Opening S

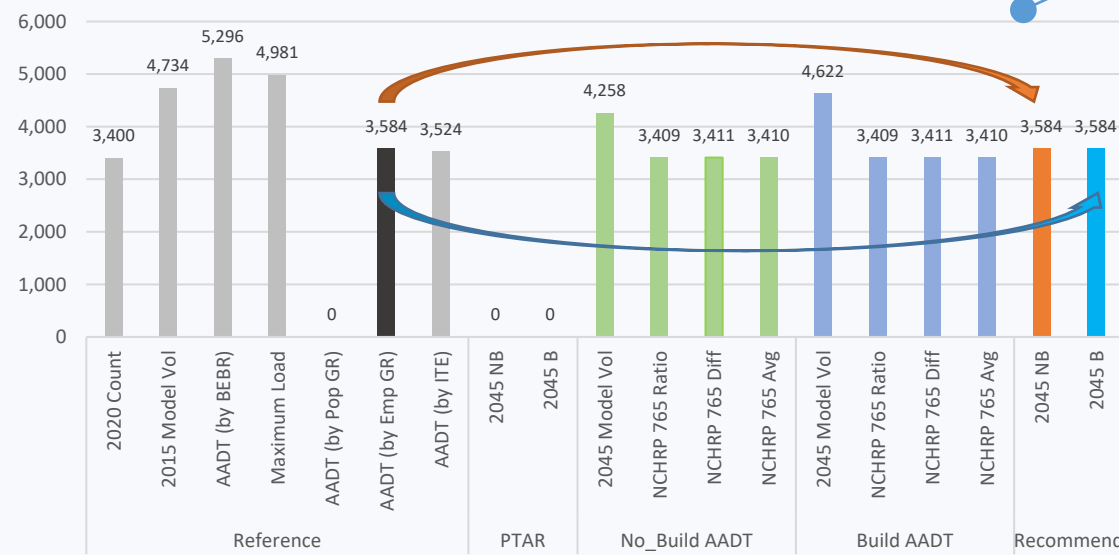
SR 535, North of Median Opening S(Regional)



Median Opening S, East of SR 535 (Local)



Median Opening S, West of SR 535 (Local)



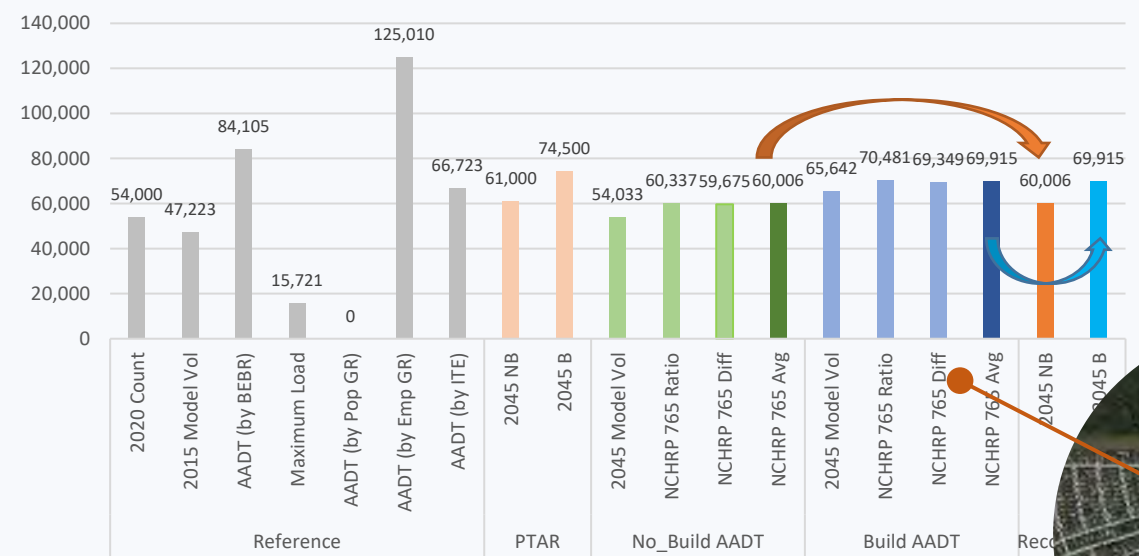
Median Opening S, West of SR 535 (Local)

- The model growth rate is negative.
- It is a local roadway.
- The SE data growth rate is recommended.

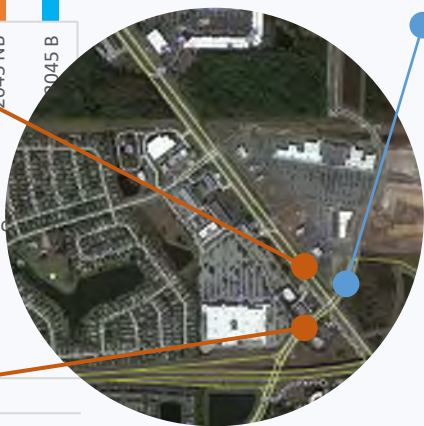
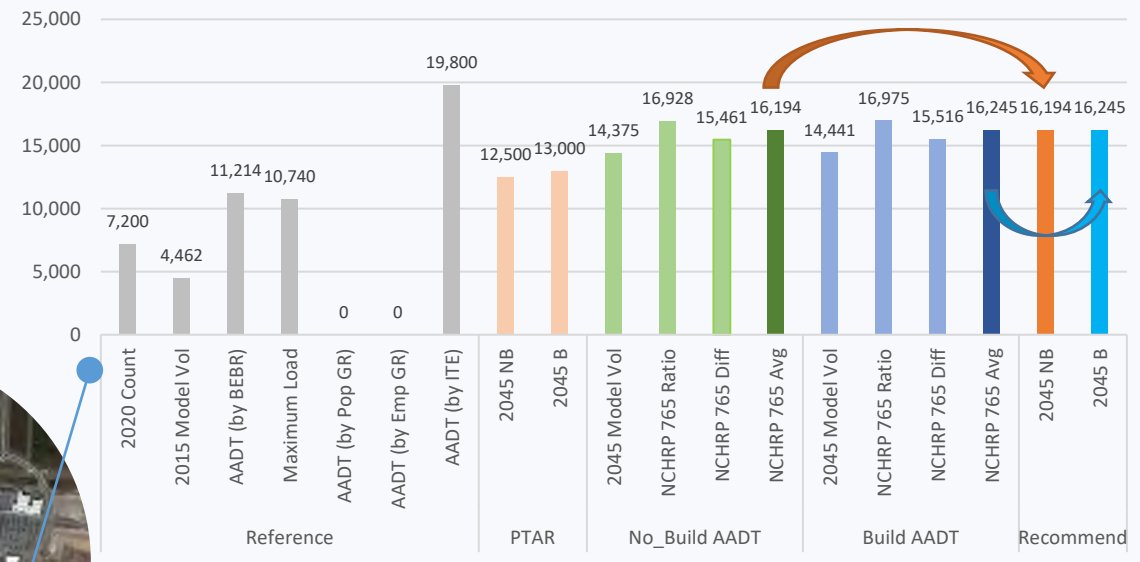
Segment	No Build		Build	
	GR	2045	GR	2045
Median Opening S, West of SR 535 (Local)	0.22%	3,600	0.22%	3,600
Median Opening S, East of SR 535 (Local)	5.42%	4,500	6.45%	5,000
SR 535, North of Median Opening S(Regional)	0.29%	58,000	1.08%	69,000

H SR 535 at Poinciana Blvd

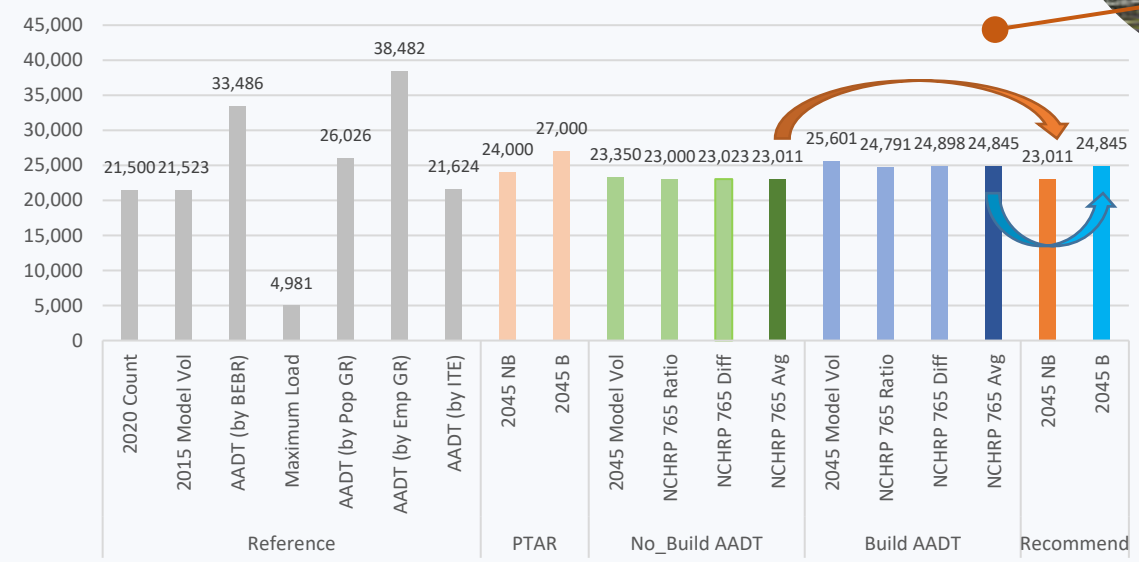
SR 535, North of Poinciana Blvd(Regional)



Poinciana Blvd, East of SR 535(Local)



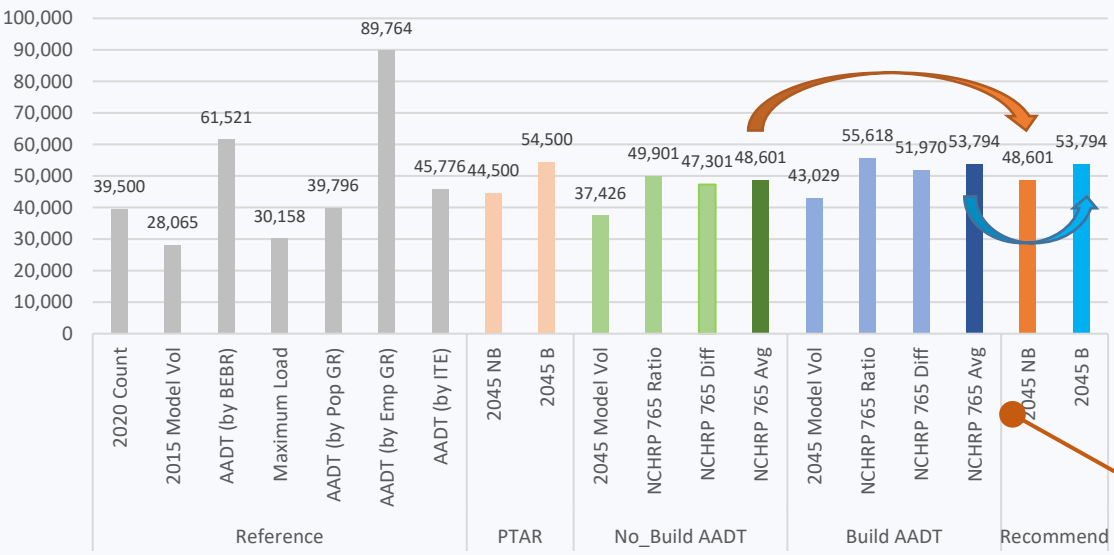
Poinciana Blvd, west of SR 535(Regional)



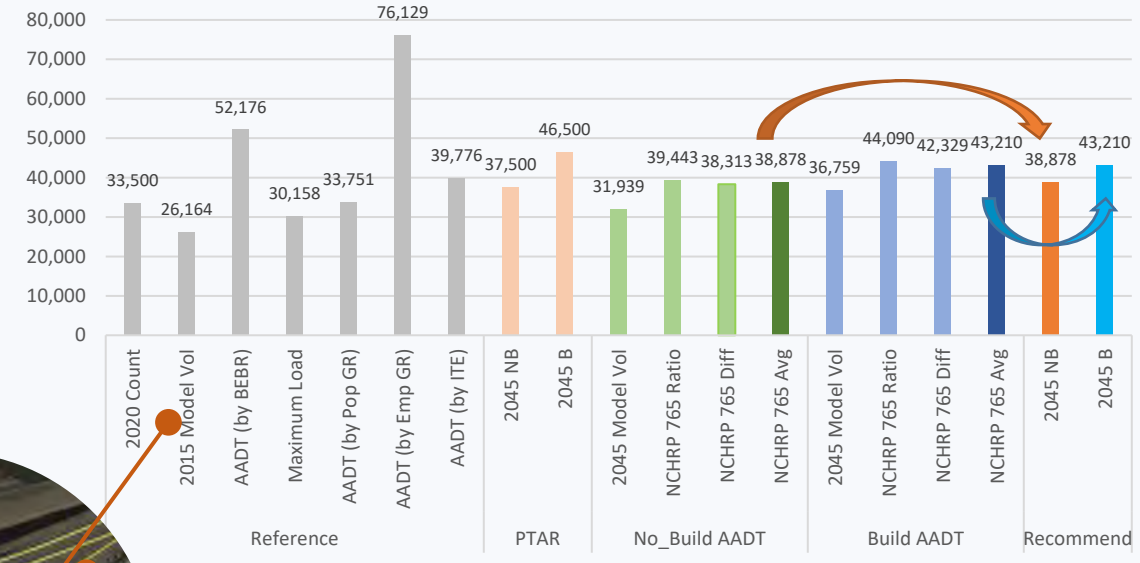
Segment	No Build		Build	
	GR	2045	GR	2045
Poinciana Blvd, west of SR 535(Regional)	0.28%	23,500	0.62%	25,000
Poinciana Blvd, East of SR 535(Local)	5.00%	16,500	5.03%	16,500
SR 535, North of Poinciana Blvd(Regional)	0.44%	60,500	1.18%	70,000

I J SR 535 at Osceola Pkwy On-Ramps

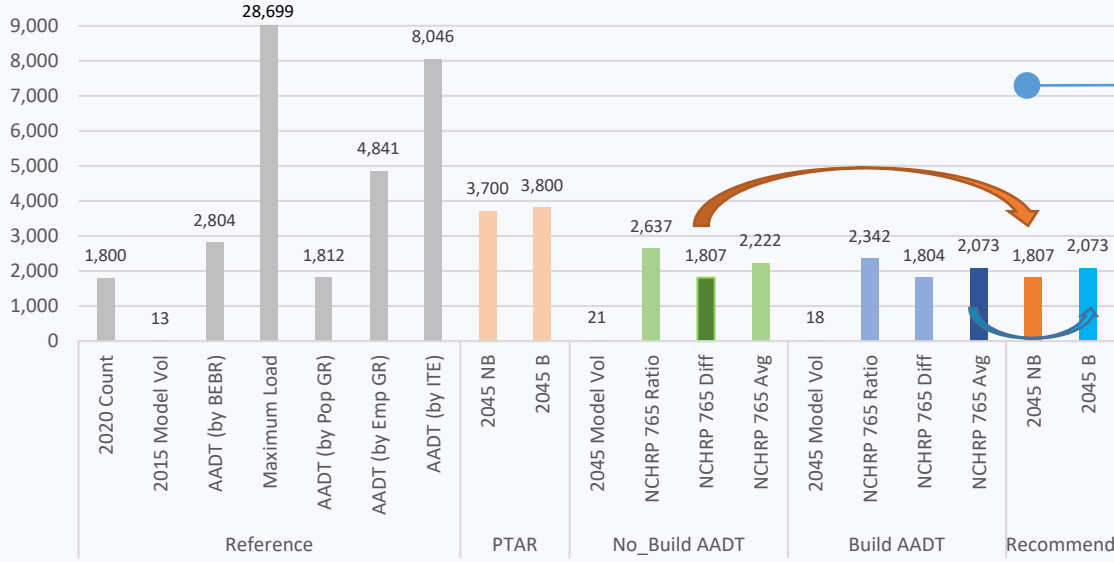
SR 535, North of Osceola Pkwy On-Ramps(Regional)



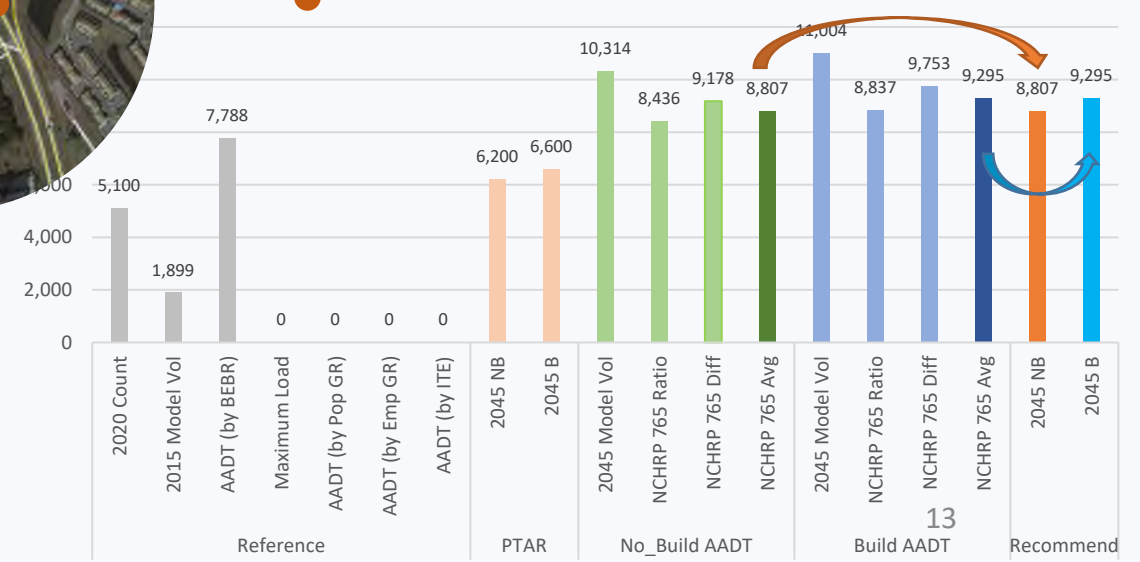
SR 535, South of Osceola Pkwy On-Ramps(Regional)



Calypso Cay Way, west of SR 535(Local)



Osceola Pkwy On-Ramps (EB), East of SR 535(Regional)



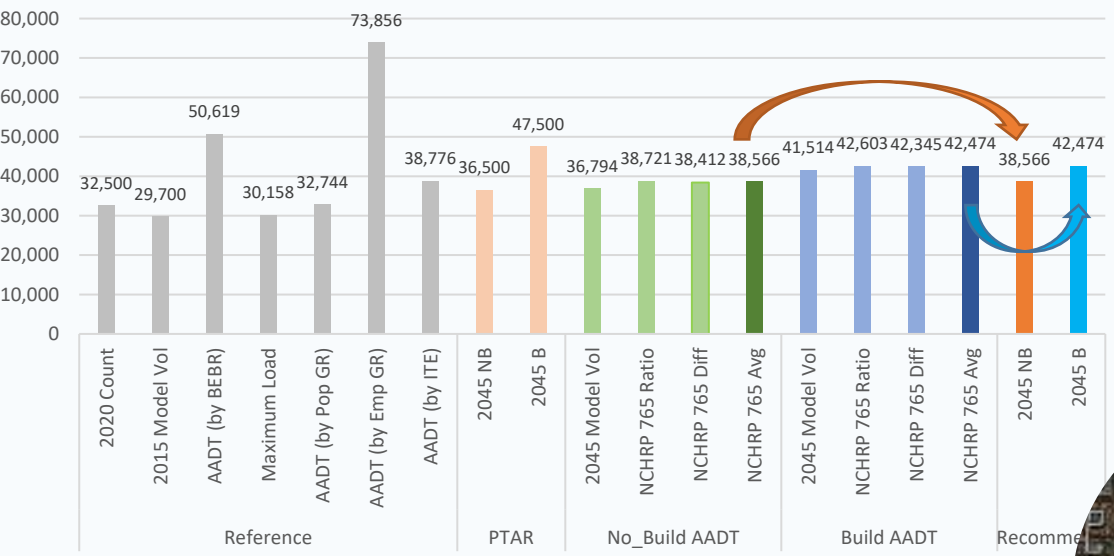
I J SR 535 at Osceola Pkwy On-Ramps (Continued)



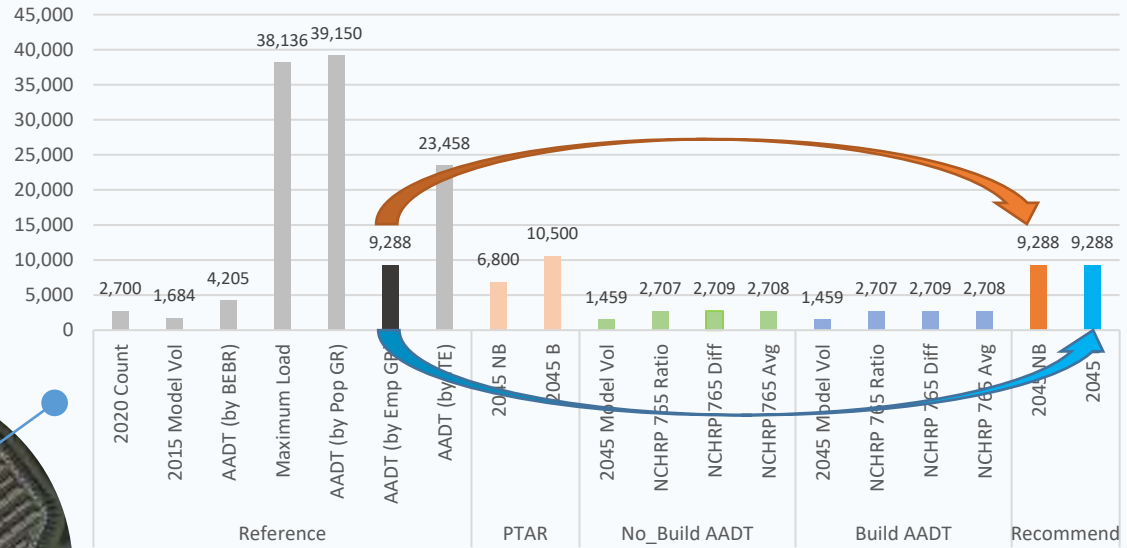
Segment	No Build		Build	
	GR	2045	GR	2045
SR 535, North of Osceola Pkwy On-Ramps(Regional)	0.92%	49,000	1.45%	54,000
SR 535, South of Osceola Pkwy On-Ramps(Regional)	0.64%	39,000	1.16%	43,500
Calypso Cay Way, west of SR 535(Local)	0.01%	1,900	0.61%	2,100
Osceola Pkwy On-Ramps, East of SR 535(Regional)	3.05%	8,900	3.44%	9,300

K SR 535 at Kyngs Heath Rd

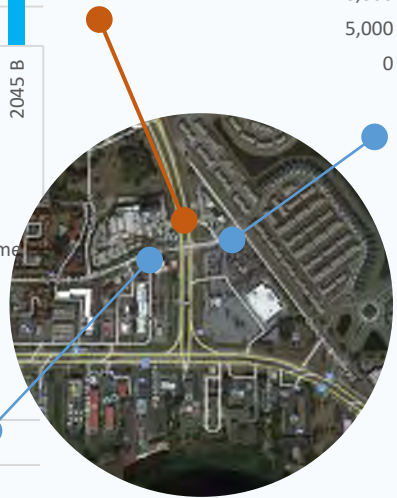
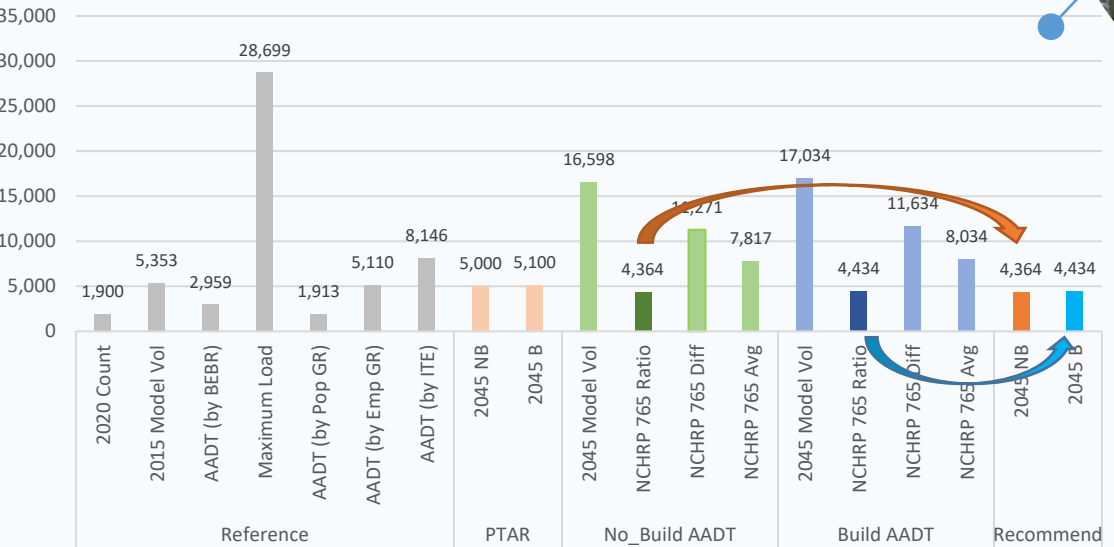
SR 535, North of Kyngs Heath Rd(Regional)



Kyngs Heath Rd, East of SR 535(Local)



Kyngs Heath Rd, west of SR 535(Local)



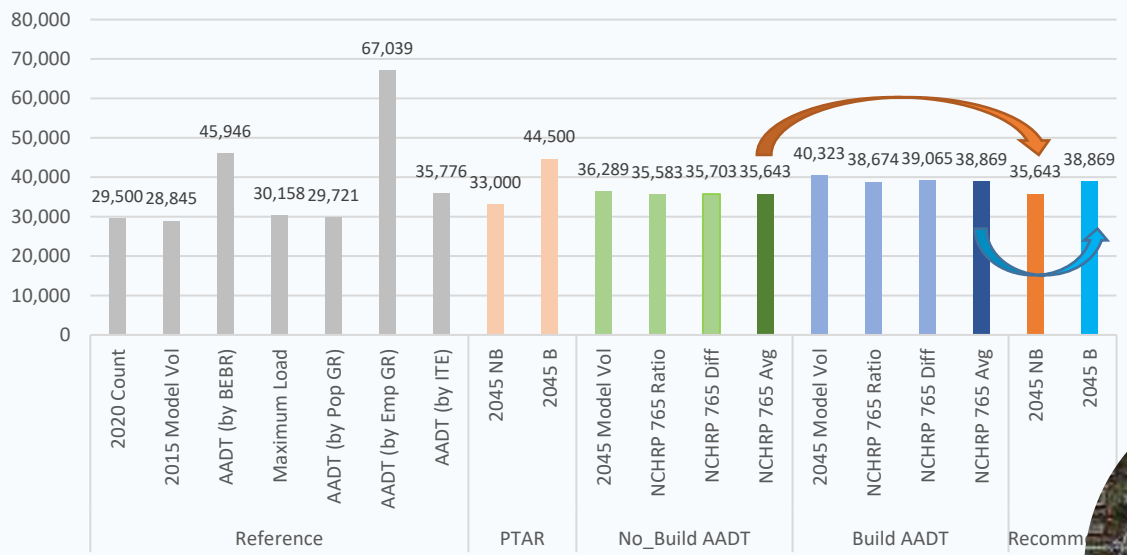
Kyngs Heath Rd, East of SR 535(Local)

- The model growth rate is negative.
- It is a local roadway connected to the influenced TAZ.
- The influenced TAZ is occupied by hotels and restaurants.
- The SE data employment growth rate is recommended.

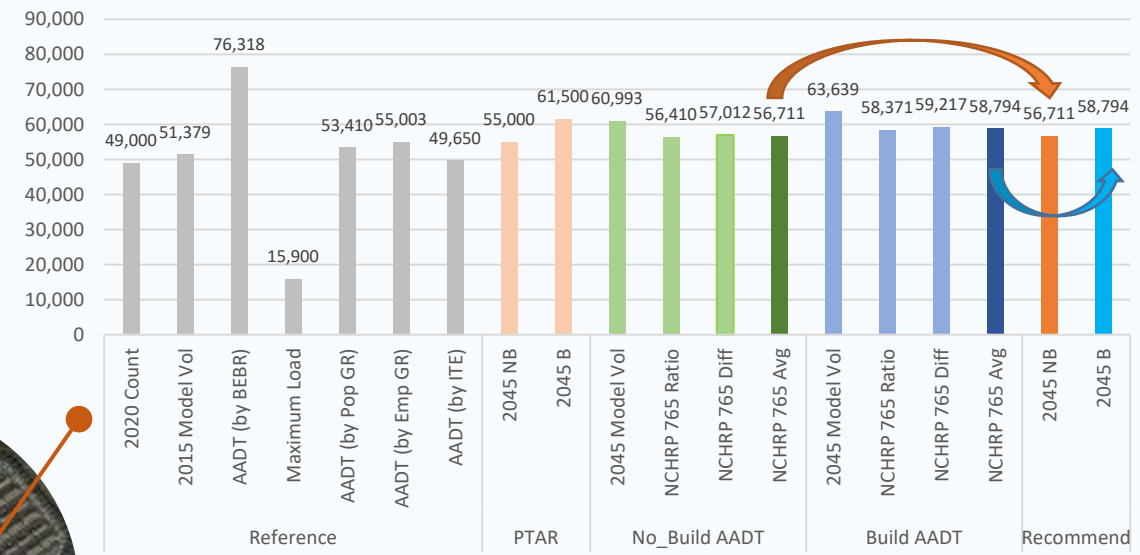
Segment	No Build		Build	
	GR	2045	GR	2045
Kyngs Heath Rd, West of SR 535(Local)	5.19%	4,400	5.33%	4,500
Kyngs Heath Rd, East of SR 535(Local)	9.76%	9,300	9.76%	9,300
SR 535, North of Kyngs Heath Rd(Regional)	0.75%	39,000	1.23%	42,500

L SR 535 at US 192

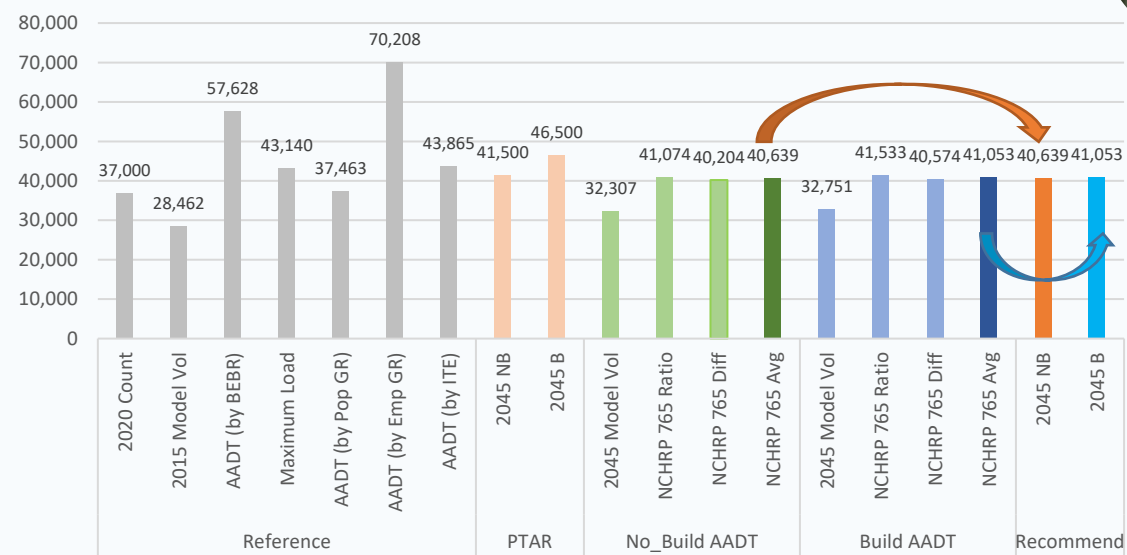
SR 535, North of US 192(Regional)



US 192, East of SR 535(Regional)



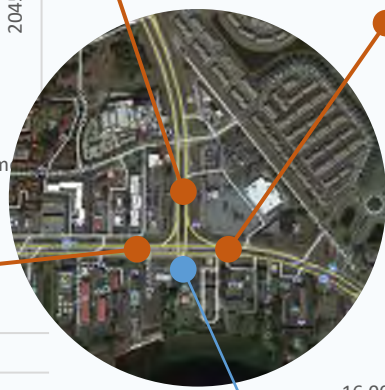
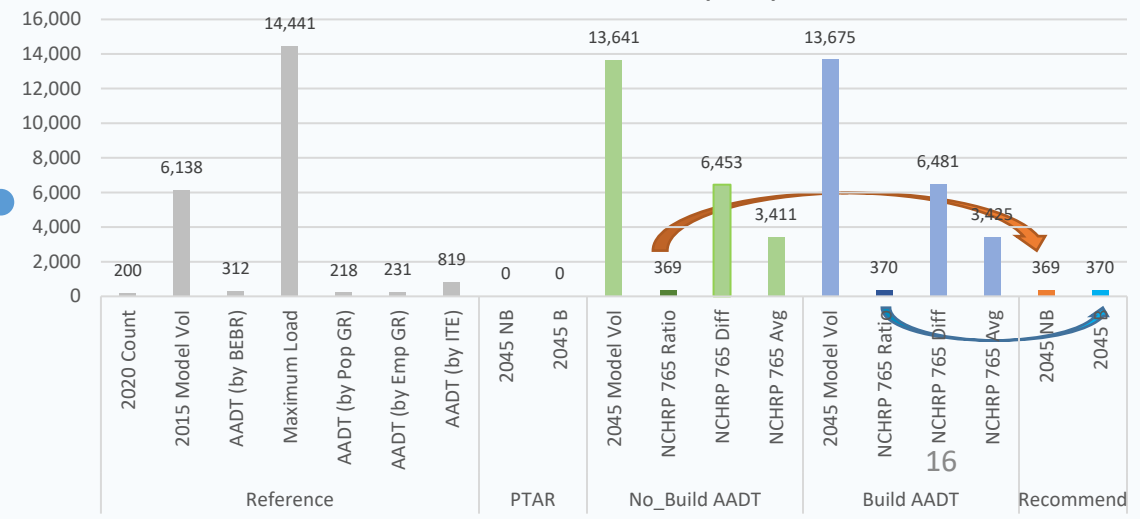
US 192, west of SR 535(Regional)



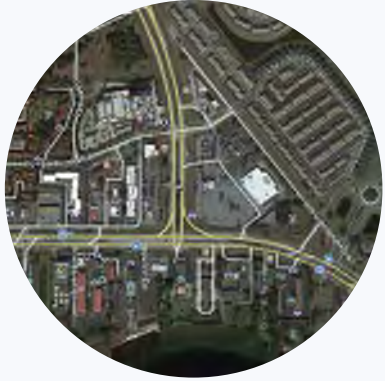
SR 535, South of US 192(Local)

- The model volume and model growth rate seem not reasonable considering the existing condition.
- This is a minor access to the hotel and cannot access the whole TAZ.
- The NCHRP 765 ratio AADT looks reasonable.

SR 535, South of US 192(Local)



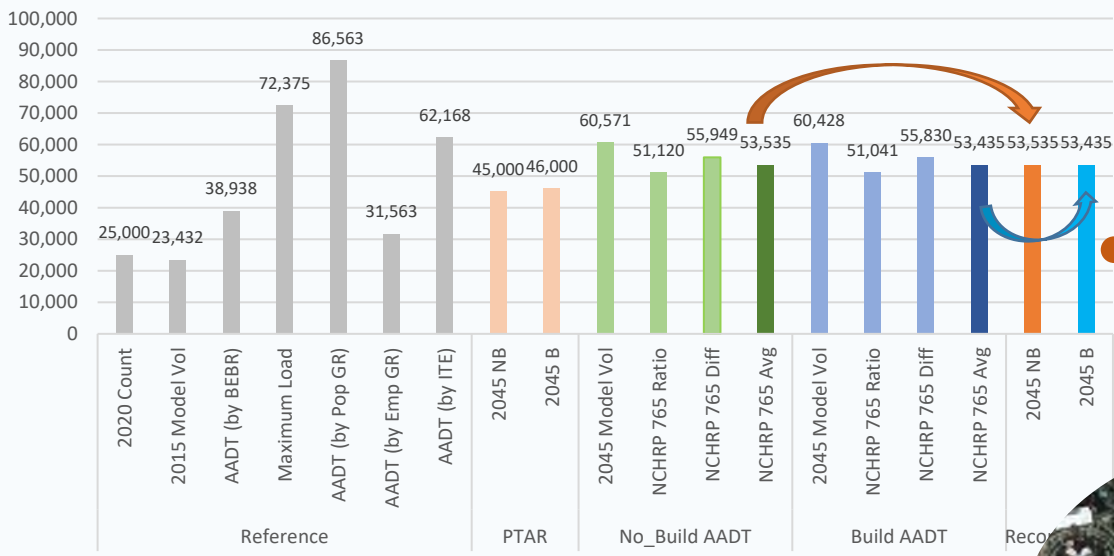
L SR 535 at US 192 (Continued)



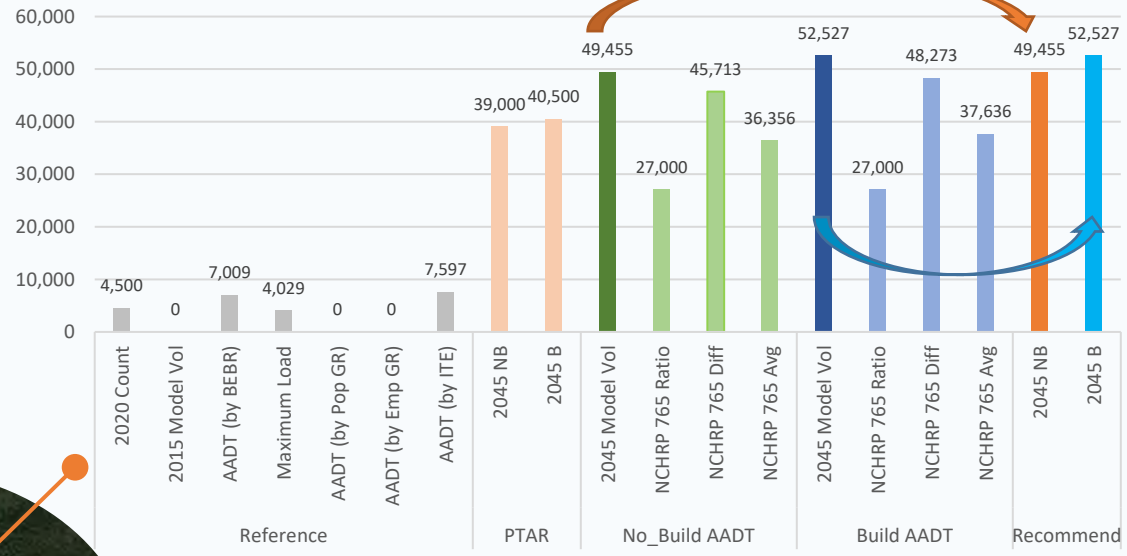
Segment	No Build		Build	
	GR	2045	GR	2045
US 192, west of SR 535(Regional)	0.39%	41,000	0.44%	41,500
US 192, East of SR 535(Regional)	0.63%	57,000	0.80%	59,000
SR 535, North of US 192(Regional)	0.83%	36,000	1.27%	39,000
SR 535, South of US 192(Regional)	3.38%	400	3.40%	400

M World Center Dr & International Dr

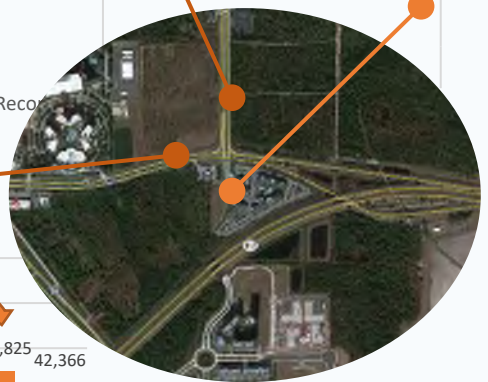
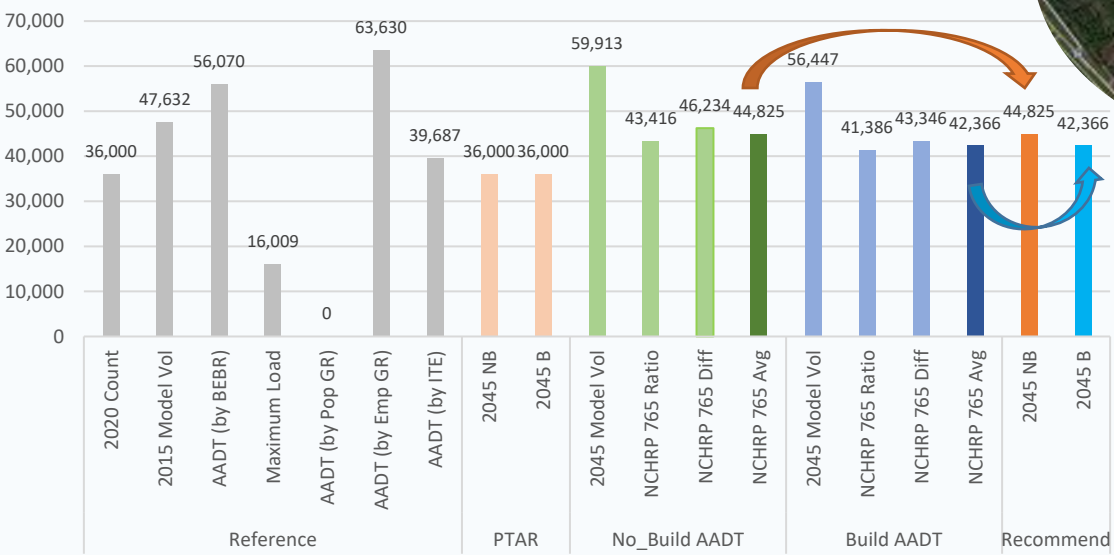
International Dr, North of World Center Dr(Regional)



International Dr, South of World Center Dr(Regional)



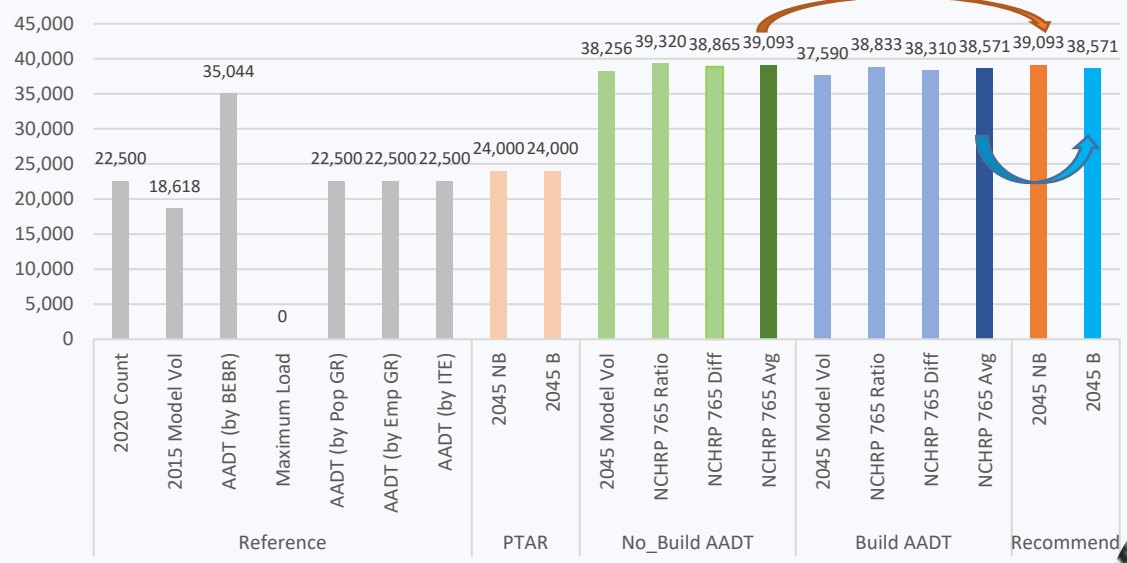
World Center Dr, West of International Dr(Regional)



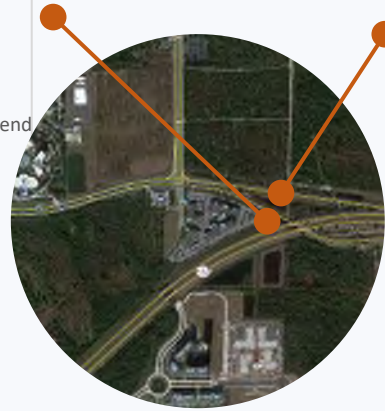
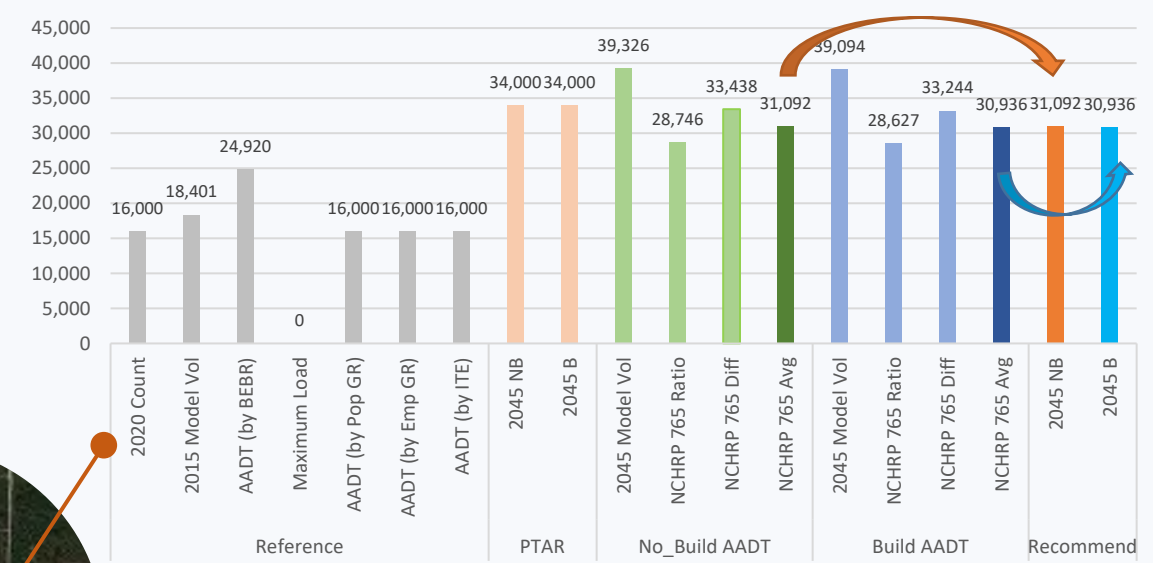
Segment	No Build		Build	
	GR	2045	GR	2045
World Center Dr, West of International Dr(Regional)	0.98%	45,000	0.71%	42,500
International Dr, North of World Center Dr(Regional)	4.57%	54,000	4.55%	53,500
International Dr, South of World Center Dr(Regional)	6.69%	49,500	7.04%	53,000

M World Center Dr & International Dr (Continued)

SR 417 On-ramp/East of International Dr(Regional)



SR 417 Off-ramp/East of International Dr(Regional)



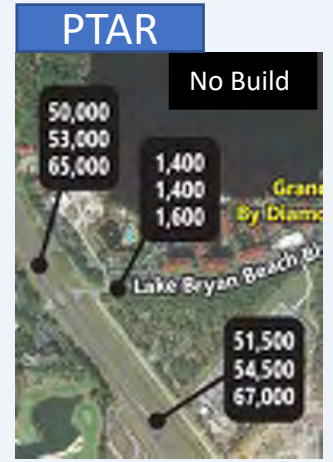
Segment	No Build		Build	
	GR	2045	GR	2045
SR 417 On-ramp/East of International Dr(Regional)	2.95%	39,500	2.86%	39,000
SR 417 Off-ramp/East of International Dr(Regional)	3.77%	31,500	3.73%	31,000

Appendix B

Review Details of Different Resources

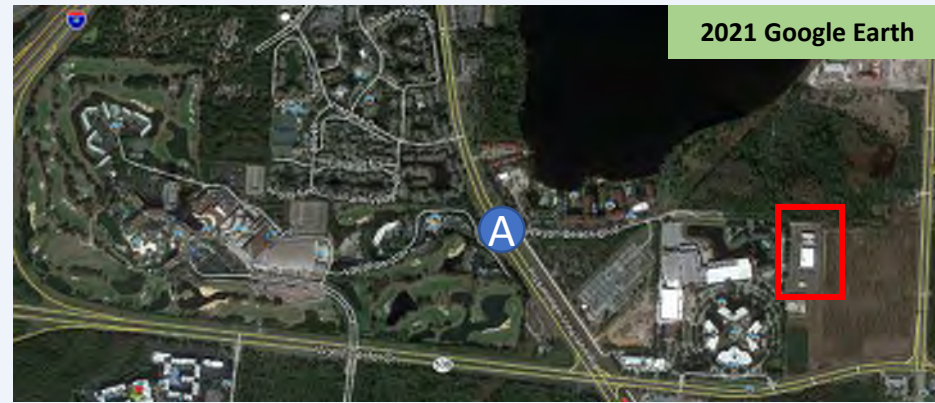
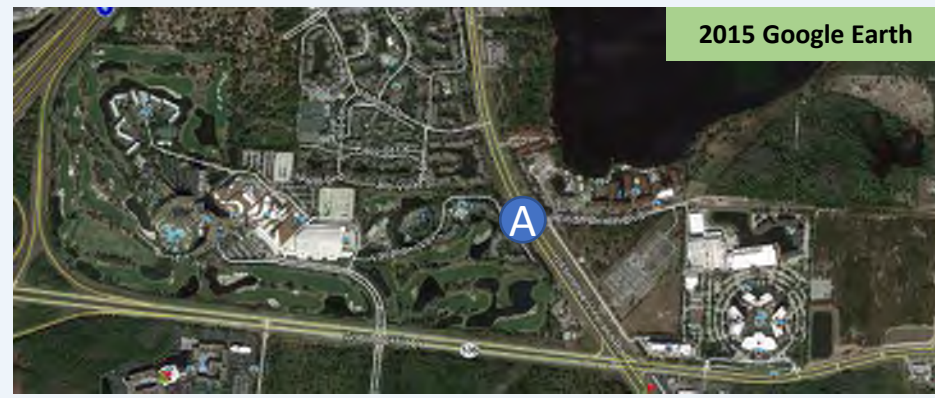
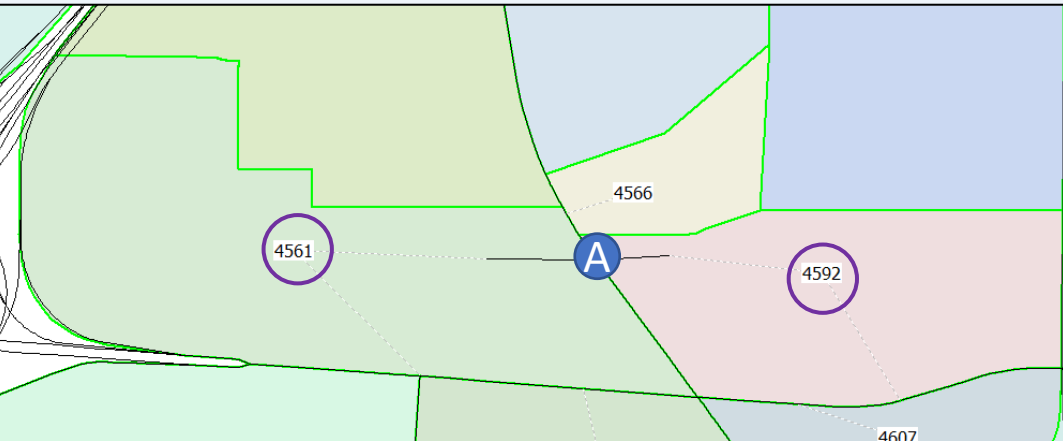
A SR 535 at Lake Bryan Beach Blvd

	Segment	2015 Model Volume	2045 NB Model Volume	2045 B Model Volume	Influenced TAZ	Recommended 2045 NB AADT	Recommended 2045 B AADT
A	Lake Bryan Beach Blvd, west of SR 535 (Local)	5,920	8,299	8,007	4561	8,299	8,007
	Lake Bryan Beach Blvd, East of SR 535 (Local)	2,170	3,243	3,002	4566 4592	2,114	1,957
	SR 535, North of Lake Bryan Beach Blvd(Regional)	50,700	61,924	62,470	4536 4566 4561 4592	59,125	59,560
	SR 535, South of Lake Bryan Beach Blvd(Regional)	43,896	54,964	56,054	4561 4592	61,304	62,247



Employment and population growth rate of related TAZ

	15_POP	45_POP	15_EMP	45_EMP	POP_DIFF	EMP_DIFF	POP_GR	EMP_GR
4561	0	30	3153	3153	30	0	NA	0%
4592	0	61	1,137	1,913	61	776	NA	2.3%



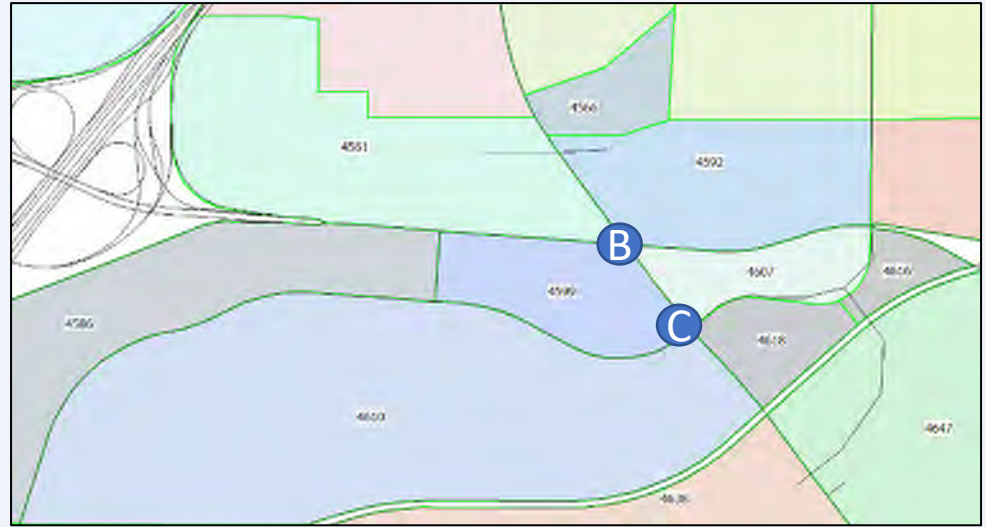
B SR 535 at World Center Dr

C SR 535 at International Dr S

	Segment	2015 Model Volume	2045 NB Model Volume	2045 B Model Volume	Influenced TAZ	Recommended 2045 NB AADT	Recommended 2045 B AADT
B	World Center Dr, west of SR 535	41,134	61,074	61,770	4561 4599	52,816	53,332
	World Center Dr, East of SR 535	48,062	57,899	54,461	4592 4607	43,068	40,620
	SR 535, North of World Center Dr	43,896	54,964	56,054	4561 4592	61,304	62,247
	SR 535, South of World Center Dr	47,794	43,023	54,397	4599 4607	54,574	55,037
C	International Dr S, West of SR 535	3,088	19,119	20,854	4586 4599 4610	20,502	21,635
	International Dr S, East of SR 535	0	28,654	32,920	4618 4616 4607	28,654	32,920
	SR 535, North of International Dr S	47,794	43,023	54,397	4599 4607	54,574	55,037
	SR 535, South of International Dr S	49,697	49,387	67,980	4610 4618	53,760	62,551

Employment and population growth rate of related TAZ

	15_POP	45_POP	15_EMP	45_EMP	POP_DIFF	EMP_DIFF	POP_GR	EMP_GR
4561	0	30	3153	3153	30	0	NA	0%
4599	0	113	0	0	113	0	NA	NA
4592	0	61	1,137	1,913	61	776	NA	2.3%
4607	0	150	0	271	150	271	NA	NA
4586	0	575	818	818	575	0	NA	0.0%
4610	620	1,173	127	1,512	553	1,385	3.0%	36.4%
4616	0	765	0	0	765	0	NA	NA
4618	0	100	110	427	100	317	NA	9.6%



D SR 535 at LBV Factory Stores Dr

E SR 535 at Median Opening N

	Segment	2015 Model Volume	2045 NB Model Volume	2045 B Model Volume	Influenced TAZ	Recommended 2045 NB AADT	Recommended 2045 B AADT
D	LBV Factory Stores Dr, west of SR 535	123	467	467	4638	787	787
	LBV Factory Stores Dr, East of SR 535	4,488	19,519	18,910	4647	15,551	15,182
	SR 535, North of LBV Factory Stores Dr	49,394	48,351	67,000	4638 4647	53,760	62,065
	SR 535, South LBV Factory Stores Dr	46,086	53,812	65,528	4638 4647	63,025	73,298
E	Median Opening North, East of SR 535	2,146	3,384	4,557	4647	2,345	3,096
	SR 535, North of Median Opening North	46,086	53,812	65,528	4638 4647	63,025	73,298
	SR 535, South of Median Opening North	48,231	51,289	63,024	4638 4647	58,738	68,972

Employment and population growth rate of related TAZ

	15_POP	45_POP	15_EMP	45_EMP	POP_DIFF	EMP_DIFF	POP_GR	EMP_GR
4638	0	0	13	121	0	108	NA	27.7%
4647	0	6,452	795	5,896	6,452	5,101	NA	21.4%



PTAR

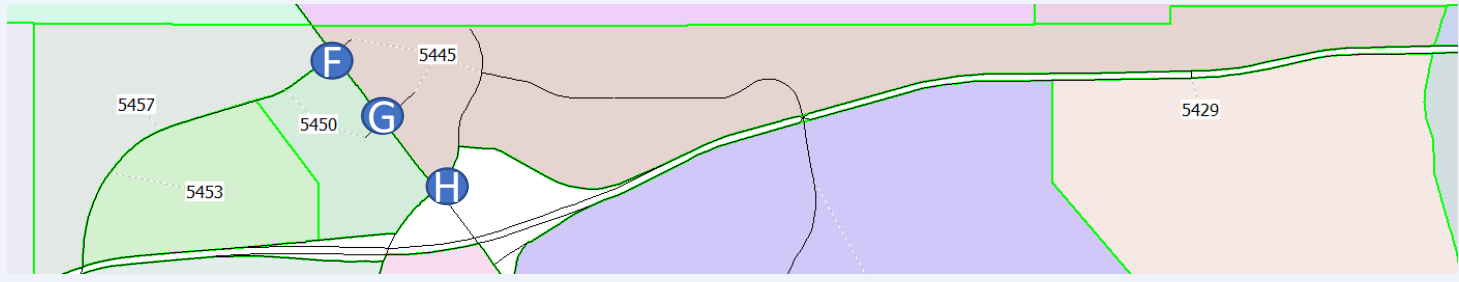


F SR 535 from Polynesian Isle Blvd to Poinciana Blvd

	Segment	2015 Model Volume	2045 NB Model Volume	2045 B Model Volume	Influenced TAZ	Recommended 2045 NB AADT	Recommended 2045 B AADT
F	Polynesian Isle Blvd, west of SR 535 (Local)	6,926	12,599	12,895	5457 5450	17,967	18,255
	Polynesian Isle Blvd, East of SR 535 (Local)	0	10,126	10,167	5445	12,738	12,773
	SR 535, North of Polynesian Isle Blvd(Regional)	48,231	51,289	63,024	5457 5445	58,738	68,972
	SR 535, South of Polynesian Isle Blvd(Regional)	44,394	48,676	60,719	5450 5445	57,920	68,598
G	Median Opening S, West of SR 535 (Local)	4,734	4,258	4,622	5450	3,584	3,584
	Median Opening S, East of SR 535 (Local)	0	3,089	3,677	5445	4,474	4,964
	SR 535, North of Median Opening S(Regional)	44,394	48,676	60,719	5450 5445	57,920	68,598
	SR 535, South of Median Opening S(Regional)	47,223	54,033	65,642	5450 5445	60,006	69,915
H	Poinciana Blvd, west of SR 535(Regional)	21,523	23,350	25,601	5448 5444 5450	23,011	24,845
	Poinciana Blvd, East of SR 535(Local)	4,462	14,375	14,441	5445	16,194	16,245
	SR 535, North of Poinciana Blvd(Regional)	47,223	54,033	65,642	5450 5445	60,006	69,915
	SR 535, South of Poinciana Blvd(Regional)	28,065	37,426	43,029	5444 5439	48,601	53,794

Employment and population growth rate of related TAZ

	15_POP	45_POP	15_EMP	45_EMP	POP_DIFF	EMP_DIFF	POP_GR	EMP_GR
5457	1,221	1,221	34	987	0	953	0.0%	93.4%
5453	791	791	10	10	0	0	0.0%	0.0%
5450	0	0	631	672	0	41	NA	0.2%
5445	0	3,903	0	954	3,903	954	NA	NA



2015 Google Earth



2021 Google Earth

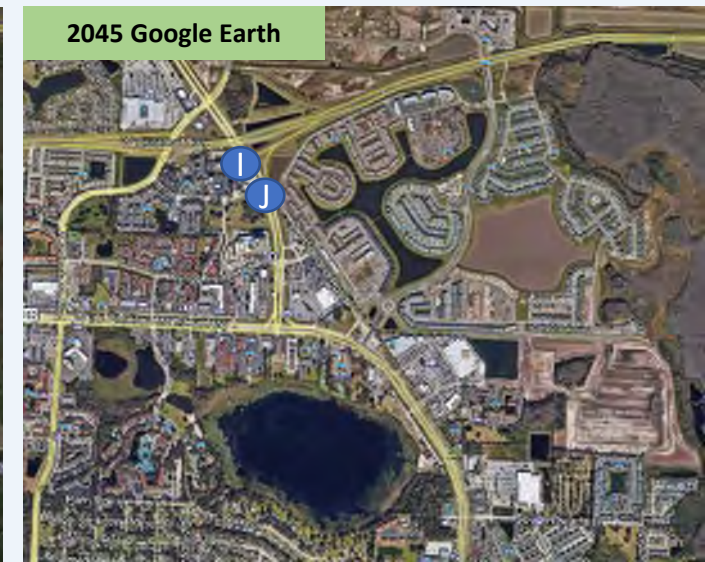
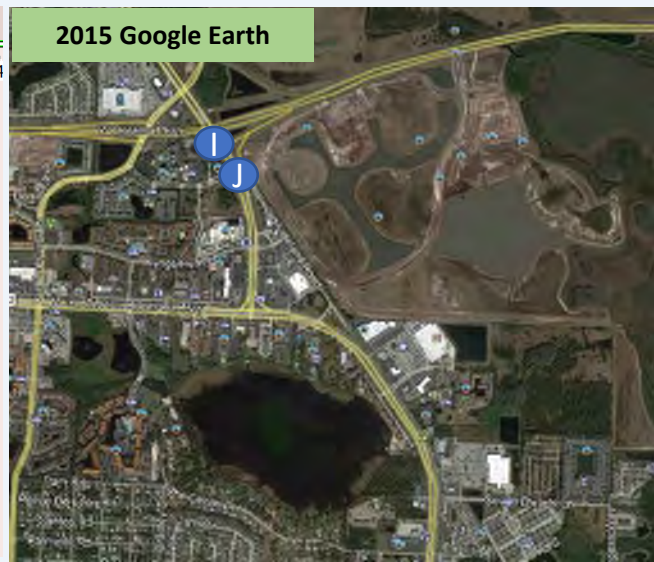
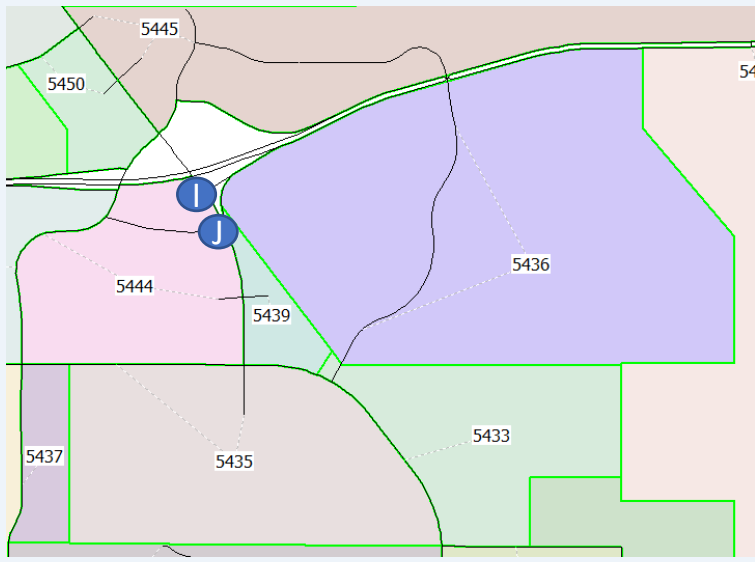


I J SR 535 from Osceola Pkwy On-Ramps to US 192

	Segment	2015 Model Volume	2045 NB Model Volume	2045 B Model Volume	Influenced TAZ	Recommended 2045 NB AADT	Recommended 2045 B AADT
I	SR 535, North of Osceola Pkwy On-Ramps(Regional)	28,065	37,426	43,029	5444 5439	48,601	53,794
	SR 535, South of Osceola Pkwy On-Ramps(Regional)	26,164	31,939	36,759	5444 5439	38,878	43,210
J	Calypso Cay Way, west of SR 535(Local)	13	21	18	5444	1,807	2,073
	SR 535, North of Osceola Pkwy On ramp(Regional)	26,164	31,939	36,759	5444 5439	38,878	43,210
	SR 535, South of Osceola Pkwy On ramp(Regional)	29,700	36,794	41,514	5444 5439	38,566	42,474

Employment and population growth rate of related TAZ

	15_POP	45_POP	15_EMP	45_EMP	POP_DIFF	EMP_DIFF	POP_GR	EMP_GR
5444	617	622	1,018	3,082	5	2,064	0.0%	6.8%
5439	0	0	340	350	0	10	NA	0.1%
5435	46	51	1,084	1,285	5	201	0.4%	0.6%



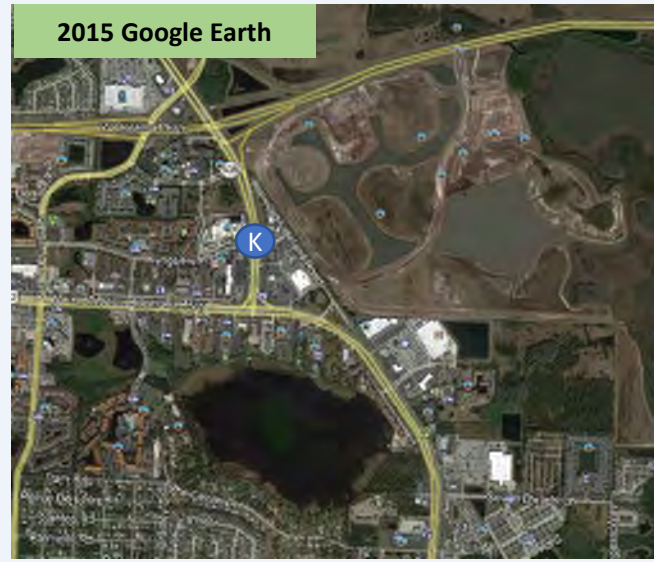
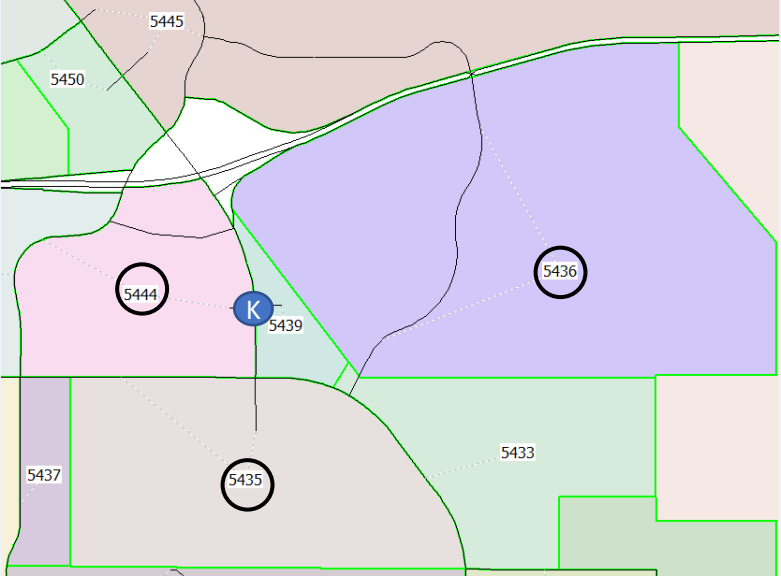
K SR 535 at Kyngs Heath Rd

Segment	2015 Model Volume	2045 NB Model Volume	2045 B Model Volume	Influenced TAZ	Recommended 2045 NB AADT	Recommended 2045 B AADT
Kyngs Heath Rd, west of SR 535(Local)	5,353	16,598	17,034	5444	4,364	4,434
Kyngs Heath Rd, East of SR 535(Local)	1,684	1,459	1,459	5436 5439	9,288	9,288
SR 535, North of Kyngs Heath Rd(Regional)	29,700	36,794	41,514	5444 5439	38,566	42,474
SR 535, South of Kyngs Heath Rd(Regional)	28,845	36,289	40,323	5444 5439	35,643	38,869

Employment and population growth rate of related TAZ

	15_POP	45_POP	15_EMP	45_EMP	POP_DIFF	EMP_DIFF	POP_GR	EMP_GR
5444	617	622	1,018	3,082	5	2,064	0.0%	6.8%
5439	0	0	340	350	0	10	NA	0.1%
5435	46	51	1,084	1,285	5	201	0.4%	0.6%

Description/ITE Code	Units	ITE Vehicle Trip Generation Rates <small>(peak hours are for peak hour of adjacent street traffic unless highlighted)</small>								Expected Units	Total Generated Trips			Total Distribution of Generated Trips					
		Weekday	AM	PM	Pass-By	AM In	AM Out	PM In	PM Out		Daily	AM Hour	PM Hour	AM In	AM Out	Pass-By	PM In	PM Out	Pass-By
Hotel 310	Employees	14.34	0.69	0.80		60%	40%	54%	46%	2064.0	29,598	1,424	1,651	854	570	0	892	760	0
All Suites Hotel 311	Occ. Room	6.24	0.48	0.55		67%	33%	42%	58%		0	0	0	0	0	0	0	0	0
All Suites Hotel 311	Rooms	4.90	0.38	0.40		55%	45%	45%	55%		0	0	0	0	0	0	0	0	0
Business Hotel 312	Occ. Room	7.27	0.58	0.62		59%	41%	60%	40%		0	0	0	0	0	0	0	0	0
Business Hotel 312	Employees	72.67	7.17	7.60		59%	41%	60%	40%	2064.0	149,991	14,799	15,686	8,731	6,068	0	9,412	6,275	0
Motel 320	Occ. Room	9.11	0.64	0.58		36%	64%	53%	47%		0	0	0	0	0	0	0	0	0
Motel 320	Rooms	5.63	0.45	0.47		36%	64%	54%	46%		0	0	0	0	0	0	0	0	0
Motel 320	Employees	12.81	0.91	0.73		54%	46%	54%	46%	2064.0	26,440	1,878	1,507	1,014	864	0	814	693	0
Resort Hotel 330	Occ. Room	13.43	0.37	0.49		72%	28%	43%	57%		0	0	0	0	0	0	0	0	0
Resort Hotel 330	Rooms	NA	0.31	0.42		72%	28%	43%	57%		0	0	0	0	0	0	0	0	0
Resort Hotel 330	Employees	13.58	0.15	0.25		69%	31%	40%	60%	2064.0	28,029	310	516	214	96	0	206	310	0



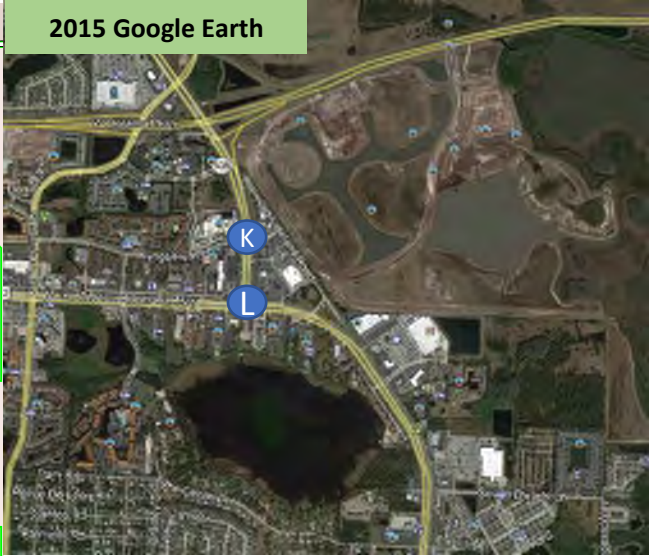
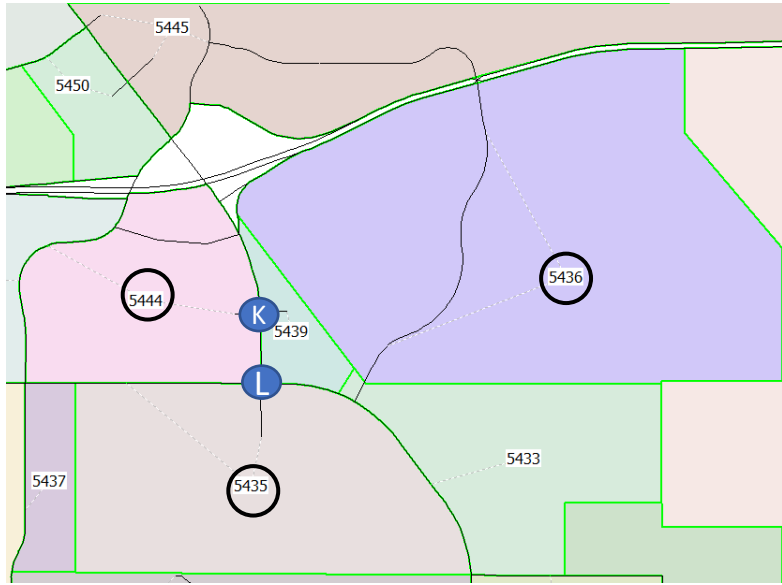
L SR 535 at US 192

Segment	2015 Model Volume	2045 NB Model Volume	2045 B Model Volume	Influenced TAZ	Recommended 2045 NB AADT	Recommended 2045 B AADT
US 192, west of SR 535(Regional)	28,462	32,307	32,751	5444 5435	40,639	41,053
US 192, East of SR 535(Regional)	51,379	60,993	63,639	5439 5435	56,711	58,794
SR 535, North of US 192(Regional)	28,845	36,289	40,323	5444 5439	35,643	38,869
SR 535, South of US 192(Local)	6,138	13,641	13,675	5435	369	370



Employment and population growth rate of related TAZ

	15_POP	45_POP	15_EMP	45_EMP	POP_DIFF	EMP_DIFF	POP_GR	EMP_GR
5444	617	622	1,018	3,082	5	2,064	0.0%	6.8%
5439	0	0	340	350	0	10	NA	0.1%
5435	46	51	1,084	1,285	5	201	0.4%	0.6%

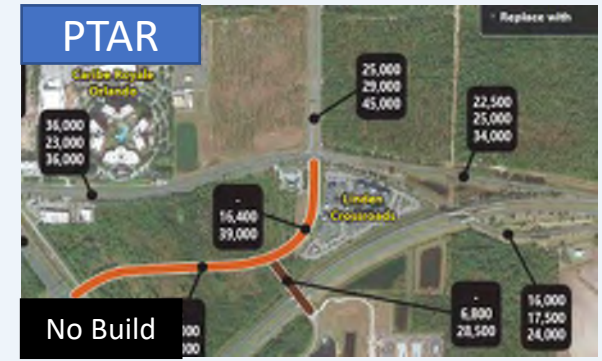
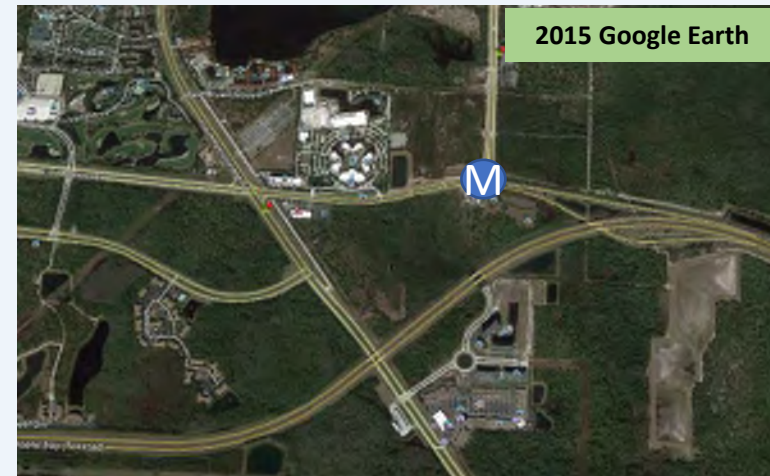
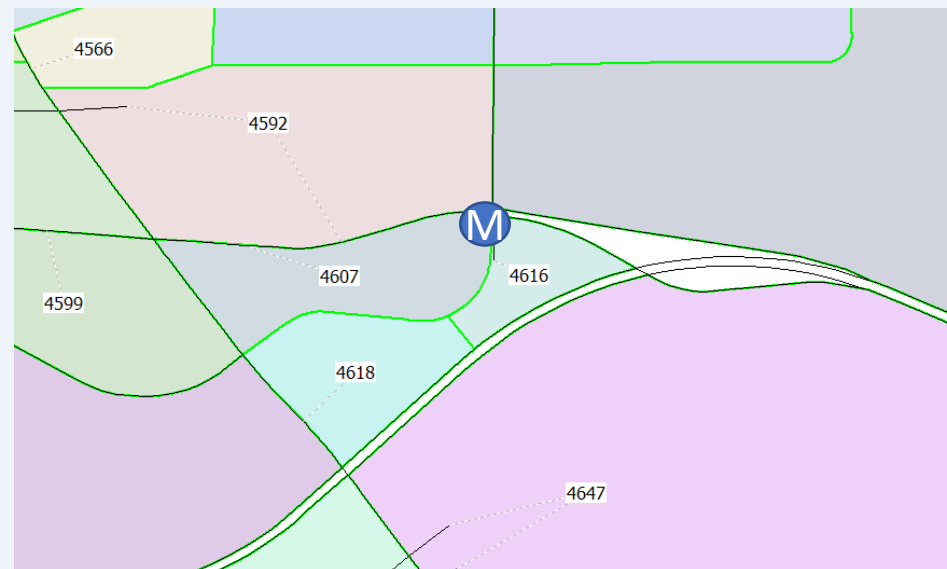


M World Center Drive at International Dr S

	Segment	2015 Model Volume	2045 NB Model Volume	2045 B Model Volume	Influenced TAZ	Recommended 2045 NB AADT	Recommended 2045 B AADT
M	World Center Dr, West of International Dr(Regional)	47,632	59,913	56,447	4592 4607	44,825	42,366
	SR 417 On-ramp/East of International Dr(Regional)	18,618	38,256	37,590		39,093	38,571
	SR 417 Off-ramp/East of International Dr(Regional)	18,401	39,326	39,094		31,092	30,936
	International Dr, North of World Center Dr(Regional)	23,432	60,571	60,428	4592 4558	53,535	53,435
	International Dr, South of World Center Dr(Regional)	0	49,455	52,527	4607 4616	49,455	52,527

Employment and population growth rate of related TAZ

	15_POP	45_POP	15_EMP	45_EMP	POP_DIFF	EMP_DIFF	POP_GR	EMP_GR
4592	0	61	1,137	1,913	61	776	NA	2.3%
4607	0	150	0	271	150	271	NA	NA
4616	0	765	0	0	765	0	NA	NA



Growth Rate Recommendation



For build scenario, model growth rate is negative, so keep growth rate same as no build scenario.

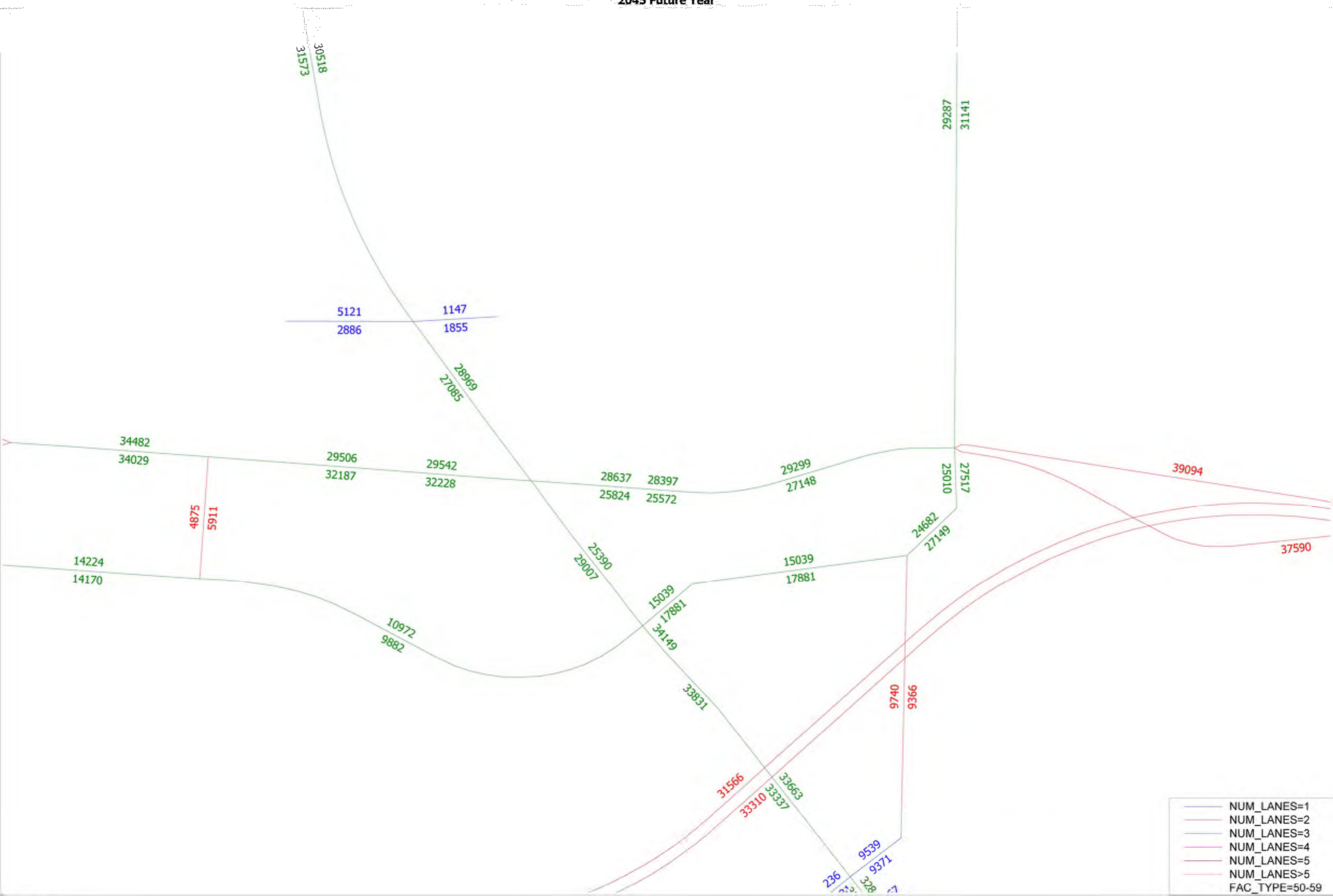
The base year network doesn't include this segment. It cannot be estimated by NCHRP 765. Since it is similar to Kyngs Heath Rd and has the same impacted TAZ, so we can keep the growth rate the same as Kyngs Heath Rd, east of SR 535.

- Growth rate has been included in previous PTAR
- NCHRP 765 procedure
- Special illustration

Intersection	Segments	2020 AADT	Growth Rate
US 192 @ Storey Lake Blvd	US 192, west of Storey Lake Blvd (Regional)	49,000	0.80%
	US 192, east of Storey Lake Blvd(Regional)	60,000	0.97%
	Storey Lake Blvd, north of US 192(Local)	3,000	9.76%
US 192@ N Poinciana Blvd	US 192, west of Poinciana Blvd(Regional)	45,000	0.62%
	US 192, east of Poinciana Blvd(Regional)	37,000	0.44%
	Poinciana Blvd, north of US 192(Local)	17,500	1.53%
	Poinciana Blvd, south of US 192(Local)	27,000	0.82%
W Osceola ramp @ N Poinciana Blvd (W of SR 535)	Osceola Ramp, north of Poinciana Blvd(Regional)	3,700	0.17%
	Poinciana Blvd, east of Osceola on Ramp(Local)	21,500	0.62%
	Poinciana Blvd, west of Osceola off Ramp(Local)	25,500	0.56%
W Osceola Off ramp @ N poinciana Blvd (WB)	Osceola Off ramp, South of Poinciana Blvd(Regional)	3,400	5.60%
	Poinciana Blvd, East of Osceola off Ramp(Local)	5,500	5.03%
	Poinciana Blvd, West of Osceola off Ramp(Local)	7,200	5.03%
World Gateway Drive @ World Center Drive	SR 536, west of World Gateway Dr(Regional)	40,500	2.30%
	SR 536, east of World Gateway Dr(Regional)	37,500	1.69%
	World Gateway Dr, north of SR 536(Local)	9,600	1.45%
World Gateway Drive @ International Drive	World Gateway Dr, south of SR 536(Local)	16,700	0.16%
	International Dr, west of World Gateway Dr(Regional)	10,500	5.23%
	International Dr, east of World Gateway Dr(Regional)	6,400	9.52%
World Center Dr @ Buena Vista Suites	World Gateway Dr, north of International Dr(Local)	9,600	0.20%
	World Center Dr, west of Buena Vista Suites	36,000	0.51%
	World Center Dr, east of Buena Vista Suites	36,000	0.51%
	Buena Vista Suites , north of World Center Dr	1,000	1.59%
World Center Dr @ Caribe Royale Orlando	Buena Vista Suites , south of World Center Dr	1,300	1.59%
	World Center Dr, west of Caribe Royale Orlando	36,000	0.51%
	World Center Dr, east of Caribe Royale Orlando	36,000	0.51%
	Caribe Royale Orlando, North of World Center Dr	1,650	1.59%

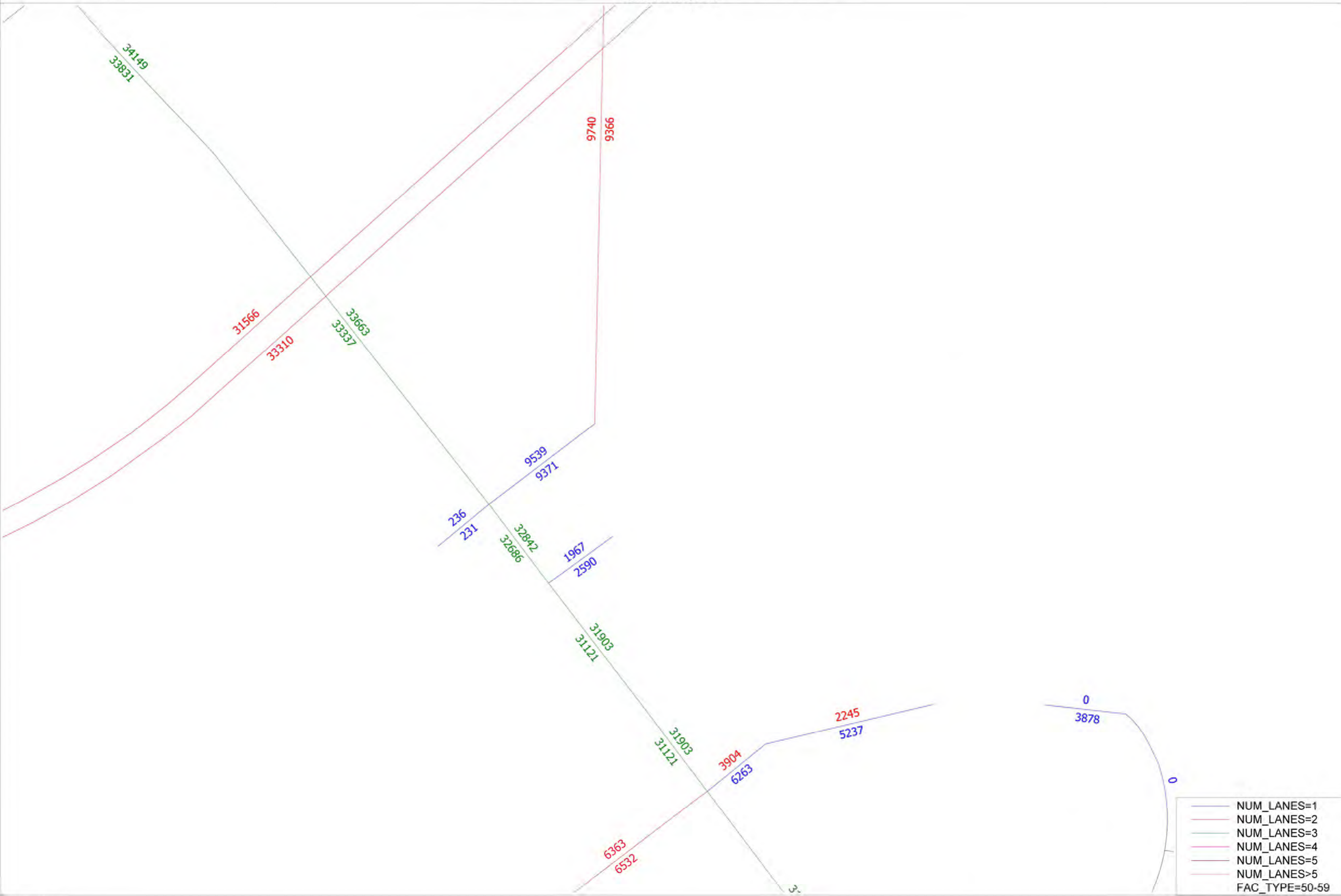
2045 CFRPM Model Plots

SR 535 From US 192 to North of World Center Drive (SR 536)
2045 Future Year

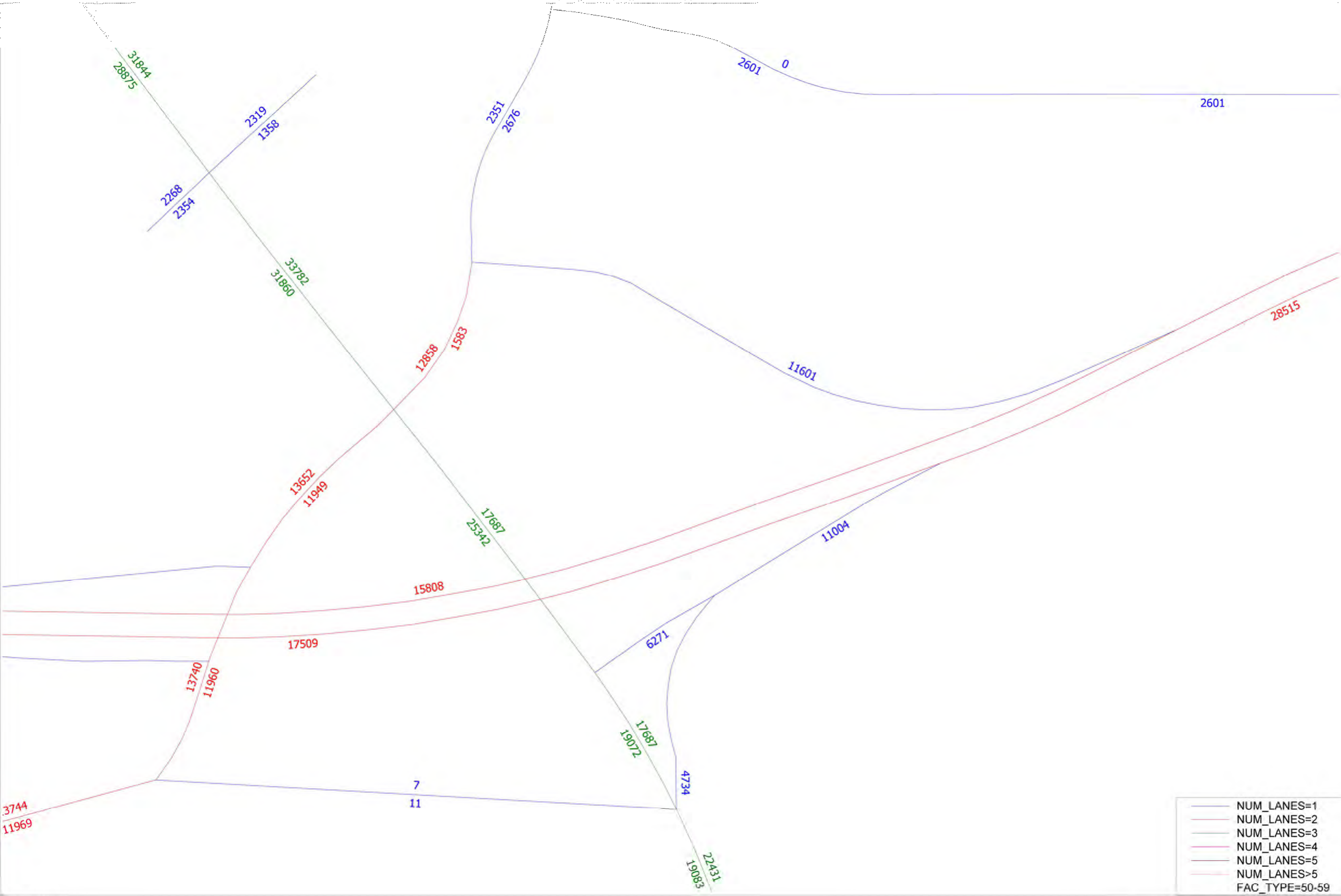


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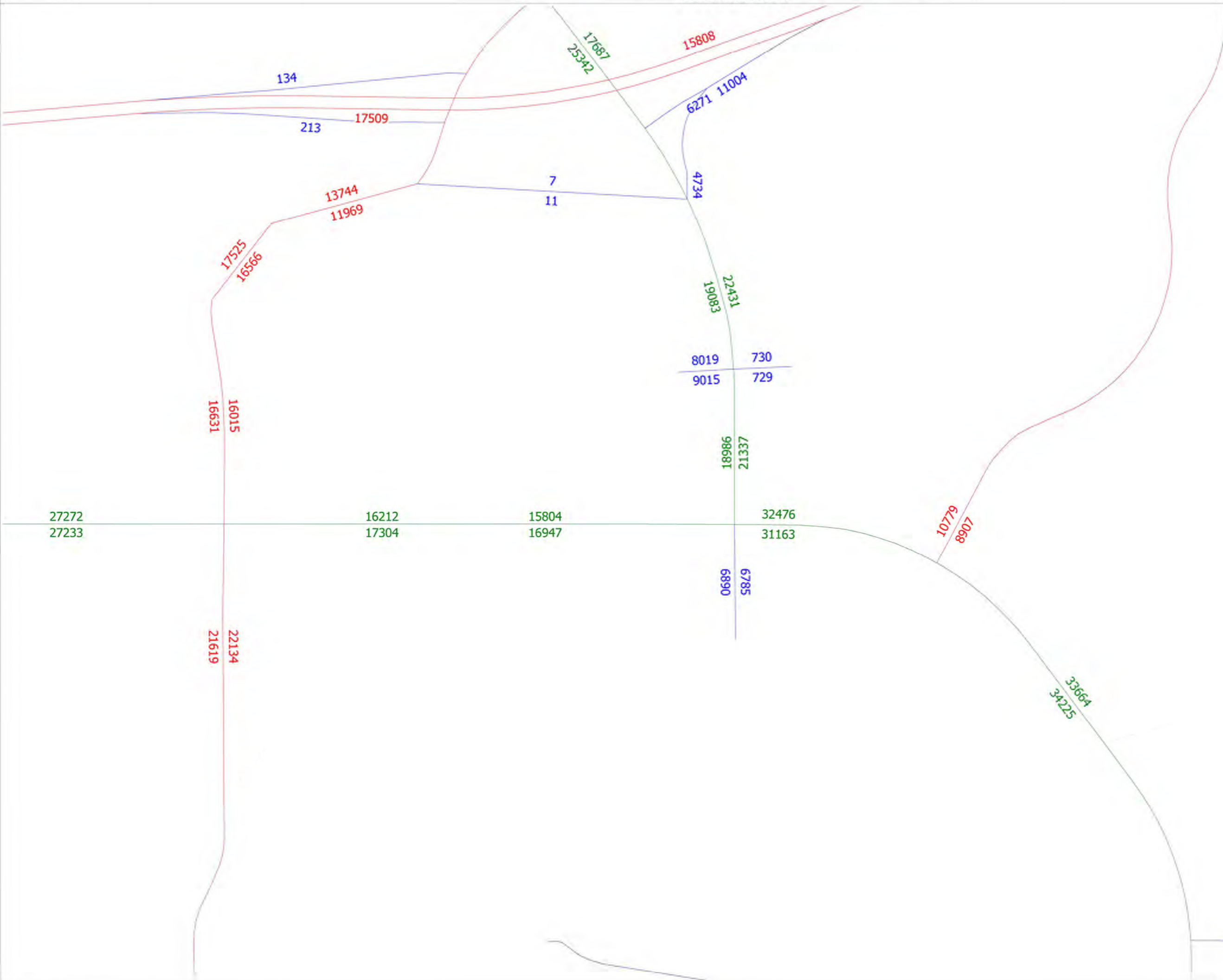
SR 535 From US 192 to North of World Center Drive (SR 536)
2045 Future Year



SR 535 From US 192 to North of World Center Drive (SR 536)
2045 Future Year



SR 535 From US 192 to North of World Center Drive (SR 536)
2045 Future Year



- NUM_LANES=1
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AADT Forecasts

Appendix H – Future Peak Hour Volume Development

TMTool Worksheets

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/11/2021
DESIGN YEAR:	2045		
INTERSECTION:	SR 535 @ Lake Bryan Beach Blvd (Build)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	50,000	1,400	51,500	500
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	0.76% CGR	1.59% CGR	0.83% CGR	1.18% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2020		50,000		1,400		51,500		500	
NO. YEARS	5	2025	1.038	51,900	1.080	1,500	1.042	53,600	1.059	500
NO. YEARS	15	2035	1.114	55,700	1.239	1,700	1.125	57,900	1.177	600
NO. YEARS	25	2045	1.190	59,500	1.398	2,000	1.208	62,200	1.295	600

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 3,191			175			3,194			32			
7/20/2014	0	1,200	58	42	0	22	52	1,890	29	1	1	1	3,296
% TURNS:	0%	95%	5%	66%	0%	34%	3%	96%	1%	33%	33%	33%	
P.M.	2-Way Pk Hr Vol: 3,417			215			3,436			54			
7/20/2014	0	1,776	20	103	0	57	34	1,517	51	1	1	1	3,561
% TURNS:	0%	99%	1%	64%	0%	36%	2%	95%	3%	33%	33%	33%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.	2020	0%	95%	5%	66%	0%	34%	3%	96%	1%	33%	33%	33%
	2025	0%	95%	4%	64%	0%	36%	3%	96%	1%	35%	30%	35%
	2035	0%	95%	4%	64%	0%	36%	3%	96%	1%	35%	29%	35%
	2045	0%	95%	4%	63%	0%	37%	3%	96%	1%	36%	28%	36%
P.M.	2020	0%	99%	1%	64%	0%	36%	2%	95%	3%	33%	33%	33%
	2025	0%	99%	1%	63%	0%	37%	2%	95%	3%	35%	30%	35%
	2035	0%	99%	1%	62%	0%	38%	2%	95%	3%	35%	29%	35%
	2045	0%	98%	1%	62%	0%	38%	2%	95%	3%	36%	28%	36%

K & D FACTORS:

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR	2020	6.4%	6.8%	12.5%	15.4%	6.2%	6.7%	6.4%	10.8%
	2025	6.6%	7.0%	11.2%	13.5%	6.5%	6.8%	6.4%	9.9%
	2035	7.1%	7.2%	8.7%	9.9%	7.0%	6.3%	6.3%	8.0%
	2045	7.5%	7.5%	6.2%	6.2%	7.5%	7.5%	6.2%	6.2%
D FACTOR	2020	39.4%	52.6%	36.6%	74.4%	61.7%	46.6%	9.4%	5.6%
	2025	41.1%	52.5%	38.1%	70.7%	59.8%	46.9%	18.6%	13.3%
	2035	44.4%	52.3%	41.3%	63.1%	56.0%	47.3%	37.1%	28.9%
	2045	47.8%	52.2%	44.4%	55.6%	52.2%	47.8%	55.6%	44.4%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2045
 INTERSECTION: SR 535 @ Lake Bryan Beach Blvd (Build)
 PREPARED BY:
 FILE: Version 1

DATE: 10/11/2021
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
24 HR EST. AADT	2020	50,000			1,400			51,500			500		
24 HR EST. AADT	2025	51,900			1,500			53,600			500		
24 HR EST. AADT	2035	55,700			1,700			57,900			600		
24 HR EST. AADT	2045	59,500			2,000			62,200			600		

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020	2-WAY ADT	50,000			1,400			51,500			500		
		500	51,500	1,400	50,000	500	51,500	1,400	50,000	500	51,500	1,400	50,000
		1%	96%	3%	49%	0%	50%	3%	96%	1%	50%	1%	49%
2025	2-WAY ADT	51,900			1,500			53,600			500		
		500	53,600	1,500	51,900	500	53,600	1,500	51,900	500	53,600	1,500	51,900
		1%	96%	3%	49%	0%	51%	3%	96%	1%	50%	1%	49%
2035	2-WAY ADT	55,700			1,700			57,900			600		
		600	57,900	1,700	55,700	600	57,900	1,700	55,700	600	57,900	1,700	55,700
		1%	96%	3%	49%	1%	51%	3%	96%	1%	50%	1%	48%
2045	2-WAY ADT	59,500			2,000			62,200			600		
		600	62,200	2,000	59,500	600	62,200	2,000	59,500	600	62,200	2,000	59,500
		1%	96%	3%	49%	0%	51%	3%	96%	1%	50%	2%	48%

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020	EST. TURNS	0	1,196	61	42	0	22	54	1,889	27	1	1	1
2025	EST. TURNS	1	1,363	62	43	2	24	56	1,979	28	2	2	2
2035	EST. TURNS	2	1,744	64	44	4	25	58	2,144	29	6	3	5
2045	EST. TURNS	4	2,199	65	45	5	26	59	2,290	30	11	5	7
2020	EST. TURNS	0	1,780	22	103	0	57	37	1,520	47	1	1	1
2025	EST. TURNS	1	1,872	24	104	2	58	38	1,631	49	3	2	2
2035	EST. TURNS	2	2,135	25	105	3	60	39	1,854	51	6	4	5
2045	EST. TURNS	4	2,401	27	106	5	62	40	2,088	53	8	6	6

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
DESIGN HOUR A.M.:													
CONTROL LINK VOLUMES		1,258	1,932	3,190	64	116	180	1,971	1,219	3,190	3	27	30
2020	TURN SUMMARY	1,257	1,932	3,189	64	116	180	1,970	1,219	3,189	3	27	30
CONTROL LINK VOLUMES		1,409	2,021	3,430	64	106	170	2,071	1,389	3,460	6	24	30
2025	TURN SUMMARY	1,426	2,024	3,450	69	120	189	2,063	1,389	3,452	6	31	37
CONTROL LINK VOLUMES		1,746	2,184	3,930	61	89	150	2,264	1,776	4,040	14	26	40
2035	TURN SUMMARY	1,811	2,193	4,004	74	125	199	2,231	1,776	4,007	14	35	49
CONTROL LINK VOLUMES		2,133	2,327	4,460	55	65	120	2,435	2,235	4,670	21	19	40
2045	TURN SUMMARY	2,268	2,342	4,610	76	129	205	2,379	2,236	4,615	23	39	62
DESIGN HOUR P.M.:													
CONTROL LINK VOLUMES		1,796	1,624	3,420	160	60	220	1,602	1,838	3,440	3	47	50
2020	TURN SUMMARY	1,801	1,624	3,425	160	60	220	1,604	1,838	3,442	3	47	50
CONTROL LINK VOLUMES		1,898	1,722	3,620	143	57	200	1,717	1,943	3,660	7	43	50
2025	TURN SUMMARY	1,898	1,738	3,636	165	64	229	1,718	1,933	3,651	7	52	59
CONTROL LINK VOLUMES		2,109	1,921	4,030	106	64	170	1,965	2,185	4,150	14	36	50
2035	TURN SUMMARY	2,162	1,964	4,126	168	67	235	1,944	2,201	4,145	14	56	70
CONTROL LINK VOLUMES		2,329	2,131	4,460	69	51	120	2,230	2,440	4,670	17	23	40
2045	TURN SUMMARY	2,432	2,200	4,632	174	73	247	2,181	2,471	4,652	20	62	82

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/11/2021
DESIGN YEAR:	2045		
INTERSECTION:	SR 535 @World Center Drive (Build)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	51,500	36,000	49,500	37,500
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	0.83% CGR	0.51% CGR	0.45% CGR	1.69% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2020		51,500		36,000		49,500		37,500
NO. YEARS	5	2025 1.042	53,600	1.026	36,900	1.023	50,600	1.085	40,700
NO. YEARS	15	2035 1.125	57,900	1.077	38,800	1.068	52,800	1.254	47,000
NO. YEARS	25	2045 1.208	62,200	1.128	40,600	1.113	55,100	1.423	53,300

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 3,193												
7/20/2014	298	708	216	420	841	286	424	1,480	475	174	375	71	5,768
% TURNS:	24%	58%	18%	27%	54%	18%	18%	62%	20%	28%	60%	11%	
P.M.	2-Way Pk Hr Vol: 3,435												
7/20/2014	270	1,110	453	422	850	624	854	1,016	286	458	841	164	7,348
% TURNS:	15%	61%	25%	22%	45%	33%	40%	47%	13%	31%	57%	11%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.													
2020	24%	58%	18%	27%	54%	18%	18%	62%	20%	28%	60%	11%	
2025	25%	56%	19%	28%	52%	20%	19%	60%	21%	29%	57%	14%	
2035	26%	55%	19%	28%	51%	20%	19%	59%	22%	29%	56%	15%	
2045	26%	54%	19%	29%	51%	21%	19%	58%	22%	29%	55%	16%	
P.M.													
2020	15%	61%	25%	22%	45%	33%	40%	47%	13%	31%	57%	11%	
2025	16%	58%	25%	24%	43%	33%	38%	46%	15%	32%	54%	14%	
2035	17%	58%	25%	24%	43%	33%	38%	46%	16%	32%	54%	15%	
2045	18%	57%	25%	25%	43%	33%	37%	46%	17%	32%	52%	16%	

K & D FACTORS:

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	AM	PM		AM	PM		AM	PM	AM	PM		
K FACTOR												
2020	6.2%	6.7%	7.1%	11.2%	7.2%	8.8%	6.0%	7.7%				
2025	6.5%	6.8%	7.2%	10.5%	7.2%	8.5%	6.3%	7.6%				
2035	7.0%	7.2%	7.3%	9.0%	7.4%	8.0%	6.9%	7.6%				
2045	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%				
D FACTOR												
2020	38.3%	53.4%	60.4%	46.9%	67.1%	49.6%	27.8%	51.0%				
2025	40.2%	53.1%	58.8%	47.0%	64.1%	49.2%	33.5%	49.5%				
2035	44.0%	52.7%	55.7%	47.2%	58.1%	48.5%	45.1%	46.4%				
2045	47.8%	52.2%	52.6%	47.4%	52.2%	47.8%	56.6%	43.4%				

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2045
 INTERSECTION: SR 535 @World Center Drive (Build)
 PREPARED BY:
 FILE: Version 1

DATE: 10/11/2021
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
24 HR EST. AADT	2020	51,500			36,000			49,500			37,500		
24 HR EST. AADT	2025	53,600			36,900			50,600			40,700		
24 HR EST. AADT	2035	57,900			38,800			52,800			47,000		
24 HR EST. AADT	2045	62,200			40,600			55,100			53,300		

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020	2-WAY ADT	37,500	49,500	36,000	51,500	37,500	49,500	36,000	51,500	37,500	49,500	36,000	51,500
		30%	40%	29%	37%	27%	36%	29%	41%	30%	36%	26%	38%
2025	2-WAY ADT	47,000	50,600	36,900	53,600	40,700	50,600	36,900	53,600	40,700	50,600	36,900	53,600
		32%	39%	29%	37%	28%	35%	28%	41%	31%	36%	26%	38%
2035	2-WAY ADT	47,000	52,800	38,800	57,900	47,000	52,800	38,800	57,900	47,000	52,800	38,800	57,900
		34%	38%	28%	37%	30%	33%	27%	40%	33%	35%	26%	39%
2045	2-WAY ADT	53,300	55,100	40,600	62,200	53,300	55,100	40,600	62,200	53,300	55,100	40,600	62,200
		36%	37%	27%	36%	31%	32%	26%	40%	34%	35%	26%	39%

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020	EST. TURNS	297	709	215	419	839	287	424	1,478	474	175	374	71
2025	EST. TURNS	378	772	242	458	841	290	426	1,479	500	252	465	139
2035	EST. TURNS	517	940	273	500	843	292	428	1,480	502	424	698	297
2045	EST. TURNS	633	1,104	306	529	844	294	430	1,482	504	624	916	538
P.M. DESIGN HR. TURNS													
2020	EST. TURNS	270	1,111	452	423	850	624	852	1,019	286	459	840	165
2025	EST. TURNS	368	1,138	471	439	858	625	854	1,037	355	495	841	237
2035	EST. TURNS	593	1,222	472	441	874	627	856	1,152	433	545	843	370
2045	EST. TURNS	911	1,283	474	443	875	629	857	1,239	510	577	845	562

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
DESIGN HOUR A.M.:													
CONTROL LINK VOLUMES		1,222	1,968	3,190	1,547	1,013	2,560	2,379	1,171	3,550	620	1,610	2,230
2020	TURN SUMMARY	1,221	1,968	3,189	1,545	1,013	2,558	2,376	1,171	3,547	619	1,610	2,229
CONTROL LINK VOLUMES		1,391	2,069	3,460	1,561	1,089	2,650	2,346	1,314	3,660	855	1,695	2,550
2025	TURN SUMMARY	1,392	2,076	3,468	1,589	1,133	2,722	2,405	1,314	3,719	856	1,719	2,575
CONTROL LINK VOLUMES		1,778	2,262	4,040	1,588	1,262	2,850	2,262	1,628	3,890	1,458	1,772	3,230
2035	TURN SUMMARY	1,730	2,277	4,007	1,636	1,399	3,035	2,409	1,657	4,066	1,420	1,862	3,282
CONTROL LINK VOLUMES		2,230	2,440	4,670	1,602	1,448	3,050	2,157	1,973	4,130	2,263	1,737	4,000
2045	TURN SUMMARY	2,044	2,549	4,593	1,666	1,652	3,318	2,416	2,022	4,438	2,077	1,981	4,058
DESIGN HOUR P.M.:													
CONTROL LINK VOLUMES		1,833	1,607	3,440	1,896	2,144	4,040	2,156	2,194	4,350	1,463	1,407	2,870
2020	TURN SUMMARY	1,834	1,607	3,441	1,897	2,144	4,041	2,157	2,194	4,351	1,464	1,407	2,871
CONTROL LINK VOLUMES		1,947	1,713	3,660	1,818	2,052	3,870	2,124	2,186	4,310	1,534	1,566	3,100
2025	TURN SUMMARY	1,977	1,713	3,690	1,923	2,166	4,089	2,245	2,258	4,504	1,573	1,581	3,154
CONTROL LINK VOLUMES		2,186	1,964	4,150	1,647	1,843	3,490	2,053	2,177	4,230	1,650	1,900	3,550
2035	TURN SUMMARY	2,286	1,964	4,250	1,942	2,170	4,112	2,442	2,394	4,836	1,758	1,900	3,658
CONTROL LINK VOLUMES		2,435	2,235	4,670	1,443	1,607	3,050	1,975	2,155	4,130	1,735	2,265	4,000
2045	TURN SUMMARY	2,667	2,245	4,912	1,948	2,177	4,125	2,606	2,489	5,095	1,985	2,295	4,280

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/22/2021
DESIGN YEAR:	2045		
INTERSECTION:	SR 535 @ International Dr S (Build)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	49,500	13,200	48,000	6,400
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	0.45% CGR	6.00% CGR	1.21% CGR	9.52% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2020		49,500		13,200		48,000		6,400
NO. YEARS	5	2025 1.023	50,600	1.300	17,200	1.061	50,900	1.476	9,400
NO. YEARS	15	2035 1.068	52,800	1.900	25,100	1.182	56,700	2.428	15,500
NO. YEARS	25	2045 1.113	55,100	2.500	33,000	1.303	62,500	3.380	21,600

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 3,549			12			3,517			288			
7/20/2014	61	1,102	5	2	2	1	1	2,284	63	66	1	95	3,683
% TURNS:	5%	94%	0%	40%	40%	20%	0%	97%	3%	41%	1%	59%	
P.M.	2-Way Pk Hr Vol: 4,349			9			4,164			1,012			
7/20/2014	52	2,140	1	0	5	1	1	1,612	102	308	1	544	4,767
% TURNS:	2%	98%	0%	2%	82%	16%	0%	94%	6%	36%	0%	64%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.	2020	5%	94%	0%	40%	40%	20%	0%	97%	3%	41%	1%	59%
	2025	6%	91%	3%	41%	37%	23%	2%	94%	4%	41%	2%	57%
	2035	7%	90%	4%	40%	37%	23%	3%	92%	4%	41%	3%	56%
	2045	7%	88%	5%	40%	36%	24%	5%	89%	6%	41%	4%	55%
P.M.	2020	2%	98%	0%	2%	82%	16%	0%	94%	6%	36%	0%	64%
	2025	3%	94%	2%	6%	75%	19%	2%	91%	7%	37%	2%	62%
	2035	4%	93%	3%	7%	73%	20%	3%	89%	7%	37%	2%	61%
	2045	5%	90%	5%	8%	71%	21%	5%	87%	8%	37%	4%	59%

K & D FACTORS:

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR	2020	7.2%	8.8%	9.0%	9.0%	7.3%	8.7%	4.5%	15.8%
	2025	7.2%	8.5%	9.0%	9.0%	7.4%	8.4%	5.4%	14.5%
	2035	7.4%	8.0%	9.0%	9.0%	7.4%	8.0%	7.2%	11.7%
	2045	7.5%	7.5%	9.0%	9.0%	7.5%	7.5%	9.0%	9.0%
	D FACTOR	2020	32.9%	50.4%	41.7%	67.0%	66.8%	41.2%	56.3%	84.3%
2025		35.9%	50.8%	44.9%	62.0%	63.8%	42.5%	53.4%	79.0%
2035		41.8%	51.5%	51.4%	52.1%	58.0%	45.2%	47.8%	68.5%
2045		47.8%	52.2%	57.9%	42.1%	52.2%	47.8%	42.1%	57.9%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2045
 INTERSECTION: SR 535 @ International Dr S (Build)
 PREPARED BY:
 FILE: Version 1

DATE: 10/22/2021
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
24 HR EST. AADT	2020	49,500			13,200			48,000			6,400		
24 HR EST. AADT	2025	50,600			17,200			50,900			9,400		
24 HR EST. AADT	2035	52,800			25,100			56,700			15,500		
24 HR EST. AADT	2045	55,100			33,000			62,500			21,600		

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020	2-WAY ADT	6,400	48,000	13,200	49,500	6,400	48,000	13,200	49,500	6,400	48,000	13,200	49,500
		9%	71%	20%	48%	6%	46%	19%	72%	9%	43%	12%	45%
2025	2-WAY ADT	9,400	50,900	17,200	50,600	9,400	50,900	17,200	50,600	9,400	50,900	17,200	50,600
		12%	66%	22%	46%	8%	46%	22%	66%	12%	43%	14%	43%
2035	2-WAY ADT	15,500	56,700	25,100	52,800	15,500	56,700	25,100	52,800	15,500	56,700	25,100	52,800
		16%	58%	26%	42%	12%	45%	27%	57%	17%	42%	19%	39%
2045	2-WAY ADT	21,600	62,500	33,000	55,100	21,600	62,500	33,000	55,100	21,600	62,500	33,000	55,100
		18%	53%	28%	40%	16%	45%	30%	50%	20%	42%	22%	37%

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020	EST. TURNS	11	905	424	219	92	213	187	2,123	25	54	84	40
2025	EST. TURNS	32	1,039	426	332	167	215	516	2,125	40	104	92	125
2035	EST. TURNS	71	1,214	428	394	422	333	643	2,126	94	217	109	203
2045	EST. TURNS	140	1,423	429	420	793	461	698	2,127	190	360	170	267
2020	EST. TURNS	3	1,780	158	74	150	477	120	1,570	4	188	116	513
2025	EST. TURNS	9	2,068	267	142	262	478	232	1,571	15	329	143	558
2035	EST. TURNS	22	2,069	405	144	509	479	480	1,573	45	422	198	560
2045	EST. TURNS	41	2,070	596	145	687	481	828	1,575	86	424	295	561

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
DESIGN HOUR A.M.:													
CONTROL LINK VOLUMES		1,168	2,382	3,550	495	695	1,190	2,348	1,172	3,520	162	128	290
2020	TURN SUMMARY	1,339	2,382	3,721	525	695	1,220	2,335	1,172	3,507	178	128	306
CONTROL LINK VOLUMES		1,314	2,346	3,660	695	855	1,550	2,392	1,358	3,750	271	239	510
2025	TURN SUMMARY	1,497	2,582	4,079	713	1,034	1,747	2,681	1,358	4,039	321	239	560
CONTROL LINK VOLUMES		1,628	2,262	3,890	1,161	1,099	2,260	2,445	1,765	4,210	533	587	1,120
2035	TURN SUMMARY	1,713	2,723	4,436	1,149	1,180	2,329	2,863	1,765	4,628	529	587	1,116
CONTROL LINK VOLUMES		1,975	2,155	4,130	1,720	1,250	2,970	2,447	2,243	4,690	818	1,122	1,940
2045	TURN SUMMARY	1,991	2,814	4,805	1,673	1,297	2,970	3,015	2,243	5,258	797	1,122	1,919
DESIGN HOUR P.M.:													
CONTROL LINK VOLUMES		2,193	2,157	4,350	796	394	1,190	1,715	2,445	4,160	853	157	1,010
2020	TURN SUMMARY	1,941	2,157	4,098	701	394	1,095	1,694	2,445	4,139	817	157	974
CONTROL LINK VOLUMES		2,191	2,129	4,320	960	590	1,550	1,826	2,474	4,300	1,073	287	1,360
2025	TURN SUMMARY	2,344	2,271	4,615	882	642	1,524	1,819	2,875	4,693	1,030	287	1,317
CONTROL LINK VOLUMES		2,179	2,051	4,230	1,176	1,084	2,260	2,041	2,479	4,520	1,244	576	1,820
2035	TURN SUMMARY	2,497	2,277	4,774	1,132	1,084	2,216	2,098	2,970	5,068	1,180	576	1,756
CONTROL LINK VOLUMES		2,157	1,973	4,130	1,250	1,720	2,970	2,241	2,449	4,690	1,126	814	1,940
2045	TURN SUMMARY	2,707	2,281	4,988	1,314	1,720	3,034	2,490	2,976	5,466	1,281	814	2,095

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/22/2021
DESIGN YEAR:	2045		
INTERSECTION:	SR 535 @ LBV Factory Stores Dr (Build)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	48,000	4,900	56,000	500
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	1.17% CGR	8.39% CGR	1.24% CGR	2.29% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2020		48,000		4,900		56,000		500	
NO. YEARS	5	2025	1.059	50,800	1.420	7,000	1.062	59,500	1.115	600
NO. YEARS	15	2035	1.176	56,400	2.259	11,100	1.186	66,400	1.344	700
NO. YEARS	25	2045	1.293	62,000	3.098	15,200	1.310	73,400	1.573	800

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol:	3,515			140			3,399			88		
7/20/2014		50	1,075	43	54	3	12	25	2,274	10	3	3	19
% TURNS:		4%	92%	4%	78%	4%	17%	1%	98%	0%	12%	12%	76%
P.M.	2-Way Pk Hr Vol:	4,162			332			3,977			149		
7/20/2014		103	2,255	90	117	3	100	21	1,578	11	12	1	19
% TURNS:		4%	92%	4%	53%	1%	45%	1%	98%	1%	38%	3%	59%

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.	2020	4%	92%	4%	78%	4%	17%	1%	98%	0%	12%	12%	76%
	2025	4%	92%	4%	75%	4%	21%	2%	97%	0%	16%	11%	73%
	2035	4%	91%	5%	74%	4%	22%	3%	97%	1%	17%	12%	72%
	2045	4%	90%	6%	73%	4%	23%	4%	95%	1%	18%	12%	70%
P.M.	2020	4%	92%	4%	53%	1%	45%	1%	98%	1%	38%	3%	59%
	2025	4%	92%	4%	52%	1%	46%	2%	97%	1%	39%	3%	58%
	2035	4%	91%	5%	52%	1%	46%	3%	96%	1%	39%	4%	57%
	2045	4%	90%	6%	52%	1%	47%	4%	95%	1%	39%	4%	56%

K & D FACTORS:

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR	2020	7.3%	8.7%	2.9%	6.8%	6.1%	7.1%	17.6%	29.8%
	2025	7.4%	8.4%	3.8%	6.9%	6.4%	7.2%	17.6%	29.8%
	2035	7.4%	8.0%	5.7%	7.3%	6.9%	7.3%	17.6%	29.8%
	2045	7.5%	7.5%	7.6%	7.6%	7.5%	7.5%	17.6%	29.8%
D FACTOR	2020	33.2%	58.8%	49.3%	66.3%	67.9%	40.5%	28.4%	21.5%
	2025	36.1%	57.5%	50.5%	61.9%	64.8%	41.9%	28.4%	21.5%
	2035	42.0%	54.8%	53.1%	53.1%	58.5%	44.9%	28.4%	21.5%
	2045	47.8%	52.2%	55.6%	44.4%	52.2%	47.8%	28.4%	21.5%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2045
 INTERSECTION: SR 535 @ LBV Factory Stores Dr (Build)
 PREPARED BY:
 FILE: Version 1

DATE: 10/22/2021
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2020	48,000	4,900	56,000	500
24 HR EST. AADT	2025	50,800	7,000	59,500	600
24 HR EST. AADT	2035	56,400	11,100	66,400	700
24 HR EST. AADT	2045	62,000	15,200	73,400	800

Percent Turns Calculated From Base Year AADTs:

JKTURNS	YEAR	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020 2-WAY ADT		500	48,000	4,900	56,000	500	48,000	4,900	56,000	500	48,000	4,900	56,000
		1%	91%	8%	46%	0%	54%	9%	90%	1%	51%	4%	44%
2025 2-WAY ADT		600	50,800	7,000	59,500	600	50,800	7,000	59,500	600	50,800	7,000	59,500
		1%	89%	10%	46%	1%	54%	12%	87%	1%	51%	6%	43%
2035 2-WAY ADT		700	56,400	11,100	66,400	700	56,400	11,100	66,400	700	56,400	11,100	66,400
		1%	85%	14%	46%	1%	54%	16%	83%	1%	50%	8%	42%
2045 2-WAY ADT		800	62,000	15,200	73,400	800	62,000	15,200	73,400	800	62,000	15,200	73,400
		1%	82%	17%	46%	1%	54%	19%	79%	1%	49%	10%	41%

A.M. DESIGN HR. TURNS	YEAR	EST. TURNS	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
			RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020		EST. TURNS	52	1,076	43	54	3	12	25	2,279	10	3	3	19
2025		EST. TURNS	56	1,288	60	90	7	36	28	2,280	17	6	4	20
2035		EST. TURNS	57	1,761	99	176	16	138	30	2,281	20	10	7	21
2045		EST. TURNS	58	2,267	139	261	28	354	32	2,282	25	15	9	22
2020		EST. TURNS	104	2,258	88	117	3	100	21	1,577	11	12	1	19
2025		EST. TURNS	117	2,261	125	138	5	160	25	1,669	20	17	2	20
2035		EST. TURNS	119	2,371	186	149	9	287	27	1,859	37	25	4	21
2045		EST. TURNS	121	2,436	222	150	13	408	29	2,066	60	34	5	22

LINK VOLUME CHECK	DESIGN HOUR	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES	2020	1,168	2,352	3,520	69	71	140	2,309	1,091	3,400	25	65	90
CONTROL LINK VOLUMES	2025	1,171	2,352	3,523	69	71	140	2,314	1,091	3,405	25	65	90
CONTROL LINK VOLUMES	2035	1,351	2,389	3,740	135	135	270	2,450	1,330	3,780	30	80	110
CONTROL LINK VOLUMES	2045	1,405	2,391	3,796	133	92	226	2,325	1,330	3,655	31	80	111
CONTROL LINK VOLUMES	2020	1,759	2,431	4,190	336	294	630	2,691	1,909	4,600	35	85	120
CONTROL LINK VOLUMES	2025	1,917	2,478	4,395	330	136	466	2,332	1,909	4,241	38	93	131
CONTROL LINK VOLUMES	2035	2,223	2,427	4,650	642	518	1,160	2,874	2,636	5,510	40	100	140
CONTROL LINK VOLUMES	2045	2,464	2,565	5,029	643	180	823	2,339	2,636	4,975	47	111	158
CONTROL LINK VOLUMES	2020	2,448	1,712	4,160	220	110	330	1,610	2,370	3,980	32	118	150
CONTROL LINK VOLUMES	2025	2,450	1,712	4,162	220	110	330	1,608	2,370	3,978	32	118	150
CONTROL LINK VOLUMES	2035	2,464	1,826	4,290	301	189	490	1,792	2,478	4,270	38	142	180
CONTROL LINK VOLUMES	2045	2,504	1,827	4,331	303	152	455	1,714	2,438	4,152	39	142	181
CONTROL LINK VOLUMES	2020	2,465	2,025	4,490	429	381	810	2,187	2,683	4,870	45	165	210
CONTROL LINK VOLUMES	2025	2,676	2,029	4,705	445	217	662	1,922	2,683	4,605	50	165	215
CONTROL LINK VOLUMES	2035	2,427	2,223	4,650	513	647	1,160	2,631	2,879	5,510	51	189	240
CONTROL LINK VOLUMES	2045	2,779	2,238	5,017	571	256	827	2,155	2,879	5,034	62	194	256

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/11/2021
DESIGN YEAR:	2045	T-INTERSECTION?	Yes
INTERSECTION:	SR 535 @ Median Opening N (Build)	MISSING Leg:	West Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	56,000	1,500	56,000	-
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	1.24% CGR	4.26% CGR	0.93% CGR	- CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2020		56,000		1,500		56,000		-
NO. YEARS	5	2025	1.062	59,500	1.213	1,800	1.047	58,600	-
NO. YEARS	15	2035	1.186	66,400	1.639	2,500	1.140	63,800	-
NO. YEARS	25	2045	1.310	73,400	2.065	3,100	1.233	69,000	-

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)		FROM EAST LEG (Westbound)		FROM SOUTH LEG (Northbound)		FROM WEST LEG (Eastbound)		TOTAL
		RIGHT	THRU	RIGHT	THRU	RIGHT	THRU	RIGHT	THRU	
A.M.	2-Way Pk Hr Vol:		3,409		31		3,428			
7/20/2014		-	1,093	5	0	0	24	2,309	-	3,437
% TURNS:		-	99%	0%	0%	0%	1%	99%	-	
P.M.	2-Way Pk Hr Vol:		3,979		182		3,997			
7/20/2014		-	2,347	20	61	0	99	1,549	-	4,082
% TURNS:		-	99%	1%	98%	-	6%	94%	-	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG				
		RIGHT	THRU	RIGHT	THRU	RIGHT	THRU	RIGHT	THRU			
A.M.	2020	-	99%	0%	0%	-	0%	1%	99%	-	-	-
	2025	-	99%	1%	5%	-	5%	1%	99%	-	-	-
	2035	-	99%	1%	6%	-	6%	1%	99%	-	-	-
	2045	-	99%	1%	9%	-	8%	2%	98%	-	-	-
P.M.	2020	-	99%	1%	98%	-	0%	6%	94%	-	-	-
	2025	-	99%	1%	94%	-	5%	6%	94%	-	-	-
	2035	-	99%	1%	92%	-	6%	6%	94%	-	-	-
	2045	-	99%	1%	91%	-	8%	6%	94%	-	-	-

K & D FACTORS:

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR	2020	6.1%	7.1%	2.1%	12.1%	6.1%	7.1%	-	-
	2025	6.4%	7.2%	3.2%	11.2%	6.4%	7.2%	-	-
	2035	6.9%	7.3%	5.4%	9.4%	6.9%	7.4%	-	-
	2045	7.5%	7.5%	7.6%	7.6%	7.5%	7.5%	-	-
D FACTOR	2020	32.2%	59.5%	3.2%	34.1%	68.1%	41.3%	-	-
	2025	35.4%	58.0%	13.7%	36.1%	64.9%	42.6%	-	-
	2035	41.6%	55.1%	34.7%	40.3%	58.6%	45.2%	-	-
	2045	47.8%	52.2%	55.6%	44.4%	52.2%	47.8%	-	-

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2045
 INTERSECTION: SR 535 @ Median Opening N (Build)
 PREPARED BY:
 FILE: Version 1

DATE: 10/11/2021
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2020	56,000	1,500	56,000	-
24 HR EST. AADT	2025	59,500	1,800	58,600	-
24 HR EST. AADT	2035	66,400	2,500	63,800	-
24 HR EST. AADT	2045	73,400	3,100	69,000	-

Percent Turns Calculated From Base Year AADTs:

JKTURNS	YEAR	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
2020 2-WAY ADT			56,000			1,500			56,000					
			RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
			-	56,000	1,500	56,000	-	56,000	1,500	56,000	-	-	-	-
2025 2-WAY ADT			59,500			1,800			58,600					
			RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
			-	58,600	1,800	59,500	-	58,600	1,800	59,500	-	-	-	-
2035 2-WAY ADT			66,400			2,500			63,800					
			RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
			-	63,800	2,500	66,400	-	63,800	2,500	66,400	-	-	-	-
2045 2-WAY ADT			73,400			3,100			69,000					
			RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
			-	69,000	3,100	73,400	-	69,000	3,100	73,400	-	-	-	-

A.M. DESIGN HR. TURNS	YEAR	EST. TURNS	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
			RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020		EST. TURNS	-	1,095	5	0	-	0	23	2,310	-	-	-	-
2025		EST. TURNS	-	1,315	13	1	-	1	38	2,448	-	-	-	-
2035		EST. TURNS	-	1,816	31	24	-	17	51	2,660	-	-	-	-
2045		EST. TURNS	-	2,432	53	77	-	45	53	2,798	-	-	-	-
2020		EST. TURNS	-	2,350	20	60	-	0	97	1,551	-	-	-	-
2025		EST. TURNS	-	2,453	27	69	-	3	99	1,719	-	-	-	-
2035		EST. TURNS	-	2,564	36	92	-	4	107	2,099	-	-	-	-
2045		EST. TURNS	-	2,697	38	103	-	6	109	2,528	-	-	-	-

LINK VOLUME CHECK	DESIGN HOUR	CONTROL LINK VOLUMES	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
			FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
	A.M.	CONTROL LINK VOLUMES	1,099	2,311	3,410	1	29	30	2,334	1,096	3,430	-	-	-
	A.M.	2020 TURN SUMMARY	1,103	2,311	3,414	1	29	30	2,336	1,096	3,432	-	-	-
	A.M.	CONTROL LINK VOLUMES	1,340	2,450	3,790	8	52	60	2,433	1,317	3,750	-	-	-
	A.M.	2025 TURN SUMMARY	1,341	2,450	3,791	7	52	59	2,486	1,317	3,803	-	-	-
	A.M.	CONTROL LINK VOLUMES	1,914	2,686	4,600	47	83	130	2,596	1,834	4,430	-	-	-
	A.M.	2035 TURN SUMMARY	1,877	2,692	4,569	47	83	130	2,714	1,834	4,548	-	-	-
	A.M.	CONTROL LINK VOLUMES	2,631	2,879	5,510	131	109	240	2,701	2,479	5,180	-	-	-
	A.M.	2045 TURN SUMMARY	2,530	2,891	5,421	134	110	244	2,858	2,479	5,337	-	-	-
	P.M.	CONTROL LINK VOLUMES	2,368	1,612	3,980	62	118	180	1,649	2,351	4,000	-	-	-
	P.M.	2020 TURN SUMMARY	2,372	1,612	3,984	62	118	180	1,651	2,351	4,002	-	-	-
	P.M.	CONTROL LINK VOLUMES	2,481	1,789	4,270	73	127	200	1,798	2,432	4,230	-	-	-
	P.M.	2025 TURN SUMMARY	2,501	1,789	4,290	74	127	201	1,821	2,458	4,278	-	-	-
	P.M.	CONTROL LINK VOLUMES	2,687	2,193	4,880	95	145	240	2,120	2,570	4,690	-	-	-
	P.M.	2035 TURN SUMMARY	2,659	2,198	4,857	99	145	244	2,208	2,570	4,778	-	-	-
	P.M.	CONTROL LINK VOLUMES	2,874	2,636	5,510	105	135	240	2,474	2,706	5,180	-	-	-
	P.M.	2045 TURN SUMMARY	2,832	2,650	5,482	116	152	268	2,650	2,714	5,364	-	-	-

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/22/2021
DESIGN YEAR:	2045		
INTERSECTION:	SR 535 @ Polynesian Isle Blvd (Build)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	56,000	4,300	54,000	12,000
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	0.93% CGR	7.88% CGR	1.08% CGR	2.08% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2020		56,000		4,300		54,000		12,000
NO. YEARS	5	2025 1.047	58,600	1.394	6,000	1.054	56,900	1.104	13,200
NO. YEARS	15	2035 1.140	63,800	2.182	9,400	1.162	62,700	1.312	15,700
NO. YEARS	25	2045 1.233	69,000	2.970	12,800	1.270	68,600	1.520	18,200

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 3,437			230			2,857			548			
7/20/2014	121	962	21	178	20	2	2	1,823	12	56	7	332	3,536
% TURNS:	11%	87%	2%	89%	10%	1%	0%	99%	1%	14%	2%	84%	
P.M.	2-Way Pk Hr Vol: 3,995			402			3,244			937			
7/20/2014	400	1,845	102	145	64	35	12	1,213	63	76	44	290	4,289
% TURNS:	17%	79%	4%	59%	26%	14%	1%	94%	5%	19%	11%	71%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.	2020	11%	87%	2%	89%	10%	1%	0%	99%	1%	14%	2%	84%
	2025	12%	86%	3%	85%	10%	5%	1%	97%	2%	17%	2%	80%
	2035	12%	85%	3%	83%	10%	6%	1%	96%	3%	18%	2%	79%
	2045	12%	84%	4%	82%	10%	8%	2%	94%	4%	19%	3%	78%
P.M.	2020	17%	79%	4%	59%	26%	14%	1%	94%	5%	19%	11%	71%
	2025	17%	78%	5%	58%	25%	17%	2%	92%	6%	21%	10%	68%
	2035	17%	78%	5%	58%	24%	18%	2%	91%	6%	22%	10%	68%
	2045	17%	77%	6%	57%	24%	19%	3%	90%	7%	23%	10%	67%

K & D FACTORS:

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR	2020	6.1%	7.1%	5.3%	9.3%	5.3%	6.0%	4.6%	7.8%
	2025	6.4%	7.2%	5.7%	8.9%	5.7%	6.3%	5.1%	7.7%
	2035	7.0%	7.4%	6.4%	8.0%	6.6%	6.9%	6.1%	7.4%
	2045	7.5%	7.5%	7.1%	7.1%	7.5%	7.5%	7.1%	7.1%
D FACTOR	2020	32.1%	58.7%	87.0%	60.7%	64.3%	39.7%	72.1%	43.8%
	2025	35.3%	57.4%	80.8%	57.3%	61.9%	41.3%	68.9%	43.8%
	2035	41.5%	54.8%	68.4%	50.6%	57.0%	44.6%	62.5%	43.8%
	2045	47.8%	52.2%	56.1%	43.9%	52.2%	47.8%	56.1%	43.9%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2045
 INTERSECTION: SR 535 @ Polynesian Isle Blvd (Build)
 PREPARED BY:
 FILE: Version 1

DATE: 10/22/2021
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
24 HR EST. AADT	2020	56,000			4,300			54,000			12,000		
24 HR EST. AADT	2025	58,600			6,000			56,900			13,200		
24 HR EST. AADT	2035	63,800			9,400			62,700			15,700		
24 HR EST. AADT	2045	69,000			12,800			68,600			18,200		

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020	2-WAY ADT	56,000			4,300			54,000			12,000		
		12,000	54,000	4,300	56,000	12,000	54,000	4,300	56,000	12,000	54,000	4,300	56,000
		17%	77%	6%	46%	10%	44%	6%	77%	17%	47%	4%	49%
2025	2-WAY ADT	58,600			6,000			56,900			13,200		
		13,200	56,900	6,000	58,600	13,200	56,900	6,000	58,600	13,200	56,900	6,000	58,600
		17%	75%	8%	46%	10%	44%	8%	75%	17%	47%	5%	48%
2035	2-WAY ADT	63,800			9,400			62,700			15,700		
		15,700	62,700	9,400	63,800	15,700	62,700	9,400	63,800	15,700	62,700	9,400	63,800
		18%	71%	11%	45%	11%	44%	11%	72%	18%	46%	7%	47%
2045	2-WAY ADT	69,000			12,800			68,600			18,200		
		18,200	68,600	12,800	69,000	18,200	68,600	12,800	69,000	18,200	68,600	12,800	69,000
		18%	69%	13%	44%	12%	44%	13%	69%	18%	46%	9%	46%

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG						
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT				
2020	EST. TURNS	122	964	21	178	20	2	2	1,826	12	56	7	332				
		2025	EST. TURNS	136	1,137	33	222	27	16	20	1,869	46	88	11	345		
				2035	EST. TURNS	199	1,577	77	277	61	42	80	1,958	103	165	30	362
						2045	EST. TURNS	278	2,124	142	299	94	83	200	2,035	193	257	58	373
P.M. DESIGN HR. TURNS	EST. TURNS	403	1,842	101	146	64	35	12	1,216	63	75	43	292				
		2025	EST. TURNS	404	1,898	135	169	78	60	32	1,344	97	104	57	294		
		2035	EST. TURNS	405	2,153	189	184	106	98	87	1,662	162	150	93	295		
		2045	EST. TURNS	407	2,359	220	186	111	129	178	2,033	243	203	114	297		

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG			
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	
DESIGN HOUR A.M.:	CONTROL LINK VOLUMES	1,104	2,336	3,440	200	30	230	1,837	1,023	2,860	395	155	550	
	2020	TURN SUMMARY	1,108	2,336	3,444	200	30	230	1,840	1,023	2,863	396	155	551
	CONTROL LINK VOLUMES	1,324	2,436	3,760	276	64	340	2,018	1,242	3,260	461	209	670	
DESIGN HOUR P.M.:	CONTROL LINK VOLUMES	1,306	2,436	3,742	266	64	330	1,935	1,242	3,177	445	209	654	
	2025	TURN SUMMARY	1,843	2,597	4,440	412	188	600	2,366	1,784	4,150	597	363	960
	CONTROL LINK VOLUMES	1,854	2,597	4,451	380	188	568	2,141	1,784	3,925	557	363	920	
CONTROL LINK VOLUMES	2,474	2,706	5,180	510	400	910	2,686	2,464	5,150	725	565	1,290		
2045	TURN SUMMARY	2,544	2,706	5,250	475	400	875	2,428	2,464	4,892	688	565	1,253	
CONTROL LINK VOLUMES	2,347	1,653	4,000	244	156	400	1,288	1,952	3,240	410	530	940		
2020	TURN SUMMARY	2,346	1,653	3,999	244	156	400	1,290	1,952	3,242	411	530	941	
CONTROL LINK VOLUMES	2,426	1,794	4,220	306	224	530	1,483	2,107	3,590	443	567	1,010		
2025	TURN SUMMARY	2,437	1,806	4,243	307	224	531	1,473	2,062	3,535	455	580	1,035	
CONTROL LINK VOLUMES	2,572	2,118	4,690	381	369	750	1,929	2,401	4,330	508	652	1,160		
2035	TURN SUMMARY	2,746	2,140	4,886	388	369	757	1,911	2,401	4,312	538	673	1,211	
CONTROL LINK VOLUMES	2,701	2,479	5,180	399	511	910	2,459	2,691	5,150	567	723	1,290		
2045	TURN SUMMARY	2,986	2,516	5,502	425	511	936	2,454	2,691	5,145	613	761	1,374	

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/22/2021
DESIGN YEAR:	2045		
INTERSECTION:	SR 535 @ Median Opening S(Build)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	54,000	1,900	54,000	3,400
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	1.08% CGR	6.45% CGR	1.18% CGR	0.22% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2020		54,000		1,900		54,000		3,400	
NO. YEARS	5	2025	1.054	56,900	1.323	2,500	1.059	57,200	1.011	3,400
NO. YEARS	15	2035	1.162	62,700	1.968	3,700	1.177	63,600	1.033	3,500
NO. YEARS	25	2045	1.270	68,600	2.613	5,000	1.295	69,900	1.055	3,600

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 2,864			62			2,826			88			
7/20/2014	42	975	10	42	0	0	10	1,795	16	30	0	0	2,920
% TURNS:	4%	95%	1%	100%	0%	0%	1%	99%	1%	100%	0%	0%	
P.M.	2-Way Pk Hr Vol: 3,253			146			3,209			342			
7/20/2014	168	1,778	19	79	0	0	48	1,209	30	144	0	0	3,475
% TURNS:	9%	90%	1%	100%	0%	0%	4%	94%	2%	100%	0%	0%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.	2020	4%	95%	1%	100%	0%	0%	1%	99%	1%	100%	0%	0%
	2025	4%	95%	1%	95%	0%	5%	1%	98%	1%	95%	0%	5%
	2035	4%	94%	2%	94%	0%	6%	1%	97%	1%	94%	0%	6%
	2045	4%	94%	2%	91%	0%	8%	2%	97%	2%	91%	1%	8%
P.M.	2020	9%	90%	1%	100%	0%	0%	4%	94%	2%	100%	0%	0%
	2025	8%	91%	1%	95%	0%	5%	4%	94%	3%	95%	0%	5%
	2035	8%	90%	1%	94%	0%	6%	4%	93%	3%	94%	0%	6%
	2045	8%	90%	2%	91%	0%	8%	4%	93%	3%	91%	1%	8%

K & D FACTORS:

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR	2020	5.3%	6.0%	3.3%	7.7%	5.2%	5.9%	2.6%	10.1%
	2025	5.7%	6.3%	4.0%	7.6%	5.7%	6.3%	3.5%	9.5%
	2035	6.6%	6.9%	5.6%	7.3%	6.6%	6.9%	5.3%	8.3%
	2045	7.5%	7.5%	7.1%	7.1%	7.5%	7.5%	7.1%	7.1%
D FACTOR	2020	35.9%	60.4%	67.7%	54.1%	64.4%	40.1%	34.1%	42.1%
	2025	38.2%	58.8%	65.4%	52.1%	62.0%	41.6%	38.5%	42.5%
	2035	43.0%	55.5%	60.8%	48.0%	57.1%	44.7%	47.3%	43.2%
	2045	47.8%	52.2%	56.1%	43.9%	52.2%	47.8%	56.1%	43.9%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2045
 INTERSECTION: SR 535 @ Median Opening S(Build)
 PREPARED BY:
 FILE: Version 1

DATE: 10/22/2021
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2020	54,000	1,900	54,000	3,400
24 HR EST. AADT	2025	56,900	2,500	57,200	3,400
24 HR EST. AADT	2035	62,700	3,700	63,600	3,500
24 HR EST. AADT	2045	68,600	5,000	69,900	3,600

Percent Turns Calculated From Base Year AADTs:

JKTURNS	YEAR	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020 2-WAY ADT		3,400	54,000	1,900	54,000	3,400	54,000	1,900	54,000	3,400	54,000	1,900	54,000
		6%	91%	3%	48%	3%	48%	3%	91%	6%	49%	2%	49%
2025 2-WAY ADT		3,400	57,200	2,500	56,900	3,400	57,200	2,500	56,900	3,400	57,200	2,500	56,900
		5%	91%	4%	48%	3%	49%	4%	91%	5%	49%	2%	49%
2035 2-WAY ADT		3,500	63,600	3,700	62,700	3,500	63,600	3,700	62,700	3,500	63,600	3,700	62,700
		5%	90%	5%	48%	3%	49%	5%	90%	5%	49%	3%	48%
2045 2-WAY ADT		3,600	69,900	5,000	68,600	3,600	69,900	5,000	68,600	3,600	69,900	5,000	68,600
		5%	89%	6%	48%	3%	49%	6%	89%	5%	49%	3%	48%

A.M. DESIGN HR. TURNS	YEAR	EST. TURNS	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
			RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020			43	979	9	42	0	0	9	1,791	17	30	0	0
2025			48	1,187	16	62	0	0	18	1,956	25	44	0	0
2035			67	1,703	39	112	0	0	46	2,247	34	84	0	0
2045			78	2,348	76	171	0	0	84	2,511	38	135	0	0
2020			166	1,779	20	79	0	0	51	1,206	30	144	0	0
2025			167	1,912	29	93	0	0	62	1,387	35	146	0	0
2035			169	2,284	41	119	0	0	98	1,800	38	148	0	0
2045			170	2,611	60	140	0	0	143	2,316	39	150	0	0

LINK VOLUME CHECK	DESIGN HOUR	SUMMARY	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
			FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES	2020	TURN SUMMARY	1,027	1,833	2,860	42	18	60	1,821	1,009	2,830	30	60	90
CONTROL LINK VOLUMES	2025	TURN SUMMARY	1,031	1,833	2,864	42	18	60	1,817	1,009	2,826	30	60	90
CONTROL LINK VOLUMES	2035	TURN SUMMARY	1,250	2,020	3,270	66	34	100	2,016	1,234	3,250	46	74	120
CONTROL LINK VOLUMES	2045	TURN SUMMARY	1,251	2,018	3,269	62	34	96	1,999	1,231	3,230	44	74	118
CONTROL LINK VOLUMES	2020	TURN SUMMARY	1,786	2,364	4,150	125	85	210	2,394	1,796	4,190	88	102	190
CONTROL LINK VOLUMES	2025	TURN SUMMARY	1,809	2,360	4,169	112	85	197	2,327	1,787	4,114	84	102	186
CONTROL LINK VOLUMES	2035	TURN SUMMARY	2,459	2,691	5,150	199	161	360	2,737	2,503	5,240	143	117	260
CONTROL LINK VOLUMES	2045	TURN SUMMARY	2,502	2,682	5,184	171	160	331	2,633	2,483	5,116	135	116	251
CONTROL LINK VOLUMES	2020	TURN SUMMARY	1,965	1,285	3,250	79	71	150	1,287	1,923	3,210	144	196	340
CONTROL LINK VOLUMES	2025	TURN SUMMARY	1,965	1,285	3,250	79	71	150	1,287	1,923	3,210	144	196	340
CONTROL LINK VOLUMES	2035	TURN SUMMARY	2,113	1,487	3,600	99	91	190	1,490	2,090	3,580	137	183	320
CONTROL LINK VOLUMES	2045	TURN SUMMARY	2,108	1,481	3,588	93	91	184	1,484	2,059	3,543	146	202	348
CONTROL LINK VOLUMES	2020	TURN SUMMARY	2,404	1,926	4,330	130	140	270	1,956	2,414	4,370	125	165	290
CONTROL LINK VOLUMES	2025	TURN SUMMARY	2,495	1,919	4,414	119	139	259	1,936	2,433	4,369	148	207	355
CONTROL LINK VOLUMES	2035	TURN SUMMARY	2,686	2,464	5,150	156	204	360	2,506	2,734	5,240	112	148	260
CONTROL LINK VOLUMES	2045	TURN SUMMARY	2,842	2,456	5,298	140	203	343	2,499	2,762	5,260	150	210	360

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/22/2021
DESIGN YEAR:	2045		
INTERSECTION:	SR 535 @ Poinciana Blvd (Build)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	54,000	7,200	39,500	21,500
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	1.18% CGR	5.03% CGR	1.45% CGR	0.62% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2020		54,000		7,200		39,500		21,500	
NO. YEARS	5	2025	1.059	57,200	1.252	9,000	1.073	42,400	1.031	22,200
NO. YEARS	15	2035	1.177	63,600	1.755	12,600	1.218	48,100	1.093	23,500
NO. YEARS	25	2045	1.295	69,900	2.258	16,300	1.363	53,800	1.155	24,800

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 2,819			312			1,843			1,238			
7/20/2014	337	661	0	120	53	63	57	967	60	35	19	734	3,106
% TURNS:	34%	66%	0%	51%	22%	27%	5%	89%	6%	4%	2%	93%	
P.M.	2-Way Pk Hr Vol: 3,209			619			2,371			1,457			
7/20/2014	574	1,341	7	138	170	182	53	650	81	64	69	499	3,828
% TURNS:	30%	70%	0%	28%	35%	37%	7%	83%	10%	10%	11%	79%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	RIGHT	NORTH LEG		EAST LEG			SOUTH LEG			WEST LEG		
		THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2020	34%	66%	0%	51%	22%	27%	5%	89%	6%	4%	2%	93%
2025	33%	65%	1%	50%	22%	28%	6%	87%	7%	8%	3%	89%
2035	33%	65%	2%	50%	22%	28%	6%	86%	8%	9%	3%	88%
2045	32%	65%	3%	50%	21%	28%	7%	85%	8%	10%	4%	86%
P.M.												
2020	30%	70%	0%	28%	35%	37%	7%	83%	10%	10%	11%	79%
2025	30%	69%	2%	30%	33%	37%	7%	81%	12%	13%	11%	76%
2035	30%	68%	2%	31%	33%	37%	7%	81%	12%	14%	11%	75%
2045	29%	68%	3%	31%	32%	37%	8%	80%	12%	15%	11%	74%

K & D FACTORS:

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	AM	PM		AM	PM		AM	PM		AM	PM	
K FACTOR												
2020	5.2%	5.9%	4.3%	8.6%	4.7%	6.0%	5.8%	6.8%				
2025	5.7%	6.3%	5.1%	8.5%	5.2%	6.3%	5.8%	6.6%				
2035	6.4%	6.9%	6.7%	8.4%	6.4%	6.9%	5.8%	6.3%				
2045	7.5%	7.5%	8.3%	8.3%	7.5%	7.5%	5.9%	5.9%				
D FACTOR												
2020	35.4%	59.9%	75.6%	79.2%	58.8%	33.1%	63.7%	43.4%				
2025	37.9%	58.4%	72.1%	74.9%	57.5%	36.0%	62.2%	43.4%				
2035	42.8%	55.3%	65.0%	66.4%	54.8%	41.9%	59.3%	43.5%				
2045	47.8%	52.2%	57.9%	57.9%	52.2%	47.8%	56.4%	43.6%				

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2045
 INTERSECTION: SR 535 @ Poinciana Blvd (Build)
 PREPARED BY:
 FILE: Version 1

DATE: 10/22/2021
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
24 HR EST. AADT	2020	54,000			7,200			39,500			21,500		
24 HR EST. AADT	2025	57,200			9,000			42,400			22,200		
24 HR EST. AADT	2035	63,600			12,600			48,100			23,500		
24 HR EST. AADT	2045	69,900			16,300			53,800			24,800		

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020	2-WAY ADT	54,000			7,200			39,500			21,500		
		21,500	39,500	7,200	54,000	21,500	39,500	7,200	54,000	21,500	39,500	7,200	54,000
		32%	58%	11%	47%	19%	34%	9%	65%	26%	39%	7%	54%
2025	2-WAY ADT	57,200			9,000			42,400			22,200		
		22,200	42,400	9,000	57,200	22,200	42,400	9,000	57,200	22,200	42,400	9,000	57,200
		30%	58%	12%	47%	18%	35%	10%	65%	25%	39%	8%	53%
2035	2-WAY ADT	63,600			12,600			48,100			23,500		
		23,500	48,100	12,600	63,600	23,500	48,100	12,600	63,600	23,500	48,100	12,600	63,600
		28%	57%	15%	47%	17%	36%	13%	64%	24%	39%	10%	51%
2045	2-WAY ADT	69,900			16,300			53,800			24,800		
		24,800	53,800	16,300	69,900	24,800	53,800	16,300	69,900	24,800	53,800	16,300	69,900
		26%	57%	17%	47%	17%	36%	15%	63%	22%	38%	12%	50%

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020	EST. TURNS	339	659	0	120	53	63	56	968	60	35	18	734
2025	EST. TURNS	355	808	20	185	58	84	81	1,119	69	53	26	735
2035	EST. TURNS	412	1,185	75	313	75	139	178	1,391	70	55	47	737
2045	EST. TURNS	466	1,655	195	438	91	213	303	1,641	78	66	69	738
P.M. DESIGN HR. TURNS													
2020	EST. TURNS	576	1,340	7	138	171	182	53	650	81	64	70	499
2025	EST. TURNS	577	1,431	42	198	173	204	77	801	90	71	75	501
2035	EST. TURNS	578	1,636	109	292	175	234	150	1,169	93	73	97	502
2045	EST. TURNS	579	1,811	221	376	177	245	240	1,637	102	75	106	503

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
DESIGN HOUR A.M.:													
CONTROL LINK VOLUMES		998	1,822	2,820	236	74	310	1,084	756	1,840	788	452	1,240
2020	TURN SUMMARY	997	1,822	2,819	236	74	310	1,083	756	1,839	788	452	1,240
CONTROL LINK VOLUMES		1,230	2,020	3,250	333	127	460	1,276	944	2,220	799	481	1,280
2025	TURN SUMMARY	1,182	2,040	3,222	327	127	454	1,269	944	2,213	814	481	1,295
CONTROL LINK VOLUMES		1,795	2,395	4,190	550	300	850	1,680	1,380	3,060	814	556	1,370
2035	TURN SUMMARY	1,672	2,441	4,113	527	300	827	1,639	1,380	3,019	839	556	1,395
CONTROL LINK VOLUMES		2,506	2,734	5,240	783	567	1,350	2,106	1,934	4,040	825	635	1,460
2045	TURN SUMMARY	2,316	2,817	5,133	741	567	1,308	2,022	1,934	3,956	874	635	1,509
DESIGN HOUR P.M.:													
CONTROL LINK VOLUMES		1,922	1,288	3,210	490	130	620	784	1,586	2,370	632	828	1,460
2020	TURN SUMMARY	1,924	1,288	3,212	490	130	620	785	1,586	2,371	633	828	1,461
CONTROL LINK VOLUMES		2,088	1,492	3,580	576	194	770	962	1,708	2,670	636	834	1,470
2025	TURN SUMMARY	2,051	1,500	3,551	576	194	770	968	1,707	2,674	647	841	1,488
CONTROL LINK VOLUMES		2,418	1,952	4,370	704	356	1,060	1,391	1,929	3,320	639	831	1,470
2035	TURN SUMMARY	2,323	1,963	4,286	701	356	1,057	1,412	1,943	3,355	671	846	1,517
CONTROL LINK VOLUMES		2,737	2,503	5,240	783	567	1,350	1,929	2,111	4,040	638	822	1,460
2045	TURN SUMMARY	2,611	2,515	5,126	798	567	1,365	1,978	2,132	4,110	684	858	1,542

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/22/2021
DESIGN YEAR:	2045	T-INTERSECTION?	Yes
INTERSECTION:	SR 535 @ Osceola Pkwy On-Ramps(North) (Build)	MISSING Leg:	West Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	39,500	5,100	33,500	-
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	1.45% CGR	3.44% CGR	1.16% CGR	- CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2020		39,500		5,100		33,500		-
NO. YEARS	5	2025	1.073	42,400	1.172	6,000	1.058	35,400	-
NO. YEARS	15	2035	1.218	48,100	1.516	7,700	1.174	39,300	-
NO. YEARS	25	2045	1.363	53,800	1.860	9,500	1.290	43,200	-

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)		FROM EAST LEG (Westbound)		FROM SOUTH LEG (Northbound)		FROM WEST LEG (Eastbound)		TOTAL
	RIGHT	THRU	RIGHT	THRU	RIGHT	THRU	RIGHT	THRU	
A.M.	2-Way Pk Hr Vol: 1,838		198		1,742		-		
7/20/2014	-	606	146	0	0	50	1,084	-	1,892
% TURNS:	-	80%	19%	0%	0%	4%	96%	-	
P.M.	2-Way Pk Hr Vol: 2,378		461		2,081		-		
7/20/2014	-	1,214	378	0	0	81	784	-	2,463
% TURNS:	-	76%	24%	0%	0%	9%	91%	-	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	RIGHT	NORTH LEG		RIGHT	EAST LEG		RIGHT	SOUTH LEG		RIGHT	WEST LEG	
		THRU	LEFT		THRU	LEFT		THRU	LEFT		THRU	LEFT
A.M.												
2020	-	80%	19%	0%	-	0%	4%	96%	-	-	-	-
2025	-	81%	19%	5%	-	5%	5%	95%	-	-	-	-
2035	-	81%	19%	7%	-	6%	6%	94%	-	-	-	-
2045	-	81%	19%	9%	-	7%	6%	94%	-	-	-	-
P.M.												
2020	-	76%	24%	0%	-	0%	9%	91%	-	-	-	-
2025	-	77%	23%	5%	-	5%	10%	90%	-	-	-	-
2035	-	77%	23%	7%	-	6%	10%	90%	-	-	-	-
2045	-	77%	23%	9%	-	7%	10%	90%	-	-	-	-

K & D FACTORS:

	AM	NORTH LEG		AM	EAST LEG		AM	SOUTH LEG		AM	WEST LEG	
		PM		PM	PM		PM	PM		PM	PM	
K FACTOR												
2020	4.7%	6.0%	3.9%	9.0%	5.2%	6.2%	-	-	-	-	-	-
2025	5.2%	6.3%	4.9%	9.0%	5.7%	6.5%	-	-	-	-	-	-
2035	6.4%	6.9%	7.0%	9.0%	6.6%	7.0%	-	-	-	-	-	-
2045	7.5%	7.5%	9.0%	9.0%	7.5%	7.5%	-	-	-	-	-	-
D FACTOR												
2020	41.0%	67.0%	0.5%	0.2%	65.2%	41.6%	-	-	-	-	-	-
2025	42.3%	64.0%	0.5%	0.3%	62.6%	42.9%	-	-	-	-	-	-
2035	45.1%	58.1%	0.5%	0.4%	57.4%	45.3%	-	-	-	-	-	-
2045	47.8%	52.2%	0.5%	0.5%	52.2%	47.8%	-	-	-	-	-	-

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0 DATE: 10/22/2021
 FM NO.: 0 NOTES:
 PROJECT LIMITS: 0
 DESIGN YEAR: 2045
 INTERSECTION: SR 535 @ Osceola Pkwy On-Ramps(North) (Build)
 PREPARED BY:
 FILE: Version 1

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2020	39,500	5,100	33,500	-
24 HR EST. AADT	2025	42,400	6,000	35,400	-
24 HR EST. AADT	2035	48,100	7,700	39,300	-
24 HR EST. AADT	2045	53,800	9,500	43,200	-

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020	2-WAY ADT	39,500		5,100		33,500							
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	33,500	5,100	39,500	-	33,500	5,100	39,500	-	-	-	-
2025	2-WAY ADT	42,400		6,000		35,400							
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	35,400	6,000	42,400	-	35,400	6,000	42,400	-	-	-	-
2035	2-WAY ADT	48,100		7,700		39,300							
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	39,300	7,700	48,100	-	39,300	7,700	48,100	-	-	-	-
2045	2-WAY ADT	53,800		9,500		43,200							
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	43,200	9,500	53,800	-	43,200	9,500	53,800	-	-	-	-
		-	82%	18%	55%	-	44%	15%	85%	-	-	-	

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020	EST. TURNS	-	604	148	0	-	0	50	1,086	-	-	-	-
2025	EST. TURNS	-	745	218	0	-	0	70	1,272	-	-	-	-
2035	EST. TURNS	-	1,105	433	0	-	0	103	1,679	-	-	-	-
2045	EST. TURNS	-	1,548	724	0	-	0	131	2,108	-	-	-	-
2020	EST. TURNS	-	1,213	378	0	-	0	80	786	-	-	-	-
2025	EST. TURNS	-	1,323	448	0	-	0	90	964	-	-	-	-
2035	EST. TURNS	-	1,505	579	0	-	0	107	1,387	-	-	-	-
2045	EST. TURNS	-	1,690	722	0	-	0	133	1,931	-	-	-	-

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
DESIGN HOUR A.M.:													
CONTROL LINK VOLUMES		753	1,087	1,840	1	199	200	1,135	605	1,740	-	-	-
2020	TURN SUMMARY	755	1,087	1,842	1	199	200	1,139	605	1,744	-	-	-
CONTROL LINK VOLUMES		937	1,273	2,210	1	289	290	1,254	746	2,000	-	-	-
2025	TURN SUMMARY	967	1,326	2,293	1	289	290	1,344	746	2,090	-	-	-
CONTROL LINK VOLUMES		1,379	1,681	3,060	3	537	540	1,484	1,106	2,590	-	-	-
2035	TURN SUMMARY	1,540	1,815	3,355	3	537	540	1,784	1,106	2,890	-	-	-
CONTROL LINK VOLUMES		1,929	2,111	4,040	4	856	860	1,691	1,549	3,240	-	-	-
2045	TURN SUMMARY	2,274	2,326	4,600	4	856	860	2,240	1,549	3,789	-	-	-
DESIGN HOUR P.M.:													
CONTROL LINK VOLUMES		1,593	787	2,380	1	459	460	866	1,214	2,080	-	-	-
2020	TURN SUMMARY	1,594	787	2,381	1	459	460	869	1,214	2,083	-	-	-
CONTROL LINK VOLUMES		1,715	965	2,680	1	539	540	981	1,309	2,290	-	-	-
2025	TURN SUMMARY	1,826	979	2,805	10	539	549	1,056	1,323	2,380	-	-	-
CONTROL LINK VOLUMES		1,931	1,389	3,320	3	687	690	1,244	1,506	2,750	-	-	-
2035	TURN SUMMARY	2,221	1,409	3,630	25	687	712	1,499	1,514	3,013	-	-	-
CONTROL LINK VOLUMES		2,106	1,934	4,040	4	856	860	1,549	1,691	3,240	-	-	-
2045	TURN SUMMARY	2,618	1,954	4,572	50	856	906	2,069	1,703	3,771	-	-	-

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/22/2021
DESIGN YEAR:	2045	T-INTERSECTION?	Yes
INTERSECTION:	SR 535 @ Calypso Cay Way (Build)	MISSING Leg:	East Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	33,500	-	32,500	1,800
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	1.16% CGR	- CGR	1.23% CGR	0.61% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years	2	-	2	2
2 = Linear Growth Throughout All Years				
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)				

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2020		33,500		-		32,500		1,800	
NO. YEARS	5	2025	1.058	35,400	-	-	1.062	34,500	1.031	1,900
NO. YEARS	15	2035	1.174	39,300	-	-	1.185	38,500	1.092	2,000
NO. YEARS	25	2045	1.290	43,200	-	-	1.308	42,500	1.153	2,100

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.													
2-Way Pk Hr Vol:	1,742			-			1,806			120			
7/20/2014	27	579	-	-	-	-	-	1,134	49	42	-	0	1,837
% TURNS:	4%	95%	-	-	-	-	-	96%	4%	98%	-	0%	
P.M.													
2-Way Pk Hr Vol:	2,081			-			2,140			125			
7/20/2014	32	1,182	-	-	-	-	-	865	23	68	-	0	2,176
% TURNS:	3%	97%	-	-	-	-	-	97%	3%	99%	-	0%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2020	4%	95%	-	-	-	-	-	96%	4%	98%	-	0%
2025	5%	95%	-	-	-	-	-	96%	4%	93%	-	5%
2035	5%	95%	-	-	-	-	-	96%	4%	92%	-	6%
2045	4%	95%	-	-	-	-	-	96%	4%	90%	-	8%
P.M.												
2020	3%	97%	-	-	-	-	-	97%	3%	99%	-	0%
2025	3%	97%	-	-	-	-	-	97%	3%	94%	-	5%
2035	3%	97%	-	-	-	-	-	97%	3%	92%	-	6%
2045	3%	97%	-	-	-	-	-	97%	3%	90%	-	8%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2020	5.2%	6.2%	-	-	5.6%	6.6%	6.7%	6.9%
2025	5.7%	6.5%	-	-	5.9%	6.8%	6.8%	7.0%
2035	6.6%	7.0%	-	-	6.7%	7.1%	6.9%	7.0%
2045	7.5%	7.5%	-	-	7.5%	7.5%	7.1%	7.1%
D FACTOR								
2020	34.8%	58.4%	-	-	65.6%	41.5%	35.8%	55.2%
2025	37.4%	57.1%	-	-	62.9%	42.8%	37.3%	55.5%
2035	42.6%	54.7%	-	-	57.5%	45.3%	40.3%	56.1%
2045	47.8%	52.2%	-	-	52.2%	47.8%	43.3%	56.7%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2045
 INTERSECTION: SR 535 @ Calypso Cay Way (Build)
 PREPARED BY:
 FILE: Version 1

DATE: 10/22/2021
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2020	33,500	-	32,500	1,800
24 HR EST. AADT	2025	35,400	-	34,500	1,900
24 HR EST. AADT	2035	39,300	-	38,500	2,000
24 HR EST. AADT	2045	43,200	-	42,500	2,100

Percent Turns Calculated From Base Year AADTs:

JKTURNS	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020 2-WAY ADT	1,800	32,500	-	-	-	-	-	33,500	1,800	-	-	-
	5%	94%	-	-	-	-	-	95%	5%	49%	-	51%
2025 2-WAY ADT	1,900	34,500	-	-	-	-	-	35,400	1,900	-	-	-
	5%	95%	-	-	-	-	-	95%	5%	49%	-	51%
2035 2-WAY ADT	2,000	38,500	-	-	-	-	-	39,300	2,000	-	-	-
	5%	95%	-	-	-	-	-	95%	5%	49%	-	50%
2045 2-WAY ADT	2,100	42,500	-	-	-	-	-	43,200	2,100	-	-	-
	5%	95%	-	-	-	-	-	95%	5%	50%	-	50%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2020	EST. TURNS	26	584	-	-	-	-	-	1,132	50	41	-	0
2025	EST. TURNS	32	715	-	-	-	-	-	1,246	52	44	-	2
2035	EST. TURNS	39	1,050	-	-	-	-	-	1,482	53	50	-	4
2045	EST. TURNS	46	1,469	-	-	-	-	-	1,682	55	56	-	7
P.M. DESIGN HR. TURNS													
2020	EST. TURNS	35	1,183	-	-	-	-	-	864	25	67	-	0
2025	EST. TURNS	36	1,270	-	-	-	-	-	976	26	68	-	4
2035	EST. TURNS	37	1,434	-	-	-	-	-	1,242	27	70	-	6
2045	EST. TURNS	39	1,592	-	-	-	-	-	1,538	29	72	-	9

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES													
2020	TURN SUMMARY	607	1,133	1,740	-	-	-	1,184	626	1,810	43	77	120
2025	TURN SUMMARY	613	1,133	1,746	-	-	-	1,184	626	1,810	43	77	120
CONTROL LINK VOLUMES													
2020	TURN SUMMARY	750	1,250	2,000	-	-	-	1,290	760	2,050	48	82	130
2025	TURN SUMMARY	749	1,250	1,999	-	-	-	1,337	760	2,097	48	107	155
CONTROL LINK VOLUMES													
2020	TURN SUMMARY	1,102	1,488	2,590	-	-	-	1,489	1,101	2,590	56	84	140
2035	TURN SUMMARY	1,091	1,488	2,579	-	-	-	1,655	1,123	2,778	56	136	192
CONTROL LINK VOLUMES													
2020	TURN SUMMARY	1,549	1,691	3,240	-	-	-	1,664	1,526	3,190	65	85	150
2045	TURN SUMMARY	1,517	1,691	3,208	-	-	-	1,916	1,560	3,476	64	226	290
DESIGN HOUR P.M.:													
CONTROL LINK VOLUMES													
2020	TURN SUMMARY	1,215	865	2,080	-	-	-	889	1,251	2,140	69	61	130
2025	TURN SUMMARY	1,220	865	2,085	-	-	-	892	1,251	2,143	69	61	130
CONTROL LINK VOLUMES													
2020	TURN SUMMARY	1,309	981	2,290	-	-	-	999	1,331	2,330	74	56	130
2025	TURN SUMMARY	1,309	981	2,290	-	-	-	1,113	1,399	2,511	85	101	186
CONTROL LINK VOLUMES													
2020	TURN SUMMARY	1,501	1,249	2,750	-	-	-	1,244	1,506	2,750	79	61	140
2035	TURN SUMMARY	1,504	1,249	2,753	-	-	-	1,592	1,714	3,306	90	125	215
CONTROL LINK VOLUMES													
2020	TURN SUMMARY	1,691	1,549	3,240	-	-	-	1,524	1,666	3,190	85	65	150
2045	TURN SUMMARY	1,708	1,550	3,258	-	-	-	2,060	1,992	4,052	153	203	356

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/22/2021
DESIGN YEAR:	2045		
INTERSECTION:	SR 535 @ Kyngs Heath Rd(Build)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	32,500	2,700	29,500	1,900
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	1.23% CGR	9.76% CGR	1.27% CRG	5.33% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2020		32,500		2,700		29,500		1,900	
NO. YEARS	5	2025	1.062	34,500	1.488	4,000	1.064	31,400	1.267	2,400
NO. YEARS	15	2035	1.185	38,500	2.464	6,700	1.191	35,100	1.800	3,400
NO. YEARS	25	2045	1.308	42,500	3.440	9,300	1.318	38,900	2.333	4,400

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)		FROM EAST LEG (Westbound)		FROM SOUTH LEG (Northbound)		FROM WEST LEG (Eastbound)		TOTAL				
		RIGHT	THRU	RIGHT	THRU	RIGHT	THRU	RIGHT	THRU					
A.M.	2-Way Pk Hr Vol:		1,796		157		1,686		137					
	7/20/2014	63	505	45	56	3	20	29	1,096	13	23	4	31	1,888
	% TURNS:	10%	82%	7%	71%	4%	25%	3%	96%	1%	40%	7%	53%	
P.M.	2-Way Pk Hr Vol:		2,138		260		1,940		284					
	7/20/2014	110	1,058	82	66	15	30	46	745	15	46	21	77	2,311
	% TURNS:	9%	85%	7%	59%	14%	27%	6%	92%	2%	32%	15%	53%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG					
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT			
A.M.	2020	10%	82%	7%	71%	4%	25%	3%	96%	1%	40%	7%	53%
	2025	10%	82%	8%	69%	4%	27%	3%	95%	2%	40%	7%	53%
	2035	10%	82%	8%	68%	4%	28%	4%	94%	2%	40%	7%	53%
	2045	10%	81%	9%	67%	4%	29%	5%	93%	2%	40%	7%	52%
P.M.	2020	9%	85%	7%	59%	14%	27%	6%	92%	2%	32%	15%	53%
	2025	9%	84%	7%	59%	13%	29%	6%	92%	2%	33%	14%	53%
	2035	9%	84%	8%	58%	12%	29%	7%	91%	3%	33%	14%	53%
	2045	9%	83%	8%	58%	12%	30%	8%	90%	3%	34%	14%	52%

K & D FACTORS:

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR	2020	5.5%	6.6%	5.8%	9.6%	5.7%	6.6%	7.2%	14.9%
	2025	5.9%	6.8%	6.2%	9.2%	6.1%	6.8%	7.3%	13.5%
	2035	6.7%	7.1%	6.9%	8.5%	6.8%	7.1%	7.5%	10.6%
	2045	7.5%	7.5%	7.7%	7.7%	7.5%	7.5%	7.7%	7.7%
D FACTOR	2020	34.1%	58.5%	50.3%	42.7%	67.5%	41.5%	42.3%	50.7%
	2025	36.9%	57.2%	50.4%	44.0%	64.4%	42.8%	43.7%	50.7%
	2035	42.3%	54.7%	50.6%	46.6%	58.3%	45.3%	46.5%	50.8%
	2045	47.8%	52.2%	50.8%	49.2%	52.2%	47.8%	49.2%	50.8%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2045
 INTERSECTION: SR 535 @ Kyngs Heath Rd(Build)
 PREPARED BY:
 FILE: Version 1

DATE: 10/22/2021
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2020	32,500	2,700	29,500	1,900
24 HR EST. AADT	2025	34,500	4,000	31,400	2,400
24 HR EST. AADT	2035	38,500	6,700	35,100	3,400
24 HR EST. AADT	2045	42,500	9,300	38,900	4,400

Percent Turns Calculated From Base Year AADTs:

JKTURNS	YEAR	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020	2-WAY ADT	32,500			2,700			29,500			1,900		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		1,900	29,500	2,700	32,500	1,900	29,500	2,700	32,500	1,900	29,500	2,700	32,500
		6%	87%	8%	51%	3%	46%	7%	88%	5%	46%	4%	50%
2025	2-WAY ADT	34,500			4,000			31,400			2,400		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		2,400	31,400	4,000	34,500	2,400	31,400	4,000	34,500	2,400	31,400	4,000	34,500
		6%	83%	11%	51%	4%	46%	10%	84%	6%	45%	6%	49%
2035	2-WAY ADT	38,500			6,700			35,100			3,400		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		3,400	35,100	6,700	38,500	3,400	35,100	6,700	38,500	3,400	35,100	6,700	38,500
		8%	78%	15%	50%	4%	46%	14%	79%	7%	44%	8%	48%
2045	2-WAY ADT	42,500			9,300			38,900			4,400		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		4,400	38,900	9,300	42,500	4,400	38,900	9,300	42,500	4,400	38,900	9,300	42,500
		8%	74%	18%	50%	5%	45%	17%	76%	8%	43%	10%	47%

A.M. DESIGN HR. TURNS	YEAR	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG							
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT					
2020	EST. TURNS	65	508	46	56	3	20	30	1,100	14	23	4	31					
		2025	EST. TURNS	77	615	69	86	5	35	50	1,162	21	31	6	40			
				2035	EST. TURNS	104	873	133	157	10	70	88	1,271	27	48	13	58	
						2045	EST. TURNS	127	1,212	209	235	14	116	127	1,353	32	70	20	78
P.M. DESIGN HR. TURNS	2020							EST. TURNS	107	1,058	82	67	15	30	46	746	14	46	21	77
		2025	EST. TURNS						114	1,128	112	94	21	48	68	817	21	53	27	83
				2035	EST. TURNS				119	1,229	162	155	31	79	109	1,002	26	58	35	91
						2045	EST. TURNS		120	1,362	194	212	33	108	142	1,228	29	59	37	92

LINK VOLUME CHECK	DESIGN HOUR	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
DESIGN HOUR A.M.:													
CONTROL LINK VOLUMES		613	1,187	1,800	79	81	160	1,138	552	1,690	58	82	140
2020	TURN SUMMARY	620	1,187	1,807	80	81	161	1,144	552	1,696	58	82	140
CONTROL LINK VOLUMES		753	1,287	2,040	125	125	250	1,229	681	1,910	77	103	180
2025	TURN SUMMARY	761	1,287	2,048	126	125	251	1,232	681	1,913	77	103	180
CONTROL LINK VOLUMES		1,094	1,486	2,580	236	234	470	1,389	991	2,380	119	141	260
2035	TURN SUMMARY	1,110	1,486	2,596	237	234	471	1,386	991	2,377	120	141	261
CONTROL LINK VOLUMES		1,524	1,666	3,190	364	356	720	1,523	1,397	2,920	167	173	340
2045	TURN SUMMARY	1,548	1,666	3,214	364	356	720	1,513	1,397	2,910	168	173	341
DESIGN HOUR P.M.:													
CONTROL LINK VOLUMES		1,250	890	2,140	111	149	260	806	1,134	1,940	144	136	280
2020	TURN SUMMARY	1,248	890	2,138	111	149	260	806	1,134	1,940	144	136	280
CONTROL LINK VOLUMES		1,335	995	2,330	163	207	370	909	1,211	2,120	164	156	320
2025	TURN SUMMARY	1,354	995	2,349	163	207	370	906	1,229	2,135	164	156	320
CONTROL LINK VOLUMES		1,502	1,248	2,750	264	306	570	1,134	1,366	2,500	183	177	360
2035	TURN SUMMARY	1,510	1,248	2,758	265	306	571	1,138	1,366	2,504	184	177	361
CONTROL LINK VOLUMES		1,664	1,526	3,190	352	368	720	1,395	1,525	2,920	172	168	340
2045	TURN SUMMARY	1,676	1,532	3,208	353	374	727	1,399	1,529	2,928	188	181	369

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/22/2021
DESIGN YEAR:	2045		
INTERSECTION:	SR 535 @ US 192 (Build)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	29,500	49,000	200	37,000
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	1.27% CGR	0.80% CGR	3.40% CGR	0.44% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years	2	2	2	2
2 = Linear Growth Throughout All Years				
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)				

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2020		29,500		49,000		200		37,000	
NO. YEARS	5	2025	1.064	31,400	1.040	51,000	1.170	200	1.022	37,800
NO. YEARS	15	2035	1.191	35,100	1.120	54,900	1.510	300	1.066	39,400
NO. YEARS	25	2045	1.318	38,900	1.200	58,800	1.850	400	1.110	41,100

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 1,592			3,561			15			2,230			
7/20/2014	56	1	445	1,019	1,288	1	2	1	6	4	806	70	3,699
% TURNS:	11%	0%	89%	44%	56%	0%	22%	11%	67%	0%	92%	8%	
P.M.	2-Way Pk Hr Vol: 1,928			4,025			14			2,723			
7/20/2014	184	1	945	668	1,126	4	3	1	3	2	1,279	129	4,345
% TURNS:	16%	0%	84%	37%	63%	0%	43%	14%	43%	0%	91%	9%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.	2020	11%	0%	89%	44%	56%	0%	22%	11%	67%	0%	92%	8%
	2025	14%	0%	86%	44%	56%	0%	24%	13%	63%	0%	89%	11%
	2035	15%	0%	85%	44%	55%	0%	25%	13%	62%	0%	88%	12%
	2045	16%	0%	84%	45%	55%	0%	26%	14%	60%	0%	86%	13%
P.M.	2020	16%	0%	84%	37%	63%	0%	43%	14%	43%	0%	91%	9%
	2025	19%	0%	81%	38%	62%	0%	43%	15%	42%	0%	88%	12%
	2035	19%	0%	80%	38%	61%	0%	43%	16%	41%	0%	87%	13%
	2045	20%	0%	79%	39%	61%	0%	43%	17%	41%	0%	86%	14%

K & D FACTORS:

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR	2020	5.4%	6.5%	7.3%	8.2%	7.5%	7.0%	6.0%	7.4%
	2025	5.8%	6.7%	7.3%	8.1%	7.5%	7.1%	6.3%	7.4%
	2035	6.7%	7.1%	7.4%	7.8%	7.5%	7.3%	6.9%	7.4%
	2045	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
D FACTOR	2020	31.5%	58.6%	64.8%	44.7%	60.0%	50.0%	39.5%	51.8%
	2025	34.8%	57.3%	62.6%	45.0%	58.8%	50.8%	40.8%	52.2%
	2035	41.3%	54.8%	58.3%	45.5%	56.3%	52.3%	43.4%	53.1%
	2045	47.8%	52.2%	53.9%	46.1%	53.9%	53.9%	46.1%	53.9%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2045
 INTERSECTION: SR 535 @ US 192 (Build)
 PREPARED BY:
 FILE: Version 1

DATE: 10/22/2021
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2020	29,500	49,000	200	37,000
24 HR EST. AADT	2025	31,400	51,000	200	37,800
24 HR EST. AADT	2035	35,100	54,900	300	39,400
24 HR EST. AADT	2045	38,900	58,800	400	41,100

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020	2-WAY ADT	29,500			49,000			200			37,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		37,000	200	49,000	29,500	37,000	200	49,000	29,500	37,000	200	49,000	29,500
		43%	0%	57%	44%	55%	0%	42%	26%	32%	0%	62%	37%
2025	2-WAY ADT	31,400			51,000			200			37,800		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		37,800	200	51,000	31,400	37,800	200	51,000	31,400	37,800	200	51,000	31,400
		42%	0%	57%	45%	54%	0%	42%	26%	31%	0%	62%	38%
2035	2-WAY ADT	35,100			54,900			300			39,400		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		39,400	300	54,900	35,100	39,400	300	54,900	35,100	39,400	300	54,900	35,100
		42%	0%	58%	47%	53%	0%	42%	27%	30%	0%	61%	39%
2045	2-WAY ADT	38,900			58,800			400			41,100		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		41,100	400	58,800	38,900	41,100	400	58,800	38,900	41,100	400	58,800	38,900
		41%	0%	59%	48%	51%	0%	42%	28%	30%	0%	60%	40%

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020	EST. TURNS	56	2	445	1,018	1,288	2	2	1	6	7	805	69
2025	EST. TURNS	99	3	538	1,074	1,310	3	3	2	7	8	854	120
2035	EST. TURNS	206	4	749	1,156	1,322	5	5	3	9	9	949	217
2045	EST. TURNS	366	5	994	1,179	1,323	7	6	4	11	11	1,037	343
2020	EST. TURNS	183	0	948	670	1,124	2	3	1	3	1	1,281	129
2025	EST. TURNS	218	1	989	723	1,125	3	4	2	4	2	1,282	175
2035	EST. TURNS	286	2	1,059	864	1,127	4	5	3	5	3	1,283	266
2045	EST. TURNS	365	3	1,130	1,005	1,129	6	6	4	7	5	1,284	388

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
DESIGN HOUR A.M.:	CONTROL LINK VOLUMES	502	1,088	1,590	2,308	1,252	3,560	9	11	20	880	1,350	2,230
	2020 TURN SUMMARY	503	1,088	1,591	2,308	1,252	3,560	9	11	20	881	1,350	2,231
CONTROL LINK VOLUMES	2025 TURN SUMMARY	635	1,195	1,830	2,336	1,394	3,730	9	11	20	975	1,415	2,390
	2035 TURN SUMMARY	640	1,196	1,836	2,388	1,395	3,783	12	14	26	981	1,416	2,397
CONTROL LINK VOLUMES	2045 TURN SUMMARY	965	1,375	2,340	2,369	1,701	4,070	13	7	20	1,183	1,537	2,720
	CONTROL LINK VOLUMES	959	1,376	2,335	2,484	1,704	4,188	17	18	35	1,175	1,537	2,712
CONTROL LINK VOLUMES	2020 TURN SUMMARY	1,395	1,525	2,920	2,377	2,033	4,410	16	14	30	1,421	1,659	3,080
	2045 TURN SUMMARY	1,366	1,526	2,892	2,510	2,037	4,547	21	23	44	1,390	1,701	3,091
DESIGN HOUR P.M.:	CONTROL LINK VOLUMES	1,130	800	1,930	1,798	2,232	4,030	7	3	10	1,410	1,310	2,720
	2020 TURN SUMMARY	1,131	800	1,931	1,797	2,232	4,029	7	3	10	1,411	1,310	2,721
CONTROL LINK VOLUMES	2025 TURN SUMMARY	1,211	899	2,110	1,851	2,269	4,120	7	3	10	1,458	1,332	2,790
	2035 TURN SUMMARY	1,207	900	2,107	1,850	2,275	4,125	10	6	16	1,459	1,346	2,805
CONTROL LINK VOLUMES	2045 TURN SUMMARY	1,368	1,132	2,500	1,946	2,324	4,270	11	9	20	1,556	1,374	2,930
	CONTROL LINK VOLUMES	1,347	1,133	2,480	1,996	2,347	4,343	13	9	22	1,552	1,418	2,970
CONTROL LINK VOLUMES	2020 TURN SUMMARY	1,523	1,397	2,920	2,033	2,377	4,410	16	14	30	1,661	1,419	3,080
	2045 TURN SUMMARY	1,499	1,397	2,896	2,141	2,421	4,562	17	14	31	1,677	1,501	3,178

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/22/2021
DESIGN YEAR:	2045		
INTERSECTION:	World Center Dr @ International Dr (Build)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	25,000	38,500	4,500	36,000
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	4.55% CGR	3.22% CGR	42.50% CGR	0.71% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2020		25,000		38,500		4,500		36,000	
NO. YEARS	5	2025	1.228	30,700	1.161	44,700	3.125	14,100	1.036	37,300
NO. YEARS	15	2035	1.683	42,100	1.483	57,100	7.375	33,200	1.107	39,800
NO. YEARS	25	2045	2.138	53,400	1.805	69,500	11.625	52,300	1.178	42,400

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol:	1,573			2,065			185			2,497			
7/20/2014		493	13	118	450	1,006	21	30	31	73	17	440	468	3,160
% TURNS:		79%	2%	19%	30%	68%	1%	22%	23%	54%	2%	48%	51%	
P.M.	2-Way Pk Hr Vol:	2,959			2,541			314			4,016			
7/20/2014		1,151	44	438	275	639	19	54	69	57	71	1,116	982	4,915
% TURNS:		70%	3%	27%	29%	68%	2%	30%	38%	32%	3%	51%	45%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.	2020	79%	2%	19%	30%	68%	1%	22%	23%	54%	2%	48%	51%
	2025	75%	3%	22%	31%	66%	3%	24%	24%	52%	3%	48%	49%
	2035	73%	5%	22%	31%	64%	5%	25%	24%	51%	5%	47%	48%
	2045	70%	7%	23%	31%	62%	7%	26%	25%	50%	7%	46%	47%
P.M.	2020	70%	3%	27%	29%	68%	2%	30%	38%	32%	3%	51%	45%
	2025	67%	4%	29%	30%	66%	4%	31%	37%	32%	5%	51%	44%
	2035	65%	6%	29%	30%	64%	5%	31%	37%	31%	6%	50%	44%
	2045	63%	8%	29%	31%	62%	8%	32%	37%	31%	8%	49%	43%

K & D FACTORS:

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR	2020	6.3%	11.8%	5.4%	6.6%	4.1%	7.0%	6.9%	11.2%
	2025	6.8%	11.3%	5.8%	6.8%	5.1%	7.4%	7.0%	10.4%
	2035	7.9%	10.1%	6.6%	7.1%	7.0%	8.2%	7.3%	9.0%
	2045	9.0%	9.0%	7.5%	7.5%	9.0%	9.0%	7.5%	7.5%
D FACTOR	2020	39.7%	55.2%	71.5%	36.7%	72.4%	57.3%	37.0%	54.0%
	2025	43.3%	52.6%	67.7%	38.9%	69.5%	54.3%	39.1%	53.7%
	2035	50.6%	47.3%	60.2%	43.1%	63.7%	48.2%	43.3%	53.2%
	2045	57.9%	42.1%	52.6%	47.4%	57.9%	42.1%	47.4%	52.6%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2045
 INTERSECTION: World Center Dr @ International Dr (Build)
 PREPARED BY:
 FILE: Version 1

DATE: 10/22/2021
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
24 HR EST. AADT	2020	25,000			38,500			4,500			36,000		
24 HR EST. AADT	2025	30,700			44,700			14,100			37,300		
24 HR EST. AADT	2035	42,100			57,100			33,200			39,800		
24 HR EST. AADT	2045	53,400			69,500			52,300			42,400		

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	2020 2-WAY ADT	46%	6%	49%	38%	55%	7%	39%	25%	36%	7%	57%	37%
	2025 2-WAY ADT	39%	15%	47%	37%	45%	17%	40%	27%	33%	16%	44%	34%
	2035 2-WAY ADT	31%	26%	44%	37%	35%	29%	41%	30%	29%	25%	43%	32%
	2045 2-WAY ADT	26%	32%	42%	36%	29%	35%	42%	32%	26%	30%	40%	30%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2020	EST. TURNS	493	14	119	449	1,009	23	30	31	73	19	444	466
2025	EST. TURNS	530	63	242	622	1,010	106	139	128	191	52	456	467
2035	EST. TURNS	593	312	515	817	1,012	405	496	401	357	133	497	468
2045	EST. TURNS	626	853	846	863	1,014	869	1,051	738	489	262	571	469
P.M. DESIGN HR. TURNS													
2020	EST. TURNS	1,154	43	437	275	640	18	54	69	57	69	1,116	984
2025	EST. TURNS	1,156	71	642	456	648	105	193	248	136	188	1,118	986
2035	EST. TURNS	1,158	565	860	787	665	473	551	665	222	372	1,119	987
2045	EST. TURNS	1,159	971	900	1,062	676	1,219	1,018	1,079	279	538	1,121	989

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
LINK VOLUME CHECK													
DESIGN HOUR A.M.:													
CONTROL LINK VOLUMES		624	946	1,570	1,477	593	2,070	134	56	190	925	1,575	2,500
2020	TURN SUMMARY	626	946	1,572	1,482	593	2,075	134	56	190	928	1,575	2,503
CONTROL LINK VOLUMES		909	1,191	2,100	1,753	837	2,590	499	221	720	1,028	1,602	2,630
2025	TURN SUMMARY	835	1,217	2,052	1,738	837	2,575	459	221	680	974	1,731	2,705
CONTROL LINK VOLUMES		1,687	1,643	3,330	2,283	1,507	3,790	1,490	850	2,340	1,252	1,648	2,900
2035	TURN SUMMARY	1,419	1,686	3,105	2,233	1,507	3,740	1,255	850	2,105	1,098	1,962	3,060
CONTROL LINK VOLUMES		2,783	2,027	4,810	2,742	2,468	5,210	2,725	1,985	4,710	1,507	1,673	3,180
2045	TURN SUMMARY	2,325	2,070	4,395	2,746	2,468	5,214	2,278	1,985	4,263	1,303	2,129	3,432
DESIGN HOUR P.M.:													
CONTROL LINK VOLUMES		1,633	1,327	2,960	933	1,607	2,540	180	130	310	2,169	1,851	4,020
2020	TURN SUMMARY	1,633	1,327	2,960	933	1,607	2,540	180	130	310	2,169	1,851	4,020
CONTROL LINK VOLUMES		1,819	1,641	3,460	1,178	1,852	3,030	565	475	1,040	2,089	1,801	3,890
2025	TURN SUMMARY	1,869	1,691	3,560	1,210	1,953	3,163	578	364	941	2,291	1,940	4,231
CONTROL LINK VOLUMES		2,020	2,250	4,270	1,758	2,322	4,080	1,311	1,409	2,720	1,896	1,674	3,570
2035	TURN SUMMARY	2,582	2,439	5,021	1,925	2,530	4,455	1,438	1,409	2,847	2,477	2,045	4,522
CONTROL LINK VOLUMES		2,023	2,787	4,810	2,471	2,739	5,210	1,982	2,728	4,710	1,673	1,507	3,180
2045	TURN SUMMARY	3,030	3,130	6,160	2,958	3,039	5,997	2,376	2,728	5,104	2,648	2,114	4,762

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/22/2021
DESIGN YEAR:	2045		
INTERSECTION:	World Center Dr @ International Dr (Build)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	25,000	38,500	21,000	36,000
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	4.55% CGR	3.22% CGR	6.00% CGR	0.71% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2020		25,000		38,500		21,000		36,000	
NO. YEARS	5	2025	1.228	30,700	1.161	44,700	1.300	27,300	1.036	37,300
NO. YEARS	15	2035	1.683	42,100	1.483	57,100	1.900	39,900	1.107	39,800
NO. YEARS	25	2045	2.138	53,400	1.805	69,500	2.500	52,500	1.178	42,400

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 1,573												
7/20/2014	493	13	118	450	1,006	21	30	31	73	17	440	468	3,160
% TURNS:	79%	2%	19%	30%	68%	1%	22%	23%	54%	2%	48%	51%	
P.M.	2-Way Pk Hr Vol: 2,959												
7/20/2014	1,151	44	438	275	639	19	54	69	57	71	1,116	982	4,915
% TURNS:	70%	3%	27%	29%	68%	2%	30%	38%	32%	3%	51%	45%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.	2020	79%	2%	19%	30%	68%	1%	22%	23%	54%	2%	48%	51%
	2025	75%	4%	21%	31%	65%	4%	24%	24%	52%	4%	47%	49%
	2035	73%	5%	22%	31%	64%	5%	25%	24%	51%	5%	47%	48%
	2045	70%	7%	23%	31%	62%	7%	26%	25%	50%	7%	46%	47%
P.M.	2020	70%	3%	27%	29%	68%	2%	30%	38%	32%	3%	51%	45%
	2025	67%	5%	28%	30%	66%	5%	31%	37%	32%	6%	51%	44%
	2035	65%	6%	29%	30%	64%	6%	31%	37%	31%	6%	50%	43%
	2045	63%	8%	29%	31%	62%	8%	32%	37%	31%	8%	49%	43%

K & D FACTORS:

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR	2020	6.3%	11.8%	5.4%	6.6%	0.9%	1.5%	6.9%	11.2%
	2025	6.8%	11.3%	5.8%	6.8%	2.5%	3.0%	7.0%	10.4%
	2035	7.9%	10.1%	6.6%	7.1%	5.8%	6.0%	7.3%	9.0%
	2045	9.0%	9.0%	7.5%	7.5%	9.0%	9.0%	7.5%	7.5%
D FACTOR	2020	39.7%	55.2%	71.5%	36.7%	72.4%	57.3%	37.0%	54.0%
	2025	43.3%	52.6%	67.7%	38.9%	69.5%	54.3%	39.1%	53.7%
	2035	50.6%	47.3%	60.2%	43.1%	63.7%	48.2%	43.3%	53.2%
	2045	57.9%	42.1%	52.6%	47.4%	57.9%	42.1%	47.4%	52.6%

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/11/2021
DESIGN YEAR:	2045	T-INTERSECTION?	Yes
INTERSECTION:	US 192 @ Storey Lake Blvd (Build)	MISSING Leg:	South Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	3,000	60,000	-	49,000
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	9.76% CGR	0.97% CGR	- CGR	0.80% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2020		3,000		60,000		-		49,000	
NO. YEARS	5	2025	1.488	4,500	1.049	62,900	-	-	1,040	51,000
NO. YEARS	15	2035	2.464	7,400	1.146	68,700	-	-	1,120	54,900
NO. YEARS	25	2045	3.440	10,300	1.243	74,600	-	-	1,200	58,800

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 300			3,666			-			3,502			
7/20/2014	48	-	86	145	2,230	-	-	-	-	-	1,203	19	3,737
% TURNS:	36%	-	64%	6%	94%	-	-	-	-	-	98%	2%	
P.M.	2-Way Pk Hr Vol: 553			4,253			-			4,004			
7/20/2014	93	-	249	151	1,702	-	-	-	-	-	2,149	58	4,408
% TURNS:	27%	-	73%	8%	92%	-	-	-	-	-	97%	3%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.	2020	36%	-	64%	6%	94%	-	-	-	-	-	98%	2%
	2025	36%	-	63%	6%	94%	-	-	-	-	-	98%	2%
	2035	37%	-	63%	7%	93%	-	-	-	-	-	97%	3%
	2045	37%	-	62%	8%	92%	-	-	-	-	-	97%	3%
P.M.	2020	27%	-	73%	8%	92%	-	-	-	-	-	97%	3%
	2025	29%	-	71%	8%	92%	-	-	-	-	-	97%	3%
	2035	29%	-	70%	9%	91%	-	-	-	-	-	96%	4%
	2045	30%	-	70%	9%	91%	-	-	-	-	-	96%	4%

K & D FACTORS:

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR	2020	10.0%	18.4%	6.1%	7.1%	-	-	7.1%	8.2%
	2025	9.5%	16.3%	6.4%	7.2%	-	-	7.2%	8.0%
	2035	8.6%	12.0%	6.9%	7.3%	-	-	7.4%	7.8%
	2045	7.7%	7.7%	7.5%	7.5%	-	-	7.5%	7.5%
D FACTOR	2020	45.0%	62.0%	64.8%	43.6%	-	-	34.9%	55.1%
	2025	45.8%	59.8%	62.6%	44.1%	-	-	37.2%	54.9%
	2035	47.5%	55.3%	58.3%	45.1%	-	-	41.6%	54.4%
	2045	49.2%	50.8%	53.9%	46.1%	-	-	46.1%	53.9%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2045
 INTERSECTION: US 192 @ Storey Lake Blvd (Build)
 PREPARED BY:
 FILE: Version 1

DATE: 10/11/2021
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2020	3,000	60,000	-	49,000
24 HR EST. AADT	2025	4,500	62,900	-	51,000
24 HR EST. AADT	2035	7,400	68,700	-	54,900
24 HR EST. AADT	2045	10,300	74,600	-	58,800

Percent Turns Calculated From Base Year AADTs:

JKTURNS	YEAR	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020 2-WAY ADT													
		49,000	-	60,000	3,000	49,000	-	-	-	-	60,000	3,000	
		45%	-	55%	6%	94%	-	-	-	-	95%	5%	
2025 2-WAY ADT													
		51,000	-	62,900	4,500	51,000	-	-	-	-	62,900	4,500	
		45%	-	55%	8%	92%	-	-	-	-	93%	7%	
2035 2-WAY ADT													
		54,900	-	68,700	7,400	54,900	-	-	-	-	68,700	7,400	
		44%	-	55%	12%	88%	-	-	-	-	90%	10%	
2045 2-WAY ADT													
		58,800	-	74,600	10,300	58,800	-	-	-	-	74,600	10,300	
		44%	-	56%	15%	85%	-	-	-	-	88%	12%	

A.M. DESIGN HR. TURNS	YEAR	EST. TURNS	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
			RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020		EST. TURNS	47	-	86	145	2,229	-	-	-	-	1,207	19	
2025		EST. TURNS	62	-	135	202	2,250	-	-	-	-	1,368	30	
2035		EST. TURNS	71	-	241	294	2,286	-	-	-	-	1,746	41	
2045		EST. TURNS	72	-	353	353	2,310	-	-	-	-	2,224	44	
P.M. DESIGN HR. TURNS														
2020		EST. TURNS	92	-	248	149	1,699	-	-	-	-	2,147	57	
2025		EST. TURNS	111	-	326	212	1,738	-	-	-	-	2,194	79	
2035		EST. TURNS	112	-	411	311	1,843	-	-	-	-	2,353	85	
2045		EST. TURNS	113	-	413	326	1,979	-	-	-	-	2,624	86	

LINK VOLUME CHECK	DESIGN HOUR	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
DESIGN HOUR A.M.:													
CONTROL LINK VOLUMES		135	165	300	2,376	1,294	3,670	-	-	-	1,223	2,277	3,500
2020 TURN SUMMARY		135	165	300	2,376	1,294	3,670	-	-	-	1,228	2,277	3,505
CONTROL LINK VOLUMES		197	233	430	2,516	1,504	4,020	-	-	-	1,368	2,312	3,680
2025 TURN SUMMARY		199	233	432	2,454	1,504	3,958	-	-	-	1,400	2,312	3,712
CONTROL LINK VOLUMES		303	337	640	2,780	1,990	4,770	-	-	-	1,682	2,358	4,040
2035 TURN SUMMARY		312	337	649	2,581	2,001	4,582	-	-	-	1,788	2,358	4,146
CONTROL LINK VOLUMES		390	400	790	3,016	2,584	5,600	-	-	-	2,033	2,377	4,410
2045 TURN SUMMARY		427	400	827	2,668	2,619	5,287	-	-	-	2,270	2,388	4,658
DESIGN HOUR P.M.:													
CONTROL LINK VOLUMES		343	207	550	1,854	2,396	4,250	-	-	-	2,208	1,792	4,000
2020 TURN SUMMARY		343	207	550	1,850	2,396	4,246	-	-	-	2,206	1,792	3,998
CONTROL LINK VOLUMES		438	292	730	1,989	2,521	4,510	-	-	-	2,250	1,850	4,100
2025 TURN SUMMARY		439	292	731	1,952	2,527	4,479	-	-	-	2,277	1,853	4,130
CONTROL LINK VOLUMES		491	399	890	2,273	2,767	5,040	-	-	-	2,320	1,940	4,260
2035 TURN SUMMARY		524	399	923	2,156	2,790	4,946	-	-	-	2,445	1,964	4,409
CONTROL LINK VOLUMES		403	387	790	2,579	3,021	5,600	-	-	-	2,377	2,033	4,410
2045 TURN SUMMARY		527	415	942	2,310	3,104	5,414	-	-	-	2,712	2,094	4,806

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/22/2021
DESIGN YEAR:	2045		
INTERSECTION:	US 192 @ N Poinciana Blvd (Build)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	17,500	37,000	27,000	45,000
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	1.53% CGR	0.44% CGR	0.82% CGR	0.62% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2020		17,500		37,000		27,000		45,000
NO. YEARS	5	2025 1.077	18,800	1.022	37,800	1.041	28,100	1.031	46,400
NO. YEARS	15	2035 1.230	21,500	1.066	39,400	1.123	30,300	1.093	49,200
NO. YEARS	25	2045 1.383	24,200	1.110	41,100	1.205	32,500	1.155	52,000

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 1,287												3,992
7/20/2014	64	325	33	39	1,222	41	58	760	452	187	745	66	
% TURNS:	15%	77%	8%	3%	94%	3%	5%	60%	36%	19%	75%	7%	
P.M.	2-Way Pk Hr Vol: 1,441												5,105
7/20/2014	91	678	61	56	1,040	202	106	469	263	813	1,240	86	
% TURNS:	11%	82%	7%	4%	80%	16%	13%	56%	31%	38%	58%	4%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.	2020	15%	77%	8%	3%	94%	3%	5%	60%	36%	19%	75%	7%
	2025	18%	72%	10%	5%	89%	6%	8%	56%	37%	20%	72%	8%
	2035	18%	71%	11%	5%	88%	7%	8%	55%	37%	21%	71%	9%
	2045	20%	68%	12%	6%	86%	8%	10%	53%	37%	21%	69%	10%
P.M.	2020	11%	82%	7%	4%	80%	16%	13%	56%	31%	38%	58%	4%
	2025	14%	76%	10%	6%	77%	17%	15%	52%	33%	38%	57%	6%
	2035	15%	75%	11%	6%	76%	17%	16%	51%	33%	37%	56%	6%
	2045	16%	72%	12%	7%	75%	18%	16%	50%	34%	37%	55%	7%

K & D FACTORS:

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR	2020	7.4%	8.2%	5.8%	7.3%	6.8%	9.4%	6.1%	7.9%
	2025	7.7%	8.4%	6.1%	7.3%	7.2%	9.3%	6.4%	7.8%
	2035	8.3%	8.7%	6.8%	7.4%	8.1%	9.1%	6.9%	7.6%
	2045	9.0%	9.0%	7.5%	7.5%	9.0%	9.0%	7.5%	7.5%
D FACTOR	2020	32.8%	57.6%	60.9%	48.0%	69.7%	33.1%	36.5%	60.5%
	2025	35.6%	56.7%	59.5%	47.6%	66.4%	35.8%	38.4%	59.2%
	2035	41.2%	55.0%	56.7%	46.9%	59.8%	41.3%	42.3%	56.6%
	2045	46.8%	53.2%	53.9%	46.1%	53.2%	46.8%	46.1%	53.9%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0	DATE: 10/22/2021
FM NO.: 0	NOTES:
PROJECT LIMITS: 0	
DESIGN YEAR: 2045	
INTERSECTION: US 192 @ N Poinciana Blvd (Build)	
PREPARED BY:	
FILE: Version 1	

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
2020	17,500	37,000	27,000	45,000
2025	18,800	37,800	28,100	46,400
2035	21,500	39,400	30,300	49,200
2045	24,200	41,100	32,500	52,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020 2-WAY ADT	45,000	27,000	37,000	17,500	45,000	27,000	37,000	17,500	45,000	27,000	37,000	45,000
	41%	25%	34%	20%	50%	30%	37%	18%	45%	33%	45%	21%
2025 2-WAY ADT	46,400	28,100	37,800	18,800	46,400	28,100	37,800	18,800	46,400	28,100	37,800	46,400
	41%	25%	34%	20%	50%	30%	37%	18%	45%	33%	45%	22%
2035 2-WAY ADT	49,200	30,300	39,400	21,500	49,200	30,300	39,400	21,500	49,200	30,300	39,400	49,200
	41%	25%	33%	21%	49%	30%	36%	20%	45%	33%	43%	24%
2045 2-WAY ADT	52,000	32,500	41,100	24,200	52,000	32,500	41,100	24,200	52,000	32,500	41,100	52,000
	41%	26%	33%	22%	48%	30%	35%	21%	44%	33%	42%	25%

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
YEAR	EST. TURNS	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020	EST. TURNS	65	324	33	39	1,225	40	58	762	452	185	747	67
2025	EST. TURNS	94	366	50	66	1,234	77	95	785	488	234	788	101
2035	EST. TURNS	126	541	72	85	1,325	110	115	831	519	332	972	135
2045	EST. TURNS	167	756	103	111	1,391	159	143	870	544	459	1,173	180
P.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
YEAR	EST. TURNS	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020	EST. TURNS	90	678	61	56	1,038	203	107	469	262	811	1,244	85
2025	EST. TURNS	130	680	91	77	1,052	216	141	484	312	813	1,250	125
2035	EST. TURNS	176	723	123	93	1,081	218	173	598	377	814	1,263	152
2045	EST. TURNS	235	751	167	117	1,118	220	214	715	446	816	1,279	189

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
2020	CONTROL LINK VOLUMES	422	868	1,290	1,302	838	2,140	1,270	550	1,820	998	1,742	2,740
	TURN SUMMARY	422	868	1,290	1,304	838	2,142	1,272	550	1,822	999	1,742	2,741
2025	CONTROL LINK VOLUMES	514	926	1,440	1,377	933	2,310	1,343	677	2,020	1,134	1,816	2,950
	TURN SUMMARY	510	952	1,462	1,377	933	2,310	1,368	677	2,045	1,123	1,816	2,939
2035	CONTROL LINK VOLUMES	739	1,051	1,790	1,522	1,158	2,680	1,467	983	2,450	1,441	1,969	3,410
	TURN SUMMARY	738	1,051	1,789	1,520	1,158	2,678	1,464	983	2,447	1,438	1,969	3,407
2045	CONTROL LINK VOLUMES	1,019	1,161	2,180	1,661	1,419	3,080	1,556	1,374	2,930	1,798	2,102	3,900
	TURN SUMMARY	1,027	1,161	2,188	1,662	1,419	3,081	1,556	1,374	2,930	1,811	2,102	3,913

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
2020	CONTROL LINK VOLUMES	830	610	1,440	1,298	1,412	2,710	838	1,692	2,530	2,139	1,391	3,530
	TURN SUMMARY	830	610	1,440	1,297	1,412	2,709	838	1,692	2,530	2,140	1,391	3,531
2025	CONTROL LINK VOLUMES	894	686	1,580	1,322	1,458	2,780	937	1,673	2,610	2,138	1,472	3,610
	TURN SUMMARY	901	686	1,587	1,345	1,482	2,827	937	1,709	2,646	2,187	1,494	3,681
2035	CONTROL LINK VOLUMES	1,027	843	1,870	1,371	1,559	2,930	1,146	1,624	2,770	2,126	1,634	3,760
	TURN SUMMARY	1,022	843	1,865	1,392	1,559	2,951	1,149	1,756	2,905	2,229	1,634	3,863
2045	CONTROL LINK VOLUMES	1,159	1,021	2,180	1,421	1,659	3,080	1,369	1,561	2,930	2,102	1,798	3,900
	TURN SUMMARY	1,152	1,021	2,173	1,455	1,659	3,114	1,374	1,787	3,161	2,283	1,798	4,081

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/22/2021
DESIGN YEAR:	2045	T-INTERSECTION?	Yes
INTERSECTION:	Osceola Ramp @ Poinciana Blvd (W of SR 535) (Build)	MISSING Leg:	South Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	3,700	21,500	-	25,500
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	0.17% CGR	0.62% CGR	- CGR	0.56% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2020		3,700		21,500		-		25,500	
NO. YEARS	5	2025	1.009	3,700	1.031	22,200	-	-	1.028	26,200
NO. YEARS	15	2035	1.026	3,800	1.093	23,500	-	-	1.084	27,600
NO. YEARS	25	2045	1.043	3,900	1.155	24,800	-	-	1.140	29,100

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 205			1,294			-			1,361			
7/20/2014	19	-	10	58	400	-	-	-	-	-	824	116	1,433
% TURNS:	63%	-	33%	13%	87%	-	-	-	-	-	88%	12%	
P.M.	2-Way Pk Hr Vol: 295			1,615			-			1,658			
7/20/2014	63	-	52	73	818	-	-	-	-	-	670	105	1,787
% TURNS:	54%	-	45%	8%	92%	-	-	-	-	-	86%	14%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG		EAST LEG			SOUTH LEG			WEST LEG			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.	2020	63%	-	33%	13%	87%	-	-	-	-	-	88%	12%
	2025	62%	-	35%	13%	87%	-	-	-	-	-	87%	13%
	2035	62%	-	35%	13%	87%	-	-	-	-	-	87%	13%
	2045	62%	-	35%	12%	87%	-	-	-	-	-	87%	13%
P.M.	2020	54%	-	45%	8%	92%	-	-	-	-	-	86%	14%
	2025	54%	-	45%	9%	91%	-	-	-	-	-	86%	14%
	2035	54%	-	45%	9%	91%	-	-	-	-	-	86%	14%
	2045	54%	-	45%	9%	91%	-	-	-	-	-	86%	14%

K & D FACTORS:

		NORTH LEG		EAST LEG			SOUTH LEG			WEST LEG		
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
K FACTOR	2020	2.0%	8.0%	6.0%	7.5%	-	-	5.3%	-	6.5%		
	2025	2.8%	7.6%	6.0%	7.2%	-	-	5.4%	-	6.4%		
	2035	4.3%	6.7%	5.9%	6.5%	-	-	5.7%	-	6.1%		
	2045	5.9%	5.9%	5.9%	5.9%	-	-	5.9%	-	5.9%		
D FACTOR	2020	14.6%	39.3%	35.5%	55.2%	-	-	69.1%	-	46.8%		
	2025	20.4%	42.7%	37.1%	55.5%	-	-	66.6%	-	46.2%		
	2035	32.0%	49.6%	40.3%	55.9%	-	-	61.5%	-	44.9%		
	2045	43.6%	56.4%	43.6%	56.4%	-	-	56.4%	-	43.6%		

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2045
 INTERSECTION: Osceola Ramp @ Poinciana Blvd (W of SR 535) (Bu
 PREPARED BY:
 FILE: Version 1

DATE: 10/22/2021
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2020	3,700	21,500	-	25,500
24 HR EST. AADT	2025	3,700	22,200	-	26,200
24 HR EST. AADT	2035	3,800	23,500	-	27,600
24 HR EST. AADT	2045	3,900	24,800	-	29,100

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020	2-WAY ADT	3,700			21,500			-			25,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		54%	-	46%	13%	87%	-	-	-	-	-	85%	15%
2025	2-WAY ADT	3,700			22,200			-			26,200		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		54%	-	46%	12%	87%	-	-	-	-	-	85%	14%
2035	2-WAY ADT	3,800			23,500			-			27,600		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		54%	-	46%	12%	88%	-	-	-	-	-	86%	14%
2045	2-WAY ADT	3,900			24,800			-			29,100		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		54%	-	46%	12%	88%	-	-	-	-	-	86%	14%

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020	EST. TURNS	6	-	3	19	411	-	-	-	-	827	40	
2025	EST. TURNS	14	-	6	23	464	-	-	-	-	829	55	
2035	EST. TURNS	40	-	12	29	565	-	-	-	-	830	77	
2045	EST. TURNS	84	-	20	33	666	-	-	-	-	831	96	
2020	EST. TURNS	62	-	52	76	821	-	-	-	-	675	107	
2025	EST. TURNS	68	-	54	78	829	-	-	-	-	676	109	
2035	EST. TURNS	83	-	55	80	844	-	-	-	-	677	110	
2045	EST. TURNS	100	-	57	82	868	-	-	-	-	678	111	

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
DESIGN HOUR A.M.:													
CONTROL LINK VOLUMES		11	59	70	459	831	1,290	-	-	-	941	419	1,360
2020	TURN SUMMARY	10	59	69	433	831	1,264	-	-	-	870	419	1,289
CONTROL LINK VOLUMES		21	79	100	494	836	1,330	-	-	-	951	479	1,430
2025	TURN SUMMARY	20	112	132	490	872	1,362	-	-	-	888	479	1,367
CONTROL LINK VOLUMES		53	107	160	564	836	1,400	-	-	-	963	607	1,570
2035	TURN SUMMARY	54	206	260	618	962	1,580	-	-	-	910	650	1,560
CONTROL LINK VOLUMES		100	130	230	638	822	1,460	-	-	-	968	752	1,720
2045	TURN SUMMARY	106	368	474	734	1,029	1,763	-	-	-	929	863	1,792
DESIGN HOUR P.M.:													
CONTROL LINK VOLUMES		116	184	300	892	728	1,620	-	-	-	776	884	1,660
2020	TURN SUMMARY	117	184	301	899	728	1,627	-	-	-	784	884	1,668
CONTROL LINK VOLUMES		120	160	280	885	715	1,600	-	-	-	772	898	1,670
2025	TURN SUMMARY	123	188	311	969	839	1,808	-	-	-	788	898	1,686
CONTROL LINK VOLUMES		127	133	260	860	680	1,540	-	-	-	761	929	1,690
2035	TURN SUMMARY	186	191	377	1,134	1,055	2,189	-	-	-	790	929	1,719
CONTROL LINK VOLUMES		130	100	230	825	635	1,460	-	-	-	749	971	1,720
2045	TURN SUMMARY	224	193	417	1,277	1,227	2,504	-	-	-	792	971	1,763

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/22/2021
DESIGN YEAR:	2045	T-INTERSECTION?	Yes
INTERSECTION:	W Osceola off ramp at N Poinciana Blvd (WB) (Build)	MISSING Leg:	North Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	-	5,500	3,400	7,200
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	- CGR	5.03% CGR	5.60% CGR	5.03% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2020		-		5,500		3,400		7,200
NO. YEARS	5	-	-	1.252	6,900	1.280	4,400	1.252	9,000
NO. YEARS	15	-	-	1.755	9,600	1.840	6,300	1.755	12,600
NO. YEARS	25	-	-	2.258	12,400	2.400	8,200	2.258	16,300

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol:												
7/20/2014	-	-	-	-	52	0	122	-	184	0	76	-	440
% TURNS:	-	-	-	-	98%	0%	40%	-	60%	0%	99%	-	
P.M.	2-Way Pk Hr Vol:												
7/20/2014	-	-	-	-	263	0	152	-	225	0	129	-	775
% TURNS:	-	-	-	-	100%	0%	40%	-	60%	0%	99%	-	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	RIGHT	NORTH LEG		RIGHT	EAST LEG		RIGHT	SOUTH LEG		RIGHT	WEST LEG	
		THRU	LEFT		THRU	LEFT		THRU	LEFT		THRU	LEFT
A.M.												
2020	-	-	-	-	98%	0%	40%	-	60%	0%	99%	-
2025	-	-	-	-	95%	3%	40%	-	60%	4%	95%	-
2035	-	-	-	-	94%	4%	40%	-	60%	5%	94%	-
2045	-	-	-	-	93%	6%	40%	-	59%	7%	92%	-
P.M.												
2020	-	-	-	-	100%	0%	40%	-	60%	0%	99%	-
2025	-	-	-	-	96%	3%	41%	-	59%	4%	95%	-
2035	-	-	-	-	95%	4%	41%	-	59%	5%	94%	-
2045	-	-	-	-	94%	6%	41%	-	59%	7%	93%	-

K & D FACTORS:

	AM	NORTH LEG		AM	EAST LEG		AM	SOUTH LEG		AM	WEST LEG	
		PM		PM			PM			PM		PM
K FACTOR												
2020	-	-	4.6%	9.9%	9.1%	9.9%	4.4%	8.6%				
2025	-	-	5.3%	9.6%	9.0%	9.7%	5.1%	8.5%				
2035	-	-	6.8%	9.0%	9.0%	9.4%	6.7%	8.4%				
2045	-	-	8.3%	8.3%	9.0%	9.0%	8.3%	8.3%				
D FACTOR												
2020	-	-	21.0%	48.4%	99.7%	99.7%	24.5%	21.0%				
2025	-	-	25.2%	50.3%	99.7%	99.8%	31.2%	25.2%				
2035	-	-	33.7%	54.1%	99.8%	99.8%	44.5%	33.7%				
2045	-	-	42.1%	57.9%	99.9%	99.9%	57.9%	42.1%				

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0 DATE: 10/22/2021
 FM NO.: 0 NOTES:
 PROJECT LIMITS: 0
 DESIGN YEAR: 2045
 INTERSECTION: W Osceola off ramp at N Poinciana Blvd (WB) (Build
 PREPARED BY:
 FILE: Version 1

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
24 HR EST. AADT	2020	-	-	-	5,500	-	-	3,400	-	-	7,200	-	-
24 HR EST. AADT	2025	-	-	-	6,900	-	-	4,400	-	-	9,000	-	-
24 HR EST. AADT	2035	-	-	-	9,600	-	-	6,300	-	-	12,600	-	-
24 HR EST. AADT	2045	-	-	-	12,400	-	-	8,200	-	-	16,300	-	-

Percent Turns Calculated From Base Year AADTs:

JKTURNS	2020	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	2-WAY ADT	-	-	-	5,500	-	-	3,400	-	-	7,200	-	-
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	-	-	7,200	3,400	-	5,500	7,200	-	3,400	5,500	-
		-	-	-	67%	32%	-	43%	-	56%	38%	61%	-
	2025	2-WAY ADT			6,900	-	-	4,400	-	-	9,000	-	-
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	-	-	9,000	4,400	-	6,900	-	9,000	4,400	6,900	-
		-	-	-	67%	33%	-	43%	-	56%	39%	61%	-
	2035	2-WAY ADT			9,600	-	-	6,300	-	-	12,600	-	-
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	-	-	12,600	6,300	-	9,600	-	12,600	6,300	9,600	-
		-	-	-	66%	33%	-	43%	-	57%	39%	60%	-
	2045	2-WAY ADT			12,400	-	-	8,200	-	-	16,300	-	-
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	-	-	16,300	8,200	-	12,400	-	16,300	8,200	12,400	-
		-	-	-	66%	33%	-	43%	-	57%	40%	60%	-

A.M. DESIGN HR. TURNS	2020	EST. TURNS	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
			RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	2020	EST. TURNS	-	-	-	51	0	-	122	-	182	0	75	-
	2025	EST. TURNS	-	-	-	85	0	-	144	-	229	0	132	-
	2035	EST. TURNS	-	-	-	172	0	-	145	-	300	0	285	-
	2045	EST. TURNS	-	-	-	263	0	-	146	-	303	0	454	-
P.M. DESIGN HR. TURNS	2020	EST. TURNS	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	2020	EST. TURNS	-	-	-	280	0	-	148	-	210	0	137	-
	2025	EST. TURNS	-	-	-	316	0	-	149	-	259	0	179	-
	2035	EST. TURNS	-	-	-	369	0	-	151	-	332	0	265	-
	2045	EST. TURNS	-	-	-	398	0	-	152	-	380	0	333	-

LINK VOLUME CHECK	DESIGN HOUR A.M.:	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
	CONTROL LINK VOLUMES	-	-	-	53	197	250	307	3	310	77	233	310
	2020 TURN SUMMARY	-	-	-	53	197	250	307	3	310	77	233	310
	CONTROL LINK VOLUMES	-	-	-	93	277	370	397	3	400	145	315	460
	2025 TURN SUMMARY	-	-	-	87	277	364	408	0	408	135	315	450
	CONTROL LINK VOLUMES	-	-	-	220	430	650	567	3	570	377	473	850
	2035 TURN SUMMARY	-	-	-	173	431	604	545	0	545	288	473	761
	CONTROL LINK VOLUMES	-	-	-	433	597	1,030	737	3	740	783	567	1,350
	2045 TURN SUMMARY	-	-	-	265	601	866	688	0	688	457	567	1,024

LINK VOLUME CHECK	DESIGN HOUR P.M.:	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
	CONTROL LINK VOLUMES	-	-	-	264	286	550	336	4	340	130	490	620
	2020 TURN SUMMARY	-	-	-	283	286	569	360	4	364	140	490	630
	CONTROL LINK VOLUMES	-	-	-	333	327	660	427	3	430	194	576	770
	2025 TURN SUMMARY	-	-	-	318	329	647	409	1	410	182	576	758
	CONTROL LINK VOLUMES	-	-	-	465	395	860	589	1	590	357	703	1,060
	2035 TURN SUMMARY	-	-	-	371	448	819	484	46	530	268	703	971
	CONTROL LINK VOLUMES	-	-	-	596	434	1,030	737	3	740	570	780	1,350
	2045 TURN SUMMARY	-	-	-	400	560	960	534	65	599	337	780	1,117

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/22/2021
DESIGN YEAR:	2045		
INTERSECTION:	World Gateway Dr @ World Center Drive (Build)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	9,600	37,500	16,700	40,500
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	1.45% CGR	1.69% CGR	0.16% CGR	2.30% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2020		9,600		37,500		16,700		40,500	
NO. YEARS	5	2025	1.073	10,300	1.085	40,700	1.008	16,800	1.115	45,200
NO. YEARS	15	2035	1.218	11,700	1.254	47,000	1.024	17,100	1.345	54,500
NO. YEARS	25	2045	1.363	13,100	1.423	53,300	1.040	17,400	1.575	63,800

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 399												
7/20/2014	75	13	49	178	1,346	90	33	8	175	30	538	76	2,611
% TURNS:	55%	9%	36%	11%	83%	6%	15%	4%	81%	5%	84%	12%	
P.M.	2-Way Pk Hr Vol: 468												
7/20/2014	172	51	105	91	1,160	155	119	22	138	367	1,239	27	3,646
% TURNS:	52%	16%	32%	6%	83%	11%	43%	8%	49%	22%	76%	2%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.	2020	55%	9%	36%	11%	83%	6%	15%	4%	81%	5%	84%	12%
	2025	54%	10%	36%	11%	81%	7%	18%	4%	78%	7%	81%	12%
	2035	54%	10%	36%	11%	81%	7%	19%	5%	77%	7%	81%	12%
	2045	54%	10%	36%	12%	81%	8%	20%	5%	76%	7%	80%	12%
P.M.	2020	52%	16%	32%	6%	83%	11%	43%	8%	49%	22%	76%	2%
	2025	52%	16%	33%	7%	81%	12%	43%	8%	49%	23%	74%	3%
	2035	52%	15%	33%	7%	80%	12%	43%	8%	49%	22%	74%	3%
	2045	52%	15%	33%	8%	80%	12%	42%	8%	49%	22%	74%	4%

K & D FACTORS:

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR	2020	4.2%	4.9%	6.0%	7.7%	2.1%	5.1%	5.5%	7.7%
	2025	5.1%	5.7%	6.3%	7.6%	3.5%	5.9%	5.9%	7.6%
	2035	7.1%	7.4%	6.9%	7.6%	6.2%	7.4%	6.7%	7.6%
	2045	9.0%	9.0%	7.5%	7.5%	9.0%	9.0%	7.5%	7.5%
D FACTOR	2020	34.3%	70.1%	72.2%	49.0%	61.9%	32.7%	28.8%	52.6%
	2025	36.9%	66.6%	69.1%	47.9%	60.0%	35.7%	31.7%	53.4%
	2035	42.2%	59.6%	62.9%	45.6%	56.3%	41.5%	37.5%	55.0%
	2045	47.4%	52.6%	56.6%	43.4%	52.6%	47.4%	43.4%	56.6%

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/22/2021
DESIGN YEAR:	2045	T-INTERSECTION?	Yes
INTERSECTION:	World Gateway Drive and International Drive (Build)	MISSING Leg:	South Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	9,600	6,400	-	10,500
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	0.20% CGR	9.52% CGR	- CGR	5.23% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2020		9,600		6,400		-		10,500	
NO. YEARS	5	2025	1.010	9,700	1.476	9,400	-	-	1,262	13,200
NO. YEARS	15	2035	1.030	9,900	2.428	15,500	-	-	1,785	18,700
NO. YEARS	25	2045	1.050	10,100	3.380	21,600	-	-	2,308	24,200

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 350			283			-			388			
7/20/2014	85	-	48	74	77	-	-	-	-	-	82	142	513
% TURNS:	64%	-	36%	49%	51%	-	-	-	-	-	36%	63%	
P.M.	2-Way Pk Hr Vol: 854			946			-			846			
7/20/2014	134	-	439	37	106	-	-	-	-	-	362	242	1,326
% TURNS:	23%	-	76%	26%	74%	-	-	-	-	-	60%	40%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG		EAST LEG			SOUTH LEG			WEST LEG			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.	2020	64%	-	36%	49%	51%	-	-	-	-	-	36%	63%
	2025	63%	-	37%	48%	51%	-	-	-	-	-	38%	62%
	2035	63%	-	37%	47%	52%	-	-	-	-	-	39%	60%
	2045	62%	-	38%	45%	54%	-	-	-	-	-	42%	58%
P.M.	2020	23%	-	76%	26%	74%	-	-	-	-	-	60%	40%
	2025	27%	-	73%	27%	72%	-	-	-	-	-	59%	41%
	2035	27%	-	73%	27%	73%	-	-	-	-	-	60%	40%
	2045	28%	-	72%	26%	73%	-	-	-	-	-	61%	39%

K & D FACTORS:

		NORTH LEG		EAST LEG			SOUTH LEG			WEST LEG		
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
K FACTOR	2020	3.6%	8.9%	4.4%	14.8%	-	-	-	-	3.7%	8.1%	
	2025	4.7%	8.9%	5.3%	13.6%	-	-	-	-	4.8%	8.2%	
	2035	6.9%	9.0%	7.2%	11.3%	-	-	-	-	6.9%	8.6%	
	2045	9.0%	9.0%	9.0%	9.0%	-	-	-	-	9.0%	9.0%	
D FACTOR	2020	38.0%	67.2%	53.7%	15.2%	-	-	-	-	58.0%	71.5%	
	2025	39.9%	64.3%	54.5%	20.7%	-	-	-	-	55.9%	67.7%	
	2035	43.6%	58.4%	56.2%	31.5%	-	-	-	-	51.6%	60.2%	
	2045	47.4%	52.6%	57.9%	42.4%	-	-	-	-	47.4%	52.6%	

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/11/2021
DESIGN YEAR:	2045		
INTERSECTION:	World Center Dr @ Buena Vista Suites (Build)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	1,000	36,000	1,300	36,000
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	1.59% CGR	0.51% CGR	1.59% CGR	0.51% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2020		1,000		36,000		1,300		36,000	
NO. YEARS	5	2025	1.080	1,100	1.026	36,900	1.080	1,400	1.026	36,900
NO. YEARS	15	2035	1.239	1,200	1.077	38,800	1.239	1,600	1.077	38,800
NO. YEARS	25	2045	1.398	1,400	1.128	40,600	1.398	1,800	1.128	40,600

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 76												
7/20/2014	18	1	1	14	1,515	22	14	2	14	6	969	40	2,616
% TURNS:	90%	5%	5%	1%	98%	1%	47%	7%	47%	1%	95%	4%	
P.M.	2-Way Pk Hr Vol: 84												
7/20/2014	33	0	6	5	1,844	27	33	0	19	18	2,108	40	4,133
% TURNS:	85%	0%	15%	0%	98%	1%	63%	0%	37%	1%	97%	2%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.	2020	90%	5%	5%	1%	98%	1%	47%	7%	47%	1%	95%	4%
	2025	86%	5%	9%	1%	97%	2%	47%	6%	47%	1%	95%	4%
	2035	85%	5%	10%	1%	97%	2%	47%	6%	47%	1%	95%	4%
	2045	83%	5%	12%	1%	97%	2%	47%	6%	47%	1%	95%	4%
P.M.	2020	85%	0%	15%	0%	98%	1%	63%	0%	37%	1%	97%	2%
	2025	81%	0%	19%	1%	98%	2%	62%	0%	38%	1%	97%	2%
	2035	80%	0%	20%	1%	98%	2%	62%	0%	38%	1%	97%	2%
	2045	79%	0%	21%	1%	97%	2%	61%	0%	39%	1%	97%	2%

K & D FACTORS:

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR	2020	7.6%	8.4%	7.0%	11.2%	4.5%	7.5%	7.1%	11.3%
	2025	7.6%	8.2%	7.1%	10.4%	5.1%	7.5%	7.2%	10.5%
	2035	7.5%	7.9%	7.3%	9.0%	6.3%	7.5%	7.3%	9.0%
	2045	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
D FACTOR	2020	26.3%	46.4%	61.2%	46.6%	50.8%	53.6%	39.6%	53.3%
	2025	30.3%	47.9%	59.5%	46.8%	49.9%	53.7%	41.2%	53.2%
	2035	38.2%	50.9%	56.0%	47.1%	48.0%	53.8%	44.3%	52.9%
	2045	46.1%	53.9%	52.6%	47.4%	46.1%	53.9%	47.4%	52.6%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
 FM NO.: 0
 PROJECT LIMITS: 0
 DESIGN YEAR: 2045
 INTERSECTION: World Center Dr @ Buena Vista Suites (Build)
 PREPARED BY:
 FILE: Version 1

DATE: 10/11/2021
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
24 HR EST. AADT	2020	1,000			36,000			1,300			36,000		
24 HR EST. AADT	2025	1,100			36,900			1,400			36,900		
24 HR EST. AADT	2035	1,200			38,800			1,600			38,800		
24 HR EST. AADT	2045	1,400			40,600			1,800			40,600		

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020	2-WAY ADT	1,000			36,000			1,300			36,000		
		36,000	1,300	36,000	1,000	36,000	1,300	36,000	1,000	36,000	1,300	36,000	1,000
		49%	2%	49%	3%	94%	3%	49%	1%	49%	3%	94%	3%
2025	2-WAY ADT	1,100			36,900			1,400			36,900		
		36,900	1,400	36,900	1,100	36,900	1,400	36,900	1,100	36,900	1,400	36,900	1,100
		49%	2%	49%	3%	94%	4%	49%	1%	49%	4%	94%	3%
2035	2-WAY ADT	1,200			38,800			1,600			38,800		
		38,800	1,600	38,800	1,200	38,800	1,600	38,800	1,200	38,800	1,600	38,800	1,200
		49%	2%	49%	3%	93%	4%	49%	2%	49%	4%	93%	3%
2045	2-WAY ADT	1,400			40,600			1,800			40,600		
		40,600	1,800	40,600	1,400	40,600	1,800	40,600	1,400	40,600	1,800	40,600	1,400
		49%	2%	49%	3%	93%	4%	49%	2%	49%	4%	93%	3%

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2020	EST. TURNS	18	1	1	15	1,513	23	14	2	14	6	974	43
2025	EST. TURNS	21	2	2	16	1,519	24	17	3	17	9	1,046	44
2035	EST. TURNS	29	3	4	17	1,536	34	24	5	23	15	1,221	46
2045	EST. TURNS	38	4	6	19	1,540	49	32	6	28	26	1,410	48
P.M. DESIGN HR. TURNS													
2020	EST. TURNS	33	0	6	5	1,842	29	33	0	19	19	2,105	36
2025	EST. TURNS	35	1	8	9	1,843	30	35	2	21	21	2,107	38
2035	EST. TURNS	38	3	10	12	1,845	32	40	4	24	24	2,108	39
2045	EST. TURNS	44	4	13	14	1,847	38	46	6	27	29	2,110	40

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
DESIGN HOUR A.M.:													
CONTROL LINK VOLUMES		20	60	80	1,551	989	2,540	30	30	60	1,015	1,545	2,560
2020	TURN SUMMARY	20	60	80	1,551	989	2,540	30	30	60	1,022	1,545	2,567
CONTROL LINK VOLUMES		25	55	80	1,565	1,065	2,630	36	34	70	1,093	1,557	2,650
2025	TURN SUMMARY	26	63	89	1,559	1,065	2,624	37	35	72	1,098	1,557	2,655
CONTROL LINK VOLUMES		35	55	90	1,591	1,249	2,840	49	51	100	1,262	1,588	2,850
2035	TURN SUMMARY	36	68	104	1,587	1,249	2,836	52	52	104	1,282	1,588	2,870
CONTROL LINK VOLUMES		48	62	110	1,602	1,448	3,050	62	78	140	1,443	1,607	3,050
2045	TURN SUMMARY	49	73	122	1,608	1,448	3,056	66	79	145	1,484	1,607	3,091
DESIGN HOUR P.M.:													
CONTROL LINK VOLUMES		39	41	80	1,876	2,144	4,020	52	48	100	2,166	1,894	4,060
2020	TURN SUMMARY	39	41	80	1,875	2,144	4,019	52	48	100	2,161	1,894	4,055
CONTROL LINK VOLUMES		43	47	90	1,802	2,048	3,850	56	44	100	2,066	1,814	3,880
2025	TURN SUMMARY	44	49	93	1,882	2,150	4,032	58	52	110	2,166	1,899	4,065
CONTROL LINK VOLUMES		48	42	90	1,639	1,841	3,480	64	56	120	1,850	1,650	3,500
2035	TURN SUMMARY	51	55	106	1,889	2,157	4,046	68	59	127	2,171	1,907	4,078
CONTROL LINK VOLUMES		57	53	110	1,443	1,607	3,050	73	67	140	1,602	1,448	3,050
2045	TURN SUMMARY	61	60	121	1,899	2,169	4,068	79	71	150	2,179	1,918	4,097

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO:		FILE:	Version 1
PROJECT LIMITS:		DATE:	10/11/2021
DESIGN YEAR:	2045	T-INTERSECTION?	Yes
INTERSECTION:	World Center Dr @ Caribe Royale Orlando (Build)	MISSING Leg:	South Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
	2020	1,650	36,000	-	36,000
Model Volume:	2045				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	CGR	CGR
Historic + Model Trend GR =	CGR	CGR	CGR	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	CGR	CGR
Recommended Growth Rate:	1.59% CGR	0.51% CGR	- CGR	0.51% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2020		1,650		36,000		-		36,000	
NO. YEARS	5	2025	1.080	1,800	1.026	36,900	-	-	1.026	36,900
NO. YEARS	15	2035	1.239	2,000	1.077	38,800	-	-	1.077	38,800
NO. YEARS	25	2045	1.398	2,300	1.128	40,600	-	-	1.128	40,600

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 116												2,537
7/20/2014	19	-	9	40	1,532	-	-	-	-	-	938	46	2,590
% TURNS:	66%	-	31%	3%	97%	-	-	-	-	-	95%	5%	
P.M.	2-Way Pk Hr Vol: 104												4,025
7/20/2014	42	-	23	13	1,834	-	-	-	-	-	2,123	24	4,065
% TURNS:	64%	-	35%	1%	99%	-	-	-	-	-	99%	1%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	RIGHT	NORTH LEG		EAST LEG			SOUTH LEG			WEST LEG		
		THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2020	66%	-	31%	3%	97%	-	-	-	-	-	95%	5%
2025	64%	-	33%	3%	97%	-	-	-	-	-	95%	5%
2035	64%	-	33%	3%	97%	-	-	-	-	-	95%	5%
2045	63%	-	34%	3%	97%	-	-	-	-	-	95%	5%
P.M.												
2020	64%	-	35%	1%	99%	-	-	-	-	-	99%	1%
2025	62%	-	36%	1%	99%	-	-	-	-	-	98%	1%
2035	62%	-	37%	1%	99%	-	-	-	-	-	98%	2%
2045	61%	-	37%	1%	98%	-	-	-	-	-	98%	2%

K & D FACTORS:

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	AM	PM		AM	PM		AM	PM		AM	PM	
K FACTOR												
2020	7.0%	6.3%	7.0%	11.1%	-	-	7.0%	-	7.0%	-	11.2%	
2025	7.1%	6.5%	7.1%	10.4%	-	-	7.1%	-	7.1%	-	10.4%	
2035	7.3%	7.0%	7.3%	8.9%	-	-	7.3%	-	7.3%	-	9.0%	
2045	7.5%	7.5%	7.5%	7.5%	-	-	7.5%	-	7.5%	-	7.5%	
D FACTOR												
2020	25.0%	63.5%	62.4%	46.3%	-	-	38.8%	-	38.8%	-	53.4%	
2025	29.2%	61.5%	60.4%	46.5%	-	-	40.5%	-	40.5%	-	53.2%	
2035	37.7%	57.7%	56.5%	46.9%	-	-	44.0%	-	44.0%	-	52.9%	
2045	46.1%	53.9%	52.6%	47.4%	-	-	47.4%	-	47.4%	-	52.6%	

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0	DATE: 10/11/2021
FM NO.: 0	NOTES:
PROJECT LIMITS: 0	
DESIGN YEAR: 2045	
INTERSECTION: World Center Dr @ Caribe Royale Orlando (Build)	
PREPARED BY:	
FILE: Version 1	

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	<u>YEAR</u>	<u>NORTH LEG</u>	<u>EAST LEG</u>	<u>SOUTH LEG</u>	<u>WEST LEG</u>
24 HR EST. AADT	2020	1,650	36,000	-	36,000
24 HR EST. AADT	2025	1,800	36,900	-	36,900
24 HR EST. AADT	2035	2,000	38,800	-	38,800
24 HR EST. AADT	2045	2,300	40,600	-	40,600

Percent Turns Calculated From Base Year AADTs:

		<u>FROM NORTH LEG</u>			<u>FROM EAST LEG</u>			<u>FROM SOUTH LEG</u>			<u>FROM WEST LEG</u>		
JKTURNS		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
2020	2-WAY ADT	1,650			36,000			-			36,000		
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		36,000	-	36,000	1,650	36,000	-	-	-	-	-	36,000	1,650
		50%	-	50%	4%	95%	-	-	-	-	-	95%	4%
2025	2-WAY ADT	1,800			36,900			-			36,900		
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		36,900	-	36,900	1,800	36,900	-	-	-	-	-	36,900	1,800
		50%	-	50%	5%	95%	-	-	-	-	-	95%	5%
2035	2-WAY ADT	2,000			38,800			-			38,800		
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		38,800	-	38,800	2,000	38,800	-	-	-	-	-	38,800	2,000
		50%	-	50%	5%	95%	-	-	-	-	-	95%	5%
2045	2-WAY ADT	2,300			40,600			-			40,600		
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		40,600	-	40,600	2,300	40,600	-	-	-	-	-	40,600	2,300
		50%	-	50%	5%	94%	-	-	-	-	-	94%	5%

		<u>NORTH LEG</u>			<u>EAST LEG</u>			<u>SOUTH LEG</u>			<u>WEST LEG</u>		
A.M. DESIGN HR. TURNS		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
2020	EST. TURNS	18	-	9	42	1,536	-	-	-	-	-	937	48
2025	EST. TURNS	23	-	12	43	1,538	-	-	-	-	-	1,023	49
2035	EST. TURNS	34	-	19	45	1,556	-	-	-	-	-	1,209	52
2045	EST. TURNS	48	-	29	47	1,557	-	-	-	-	-	1,418	54
P.M. DESIGN HR. TURNS		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
2020	EST. TURNS	41	-	23	12	1,840	-	-	-	-	-	2,128	21
2025	EST. TURNS	44	-	26	19	1,842	-	-	-	-	-	2,129	28
2035	EST. TURNS	49	-	30	24	1,844	-	-	-	-	-	2,130	34
2045	EST. TURNS	55	-	36	33	1,845	-	-	-	-	-	2,132	42

		<u>NORTH LEG</u>			<u>EAST LEG</u>			<u>SOUTH LEG</u>			<u>WEST LEG</u>		
LINK VOLUME CHECK		<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>
DESIGN HOUR A.M.:		29	91	120	1,573	947	2,520	-	-	-	985	1,555	2,540
CONTROL LINK VOLUMES		29	91	120	1,580	947	2,527	-	-	-	988	1,555	2,543
2020 TURN SUMMARY		37	93	130	1,584	1,036	2,620	-	-	-	1,068	1,562	2,630
CONTROL LINK VOLUMES		37	93	130	1,584	1,042	2,626	-	-	-	1,074	1,567	2,641
2025 TURN SUMMARY		55	95	150	1,601	1,229	2,830	-	-	-	1,249	1,591	2,840
CONTROL LINK VOLUMES		55	98	153	1,603	1,245	2,848	-	-	-	1,263	1,595	2,858
2035 TURN SUMMARY		80	90	170	1,602	1,448	3,050	-	-	-	1,443	1,607	3,050
CONTROL LINK VOLUMES		80	102	182	1,609	1,476	3,085	-	-	-	1,474	1,620	3,094
2045 TURN SUMMARY													

		<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>
DESIGN HOUR P.M.:		66	34	100	1,848	2,152	4,000	-	-	-	2,148	1,882	4,030
CONTROL LINK VOLUMES		66	34	100	1,854	2,152	4,006	-	-	-	2,152	1,882	4,034
2020 TURN SUMMARY		72	48	120	1,780	2,050	3,830	-	-	-	2,051	1,799	3,850
CONTROL LINK VOLUMES		71	48	119	1,867	2,160	4,027	-	-	-	2,160	1,894	4,054
2025 TURN SUMMARY		81	59	140	1,628	1,842	3,470	-	-	-	1,842	1,638	3,480
CONTROL LINK VOLUMES		81	59	140	1,886	2,162	4,048	-	-	-	2,166	1,909	4,075
2035 TURN SUMMARY		93	77	170	1,443	1,607	3,050	-	-	-	1,602	1,448	3,050
CONTROL LINK VOLUMES		93	77	170	1,910	2,178	4,088	-	-	-	2,176	1,931	4,107
2045 TURN SUMMARY													

Note: Boxed number indicates manual adjustment.

SR 535/World Center Drive/International Drive Extension Forecasting Methodology

TECHNICAL MEMORANDUM

Date: September 19, 2022
To: David Graeber, P.E. – FDOT PD&E Study Project Manager
From: Stefan Escanes, P.E., PTOE - Traffic Engineer Lead
CC: Carlos Rodriguez, P.E., Consultant PD&E Study Project Manager
Subject: **FM 437174-2 SR 535 PD&E Study – Traffic Forecasting Update - Revised**

INTRODUCTION/PURPOSE

The purpose of this technical memorandum is to provide the updated turning movement volume traffic projections for the three intersections below based on coordination with the Florida Department of Transportation (FDOT) District Five:

- International Drive Extension at World Center Drive
- SR 535 at SR 536/World Center Drive
- SR 535 at International Drive

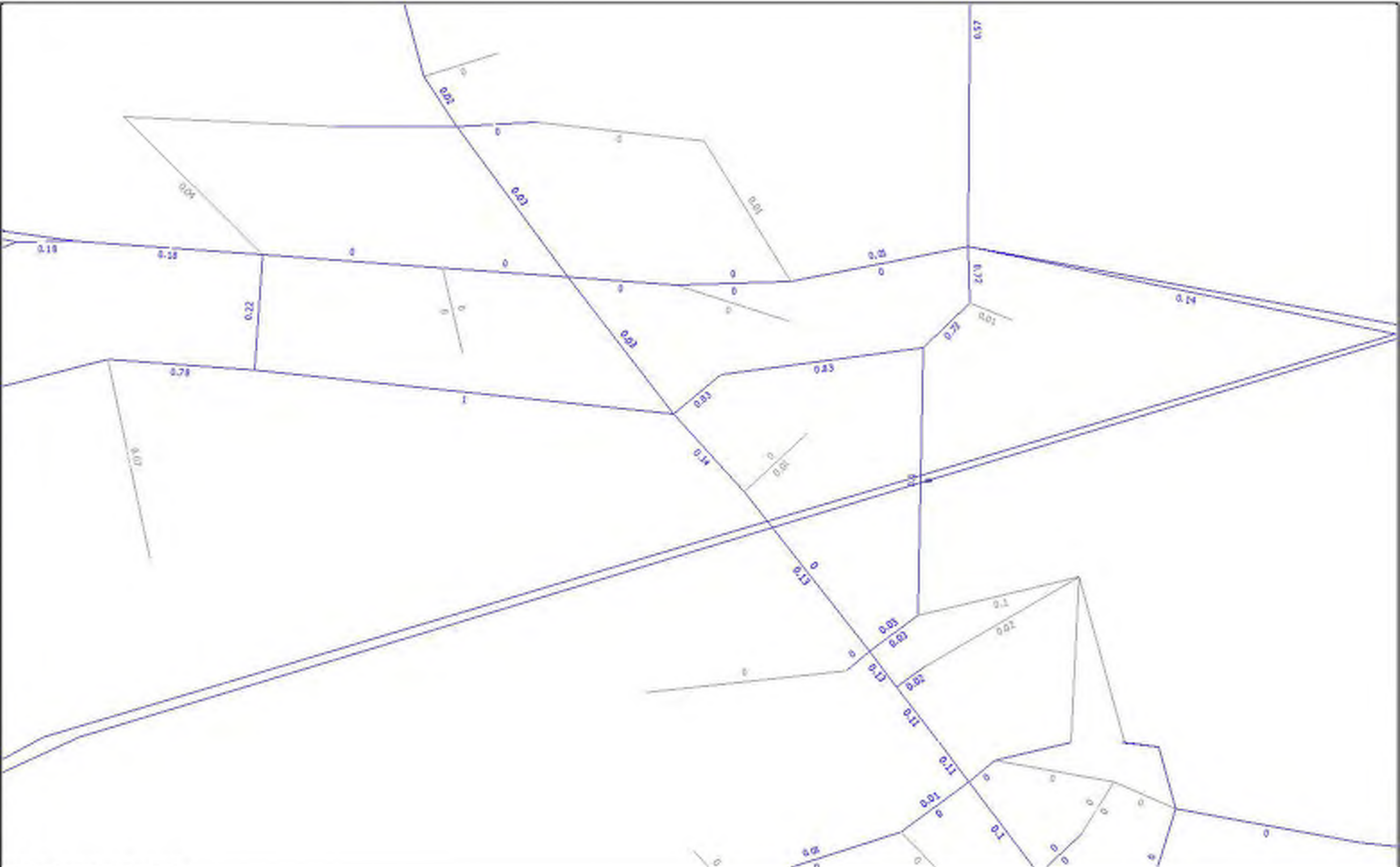
METHODOLOGY

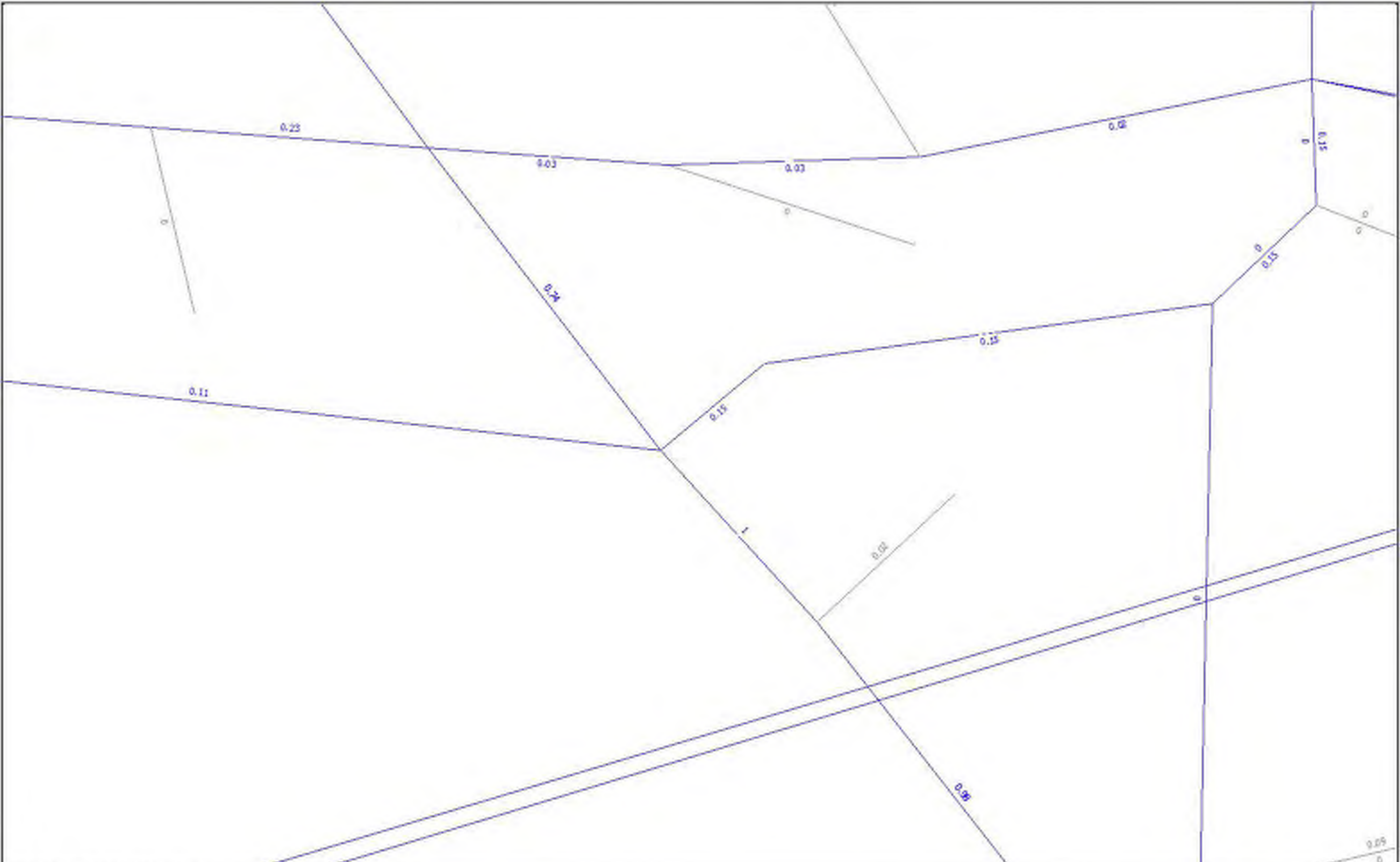
The approved methodology for the PD&E Study traffic analysis outlines the use of the TMTOOL worksheet for turning movement volume projections. Based on a review of the TMTool projections for the three subject intersections, it was observed that the turning movement volume distribution did not reasonably consider the expected traffic redistribution associated with the International Drive Extension. Based on this observation, the following methodology was developed for the forecasting of turning movement volumes at the three subject intersections:

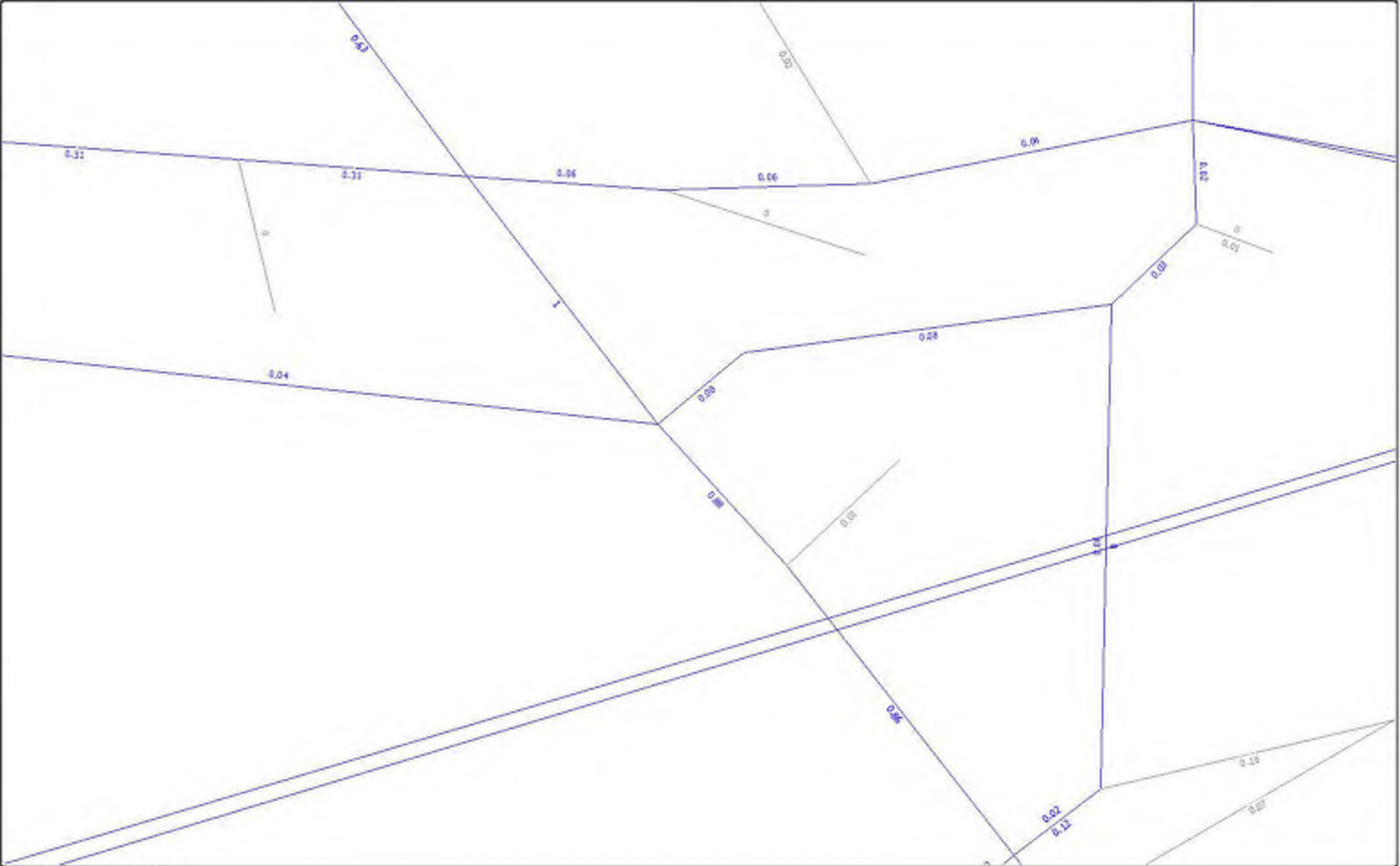
1. Utilize the 2045 Central Florida Regional Planning Model (CFRPM) from the Project Traffic Analysis Report (May 2022) (PTAR) to run Directional Select Links for the intersection approaches (see **Attachment A**).
2. Utilize PTAR Directional Design Hourly Volumes (DDHV) and apply obtained distribution ratios from select link analyses to estimate peak hour turning movement volumes (See **Attachment B**).
3. Determine Design year 2045 AM and PM Peak hour turning movement volumes based on peak hour turning movement and return movement
4. Balance volumes into the SR 535 analysis Network (see **Attachment C**).
5. Compare Existing 2020 volumes with Projected volumes to identify any negative growth movements and adjust as needed.
6. Perform Experienced Travel Time (ETT) Sensitivity Analysis using Synchro to determine volume of Westbound Left Turn vehicles that would divert from International Drive to SR 535 originating from SR 417, see **Attachment D**.

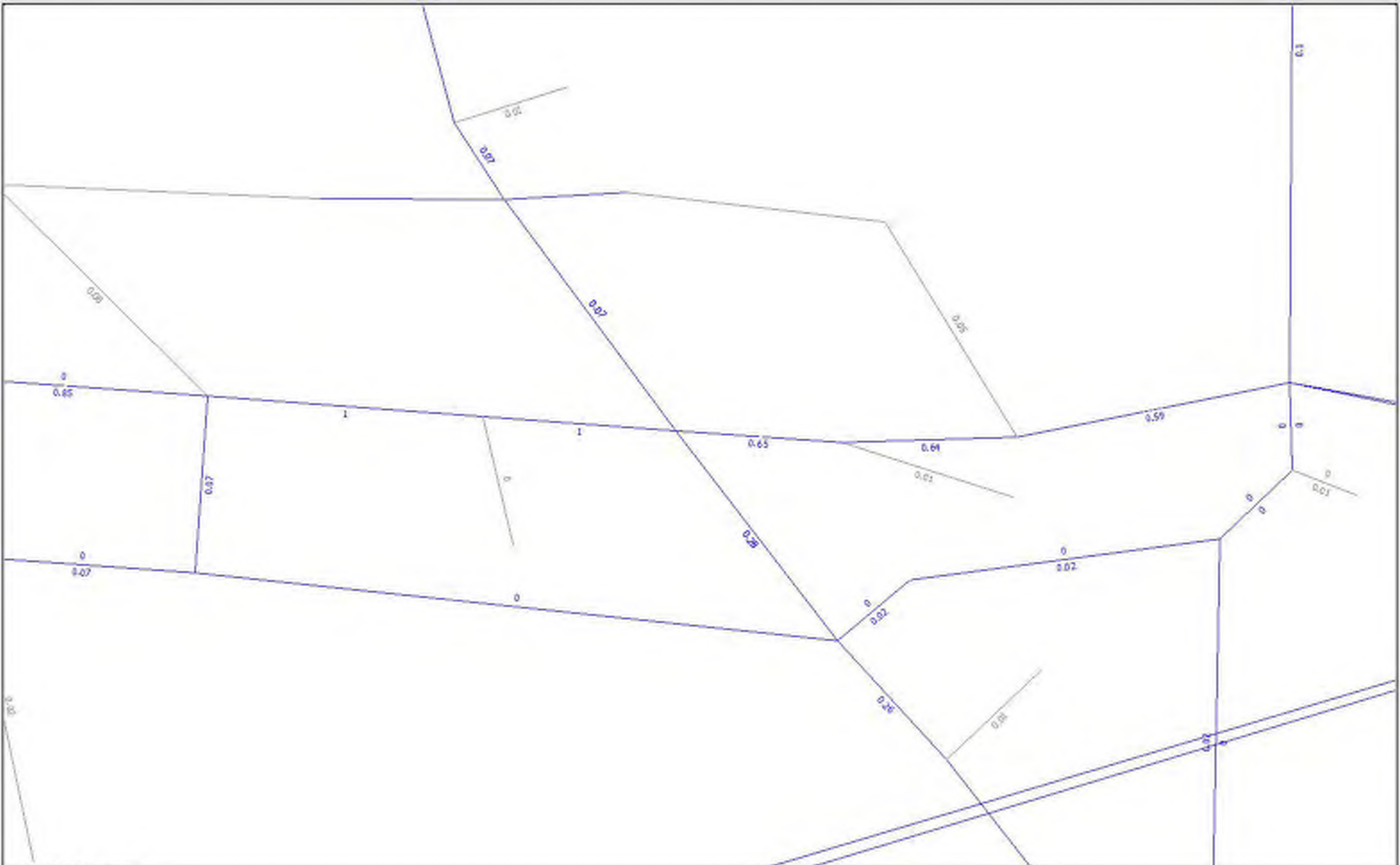
Steps 2 through 5 were then repeated to develop Opening year 2025 turning movement volumes, see **Attachment D**.

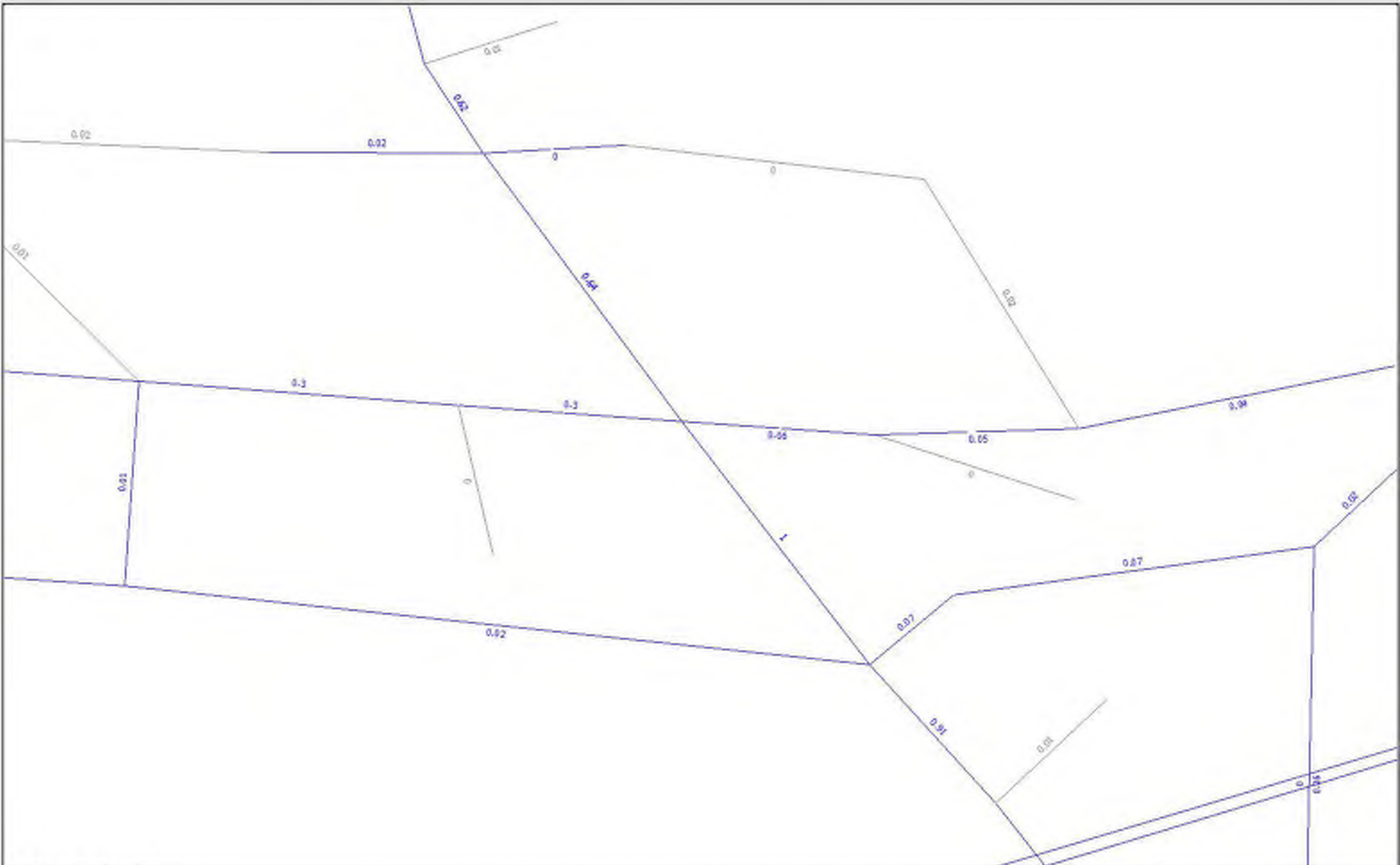
Attachment A
Directional Select Link Model Plots

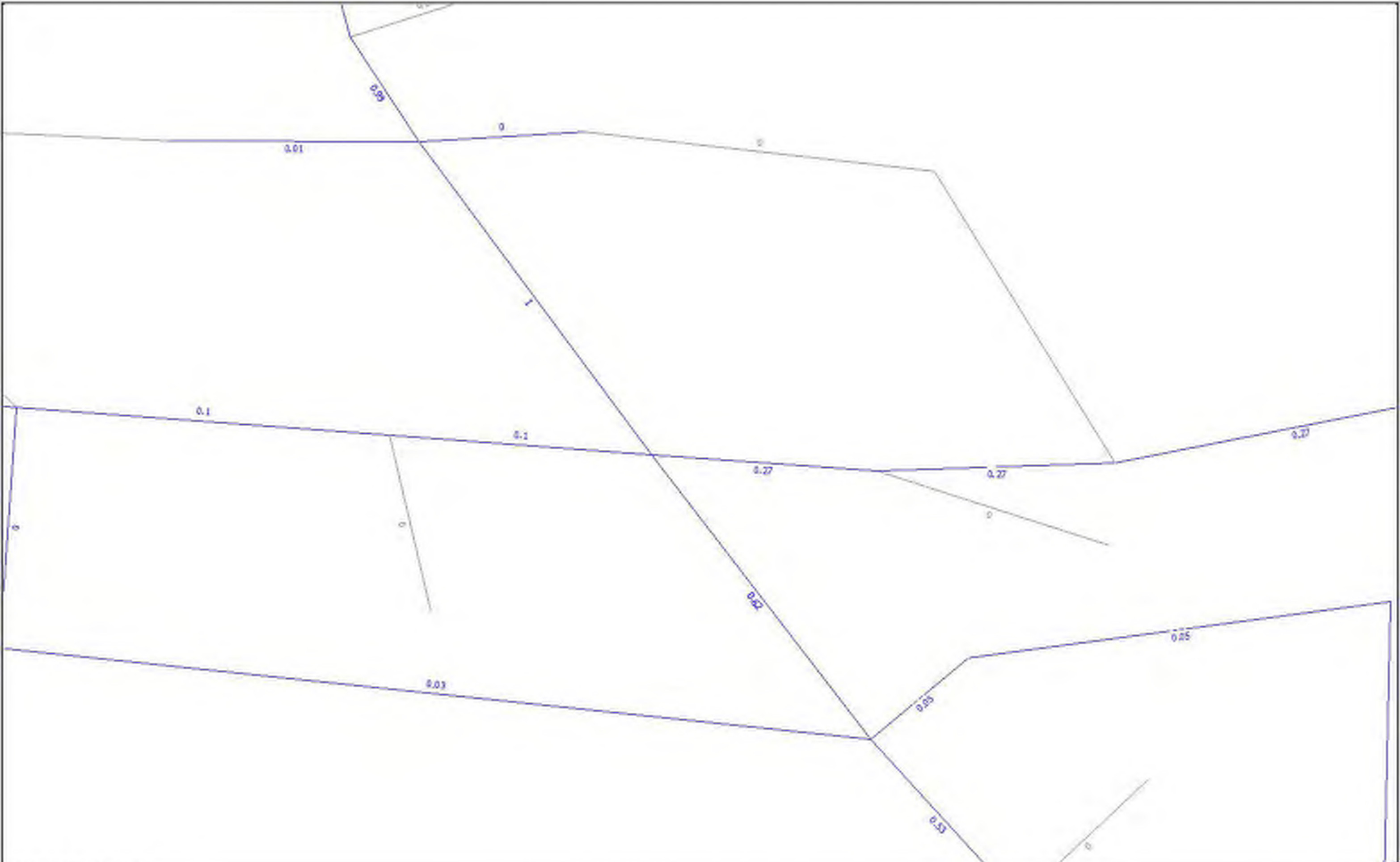


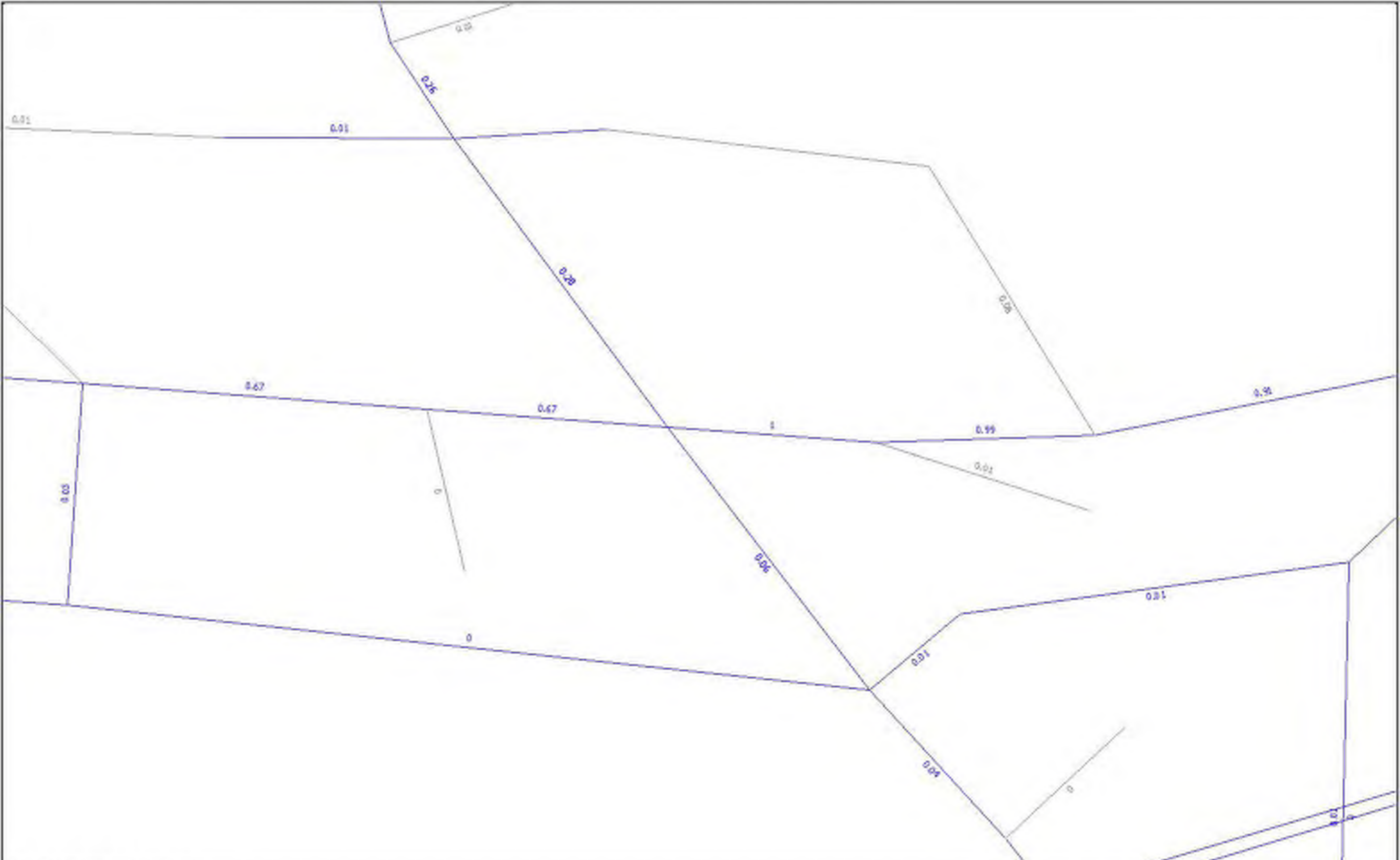


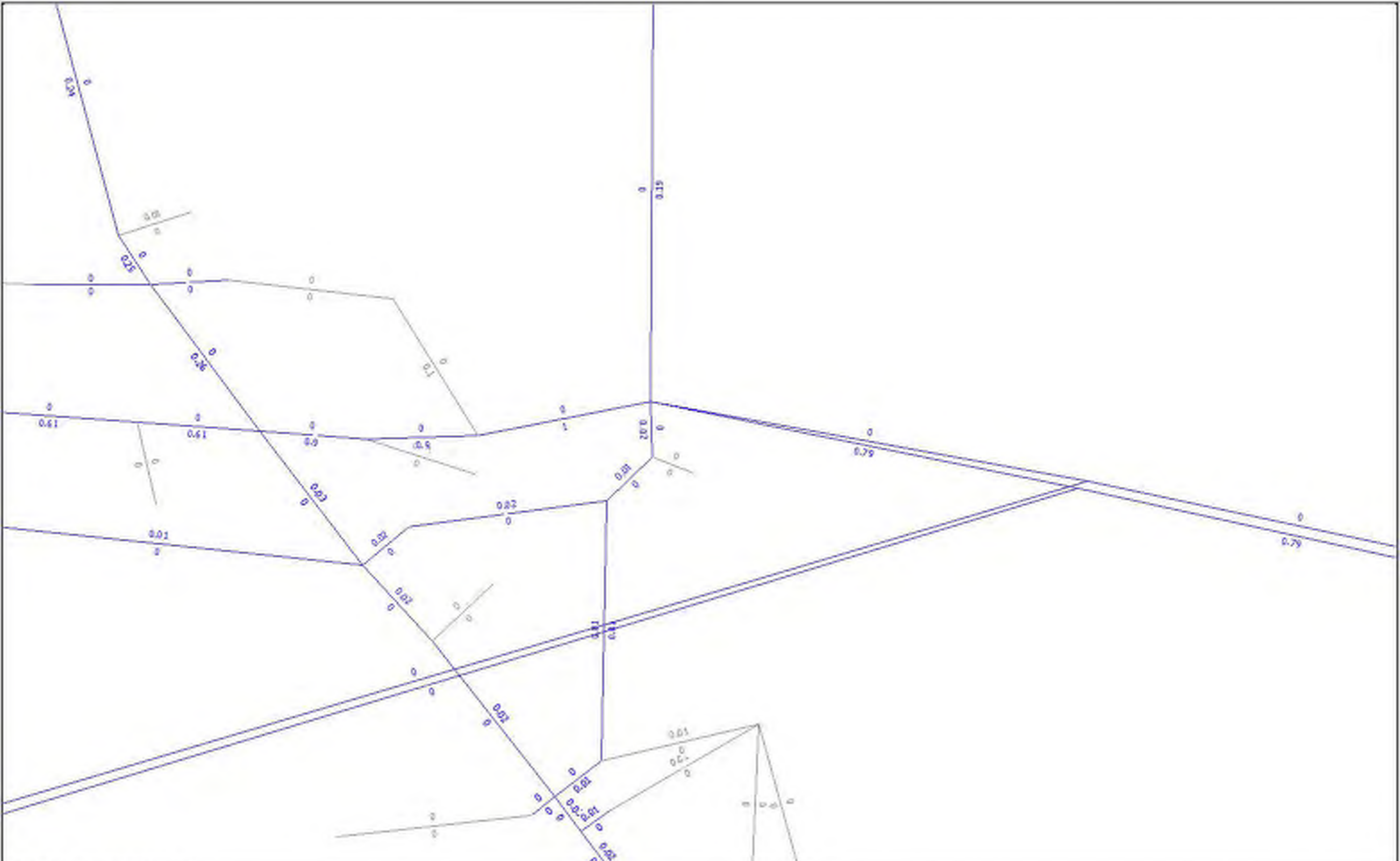


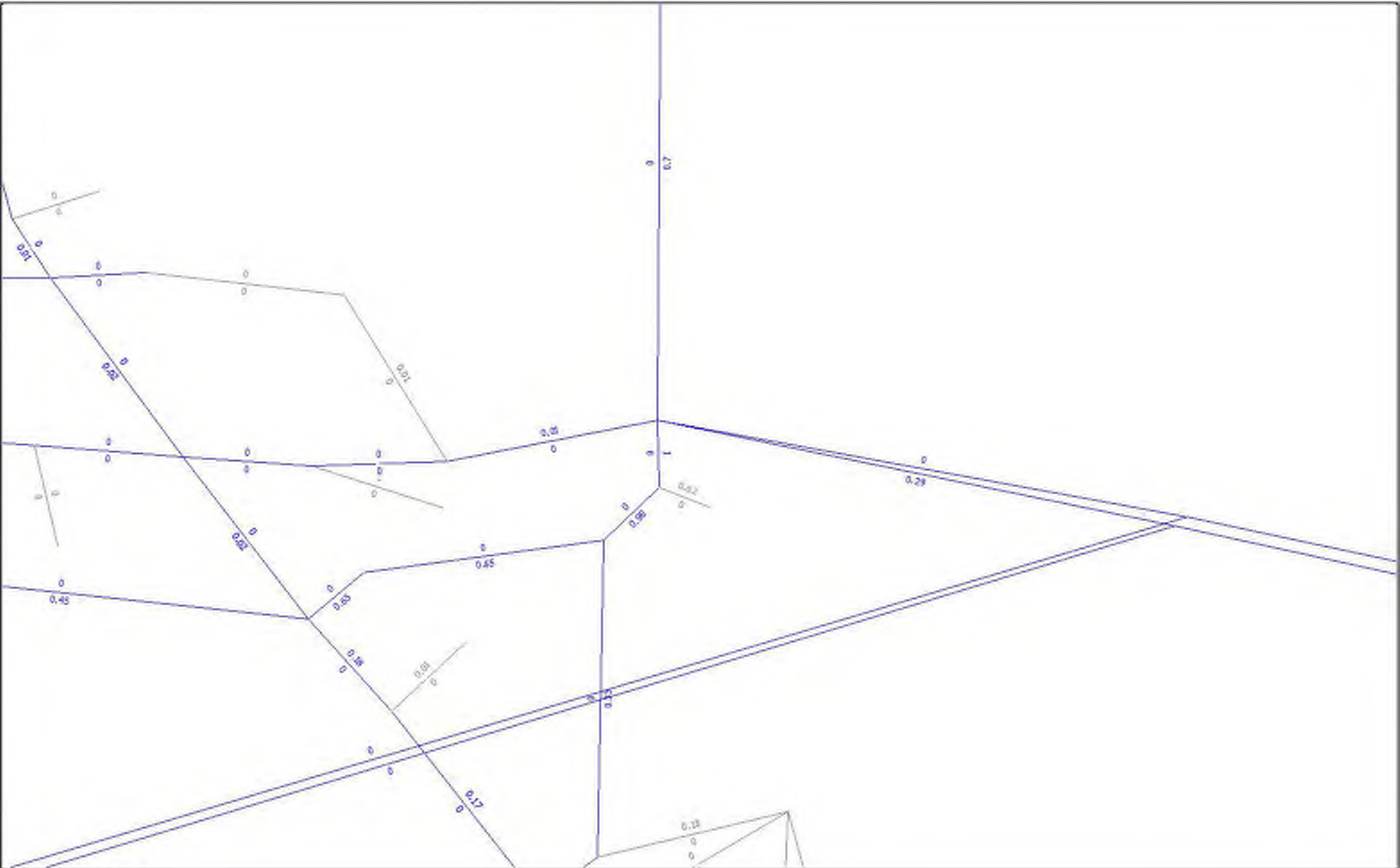


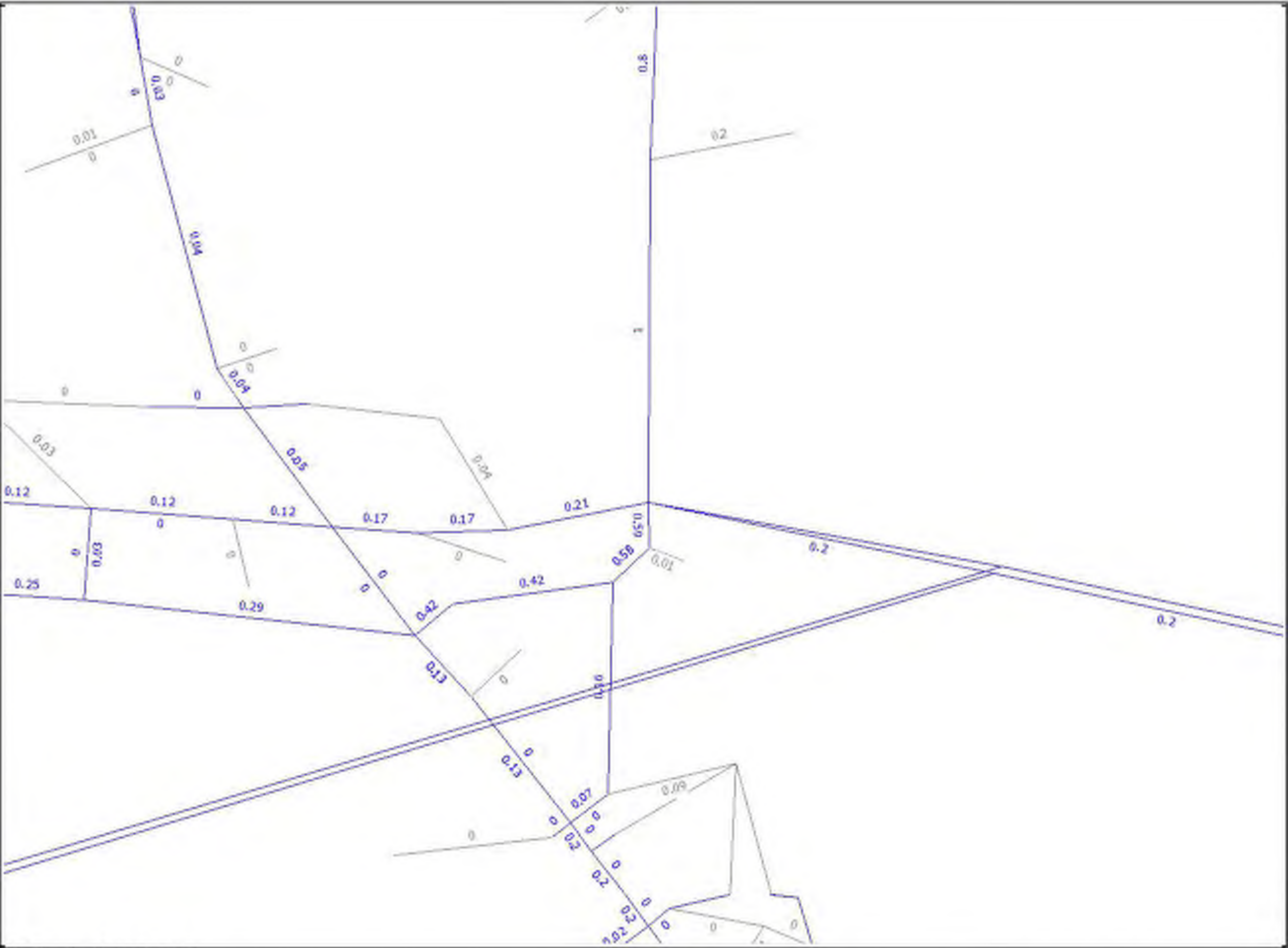


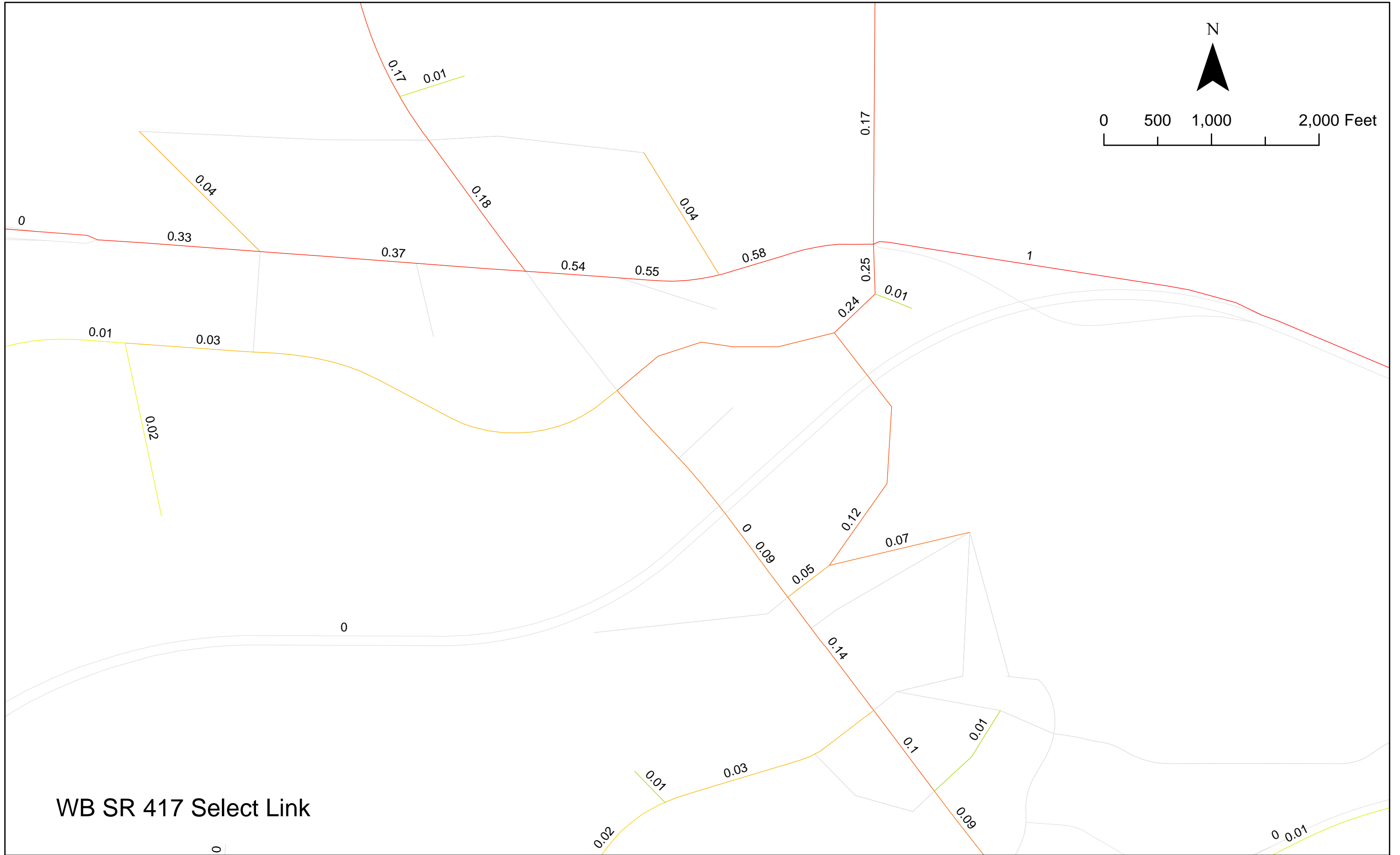












Attachment B
2045 Turning Movement Volumes

2045 Turning Movement Volumes

World Center Drive at International Drive							
Approach	2045 DDHV	Movement	SL Ratio	Pk Turn Volume	Return Movement	AM Peak	PM PK
EB	1,680	EBL	0.19	319	586	586	319
		EBT	0.79	1327	1601	1327	1601
		EBR	0.02	34	28	34	28
WB	2,760	WBL	0.25	690	800	800	690
		WBT	0.58	1601	1327	1601	1327
		WBR	0.17	469	558	469	558
NB	2,760	NBL	0.01	28	34	28	34
		NBT	0.70	1932	1646	1932	1646
		NBR	0.29	800	690	690	800
SB	2,790	SBL	0.20	558	469	558	469
		SBT	0.59	1646	1932	1646	1932
		SBR	0.21	586	319	319	586

SR 535 at SR 536							
Approach	2045 DDHV	Movement	SL Ratio	Pk Turn Volume	Return Movement	AM Peak	PM PK
EB	2,270	EBL	0.07	159	245	159	245
		EBT	0.65	1476	1085	1085	1476
		EBR	0.28	636	651	636	651
WB	1,620	WBL	0.06	97	130	97	130
		WBT	0.67	1085	1476	1476	1085
		WBR	0.27	437	662	662	437
NB	2,170	NBL	0.30	651	636	651	636
		NBT	0.64	1389	1544	1544	1389
		NBR	0.06	130	97	130	97
SB	2,450	SBL	0.27	662	437	437	662
		SBT	0.63	1544	1389	1389	1544
		SBR	0.10	245	159	245	159

SR 535 at International Drive							
Approach	2045 DDHV	Movement	SL Ratio	Pk Turn Volume	Return Movement	AM Peak	PM PK
EB	1,150	EBL	0.03	35	87	35	87
		EBT	0.83	955	1032	955	1032
		EBR	0.14	161	272	161	272
WB	1,720	WBL	0.30	516	371	516	371
		WBT	0.60	1032	955	1032	955
		WBR	0.10	172	174	174	172
NB	2,470	NBL	0.11	272	161	272	161
		NBT	0.74	1828	1910	1910	1828
		NBR	0.15	371	516	371	516
SB	2,170	SBL	0.08	174	172	172	174
		SBT	0.88	1910	1828	1828	1910
		SBR	0.04	87	35	87	35

2025 Turning Movement Volumes

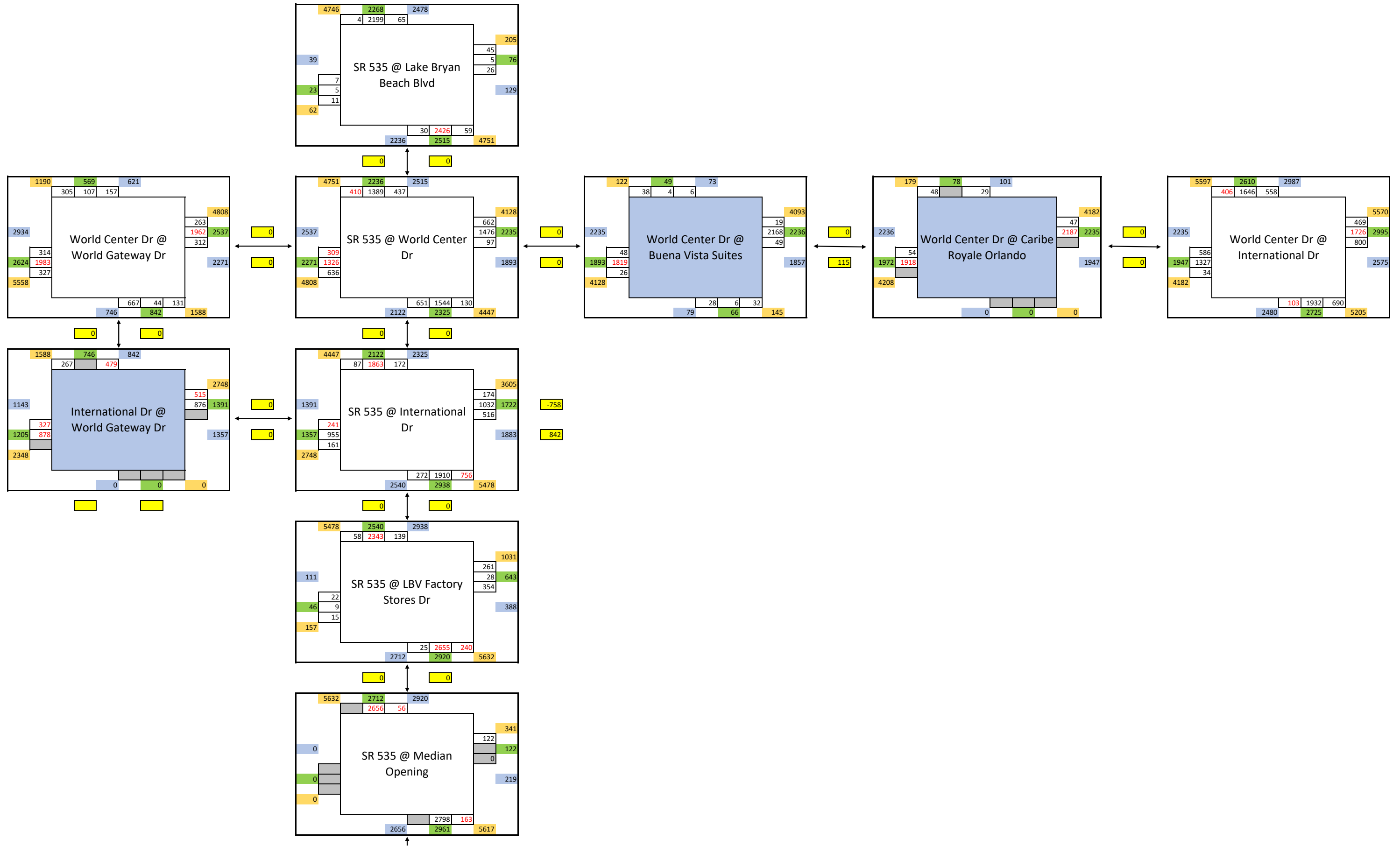
World Center Drive at International Drive							
Approach	2045 DDHV	Movement	SL Ratio	Pk Turn Volume	Return Movement	AM Peak	PM PK
EB	1,480	EBL	0.19	281	340	340	281
		EBT	0.79	1169	1032	1169	1032
		EBR	0.02	30	14	30	14
WB	1,780	WBL	0.25	445	415	415	445
		WBT	0.58	1032	1169	1032	1169
		WBR	0.17	303	324	303	324
NB	1,430	NBL	0.01	14	30	14	30
		NBT	0.70	1001	956	1001	956
		NBR	0.29	415	445	445	415
SB	1,620	SBL	0.20	324	303	324	303
		SBT	0.59	956	1001	956	1001
		SBR	0.21	340	281	281	340

SR 535 at SR 536							
Approach	2045 DDHV	Movement	SL Ratio	Pk Turn Volume	Return Movement	AM Peak	PM PK
EB	1,740	EBL	0.07	122	211	122	211
		EBT	0.65	1131	978	978	1131
		EBR	0.28	487	600	487	600
WB	1,460	WBL	0.06	88	120	88	120
		WBT	0.67	978	1131	1131	978
		WBR	0.27	394	570	570	394
NB	2,000	NBL	0.30	600	487	600	487
		NBT	0.64	1280	1329	1329	1280
		NBR	0.06	120	88	120	88
SB	2,110	SBL	0.27	570	394	394	570
		SBT	0.63	1329	1280	1280	1329
		SBR	0.10	211	122	211	122

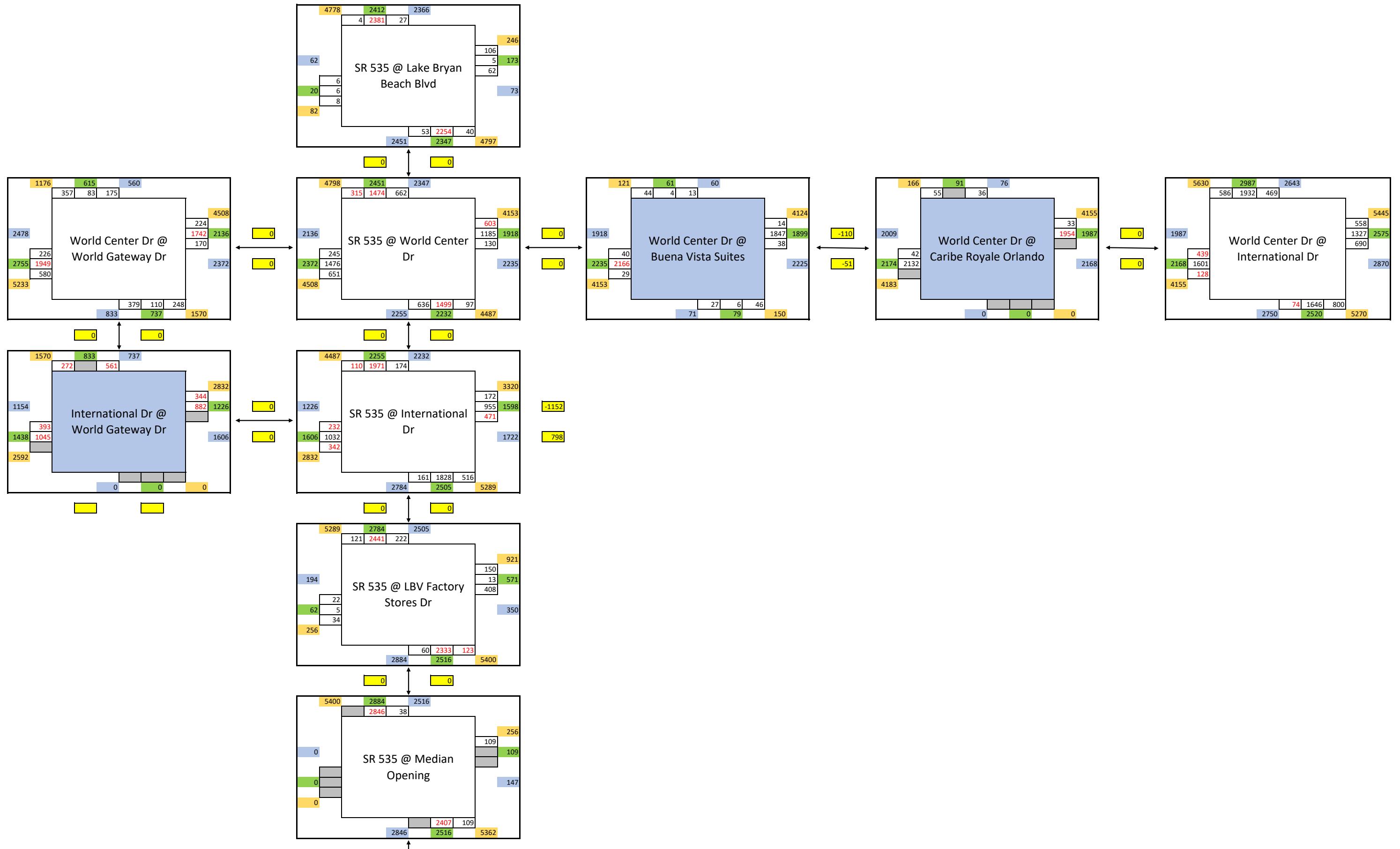
SR 535 at International Drive							
Approach	2045 DDHV	Movement	SL Ratio	Pk Turn Volume	Return Movement	AM Peak	PM PK
EB	500	EBL	0.03	15	80	15	80
		EBT	0.83	415	546	415	546
		EBR	0.14	70	220	70	220
WB	910	WBL	0.30	273	300	273	300
		WBT	0.60	546	415	546	415
		WBR	0.10	91	160	160	91
NB	2,000	NBL	0.11	220	70	220	70
		NBT	0.74	1480	1760	1760	1480
		NBR	0.15	300	273	300	273
SB	2,000	SBL	0.08	160	91	91	160
		SBT	0.88	1760	1480	1480	1760
		SBR	0.04	80	15	80	15

Attachment C
2045 Turning Movement Volumes – Balanced

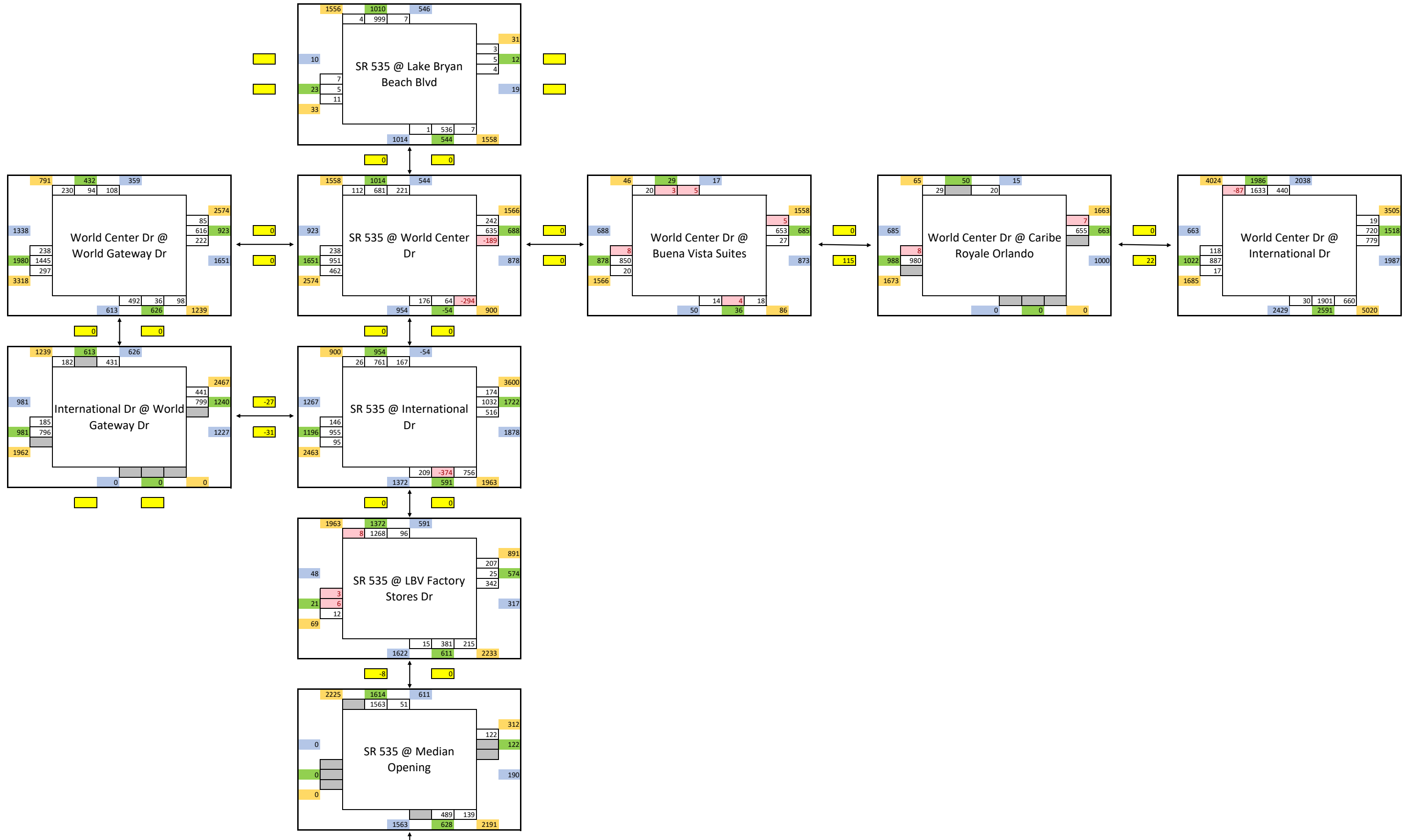
2045 AM Design Year Peak Turning Movement Volumes - Balanced



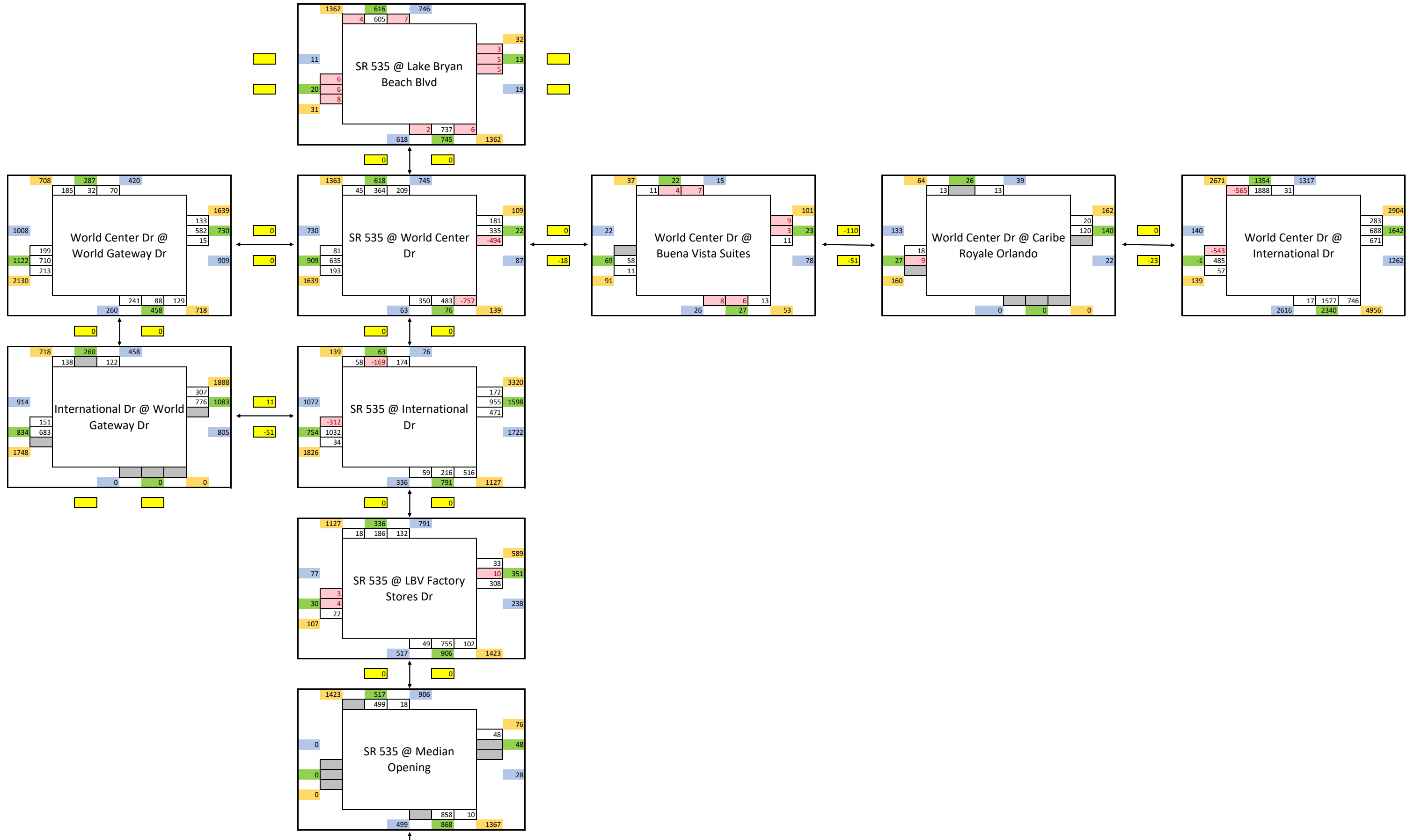
2045 PM Design Year Peak Turning Movement Volumes - Balanced



(2045 AM Design Year - 2020 AM Existing) Peak Turning Movement Volumes

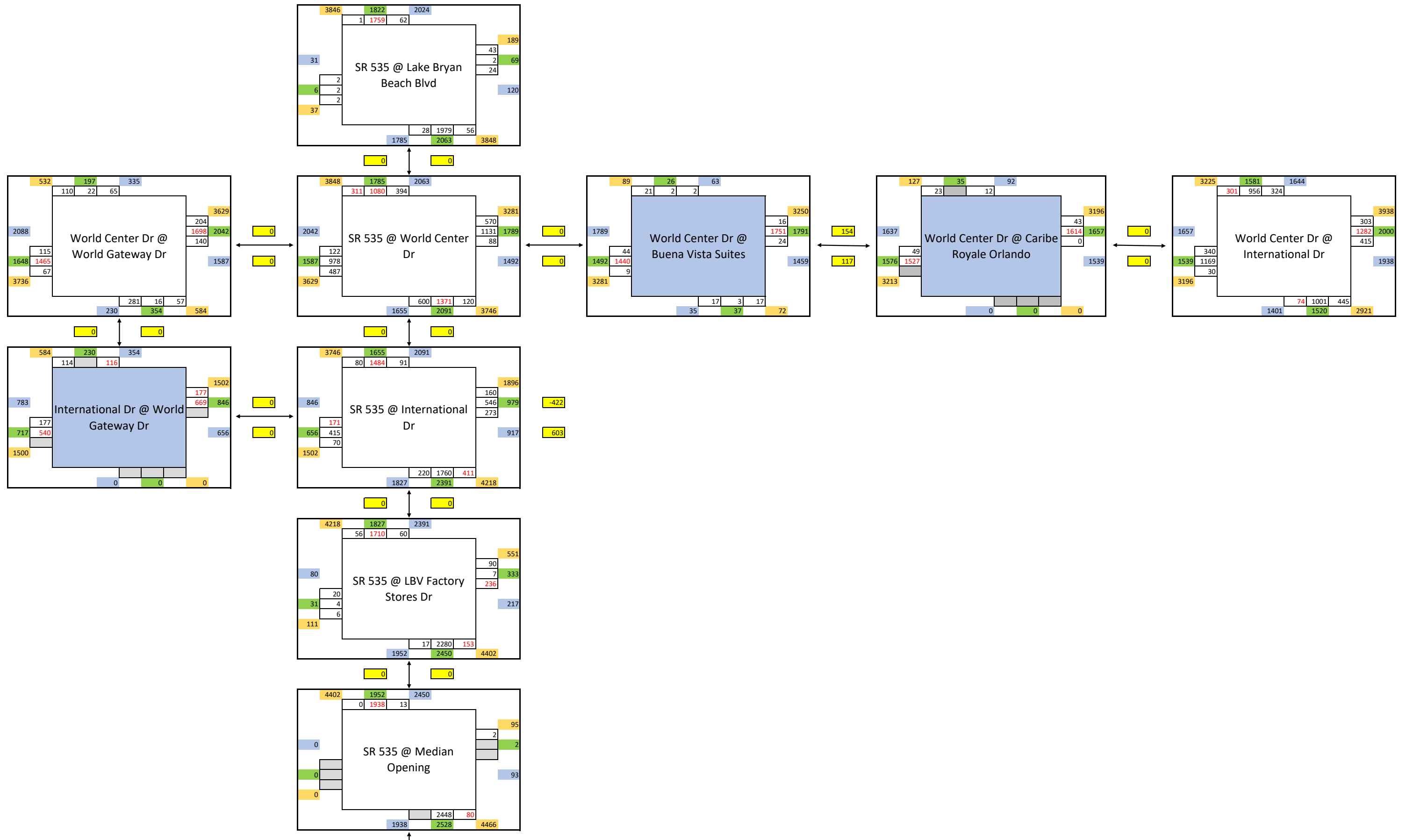


(2045 PM Design Year - 2020 PM Existing) Peak Turning Movement Volumes

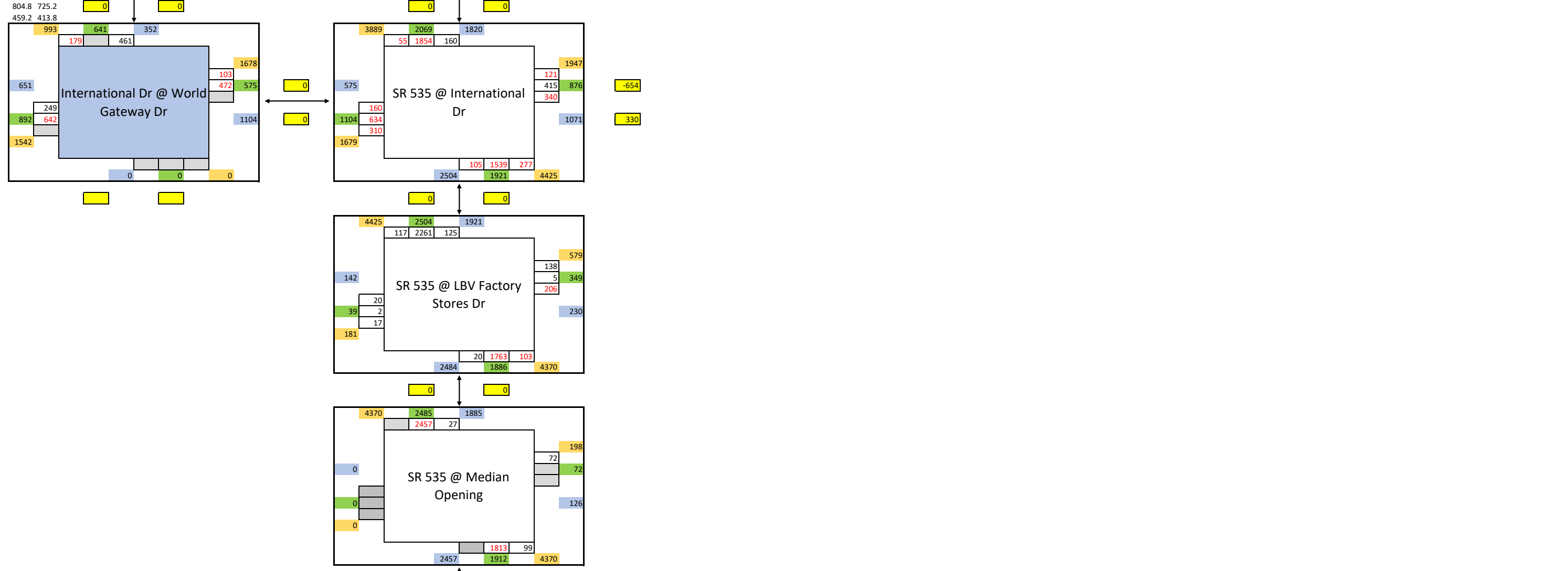
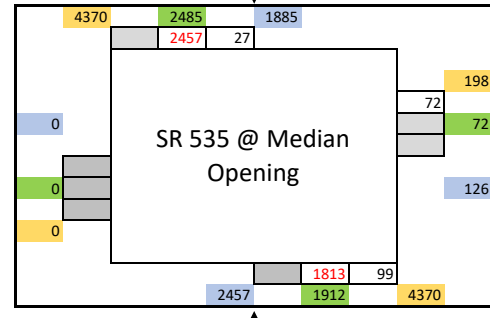
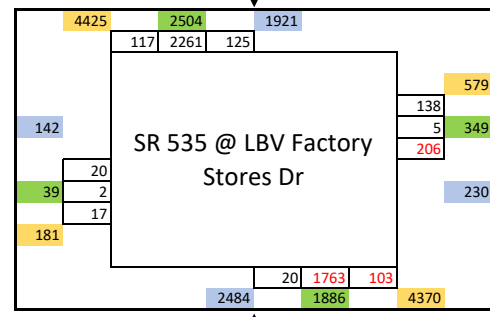
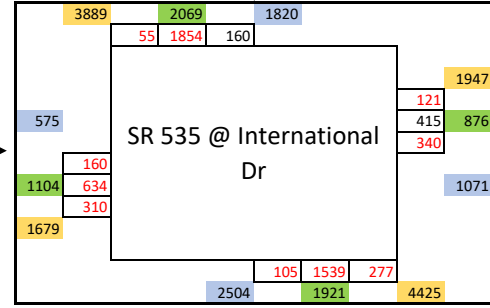
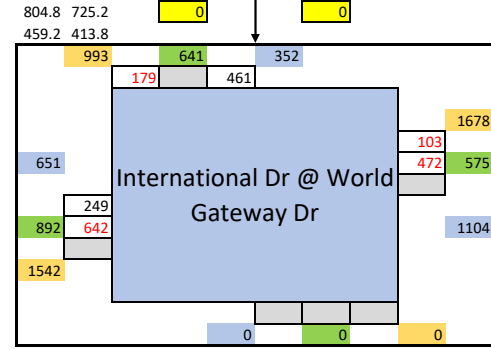
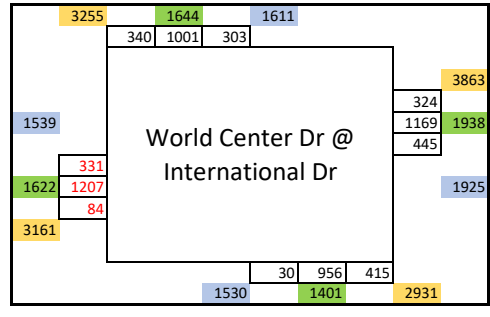
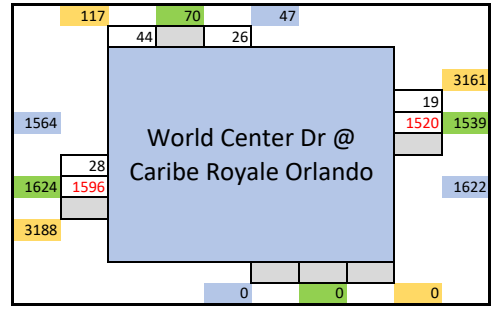
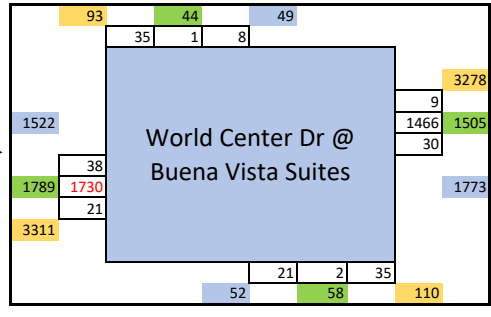
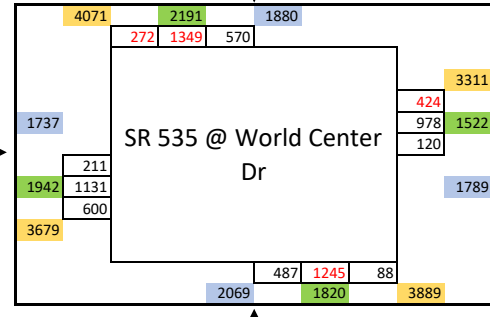
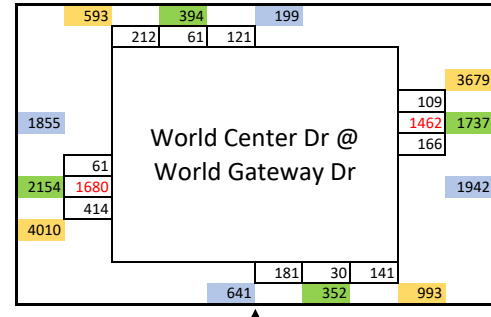
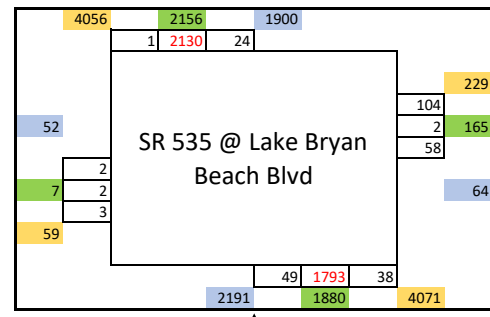


Attachment D
2025 Turning Movement Volumes - Balanced

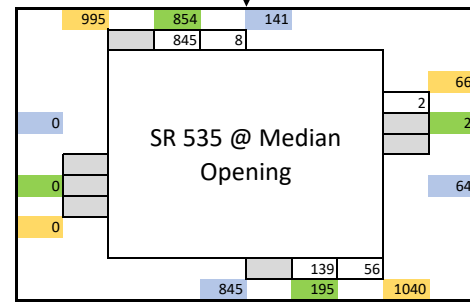
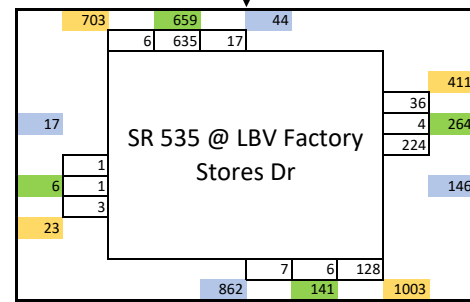
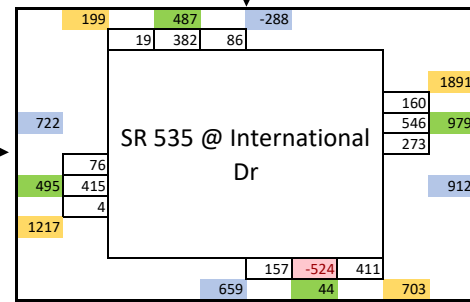
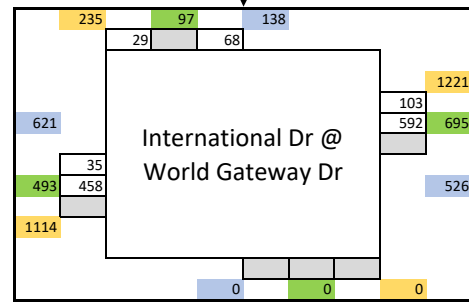
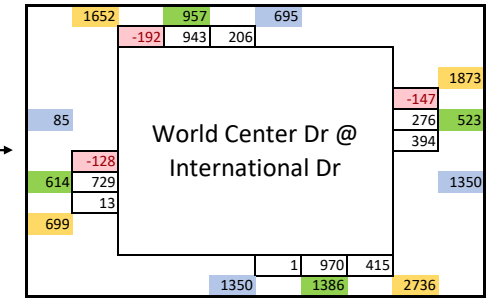
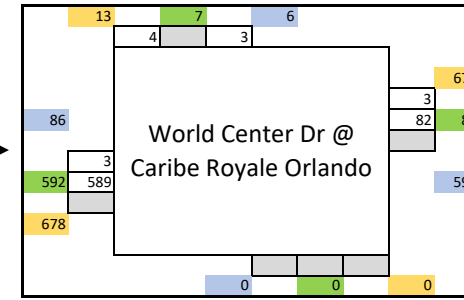
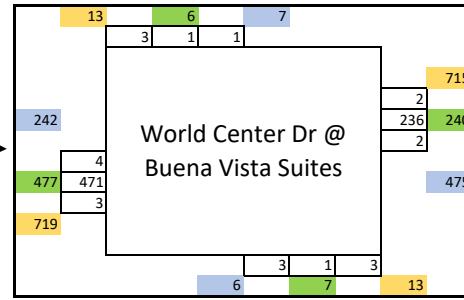
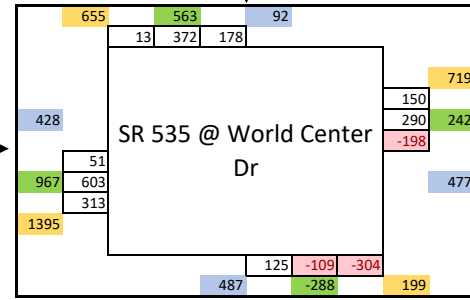
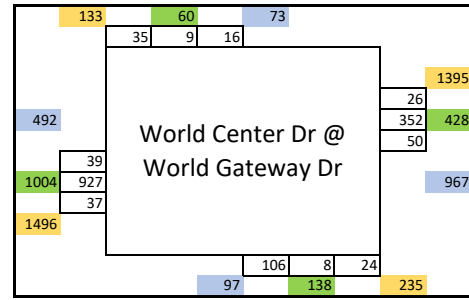
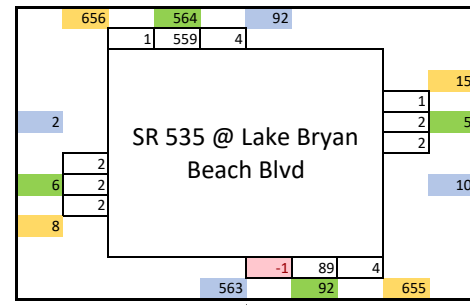
2025 AM Opening Year Peak Turning Movement Volumes - Balanced



2025 PM Opening Year Peak Turning Movement Volumes - Balanced



(2025 AM Opening Year - 2020 AM Existing) Peak Turning Movement Volumes



(2025 PM Opening Year - 2020 PM Existing) Peak Turning Movement Volumes

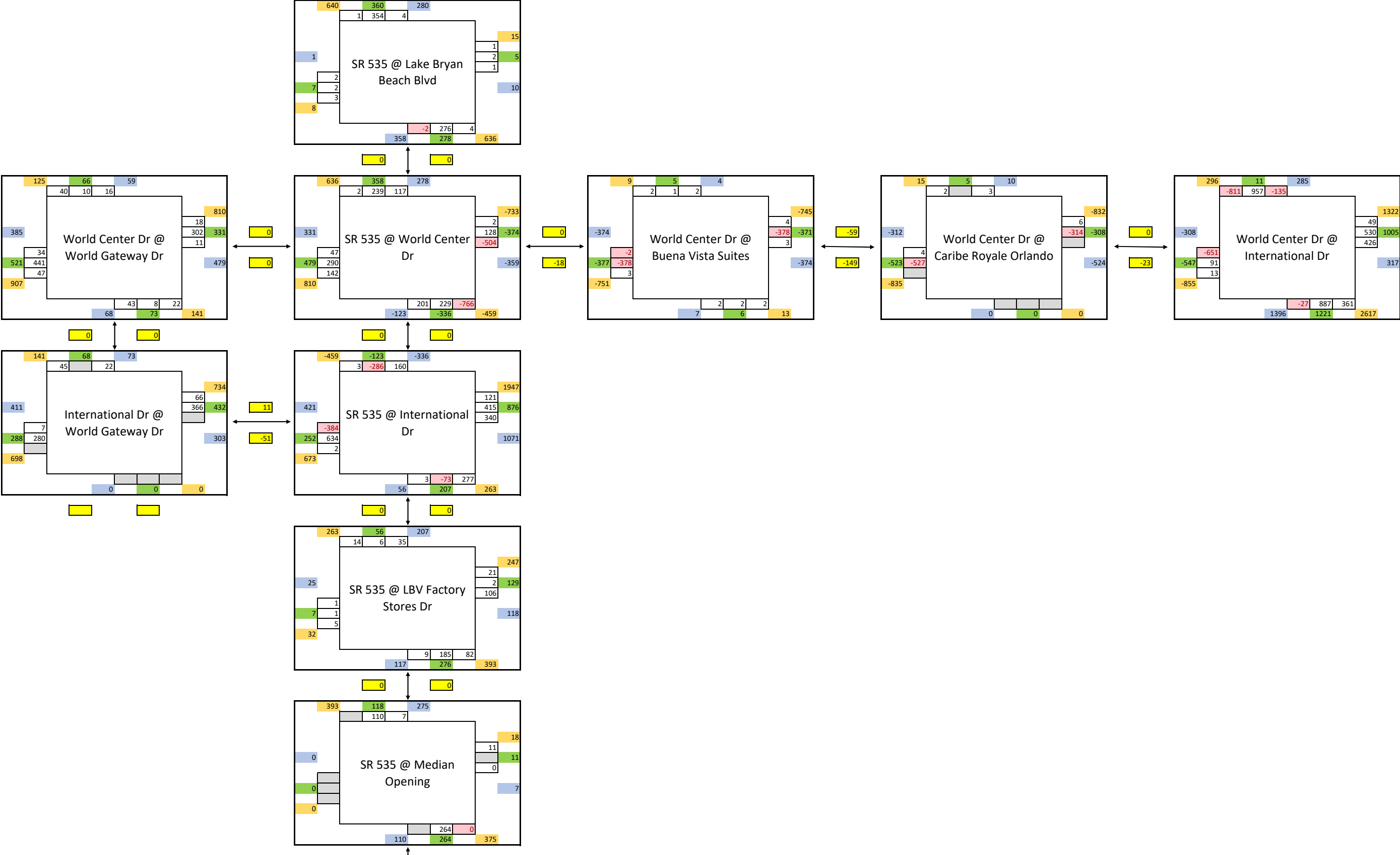


Table 1 - Alternative 1 Design Year (2045) ETT for Westbound SR 417 to Southbound SR 535 via International Drive Extension to SR 535

Intersection/Roadway	Movement/Direction	From	To	MOE (sec/veh)	Baseline		100%		100% (No Poinciana)		75%		50%		83%
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	PM
World Center Drive/SR 417 at International Drive	Westbound Left Turn	-	-	Delay	531.4	509.3	311.5	322.3	385.5	368.1	373.6	364.6	445.8	425.5	345.8
International Drive*	Southbound/Westbound	World Center Drive	International Drive PDLT Westbound Crossover	Running Time	39.3	39.3	39.3	39.3	39.3	39.3	39.3	39.3	39.3	39.3	39.3
International Drive at PDLT Crossover	Westbound Left Turn	-	-	Delay	24.0	28.7	29.8	31.4	29.8	31.4	29.2	30.9	28.0	30.0	31.3
International Drive	Westbound	International Drive PDLT Westbound Crossover	SR 535	Running Time	21.5	21.5	21.5	21.5	21.5	21.5	21.5	21.5	21.5	21.5	21.5
SR 535 at International Drive	Westbound Left Turn	WBL from International Drive to SR 535	-	Delay	48.1	35.1	38.7	37.3	38.7	37.4	41.1	39.4	39.7	42.6	38.4
Total Experienced Travel Time (seconds/vehicle)					664.3	633.9	440.8	451.8	514.8	497.7	504.7	495.7	574.3	558.9	476.3

*Travel Time calculated for WB International Dr Approching the WB PLDT + Travel Time for SB departure leg of WCD & I-Drive intersection (13.9 seconds)

Table 2 - Alternative 1 Design Year (2045) ETT for Westbound SR 417 to Southbound SR 535 via World Center Drive to SR 535

Intersection/Roadway	Movement/Direction	From	To	MOE (sec/veh)	Baseline		100%		100% (No Poinciana)		75%		50%		83%
					AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	PM
World Center Drive/SR 417 at International Drive	Westbound Through	-	-	Delay	146.1	56.1	408.0	145.4	322.7	83.8	367.4	107.7	264.8	67.5	123.2
World Center Drive	Westbound	International Drive	SR 535	Running Time	50.7	50.7	50.7	50.7	50.7	50.7	50.7	50.7	50.7	50.7	50.7
SR 535 at World Center Drive	Westbound Left Turn	-	-	Delay	85.3	94.1	135.6	108.7	151.3	127.0	150.4	155.0	156.4	160.6	153.9
SR 535	Southbound	World Center Drive	SR 535 NBL PDLT Crossover	Running Time	15.2	15.2	15.2	15.2	15.2	15.2	15.2	15.2	15.2	15.2	15.2
SR 535 at PDLT NB Crossover	Southbound Through	-	-	Delay	6.1	10.0	8.0	6.1	6.9	6.3	11.8	7.0	10.1	12.2	7.1
SR 535	Southbound	SR 535 NBL PDLT Crossover	International Drive	Running Time	14.1	13.8	14.1	13.8	14.1	13.8	14.1	13.8	14.1	13.8	13.8
SR 535 at International Drive	Southbound Through	-	-	Delay	26.3	33.3	55.9	63.5	37.1	48.6	44.2	60.4	39.7	44.9	65.6
Total Experienced Travel Time (seconds/vehicle)					343.8	273.2	687.5	403.4	598.0	345.4	653.8	409.8	551.0	364.9	429.5

Table 3 - Alternative 2 Design Year (2045) ETT for Westbound SR 417 to Southbound SR 535 via International Drive Extension to SR 535

Intersection/Roadway	Movement/Direction	From	To	MOE (sec/veh)	Baseline	
					AM	PM
World Center Drive/SR 417 at International Drive	Westbound Left Turn	-	-	Delay	531.4	509.3
International Drive*	Southbound/Westbound	World Center Drive	SR 535	Running Time	51.6	51.6
SR 535 at International Drive	Westbound Through	-	-	Delay	31.0	31.1
International Drive	Westbound	SR 535	SR 535-International Drive Quadrant Road	Running Time	17.3	17.3
International Drive at SR 535 Quadrant Road	Westbound Left Turn	-	-	Delay	66.2	67.7
Quadrant Road	Southbound/Eastbound	International Drive	SR 535	Running Time	37.0	37.0
SR 535 at International Drive Quadrant Road	Eastbound Right Turn	WBL from International Drive to SR 535	-	Delay	20.7	25.6
Total Experienced Travel Time (seconds/vehicle)					755.2	739.6

*Travel Time calculated for WB International Dr Approching the WB PLDT + Travel Time for SB departure leg of WCD & I-Drive intersection (13.9 seconds)

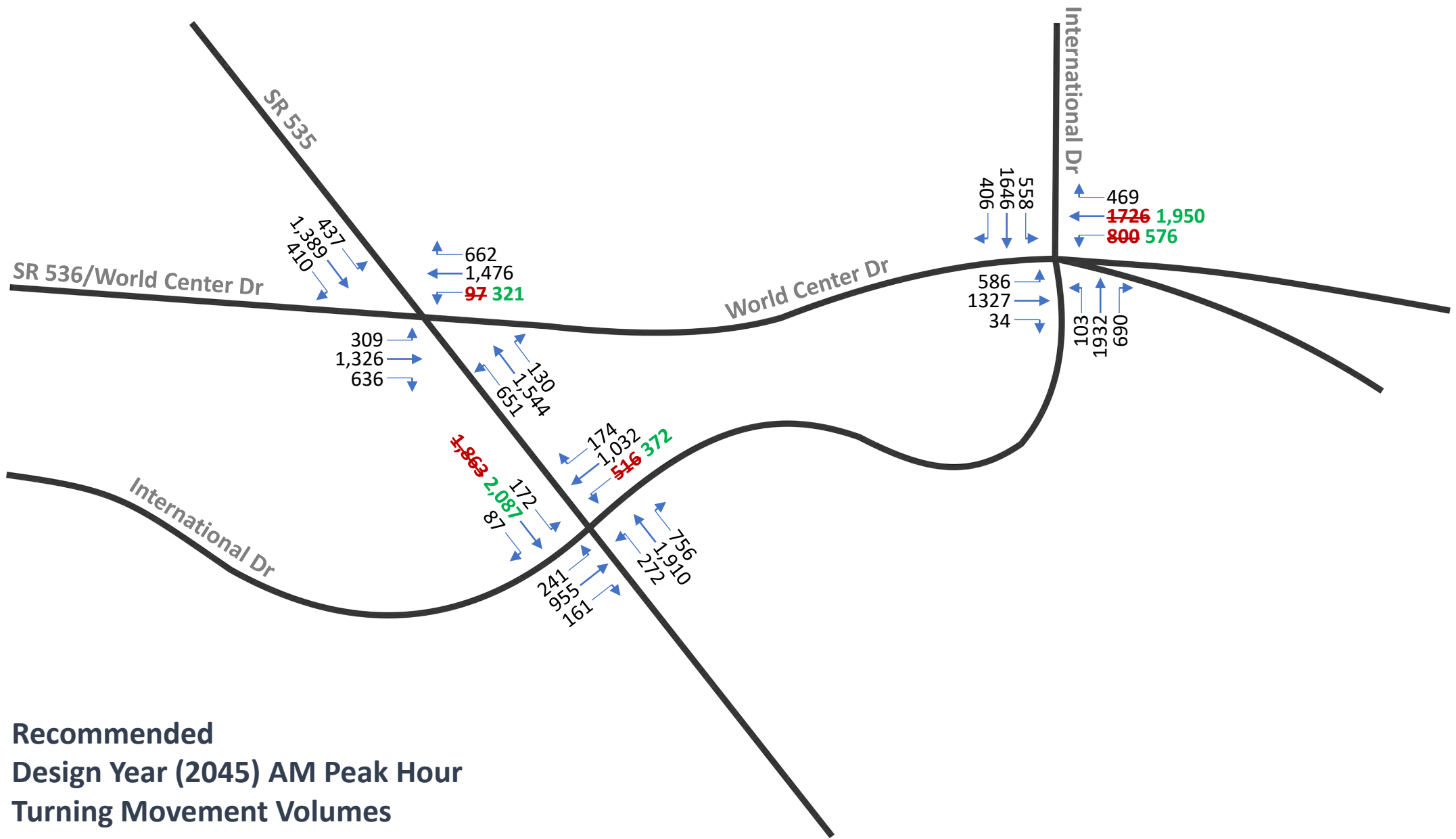
2045 WBL	ALL	WBL Destined for SB SR 535 (9%/25%=36%)	WBL Destined for SB SR 535 through Poinciana Blvd
AM	800	288	160
PM	690	248	138

Table 4 - Alternative 2 Design Year (2045) ETT for Westbound SR 417 to Southbound SR 535 via World Center Drive to SR 535

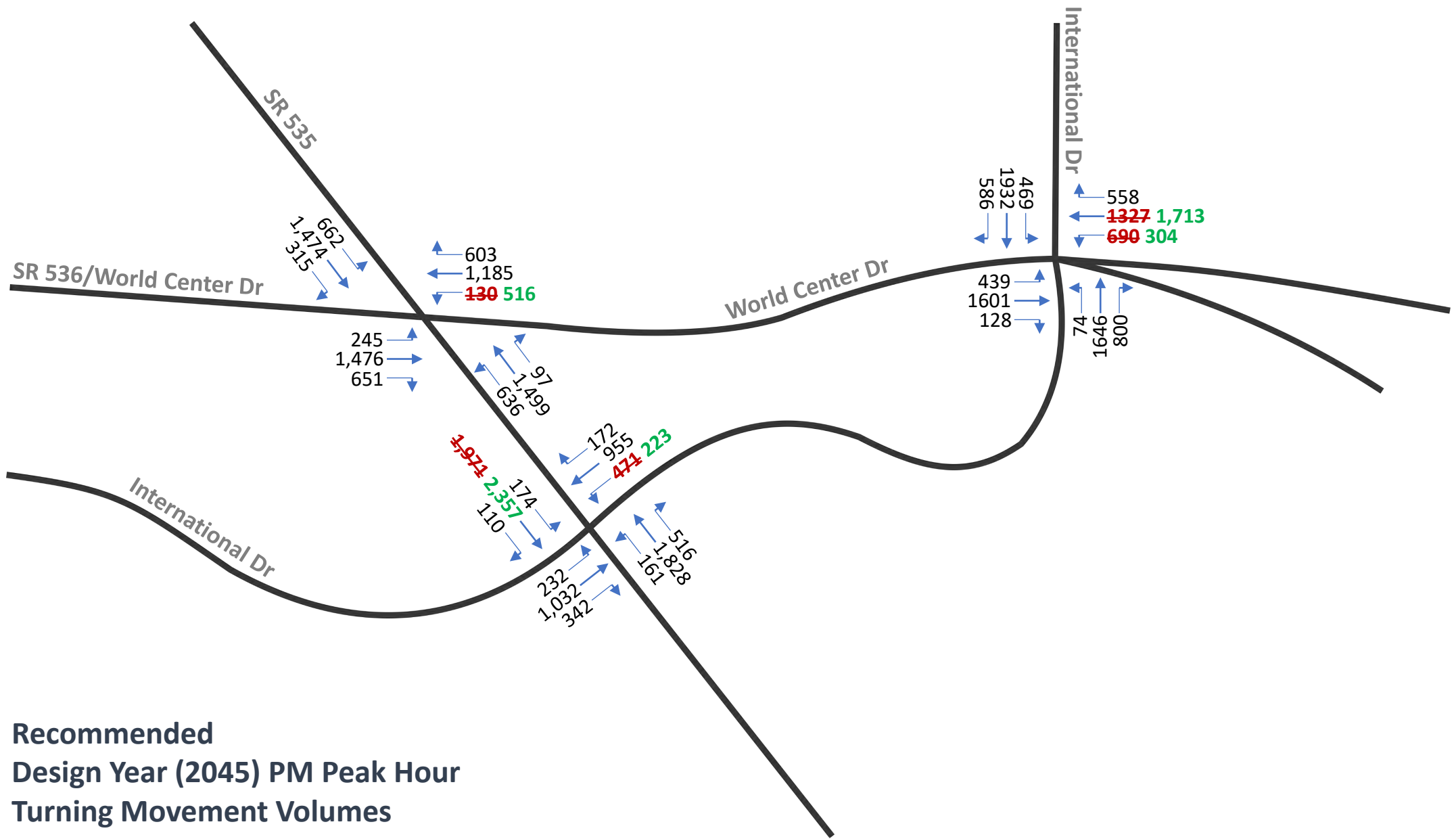
Intersection/Roadway	Movement/Direction	From	To	MOE (sec/veh)	Baseline	
					AM	PM
World Center Drive/SR 417 at International Drive	Westbound Through	-	-	Delay	146.1	56.1
World Center Drive	Westbound	International Drive	SR 535	Running Time	49.3	49.3
SR 535 at World Center Drive/536	Westbound Through	-	-	Delay	27.2	27.1
SR 536	Westbound	SR 535-SR 536 Quadrant Road	SR 535-SR 536 Quadrant Road	Running Time	14.1	14.1
SR 536 at SR 535-SR 536 Quadrant Road	Westbound Left Turn	-	-	Delay	63.6	63.3
SR 535-SR 536 Quadrant Road	Southbound/Eastbound	SR 536	SR 535	Running Time	40.1	40.1
SR 535 at SR 535-SR 536 Quadrant Road	Eastbound Right Turn	-	-	Delay	21.4	23.5
SR 535	Southbound	SR 535-SR 536 Quadrant Road	International Drive	Running Time	14.0	14.0
SR 535 at International Drive	Southbound Through	-	-	Delay	39.8	39.6
Total Experienced Travel Time (seconds/vehicle)					415.6	327.1

% Re-Routed	WBL Volume Re-Routing					
	WBL to SB SR 535 via I-Drive*		WBL to SB SR 535 via Poinciana Blvd		Total	
	2045 AM	2045 PM	2045 AM	2045 PM	2045 AM	2045 PM
0%	0	0	0	0	0	0
25%	72	62	40	35	112	97
50%	144	124	80	69	224	193
75%	216	186	120	104	336	290
83%	238	205	132	114	370	319
100%	288	248	160	138	448	386

*Volume is also subtracted from the WBL at the intersection of SR 535 and International Drive



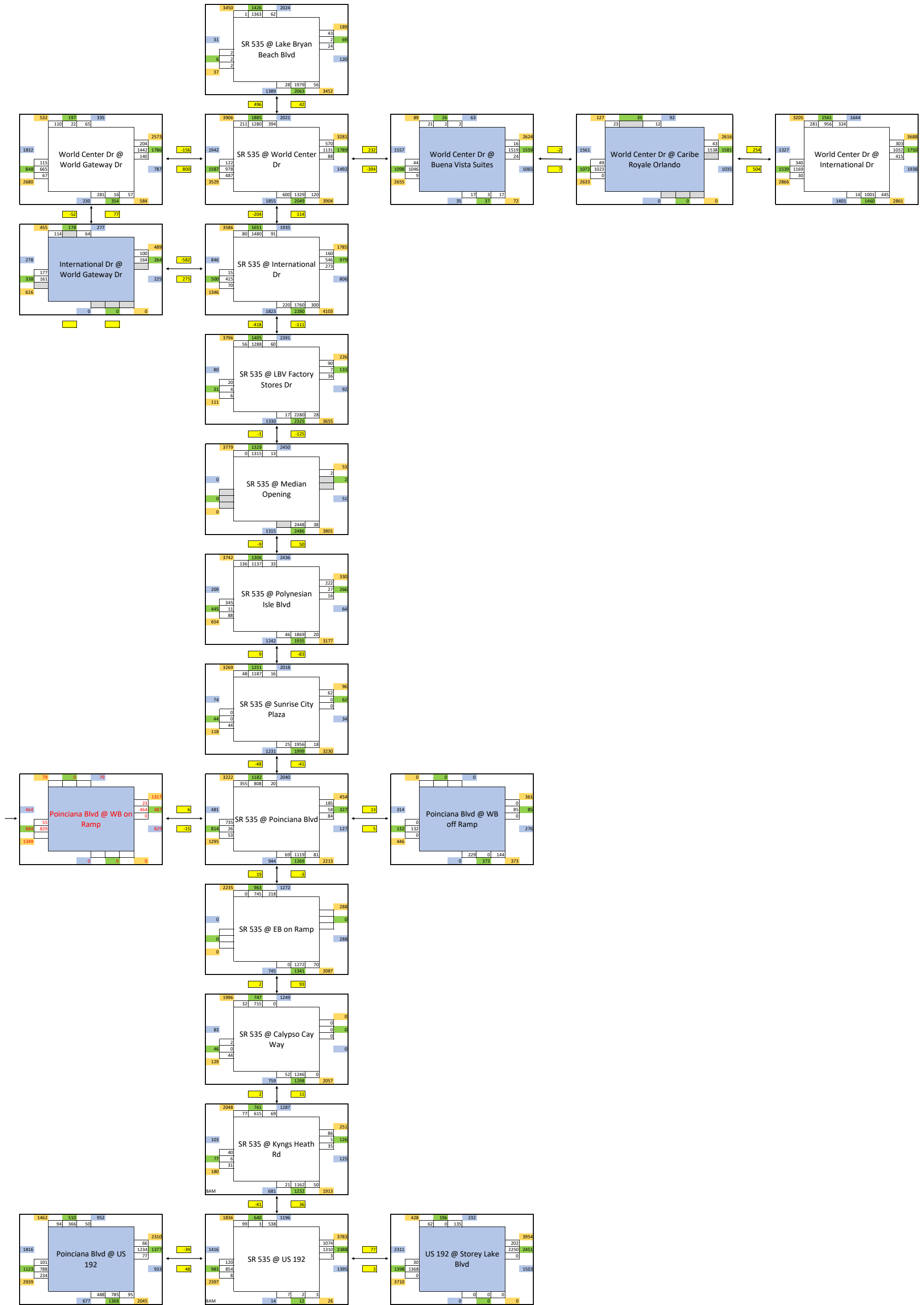
Recommended
 Design Year (2045) AM Peak Hour
 Turning Movement Volumes



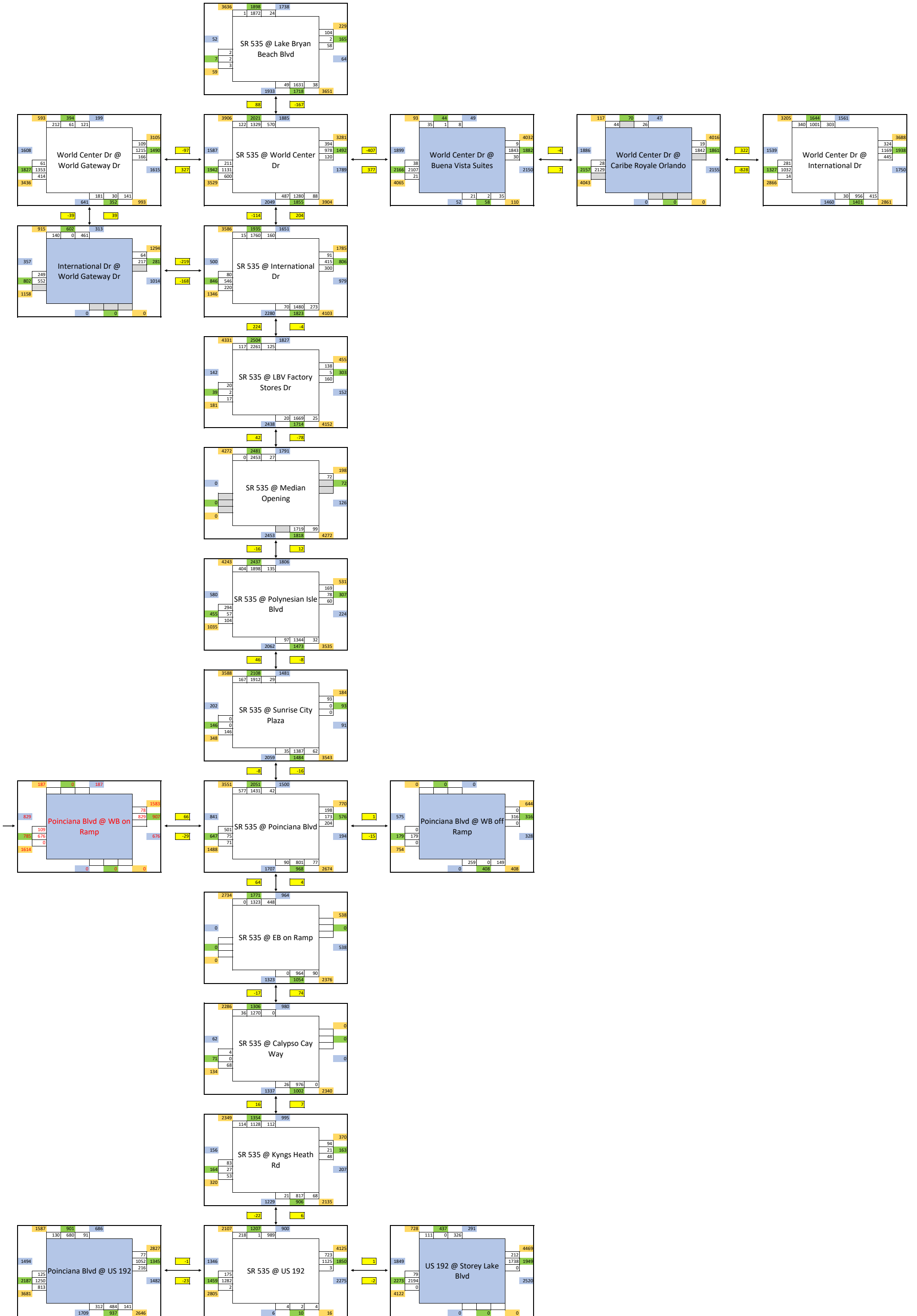
Recommended
 Design Year (2045) PM Peak Hour
 Turning Movement Volumes

2025 Unbalanced & Balanced Peak Hour Movement Volumes

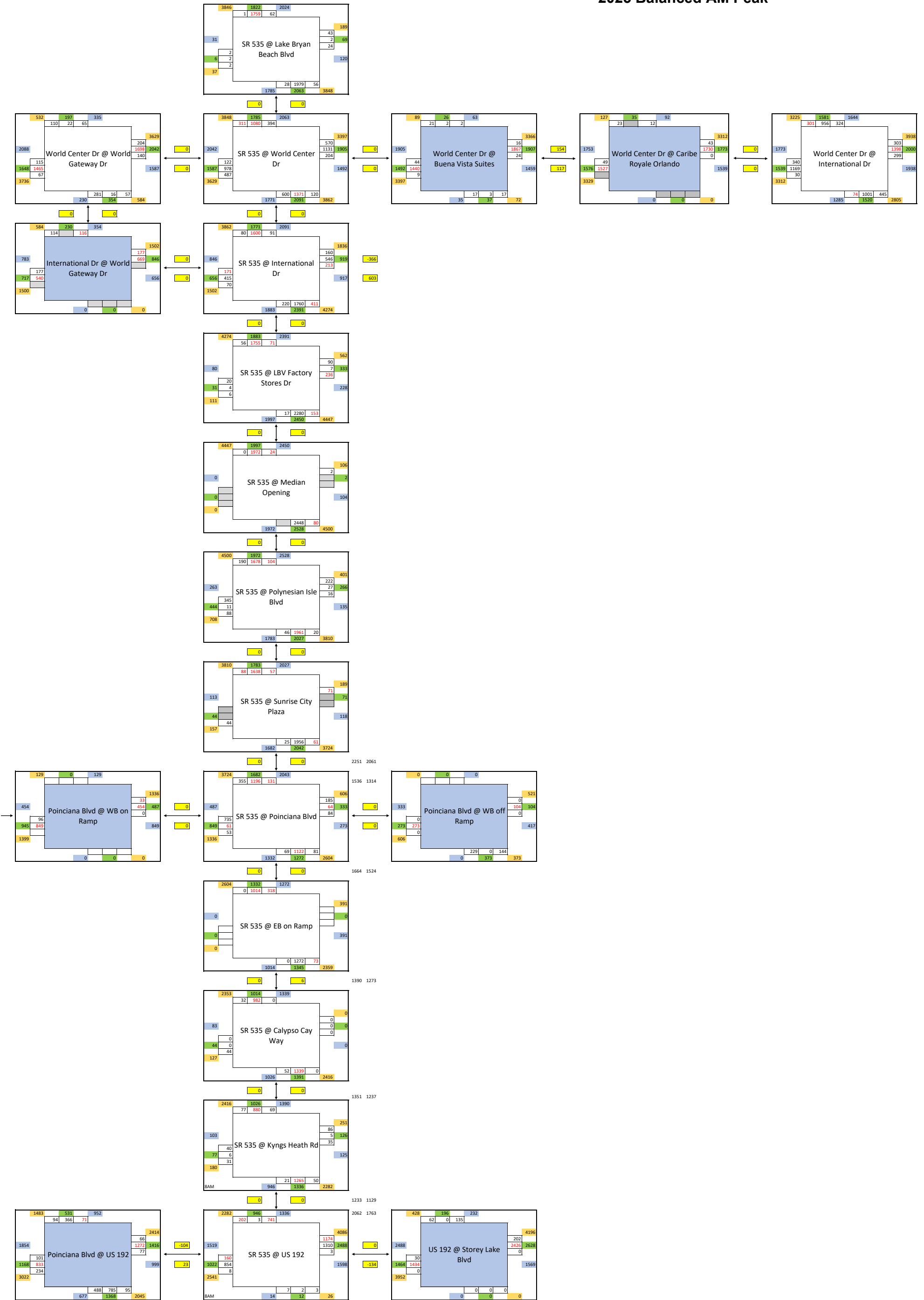
2025 Unbalanced AM Peak



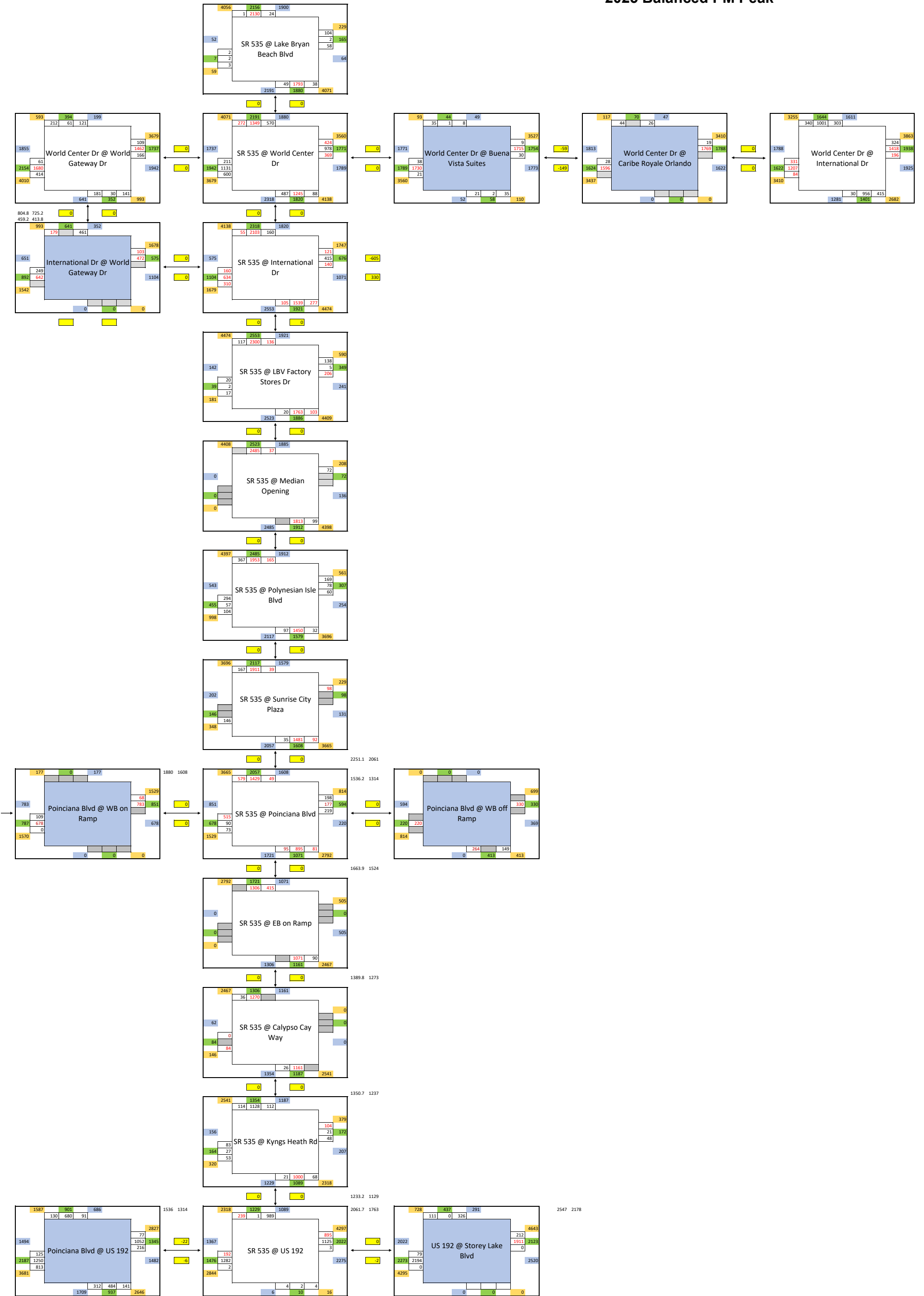
2025 Unbalanced PM Peak



2025 Balanced AM Peak

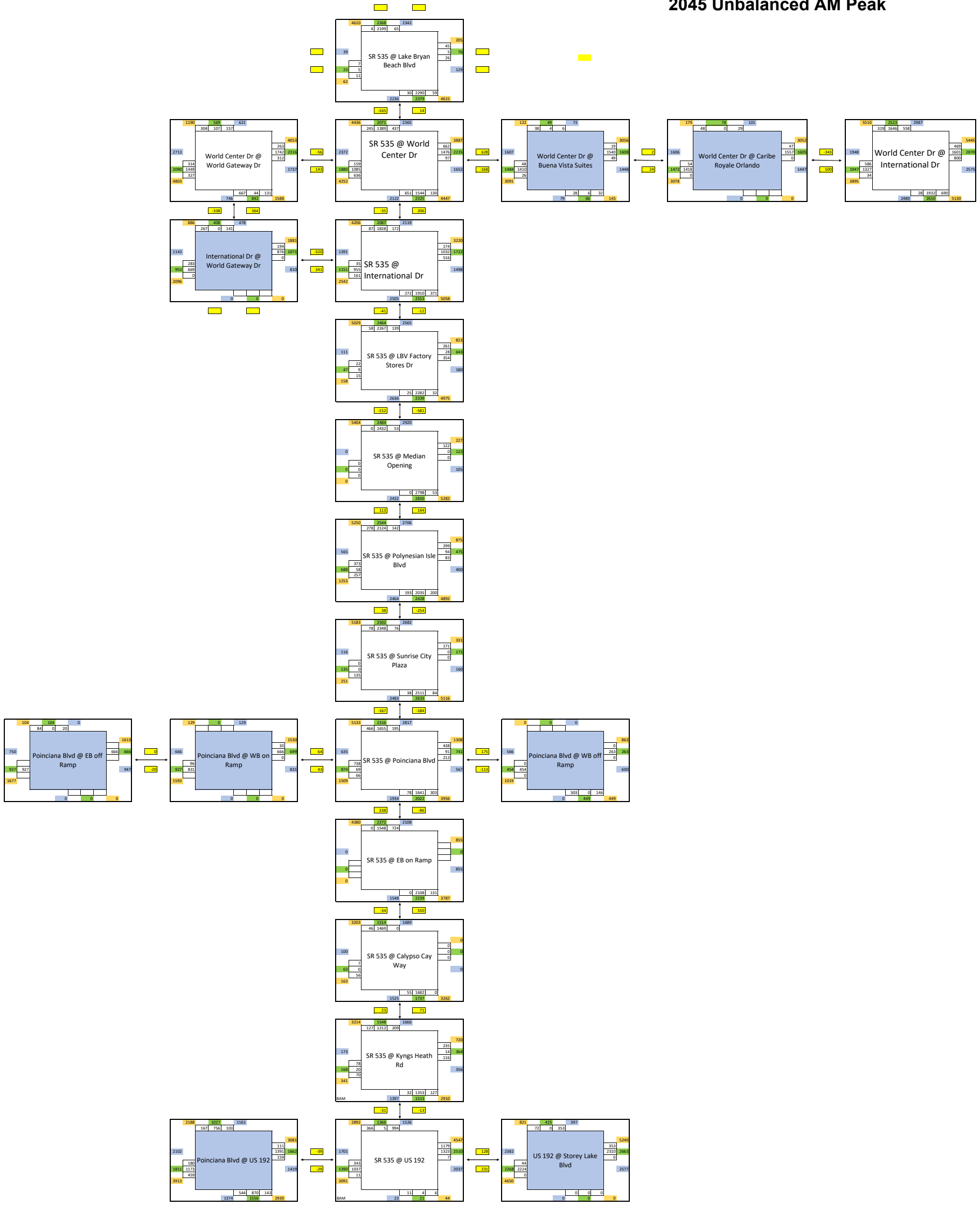


2025 Balanced PM Peak

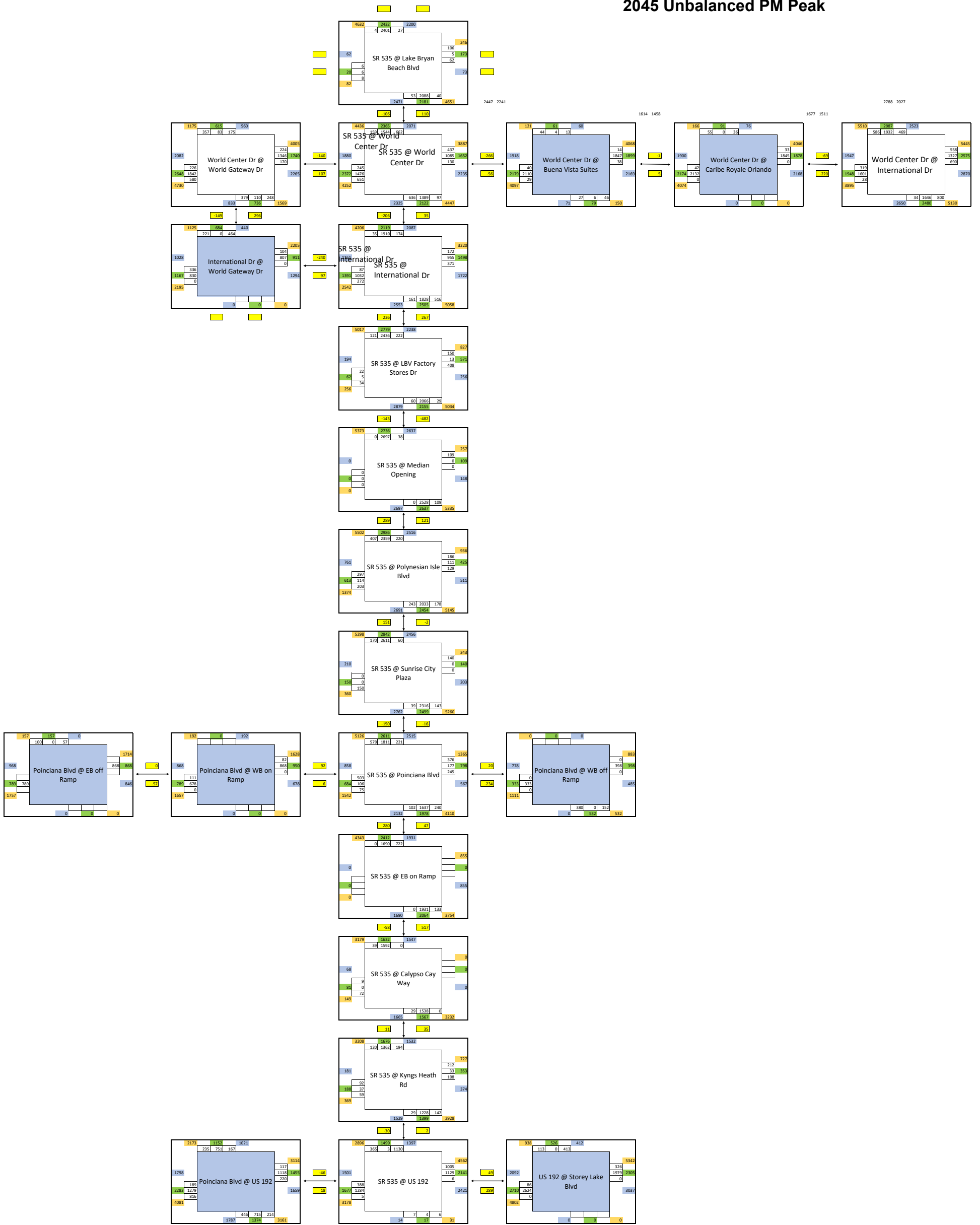


2045 Unbalanced & Balanced Peak Hour Movement Volumes

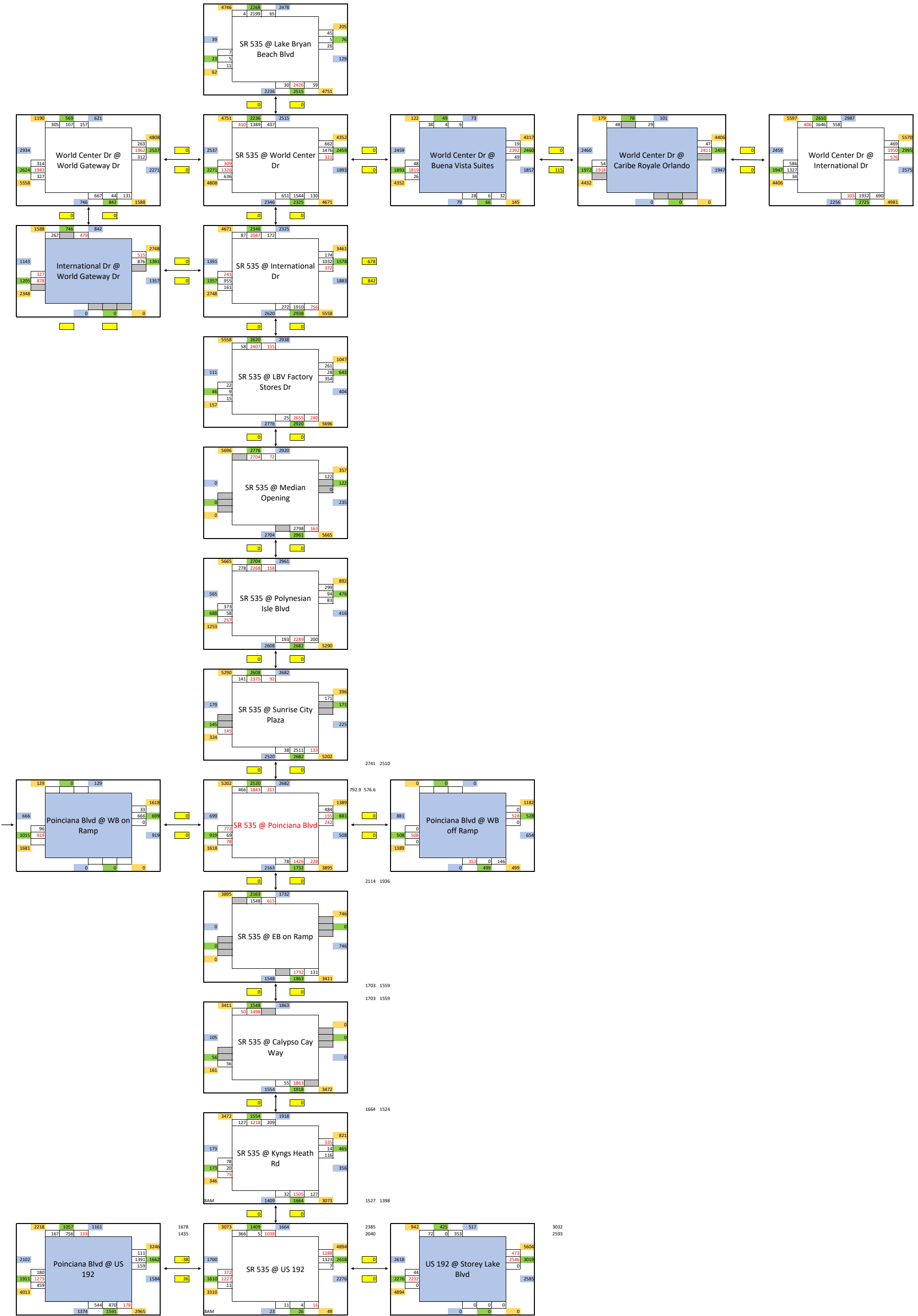
2045 Unbalanced AM Peak



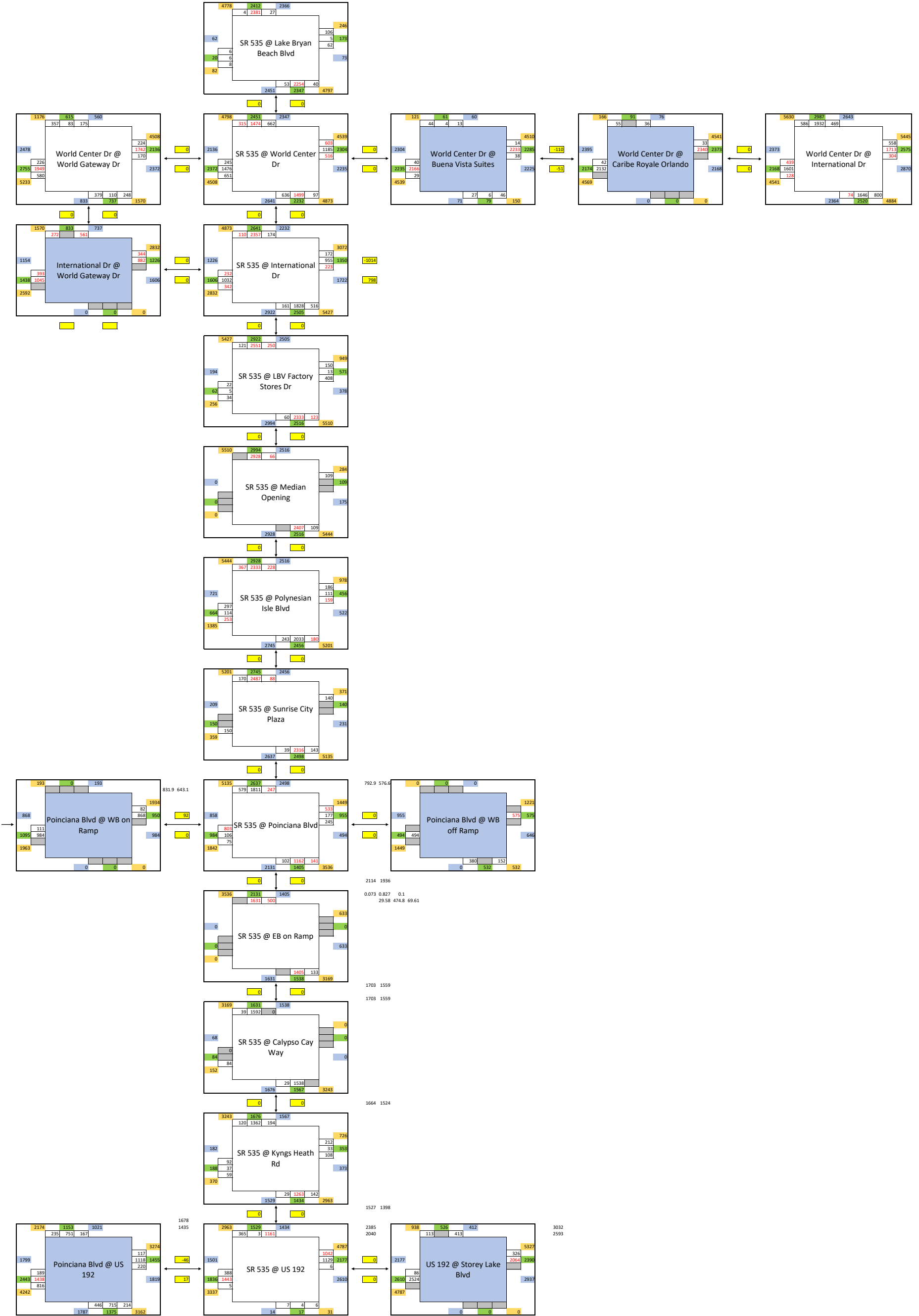
2045 Unbalanced PM Peak



2045 Balanced AM Peak



2045 Balanced PM Peak



**Appendix I – ICE Control Evaluation (ICE) Stage 1 Technical
Memorandum**

Intersection Control Evaluation (ICE) Stage 1 Traffic Memorandum

for

SR 535 PD&E Study

From US 192 to North of World Center Drive (SR 536)

Osceola and Orange Counties, Florida

Financial Project ID: 437174-2-22-01

Prepared By:



Metric Engineering, Inc.
13940 SW 136 Street, Suite 200
Miami, Florida 33186
CA #2294

January 2022

TECHNICAL MEMORANDUM

Date: January 24, 2022
To: Lorena Cucek, FCCM, CPM, PMI
From: Stefan Escanes, PE, PTOE
Cc: Carlos Rodriguez, PE
Subject: Intersection Control Evaluation (ICE) Stage 1

Introduction

This traffic memorandum was performed as requested by the Florida Department of Transportation (FDOT) in accordance with the *Manual on Intersection Control Evaluation (January 2021)*. This traffic memorandum is to be included as part of the traffic analysis as part of the SR 535 Project Development and Environment (PD&E) Study from US 192 to SR 536/World Center Drive in Osceola and Orange Counties, Florida (see **Figure 1-1**).

Per the *Florida Design Manual (FDM) 2022* alternative intersection evaluations are governed by the Intersection Control Evaluation (ICE) Process. ICE activities consist of three stages. For the purposes of this traffic memorandum Stage 1, Screening was completed for the following four (4) intersections:

- SR 535 and SR 536/World Center Drive
- SR 535 and International Drive
- SR 535 and Polynesian Boulevard
- SR 535 and Poinciana Boulevard

Intersection configurations recommended to move forward to Stage 2 analysis include:

- SR 535 and SR 536/World Center Drive
 - Partial Displaced Left Turn (PDLT) N-S
 - Quadrant Roadway S-W
- SR 535 and International Drive
 - Partial Displaced Left Turn (PDLT) E-W
 - Quadrant Roadway S-W
- SR 535 and Polynesian Boulevard
 - Traffic Signal

- Quadrant Roadway N-E
- Partial Median U-turn N-S
- SR 535 and Poinciana Boulevard
 - Traffic Signal
 - Partial Median U-turn N-S

Completed Stage 1 Forms are provided in **Appendix A**. CAP-X detailed summary sheets are provided in **Appendix B**.



Figure 1-1 Project Location

APPENDIX A – Intersection Control Evaluation (ICE) Forms (Stage 1)

APPENDIX B – Capacity Analysis for Planning of Junctions (CAP – X) Sheets

APPENDIX A
Intersection Control Evaluation
(ICE) Forms (Stage 1)

Florida Department of Transportation
Intersection Control Evaluation (ICE) Form
Stage 1: Screening

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms can be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval. Selections must be made in the "Intersection Type" and "Project Funding Source" cells below for the appropriate Stage 1 and Stage 2 forms to fully populate.

Project Name	SR 535 PD&E Study from US 192 to North of World Center Drive (SR 536)		FDOT Project #	437174-2		
Submitted By	Stefan Escanes, PE, PTOE		Agency/Company	Metric Engineering	Date	1/12/2021
Email	stefan.escanes@metriceng.com		FDOT District	District 5	County	Orange
Project Locality (City/Town/Village)	Unincorporated Orange County					
Intersection Type	At-Grade Intersection		FDOT Context Classification	C3C - Suburban Commercial		
Project Funding Source	Federal		Project Type	Corridor Improvement Project		
Project Purpose <i>(What is the catalyst for this project and why is it being undertaken?)</i>	The purpose of the project is to accommodate future projected traffic demand and improve safety.					
Project Setting Description <i>(Describe the area surrounding the intersection)</i>	The intersection of SR 535 and SR 536/World Center Drive is located at the northern end of the project where the majority of the surrounding area is characterized by hotels, resorts, multi-family vacation rental apartment complexes, a golf course, a gas station, and retail development. The land abutting the southwestern quadrant is vacant or marked as conservation or open space.					
Multimodal Context <i>(Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns)</i>	At the present time, there are no bicycle facilities at this intersection and sidewalks are only present on the west side of SR 535. The only bus service near the intersection area is limited to LYNX route 304 of the Central Florida Regional Transportation Authority. Route 304 traverses the northernmost project area north of International Drive and is primarily used by Disney employees.					

Major Street Information									
Route #:	SR 535	Route Name(s)	Vineland Road			Milepost	0.895		
Existing Control Type	Signal		Existing AADT	51,500	Design Year AADT	62,500			
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle	Florida Interstate Semitrailer (WB-62FL)					
Primary Functional Classification			Urban Minor Arterial		Design Speed (mph)	50			
Secondary Functional Classification (if app.)					Target Speed (mph) [if app.]	50			
Approach #1	Direction	Northbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along	Neither side of the approach		Left-Turn	2				
	Crosswalk on Approach?	No		Left-Through		Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No		Through	3	Left	504	Left	327
	Multi-Use Path?	No		Left-Through-Right		Through	1,482	Through	1,239
	Scheduled Bus Service?	Yes		Through-Right		Right	430	Right	549
	Bus Stop on Approach?	No		Right-Turn	1	Daily Truck %		9.4%	
Approach #2	Direction	Southbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach		Left-Turn	2				
	Crosswalk on Approach?	No		Left-Through		Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No		Through	3	Left	371	Left	474
	Multi-Use Path?	No		Left-Through-Right		Through	1,141	Through	1,459
	Scheduled Bus Service?	Yes		Through-Right		Right	672	Right	538
	Bus Stop on Approach?	No		Right-Turn	1	Daily Truck %		9.4%	

Minor Street Information										
Route #:	SR 536	Route Name(s)	Epcot Center Drive/World Center Drive				Milepost (if app.)	2.03		
Existing Control Type	Signal		Existing AADT	37,500		Design Year AADT	53,500			
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle	Florida Interstate Semitrailer (WB-62FL)						
Primary Functional Classification			Urban Minor Arterial			Design Speed (mph)	55			
Secondary Functional Classification (if app.)						Target Speed (mph) [if app.]	55			
Approach #1	Direction	Eastbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:	Both sides of the approach		Left-Turn	1	Weekday AM Peak		Weekday PM Peak		
	Crosswalk on Approach?	No		Left-Through		Left		486		
	On-Street Bike Facilities?	No		Through	2	Through		657		
	Multi-Use Path?	No		Left-Through-Right		Right		624		
	Scheduled Bus Service?	Yes		Through-Right		Right		577		
	Bus Stop on Approach?	No		Right-Turn	2	Daily Truck %		6.0%		
Approach #2	Direction	Westbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:	Neither side of the approach		Left-Turn	2	Weekday AM Peak		Weekday PM Peak		
	Crosswalk on Approach?	No		Left-Through		Left		294		
	On-Street Bike Facilities?	No		Through	2	Through		1,141		
	Multi-Use Path?	No		Left-Through-Right		Right		529		
	Scheduled Bus Service?	Yes		Through-Right		Right		443		
	Bus Stop on Approach?	No		Right-Turn	1	Daily Truck %		6.2%		
Approach #3	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:			Left-Turn		Weekday AM Peak		Weekday PM Peak		
	Crosswalk on Approach?			Left-Through		Left				
	On-Street Bike Facilities?			Through		Through				
	Multi-Use Path?			Left-Through-Right		Right				
	Scheduled Bus Service?			Through-Right		Right				
	Bus Stop on Approach?			Right-Turn		Daily Truck %				

Crash History (Existing Intersections Only)
Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:
Crash data for the five-year period of January 1, 2014 through December 31, 2018 was obtained from the FDOT Crash Analysis Reporting (CAR) System database and Signal Four Analytics. Results show between 2014 and 2018 there were a totla of 260 crashes at this intersection. The calculated crash rate (per MEV) was found to be 2.872 which is high when compared to the statewide crash rate of 0.744. This intersection is currently on the District 5 Intersection High Crash List (HCL).

Control Strategy Evaluation							
Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.							
Control Strategy	CAP-X Outputs			SPICE Outputs		Strategy to Be Advanced?	Justification
	V/C Ratio		Multimodal Score	Crash Prediction Rank	SSI Rank		
	Weekday AM Peak	Weekday PM Peak					
Two-Way Stop-Controlled						No	High traffic volumes.
All-Way Stop-Controlled						No	High traffic volumes.
Signalized Control	1.12	1.03	4.8 (4.8)			No	v/c ratio exceeds 1.0. Further addition of turn lanes would result in significant R/W impacts on the east leg.
Roundabout	7.97	9.15	5.6 (5.6)			No	High traffic volumes, only 2x2 evaluated, excessive v/c ratio.
Median U-Turn	1.55	1.47	6.3 (6.3)			No	High number of U-turns resulting in excessive v/c ratio.
RCUT (Signalized)						No	High thru volumes on all four approaches, intersection configuration not applicable.
RCUT (Unsignalized)						No	High thru volumes on all four approaches, intersection configuration not applicable.
Jughandle						No	Intersection configuration would result in substantial R/W impacts on three of four legs.
Displaced Left-Turn	0.64	0.62	4.8 (4.8)			No	Although low v/c ratio, significant R/W and access impacts anticipated on the east leg of the intersection under a full DLT configuration.
Continuous Green Tee						No	Existing four legged intersection.
Quadrant Roadway	0.82	0.68	4.4 (4.4)			Yes	v/c ratio below 1.0.
Thru-Cut						No	High thru volumes on all four approaches, intersection configuration not applicable.
Partial Displaced Left Turn (N-S)	0.81	0.79	4.8 (4.8)			Yes	High number of left turns on major street and moderate-high number of left turns on minor streets.
Partial Median U-Turn (N-S)	1.00	1.12	6.3 (6.3)			No	High number of U-Turns resulting in v/c ratio over 1.0.

Resolution					
<i>To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer</i>					
Project Determination					
Comments					
DTOE Name		Signature		Date	
DDE Name		Signature		Date	

Florida Department of Transportation
Intersection Control Evaluation (ICE) Form
Stage 1: Screening

Intersection Control Evaluation Form 750-010-003

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms can be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval. Selections must be made in the "Intersection Type" and "Project Funding Source" cells below for the appropriate Stage 1 and Stage 2 forms to fully populate.

Project Name	SR 535 PD&E Study from US 192 to North of World Center Drive (SR 536)	FDOT Project #	437174-2		
Submitted By	Stefan Escanes, PE, PTOE	Agency/Company	Metric Engineering	Date	1/12/2021
Email	stefan.escanes@metriceng.com	FDOT District	District 5	County	Orange
Project Locality (City/Town/Village)	Unincorporated Orange County				
Intersection Type	At-Grade Intersection	FDOT Context Classification	C3C - Suburban Commercial		
Project Funding Source	Federal	Project Type	Corridor Improvement Project		
Project Purpose <i>(What is the catalyst for this project and why is it being undertaken?)</i>	The purpose of the project is to accommodate future projected traffic demand and improve safety.				
Project Setting Description <i>(Describe the area surrounding the intersection)</i>	The intersection of SR 535 and International Drive is located at the northern end of the project. The surrounding land abutting the intersection is vacant or marked as conservation or open space. Existing intersection is a T-intersection; however, under design year conditions, the intersection will be four-legged with a planned extension of International Drive to the east.				
Multimodal Context <i>(Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns)</i>	At the present time, there are bicycle lanes located on the north leg of this intersection with sidewalks only present on International Drive, on both sides of the roadway. Buses do not service the intersection area.				

Major Street Information								
Route #:	SR 535	Route Name(s)	Vineland Road			Milepost	0.642	
Existing Control Type	Signal		Existing AADT	48,000	Design Year AADT	63,000		
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle	Florida Interstate Semitrailer (WB-62FL)				
Primary Functional Classification			Urban Minor Arterial		Design Speed (mph)	50		
Secondary Functional Classification (if app.)					Target Speed (mph) [if app.]	50		
Approach #1	Direction	Northbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along	Neither side of the approach	Left-Turn	1				
	Crosswalk on Approach?	No	Left-Through		Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	3	Left	170	Left	86
	Multi-Use Path?	No	Left-Through-Right		Through	1,727	Through	1,409
	Scheduled Bus Service?	Yes	Through-Right		Right	569	Right	785
	Bus Stop on Approach?	No	Right-Turn	0	Daily Truck %		9.4%	
Approach #2	Direction	Southbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach	Left-Turn	1				
	Crosswalk on Approach?	No	Left-Through		Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	Yes	Through	3	Left	449	Left	596
	Multi-Use Path?	No	Left-Through-Right		Through	1,460	Through	1,934
	Scheduled Bus Service?	No	Through-Right		Right	150	Right	41
	Bus Stop on Approach?	No	Right-Turn	1	Daily Truck %		9.4%	

Minor Street Information										
Route #:		Route Name(s)	International Drive				Milepost (if app.)			
Existing Control Type	Signal		Existing AADT	6,400	Design Year AADT		33,000			
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle	Florida Interstate Semitrailer (WB-62FL)						
Primary Functional Classification			Urban Minor Arterial			Design Speed (mph)		45		
Secondary Functional Classification (if app.)						Target Speed (mph) [if app.]		30		
Approach #1	Direction	Eastbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:	Both sides of the approach		Left-Turn	2					
	Crosswalk on Approach?	Yes		Left-Through		Weekday AM Peak		Weekday PM Peak		
	On-Street Bike Facilities?	No		Through		Left	267	Left	561	
	Multi-Use Path?	No		Left-Through-Right		Through	256	Through	357	
	Scheduled Bus Service?	No		Through-Right		Right	360	Right	424	
	Bus Stop on Approach?	No		Right-Turn		1	Daily Truck %		4.0%	
Approach #2	Direction	Westbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:	Both sides of the approach		Left-Turn	0					
	Crosswalk on Approach?	Yes		Left-Through		Weekday AM Peak		Weekday PM Peak		
	On-Street Bike Facilities?	No		Through		Left	461	Left	421	
	Multi-Use Path?	No		Left-Through-Right		Through	879	Through	887	
	Scheduled Bus Service?	No		Through-Right		Right	422	Right	145	
	Bus Stop on Approach?	No		Right-Turn		0	Daily Truck %		4.0%	
Approach #3	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:			Left-Turn						
	Crosswalk on Approach?			Left-Through		Weekday AM Peak		Weekday PM Peak		
	On-Street Bike Facilities?			Through		Left		Left		
	Multi-Use Path?			Left-Through-Right		Through		Through		
	Scheduled Bus Service?			Through-Right		Right		Right		
	Bus Stop on Approach?			Right-Turn			Daily Truck %			

Crash History (Existing Intersections Only)
Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:
Crash data for the five-year period of January 1, 2014 through December 31, 2018 was obtained from the FDOT Crash Analysis Reporting (CAR) System database and Signal Four Analytics. Results show between 2014 and 2018 there were a total of 102 crashes at this intersection. The calculated crash rate (per MEV) was found to be 1.127 which is high when compared to the statewide crash rate of 0.270. This intersection is currently on the District 5 Intersection High Crash List (HCL).

Control Strategy Evaluation							
Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.							
Control Strategy	CAP-X Outputs			SPICE Outputs		Strategy to Be Advanced?	Justification
	V/C Ratio		Multimodal Score	Crash Prediction Rank	SSI Rank		
	Weekday AM Peak	Weekday PM Peak					
Two-Way Stop-Controlled						No	High traffic volumes.
All-Way Stop-Controlled						No	High traffic volumes.
Signalized Control	0.99	1.12	4.8 (4.4)			No	v/c ratio exceeds 1.0 during PM peak.
Roundabout	5.26	8.51	5.6 (5.6)			No	High traffic volumes, only 2x2 evaluated, excessive v/c ratio.
Median U-Turn	0.99	1.00	6.3 (6.3)			No	v/c ratio at/near 1.0; in addition, north leg improvements may conflict with SR 536 intersection improvements.
RCUT (Signalized)	2.93	3.37	6.3 (6.3)			No	Moderate thru volumes on minor approach, intersection configuration results in excessive v/c ratio.
RCUT (Unsignalized)						No	N/A based on signalized RCUT results.
Jughandle						No	Jughandle configuration would likely conflict with north leg and improvements from SR 536 as well as potentially create NB departure weaving.
Displaced Left-Turn	0.61	0.59	4.8 (4.8)			No	Although favorable v/c ratio, DLT in the N/S direction would conflict with potential N/S DLT at the SR 536 intersection to the north.
Continuous Green Tee						No	Moderate-high traffic volumes
Quadrant Roadway	0.71 S-W 0.94 N-W	0.93 S-W 1.05 N-W	4.4 (4.4) 4.4 (4.4)			Yes	S-W Quadrant Only. N-W Quadrant v/c exceeds 1.0 and would conflict with SR 536 improvements.
Thru-Cut						No	High traffic volumes on minor street.
Partial Displaced Left Turn (E-W)	0.77	0.80	4.8 (4.8)			Yes	v/c ratio below 1.0, provides separation of E-W left turn movements and avoiding impacts to the north leg.
Partial Median U-Turn (E-W)	1.11	1.18	6.3 (6.3)			No	High resulting U-turn volume results in v/c ratio greater than 1.0.

Resolution					
<i>To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer</i>					
Project Determination					
Comments					
DTOE Name		Signature		Date	
DDE Name		Signature		Date	

Florida Department of Transportation
Intersection Control Evaluation (ICE) Form
Stage 1: Screening

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms can be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval. Selections must be made in the "Intersection Type" and "Project Funding Source" cells below for the appropriate Stage 1 and Stage 2 forms to fully populate.

Project Name	SR 535 PD&E Study from US 192 to North of World Center Drive (SR 536)		FDOT Project #	437174-2		
Submitted By	Stefan Escanes, PE, PTOE		Agency/Company	Metric Engineering	Date	1/12/2021
Email	stefan.escanes@metriceng.com		FDOT District	District 5	County	Osceola
Project Locality (City/Town/Village)	Unincorporated Osceola County					
Intersection Type	At-Grade Intersection		FDOT Context Classification	C3C - Suburban Commercial		
Project Funding Source	Federal		Project Type			
Project Purpose <i>(What is the catalyst for this project and why is it being undertaken?)</i>	The purpose of the project is to accommodate future projected traffic demand and improve safety.					
Project Setting Description <i>(Describe the area surrounding the intersection)</i>	The intersection of SR 535 and Polynesian Boulevard is located in the southern part of the project. The surrounding land is mostly developed and commercial, including hotels and vacation rentals, retail strip malls, restaurants, and super markets. The northeastern quadrant is currently vacant and undeveloped land.					
Multimodal Context <i>(Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns)</i>	At the present time, there are no bicycle facilities at this location with sidewalks at all intersection legs. Buses do not service the intersection area.					

Major Street Information									
Route #:	SR 535	Route Name(s)	Vineland Road			Milepost	1.061		
Existing Control Type	Signal		Existing AADT	56,000	Design Year AADT	69,000			
Design Vehicle	Single Unit Truck (SU)		Control Vehicle	Single Unit Truck (SU)					
Primary Functional Classification	Urban Minor Arterial			Design Speed (mph)	50				
Secondary Functional Classification (if app.)				Target Speed (mph) [if app.]	50				
Approach #1	Direction	Northbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along	Both sides of the approach		Left-Turn	2				
	Crosswalk on Approach?	Yes		Left-Through		Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No		Through	2	Left	193	Left	243
	Multi-Use Path?	No		Left-Through-Right		Through	2,073	Through	2,033
	Scheduled Bus Service?	No		Through-Right		Right	416	Right	180
	Bus Stop on Approach?	No		Right-Turn	1	Daily Truck %		9.4%	
Approach #2	Direction	Southbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Both sides of the approach		Left-Turn	1				
	Crosswalk on Approach?	No		Left-Through		Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No		Through	3	Left	103	Left	200
	Multi-Use Path?	No		Left-Through-Right		Through	2,096	Through	2,279
	Scheduled Bus Service?	No		Through-Right		Right	278	Right	367
	Bus Stop on Approach?	No		Right-Turn	1	Daily Truck %		9.4%	

Minor Street Information										
Route #:		Route Name(s)	Polynesian Boulevard				Milepost (if app.)			
Existing Control Type	Signal		Existing AADT	12,000	Design Year AADT		18,500			
Design Vehicle	Single Unit Truck (SU)		Control Vehicle	Single Unit Truck (SU)						
Primary Functional Classification			Urban Minor Arterial			Design Speed (mph)		40		
Secondary Functional Classification (if app.)						Target Speed (mph) [if app.]		40		
Approach #1	Direction	Eastbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes			
	Sidewalks along:	Both sides of the approach	Left-Turn	1	Weekday AM Peak		Weekday PM Peak			
	Crosswalk on Approach?	Yes	Left-Through	1	Left		Left			
	On-Street Bike Facilities?	No	Through		373		297			
	Multi-Use Path?	No	Left-Through-Right		58		114			
	Scheduled Bus Service?	No	Through-Right	1	Right		Right			
	Bus Stop on Approach?	No	Right-Turn	0	Daily Truck %		5.6%			
Approach #2	Direction	Westbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes			
	Sidewalks along:	Both sides of the approach	Left-Turn	1	Weekday AM Peak		Weekday PM Peak			
	Crosswalk on Approach?	Yes	Left-Through		Left		Left			
	On-Street Bike Facilities?	No	Through	1	106		159			
	Multi-Use Path?	No	Left-Through-Right		94		111			
	Scheduled Bus Service?	No	Through-Right	1	Right		Right			
	Bus Stop on Approach?	No	Right-Turn		Daily Truck %		5.6%			
Approach #3	Direction		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes			
	Sidewalks along:		Left-Turn		Weekday AM Peak		Weekday PM Peak			
	Crosswalk on Approach?		Left-Through		Left		Left			
	On-Street Bike Facilities?		Through		Through		Through			
	Multi-Use Path?		Left-Through-Right		Through		Through			
	Scheduled Bus Service?		Through-Right		Right		Right			
	Bus Stop on Approach?		Right-Turn		Daily Truck %					

Crash History (Existing Intersections Only)
Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:
Crash data for the five-year period of January 1, 2014 through December 31, 2018 was obtained from the FDOT Crash Analysis Reporting (CAR) System database and Signal Four Analytics. Results show between 2014 and 2018 there were a total of 95 crashes at this intersection. The calculated crash rate (per MEV) was found to be 1.049 which is high when compared to the statewide crash rate of 0.526. This intersection is currently not on the District 5 Intersection High Crash List (HCL).

Control Strategy Evaluation							
Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.							
Control Strategy	CAP-X Outputs			SPICE Outputs		Strategy to Be Advanced?	Justification
	V/C Ratio		Multimodal Score	Crash Prediction Rank	SSI Rank		
	Weekday AM Peak	Weekday PM Peak					
Two-Way Stop-Controlled						No	High traffic volumes.
All-Way Stop-Controlled						No	High traffic volumes.
Signalized Control	0.87	0.97	4.8 (4.8)			Yes	v/c ratio below 1.0.
Roundabout	2.75	5.81	5.6 (5.6)			No	High traffic volumes, only 2x2 evaluated, excessive v/c ratio.
Median U-Turn	0.90	0.85	6.3 (6.3)			No	Although acceptable v/c ratio, likely business impacts from U-turn movements east and west legs.
RCUT (Signalized)	0.93	0.92	6.3 (6.3)			No	Although acceptable v/c ratio, potential business impacts from RCUT U-turn movements.
RCUT (Unsignalized)	30.16	39.82	4.4 (4.4)			No	Excessive v/c ratio.
Jughandle						No	High R/W impacts.
Displaced Left-Turn						No	High access management impacts
Continuous Green Tee						No	Four legged intersection
Quadrant Roadway	0.88 N-E	0.89 N-E	4.4 (4.4)			Yes	Least potential impacts to existing businesses.
Thru-Cut						No	High traffic volumes on major and minor street.
Partial Displaced Left Turn (N-S)						No	High traffic volumes.
Partial Median U-Turn (N-S)	0.89	0.81	6.3 (6.3)			Yes	low v/c ratio; however, U-turn operations may not be as favorable as the movement would likely be combined with nearby median opening.

Resolution					
<i>To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer</i>					
Project Determination					
Comments					
DTOE Name		Signature		Date	
DDE Name		Signature		Date	

Florida Department of Transportation
Intersection Control Evaluation (ICE) Form
Stage 1: Screening

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms can be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval. Selections must be made in the "Intersection Type" and "Project Funding Source" cells below for the appropriate Stage 1 and Stage 2 forms to fully populate.

Project Name	SR 535 PD&E Study from US 192 to North of World Center Drive (SR 536)			FDOT Project #	437174-2		
Submitted By	Stefan Escanes, PE, PTOE		Agency/Company	Metric Engineering		Date	1/12/2021
Email	stefan.escanes@metriceng.com		FDOT District	District 5	County	Osceola	
Project Locality (City/Town/Village)	Unincorporated Osceola County						
Intersection Type	At-Grade Intersection		FDOT Context Classification	C3C - Suburban Commercial			
Project Funding Source	Federal		Project Type				
Project Purpose <i>(What is the catalyst for this project and why is it being undertaken?)</i>	The purpose of the project is to accommodate future projected traffic demand and improve safety.						
Project Setting Description <i>(Describe the area surrounding the intersection)</i>	The intersection of SR 535 and Poinciana Boulevard is located in the southern half of the project. The surrounding land is developed and commercial, including hotels and vacation rentals, retail strip malls, restaurants, and super markets. The southeastern quadrant is currently vacant and vegetated land.						
Multimodal Context <i>(Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns)</i>	At the present time, there are no bicycle facilities located at this intersection with sidewalks present on the west leg on both sides of the roadway, on the east leg on the south side of the roadway, on the west side of SR 535 on the north and south legs, and on the east side of SR 535 on the north leg. Buses do not service the intersection area.						

Major Street Information								
Route #:	SR 535	Route Name(s)	Vineland Road			Milepost	0.704	
Existing Control Type	Signal		Existing AADT	54,000	Design Year AADT	70,000		
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle	Florida Interstate Semitrailer (WB-62FL)				
Primary Functional Classification	Urban Minor Arterial			Design Speed (mph)	50			
Secondary Functional Classification (if app.)				Target Speed (mph) [if app.]	50			
Approach #1	Direction	Northbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along	Both sides of the approach	Left-Turn	2	Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?	No	Left-Through		Left	78	Left	102
	On-Street Bike Facilities?	No	Through	2	Through	1,426	Through	1,162
	Multi-Use Path?	No	Left-Through-Right		Right	228	Right	141
	Scheduled Bus Service?	No	Through-Right		Daily Truck %		9.4%	
	Bus Stop on Approach?	No	Right-Turn	1				
Approach #2	Direction	Southbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	One side of the approach	Left-Turn	1	Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?	Yes	Left-Through		Left	195	Left	221
	On-Street Bike Facilities?	No	Through	2	Through	1,843	Through	1,811
	Multi-Use Path?	No	Left-Through-Right		Right	466	Right	579
	Scheduled Bus Service?	No	Through-Right	1	Daily Truck %		9.4%	
	Bus Stop on Approach?	No	Right-Turn					

Minor Street Information										
Route #:		Route Name(s)	Poinciana Boulevard				Milepost (if app.)			
Existing Control Type	Signal		Existing AADT	21,500		Design Year AADT	25,000			
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle	Florida Interstate Semitrailer (WB-62FL)						
Primary Functional Classification			Urban Minor Arterial			Design Speed (mph)	30			
Secondary Functional Classification (if app.)						Target Speed (mph) [if app.]	30			
Approach #1	Direction	Eastbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:	Both sides of the approach		Left-Turn	2					
	Crosswalk on Approach?	Yes		Left-Through		Weekday AM Peak		Weekday PM Peak		
	On-Street Bike Facilities?	No		Through	1	Left	772	Left	803	
	Multi-Use Path?	No		Left-Through-Right		Through	69	Through	106	
	Scheduled Bus Service?	No		Through-Right		Right	78	Right	75	
	Bus Stop on Approach?	No		Right-Turn	1	Daily Truck %		8.2%		
Approach #2	Direction	Westbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:	One side of the approach		Left-Turn	2					
	Crosswalk on Approach?	Yes		Left-Through		Weekday AM Peak		Weekday PM Peak		
	On-Street Bike Facilities?	No		Through	1	Left	242	Left	245	
	Multi-Use Path?	No		Left-Through-Right		Through	155	Through	177	
	Scheduled Bus Service?	No		Through-Right	1	Right	484	Right	533	
	Bus Stop on Approach?	No		Right-Turn		Daily Truck %		4.0%		
Approach #3	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes		
	Sidewalks along:			Left-Turn						
	Crosswalk on Approach?			Left-Through		Weekday AM Peak		Weekday PM Peak		
	On-Street Bike Facilities?			Through		Left		Left		
	Multi-Use Path?			Left-Through-Right		Through		Through		
	Scheduled Bus Service?			Through-Right		Right		Right		
	Bus Stop on Approach?			Right-Turn		Daily Truck %				

Crash History (Existing Intersections Only)
Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:
Crash data for the five-year period of January 1, 2014 through December 31, 2018 was obtained from the FDOT Crash Analysis Reporting (CAR) System database and Signal Four Analytics. Results show between 2014 and 2018 there were a total of 100 crashes at this intersection. The calculated crash rate (per MEV) was found to be 1.163 which is high when compared to the statewide crash rate of 0.526. This intersection is currently not on the District 5 Intersection High Crash List (HCL).

Control Strategy Evaluation							
Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.							
Control Strategy	CAP-X Outputs			SPICE Outputs		Strategy to Be Advanced?	Justification
	V/C Ratio		Multimodal Score	Crash Prediction Rank	SSI Rank		
	Weekday AM Peak	Weekday PM Peak					
Two-Way Stop-Controlled						No	High traffic volumes.
All-Way Stop-Controlled						No	High traffic volumes.
Signalized Control	1.05	1.11	4.8 (4.8)			Yes	The v/c ratio is greater than 1.0, however, all other configurations result in substantial R/W impacts or impacts to FGT.
Roundabout	5.60	5.81	5.6 (5.6)			No	High traffic volumes, only 2x2 evaluated, excessive v/c ratio.
Median U-Turn	1.04	1.19	6.3 (6.3)			No	The v/c ratio is greater than 1.0
RCUT (Signalized)	1.05	1.18	6.3 (6.3)			No	The v/c ratio is greater than 1.0
RCUT (Unsignalized)						No	N/A based on signalized RCUT.
Jughandle						No	Intersection configuration would result in substantial R/W impacts.
Displaced Left-Turn	0.59	0.60	4.8 (4.8)			No	Substantial R/W impacts and impacts to FGT on the east side of the roadway.
Continuous Green Tee						No	Four legged intersection
Quadrant Roadway	0.82 S-E 0.9 S-W	0.8 S-E 0.93 S-W	4.4 (4.4) 4.4 (4.4)			No	Vacant lands.
Thru-Cut						No	High number of eastbound and westbound thru movements.
Partial Displaced Left Turn (N-S)	0.82	0.84	4.8 (4.8)			No	Acceptable v/c ratio, however, substantial R/W impacts and impacts to FGT on the east side of the roadway.
Partial Median U-Turn (N-S)	0.98	1.22	6.3 (6.3)			Yes	The v/c ratio is greater than 1.0, however, all other configurations result in substantial R/W impacts or impacts to FGT.





Resolution					
<i>To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer</i>					
Project Determination					
Comments					
DTE Name		Signature		Date	
DDE Name		Signature		Date	

APPENDIX B
Capacity Analysis for Planning of Junctions
(CAP – X) Sheets

Capacity Analysis for Planning of Junctions

Detailed Report - Page 1 of 4

Project Name:	SR 535 PD&E Study - 2045 AM
Project Number:	FM# 437174-2-22-01
Location:	SR 535 at World Center Dr
Date:	October 1, 2021
Number of Intersection Legs:	4
Major Street Direction:	North-South

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	486	657	624	3.10%	0.00%
Westbound	0	294	1141	529	3.10%	0.00%
Southbound	0	371	1141	672	4.70%	0.00%
Northbound	0	504	1482	430	4.70%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	0.80	0.95		0.85		
Truck to PCE Factor				Suggested = 2.00	2.00	
FDOT Context Zone			C3C-Suburban Commercial			
Critical Lane Volume Threshold	2-phase signal			Suggested = 1800	1800	
	3-phase signal			Suggested = 1750	1750	
	4-phase signal			Suggested = 1700	1700	

Capacity Analysis for Planning of Junctions

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Number of Lanes for Non-roundabout Intersections																	
TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	FULL	2	3	1	2	3	1	2	2	2	2	2	1	2	2	1	
Quadrant Roadway	S-W	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Partial Displaced Left Turn	N-S	2	3	1	2	3	1	2	2	1	2	2	1	2	2	1	
Displaced Left Turn	FULL	2	3	1	2	3	1	2	2	1	2	2	1	2	2	1	
Median U-Turn	N-S	2	3	1	2	3	1	2	2	1	2	2	1	2	2	1	
Partial Median U-Turn	N-S	2	3	1	2	3	1	2	2	1	2	2	1	2	2	1	

Number of Lanes for Interchanges																	
TYPE OF INTERCHANGE	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R

Capacity Analysis for Planning of Junctions

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Results for Non-roundabout Intersections															
TYPE OF INTERSECTION	Sheet	Zone 1 (North)		Zone 2 (South)		Zone 3 (East)		Zone 4 (West)		Zone 5 (Center)		Overall v/c Ratio	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C				
Traffic Signal	FULL									1709	1.12	1.12	Fair	Fair	Good
Quadrant Roadway	S-W			955	0.55			924	0.53	1469	0.82	0.82	Fair	Fair	Fair
Partial Displaced Left Turn	N-S	889	0.49	777	0.43					1417	0.81	0.81	Fair	Fair	Good
Displaced Left Turn	FULL	889	0.49	777	0.43	692	0.38	1116	0.62	1153	0.64	0.64	Fair	Fair	Good
Median U-Turn	N-S	1282	0.71	1399	0.78					2795	1.55	1.55	Good	Good	Fair
Partial Median U-Turn	N-S	1092	0.61	1086	0.60					1742	1.00	1.00	Good	Good	Fair

Capacity Analysis for Planning of Junctions

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Results for Roundabouts																
TYPE OF ROUNDABOUT	Zone 1 (North)			Zone 3 (East)			Zone 2 (South)			Zone 4 (West)			Overall v/c Ratio	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3				
2 X 2	5.31	4.95		7.97	7.13		3.92	3.76		3.78	3.65		7.97	Fair	Good	Good

Results for Interchanges																	
TYPE OF INTERCHANGE	Sheet	Zone 1 (Rt Mrg)		Zone 2 (Lt Mrg)		Zone 3 (Ctr. 1)		Zone 4 (Ctr. 2)		Zone 5 (Lt Mrg)		Zone 6 (Rt Mrg)		Overall v/c Ratio	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C				

Capacity Analysis for Planning of Junctions

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Project Name:	SR 535 PD&E Study - 2045 PM
Project Number:	FM# 437174-2-22-01
Location:	SR 535 at World Center Dr
Date:	October 1, 2021
Number of Intersection Legs:	4
Major Street Direction:	North-South

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	562	1126	577	3.10%	0.00%
Westbound	0	535	875	443	3.10%	0.00%
Southbound	0	474	1459	538	4.70%	0.00%
Northbound	0	327	1239	549	4.70%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	0.80	0.95		0.85		
Truck to PCE Factor				Suggested = 2.00	2.00	
FDOT Context Zone		C3C-Suburban Commercial				
Critical Lane Volume Threshold	2-phase signal			Suggested = 1800	1800	
	3-phase signal			Suggested = 1750	1750	
	4-phase signal			Suggested = 1700	1700	

Capacity Analysis for Planning of Junctions

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Number of Lanes for Non-roundabout Intersections																	
TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	FULL	2	3	1	1	2	3	1	1	2	2	2	1	2	2	1	1
Quadrant Roadway	S-W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Partial Displaced Left Turn	N-S	2	3	1	1	2	3	1	1	2	2	1	1	2	2	1	1
Displaced Left Turn	FULL	2	3	1	1	2	3	1	1	2	2	1	1	2	2	1	1
Median U-Turn	N-S	2	3	1	2	3	1	1	1	2	1	1	1	2	1	1	1
Partial Median U-Turn	N-S	2	3	1	2	3	1	1	1	2	2	1	1	2	2	1	1

Number of Lanes for Interchanges																	
TYPE OF INTERCHANGE	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R

Capacity Analysis for Planning of Junctions

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Results for Non-roundabout Intersections															
TYPE OF INTERSECTION	Sheet	Zone 1 (North)		Zone 2 (South)		Zone 3 (East)		Zone 4 (West)		Zone 5 (Center)		Overall v/c Ratio	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C				
Traffic Signal	FULL									1578	1.03	1.03	Fair	Fair	Good
Quadrant Roadway	S-W			1184	0.68			1095	0.63	1229	0.68	0.68	Fair	Fair	Fair
Partial Displaced Left Turn	N-S	886	0.49	873	0.49					1380	0.79	0.79	Fair	Fair	Good
Displaced Left Turn	FULL	886	0.49	873	0.49	1119	0.62	927	0.51	1090	0.61	0.62	Fair	Fair	Good
Median U-Turn	N-S	1421	0.79	1410	0.78					2641	1.47	1.47	Good	Good	Fair
Partial Median U-Turn	N-S	1076	0.60	1048	0.58					1960	1.12	1.12	Good	Good	Fair

Capacity Analysis for Planning of Junctions

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Results for Roundabouts																
TYPE OF ROUNDABOUT	Zone 1 (North)			Zone 3 (East)			Zone 2 (South)			Zone 4 (West)			Overall v/c Ratio	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3				
2 X 2	4.95	4.68		5.39	4.95		6.35	5.82		9.15	8.19		9.15	Fair	Good	Good

Results for Interchanges																	
TYPE OF INTERCHANGE	Sheet	Zone 1 (Rt Mrg)		Zone 2 (Lt Mrg)		Zone 3 (Ctr 1)		Zone 4 (Ctr 2)		Zone 5 (Lt Mrg)		Zone 6 (Rt Mrg)		Overall v/c Ratio	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C				

Capacity Analysis for Planning of Junctions

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Project Name:	SR 535 PD&E Study - 2045 AM
Project Number:	FM# 437174-2-22-01
Location:	SR 535 at International Dr
Date:	October 1, 2021
Number of Intersection Legs:	4
Major Street Direction:	East-West

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	267	256	360	2.00%	0.00%
Westbound	0	461	879	422	2.00%	0.00%
Southbound	0	449	1460	150	4.70%	0.00%
Northbound	0	170	1727	569	4.70%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	0.80	0.95		0.85		
Truck to PCE Factor				Suggested = 2.00	2.00	
FDOT Context Zone		C3C-Suburban Commercial				
Critical Lane Volume Threshold	2-phase signal			Suggested = 1800	1800	
	3-phase signal			Suggested = 1750	1750	
	4-phase signal			Suggested = 1700	1700	

Capacity Analysis for Planning of Junctions

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Number of Lanes for Non-roundabout Intersections													
TYPE OF INTERSECTION	Sheet	Northbound			Southbound			Eastbound			Westbound		
		U	L	T	U	L	T	U	L	T	U	L	T
Traffic Signal	FULL	2	3	0	2	3	1	2	3	0	2	3	1
Quadrant Roadway	S-W	0	0	0	0	0	0	0	0	0	0	0	0
	N-W	0	0	0	0	0	0	0	0	0	0	0	0
Partial Displaced Left Turn	E-W	2	3	0	2	3	1	2	3	0	2	3	1
Displaced Left Turn	FULL	2	3	0	2	3	1	2	3	0	2	3	1
Signalized Restricted Crossing U-Turn	E-W			0			1	1	2	3	1	2	3
Median U-Turn	E-W			3			3	1	1	1	3	1	1
Partial Median U-Turn	E-W	2	3	0	2	3	1	1	3	1	1	3	1

Number of Lanes for Interchanges													
TYPE OF INTERCHANGE	Sheet	Northbound			Southbound			Eastbound			Westbound		
		U	L	T	U	L	T	U	L	T	U	L	T

Capacity Analysis for Planning of Junctions

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Results for Non-roundabout Intersections															
TYPE OF INTERSECTION	Sheet	Zone 1 (North)		Zone 2 (South)		Zone 3 (East)		Zone 4 (West)		Zone 5 (Center)		Overall v/c Ratio	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C				
Traffic Signal	FULL									1518	0.99	0.99	Fair	Fair	Good
Quadrant Roadway	S-W			1200	0.69			1246	0.71	1172	0.65	0.71	Fair	Fair	Fair
	N-W	1485	0.85					1230	0.70	1683	0.94	0.94	Fair	Fair	Fair
Partial Displaced Left Turn	E-W					690	0.38	501	0.28	1348	0.77	0.77	Fair	Fair	Good
Displaced Left Turn	FULL	941	0.52	882	0.49	690	0.38	501	0.28	1100	0.61	0.61	Fair	Fair	Good
Signalized Restricted Crossing U-Turn	E-W	4767	2.65	5268	2.93	3082	1.71	2799	1.55			2.93	Good	Good	Fair
Median U-Turn	E-W					1162	0.65	1475	0.82	1786	0.99	0.99	Good	Good	Fair
Partial Median U-Turn	E-W					939	0.52	888	0.49	1940	1.11	1.11	Good	Good	Fair

Capacity Analysis for Planning of Junctions

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Results for Roundabouts																
TYPE OF ROUNDABOUT	Zone 1 (North)			Zone 3 (East)			Zone 2 (South)			Zone 4 (West)			Overall v/c Ratio	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3				
2 X 2	3.27	3.15		5.26	4.81		2.38	2.38		3.20	2.88		5.26	Fair	Good	Good

Results for Interchanges																	
TYPE OF INTERCHANGE	Sheet	Zone 1 (Rt Mrg)		Zone 2 (Lt Mrg)		Zone 3 (Ctr 1)		Zone 4 (Ctr 2)		Zone 5 (Lt Mrg)		Zone 6 (Rt Mrg)		Overall v/c Ratio	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C				

Capacity Analysis for Planning of Junctions

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Project Name:	SR 535 PD&E Study - 2045 PM
Project Number:	FM# 437174-2-22-01
Location:	SR 535 at International Dr
Date:	October 1, 2021
Number of Intersection Legs:	4
Major Street Direction:	East-West

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	561	357	424	2.00%	0.00%
Westbound	0	421	887	145	2.00%	0.00%
Southbound	0	596	1934	41	4.70%	0.00%
Northbound	0	86	1409	785	4.70%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	0.80	0.95		0.85		
Truck to PCE Factor				Suggested = 2.00	2.00	
FDOT Context Zone		C3C-Suburban Commercial				
Critical Lane Volume Threshold	2-phase signal			Suggested = 1800	1800	
	3-phase signal			Suggested = 1750	1750	
	4-phase signal			Suggested = 1700	1700	

Capacity Analysis for Planning of Junctions

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Number of Lanes for Non-roundabout Intersections													
TYPE OF INTERSECTION	Sheet	Northbound			Southbound			Eastbound			Westbound		
		U	L	T	U	L	T	U	L	T	U	L	T
Traffic Signal	FULL	2	3	0	2	3	1	2	3	0	2	3	1
Quadrant Roadway	S-W	0	0	0	0	0	0	0	0	0	0	0	0
	N-W	0	0	0	0	0	0	0	0	0	0	0	0
Partial Displaced Left Turn	E-W	2	3	0	2	3	1	2	3	0	2	3	1
Displaced Left Turn	FULL	2	3	0	2	3	1	2	3	0	2	3	1
Signalized Restricted Crossing U-Turn	E-W			0			1	1	2	3	1	2	3
Median U-Turn	E-W			3			3	1	1	1	3	1	1
Partial Median U-Turn	E-W	2	3	0	2	3	1	1	3	1	1	3	1

Number of Lanes for Interchanges													
TYPE OF INTERCHANGE	Sheet	Northbound			Southbound			Eastbound			Westbound		
		U	L	T	U	L	T	U	L	T	U	L	T

Capacity Analysis for Planning of Junctions

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Results for Non-roundabout Intersections															
TYPE OF INTERSECTION	Sheet	Zone 1 (North)		Zone 2 (South)		Zone 3 (East)		Zone 4 (West)		Zone 5 (Center)		Overall v/c Ratio	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C				
Traffic Signal	FULL									1714	1.12	1.12	Fair	Fair	Good
Quadrant Roadway	S-W			1225	0.70			1633	0.93	1328	0.74	0.93	Fair	Fair	Fair
	N-W	1709	0.98					1711	0.98	1894	1.05	1.05	Fair	Fair	Fair
Partial Displaced Left Turn	E-W					829	0.46	633	0.35	1396	0.80	0.80	Fair	Fair	Good
Displaced Left Turn	FULL	1011	0.56	1009	0.56	829	0.46	633	0.35	1067	0.59	0.59	Fair	Fair	Good
Signalized Restricted Crossing U-Turn	E-W	6058	3.37	5699	3.17	2450	1.36	3767	2.03			3.37	Good	Good	Fair
Median U-Turn	E-W					1322	0.73	1772	0.98	1798	1.00	1.00	Good	Good	Fair
Partial Median U-Turn	E-W					1209	0.67	992	0.55	2060	1.18	1.18	Good	Good	Fair

Capacity Analysis for Planning of Junctions

Detailed Report - Page 4 of 4





Results for Roundabouts																
TYPE OF ROUNDABOUT	Zone 1 (North)			Zone 3 (East)			Zone 2 (South)			Zone 4 (West)			Overall v/c Ratio	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3				
2 X 2	3.66	3.55		3.88	3.88		3.67	3.53		8.51	7.36		8.51	Fair	Good	Good

Results for Interchanges																	
TYPE OF INTERCHANGE	Sheet	Zone 1 (Rt Mrg)		Zone 2 (Lt Mrg)		Zone 3 (Ctr 1)		Zone 4 (Ctr 2)		Zone 5 (Lt Mrg)		Zone 6 (Rt Mrg)		Overall v/c Ratio	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C				

Capacity Analysis for Planning of Junctions

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Project Name:	SR 535 PD&E Study - 2045 PM
Project Number:	FM# 437174-2-22-01
Location:	SR 535 at Polynesian Isle Blvd
Date:	October 1, 2021
Number of Intersection Legs:	4
Major Street Direction:	North-South

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	297	114	253	2.80%	0.00%
Westbound	0	159	111	186	2.80%	0.00%
Southbound	0	200	2279	367	4.70%	0.00%
Northbound	0	243	2033	180	4.70%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	0.80	0.95		0.85		
Truck to PCE Factor				Suggested = 2.00	2.00	
FDOT Context Zone			C3C-Suburban Commercial			
Critical Lane Volume Threshold	2-phase signal			Suggested = 1800	1800	
	3-phase signal			Suggested = 1750	1750	
	4-phase signal			Suggested = 1700	1700	

Capacity Analysis for Planning of Junctions

Detailed Report - Page 2 of 4

Number of Lanes for Non-roundabout Intersections																	
TYPE OF INTERSECTION	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	FULL	2	3	1	1	3	1	2	1	0	1	2	0				
Quadrant Roadway	N-E	0	0	0	0	0	0	0	0	0	0	0	0				
Signalized Restricted Crossing U-Turn	N-S	1	1	3	1	1	1	3	1	1	1	3	1				
Unsignalized Restricted Crossing U-Turn	N-S	1	1	3	1	1	1	3	1	1	1	3	1				
Median U-Turn	N-S	1	3	1	1	3	1	2	1								
Partial Median U-Turn	N-S	1	3	1	1	3	1	1	2	1	1	2	1				

Number of Lanes for Interchanges																	
TYPE OF INTERCHANGE	Sheet	Northbound				Southbound				Eastbound				Westbound			
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R

Capacity Analysis for Planning of Junctions

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Results for Non-roundabout Intersections															
TYPE OF INTERSECTION	Sheet	Zone 1 (North)		Zone 2 (South)		Zone 3 (East)		Zone 4 (West)		Zone 5 (Center)		Overall v/c Ratio	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C				
Traffic Signal	FULL									1490	0.97	0.97	Fair	Fair	Good
Quadrant Roadway	N-E	1557	0.89			737	0.42			1499	0.83	0.89	Fair	Fair	Fair
Signalized Restricted Crossing U-Turn	N-S	1339	0.74	1385	0.77	1362	0.76	1652	0.92			0.92	Good	Good	Fair
Unsignalized Restricted Crossing U-Turn	N-S	2979	3.40	2571	3.45	2434	22.67	2549	39.82			39.82	Fair	Fair	Fair
Median U-Turn	N-S	1514	0.84	1500	0.83					1530	0.85	0.85	Good	Good	Fair
Partial Median U-Turn	N-S	1311	0.73	1118	0.62					1411	0.81	0.81	Good	Good	Fair

Capacity Analysis for Planning of Junctions

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Results for Roundabouts																
TYPE OF ROUNDABOUT	Zone 1 (North)			Zone 3 (East)			Zone 2 (South)			Zone 4 (West)			Overall v/c Ratio	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3				
2 X 2	1.78	1.84		2.03	1.81		1.68	1.73		3.16	2.79		3.16	Fair	Good	Good

Results for Interchanges																	
TYPE OF INTERCHANGE	Sheet	Zone 1 (Rt Mrg)		Zone 2 (Lt Mrg)		Zone 3 (Ctr. 1)		Zone 4 (Ctr. 2)		Zone 5 (Lt Mrg)		Zone 6 (Rt Mrg)		Overall v/c Ratio	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C				

Capacity Analysis for Planning of Junctions

Detailed Report - Page 1 of 4

Project Name:	SR 535 PD&E Study - 2045 AM
Project Number:	FM# 437174-2-22-01
Location:	SR 535 at N Poinciana Blvd
Date:	October 1, 2021
Number of Intersection Legs:	4
Major Street Direction:	North-South

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	772	69	78	4.10%	0.00%
Westbound	0	242	155	484	2.00%	0.00%
Southbound	0	195	1843	466	4.70%	0.00%
Northbound	0	78	1426	228	4.70%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	0.80	0.95		0.85		
Truck to PCE Factor				Suggested = 2.00	2.00	
FDOT Context Zone		C3C-Suburban Commercial				
Critical Lane Volume Threshold	2-phase signal			Suggested = 1800	1800	
	3-phase signal			Suggested = 1750	1750	
	4-phase signal			Suggested = 1700	1700	

Capacity Analysis for Planning of Junctions

Detailed Report - Page 2 of 4

Number of Lanes for Non-roundabout Intersections																		
TYPE OF INTERSECTION	Sheet	Northbound			Southbound			Eastbound			Westbound							
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Traffic Signal	FULL	2	3	1	1	3	0	2	2	0	2	2	0					
Quadrant Roadway	S-W	0	0	0	0	0	0	0	0	0	0	0	0					
	S-E	0	0	0	0	0	0	0	0	0	0	0	0					
Partial Displaced Left Turn	N-S	1	3	1	1	3	1	2	1	1	1	1	1					
Displaced Left Turn	FULL	1	3	1	1	3	1	2	1	1	1	1	1					
Signalized Restricted Crossing U-Turn	N-S	1	1	3	1	1	1	3	1	1	1	1	1					
Median U-Turn	N-S	1	1	3	1	1	3	1	1	1	1	1						
Partial Median U-Turn	N-S	1	1	3	1	1	3	1	1	2	1	1	1	1	1			

Number of Lanes for Interchanges																	
TYPE OF INTERCHANGE	Sheet	Northbound			Southbound			Eastbound			Westbound						
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R

Capacity Analysis for Planning of Junctions

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Results for Non-roundabout Intersections															
TYPE OF INTERSECTION	Sheet	Zone 1 (North)		Zone 2 (South)		Zone 3 (East)		Zone 4 (West)		Zone 5 (Center)		Overall v/c Ratio	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C				
Traffic Signal	FULL									1601	1.05	1.05	Fair	Fair	Good
Quadrant Roadway	S-W			1576	0.90			1301	0.74	1293	0.72	0.90	Fair	Fair	Fair
	S-E			1443	0.82	1381	0.78			1293	0.72	0.82	Fair	Fair	Fair
Partial Displaced Left Turn	N-S	980	0.54	812	0.45					1432	0.82	0.82	Fair	Fair	Good
Displaced Left Turn	FULL	980	0.54	812	0.45	536	0.30	663	0.37	1066	0.59	0.59	Fair	Fair	Good
Signalized Restricted Crossing U-Turn	N-S	1380	0.77	1700	0.94	1823	1.01	1886	1.05			1.05	Good	Good	Fair
Median U-Turn	N-S	1285	0.71	1865	1.04					1753	0.97	1.04	Good	Good	Fair
Partial Median U-Turn	N-S	977	0.54	860	0.48					1716	0.98	0.98	Good	Good	Fair

Capacity Analysis for Planning of Junctions

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Results for Roundabouts																
TYPE OF ROUNDABOUT	Zone 1 (North)			Zone 3 (East)			Zone 2 (South)			Zone 4 (West)			Overall v/c Ratio	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3				
2 X 2	1.60	1.56		2.82	2.77		1.80	1.78		5.60	0.86		5.60	Fair	Good	Good

Results for Interchanges																	
TYPE OF INTERCHANGE	Sheet	Zone 1 (Rt Mrg)		Zone 2 (Lt Mrg)		Zone 3 (Ctr 1)		Zone 4 (Ctr 2)		Zone 5 (Lt Mrg)		Zone 6 (Rt Mrg)		Overall v/c Ratio	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C				

Capacity Analysis for Planning of Junctions

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Project Name:	SR 535 PD&E Study - 2045 PM
Project Number:	FM# 437174-2-22-01
Location:	SR 535 at N Poinciana Blvd
Date:	October 1, 2021
Number of Intersection Legs:	4
Major Street Direction:	North-South

Traffic Volume Demand						
	Volume (Veh/hr)				Percent (%)	
	U-Turn 	Left 	Thru 	Right 	Heavy Vehicles	Volume Growth
Eastbound	0	803	106	75	4.10%	0.00%
Westbound	0	245	177	533	2.00%	0.00%
Southbound	0	221	1811	579	4.70%	0.00%
Northbound	0	102	1162	141	4.70%	0.00%
Adjustment Factor	0.80	0.95		0.85		
Suggested	0.80	0.95		0.85		
Truck to PCE Factor				Suggested = 2.00	2.00	
FDOT Context Zone		C3C-Suburban Commercial				
Critical Lane Volume Threshold	2-phase signal			Suggested = 1800	1800	
	3-phase signal			Suggested = 1750	1750	
	4-phase signal			Suggested = 1700	1700	

Capacity Analysis for Planning of Junctions

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Number of Lanes for Non-roundabout Intersections																	
TYPE OF INTERSECTION	Sheet	Northbound			Southbound			Eastbound			Westbound						
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Traffic Signal	FULL	2	3	1	1	3	0	2	2	0	2	2	0	2	2	0	
Quadrant Roadway	S-W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	S-E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Partial Displaced Left Turn	N-S	1	3	1	1	3	1	2	1	1	1	1	1	1	1	1	
Displaced Left Turn	FULL	1	3	1	1	3	1	2	1	1	1	1	1	1	1	1	
Signalized Restricted Crossing U-Turn	N-S	1	1	3	1	1	1	3	1	1	1	3	1	1	1	3	1
Median U-Turn	N-S	1	1	2	1	1	1	2	1	2	1	1	1	2	1	1	1
Partial Median U-Turn	N-S	1	1	2	1	1	1	2	1	2	2	1	1	1	2	1	1

Number of Lanes for Interchanges																	
TYPE OF INTERCHANGE	Sheet	Northbound			Southbound			Eastbound			Westbound						
		U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R

Capacity Analysis for Planning of Junctions

Detailed Report - Page 3 of 4

Results for Non-roundabout Intersections															
TYPE OF INTERSECTION	Sheet	Zone 1 (North)		Zone 2 (South)		Zone 3 (East)		Zone 4 (West)		Zone 5 (Center)		Overall v/c Ratio	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C				
Traffic Signal	FULL									1696	1.11		Fair	Fair	Good
Quadrant Roadway	S-W			1625	0.93			1339	0.77	1353	0.75	0.93	Fair	Fair	Fair
	S-E			1398	0.80	1317	0.75			1353	0.75	0.80	Fair	Fair	Fair
Partial Displaced Left Turn	N-S	927	0.52	828	0.46					1469	0.84	0.84	Fair	Fair	Good
Displaced Left Turn	FULL	927	0.52	828	0.46	604	0.34	728	0.40	1072	0.60	0.60	Fair	Fair	Good
Signalized Restricted Crossing U-Turn	N-S	1450	0.81	1673	0.93	1831	1.02	2131	1.13			1.18	Good	Good	Fair
Median U-Turn	N-S	1813	1.01	2070	1.15					2199	1.19	1.19	Good	Good	Fair
Partial Median U-Turn	N-S	1500	0.83	1025	0.57					2144	1.22	1.22	Good	Good	Fair

Capacity Analysis for Planning of Junctions

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Results for Roundabouts																
TYPE OF ROUNDABOUT	Zone 1 (North)			Zone 3 (East)			Zone 2 (South)			Zone 4 (West)			Overall v/c Ratio	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3	Lane 1	Lane 2	Lane 3				
2 X 2	1.64	1.70		2.45	2.53		1.59	1.57		5.81	1.05		5.81	Fair	Good	Good

Results for Interchanges																	
TYPE OF INTERCHANGE	Sheet	Zone 1 (Rt Mrg)		Zone 2 (Lt Mrg)		Zone 3 (Ctr 1)		Zone 4 (Ctr 2)		Zone 5 (Lt Mrg)		Zone 6 (Rt Mrg)		Overall v/c Ratio	Pedestrian Accommodations	Bicycle Accommodations	Transit Accommodations
		CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C	CLV	V/C				

Appendix J – Future Traffic Operational Analysis

No Build






























Signalized Intersections

2025

Lanes, Volumes, Timings

1: SR 535 & US 192

03/01/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  						 	 
Traffic Volume (vph)	160	854	8	3	1310	1174	7	2	3	741	3	202
Future Volume (vph)	160	854	8	3	1310	1174	7	2	3	741	3	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	475		0	350		400	0		0	0		300
Storage Lanes	2		0	1		1	1		0	1		2
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor		1.00		0.99		0.99	1.00			1.00	1.00	
Frt		0.999				0.850		0.910				0.850
Flt Protected	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (prot)	3433	5079	0	1736	4988	1553	1719	1647	0	1633	1638	2707
Flt Permitted	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (perm)	3433	5079	0	1724	4988	1533	1715	1647	0	1631	1636	2707
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				788		3				140
Link Speed (mph)		45			45			50				45
Link Distance (ft)		3191			1328			1015				993
Travel Time (s)		48.3			20.1			13.8				15.0
Confl. Peds. (#/hr)			3	9		2	3			1		2
Confl. Bikes (#/hr)				4			1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	168	899	8	3	1379	1236	7	2	3	780	3	213
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	168	907	0	3	1379	1236	7	5	0	390	393	213
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				60
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	pt+ov
Protected Phases	5	2		1	6		8	8		4	4	4
Permitted Phases						Free						
Detector Phase	5	2		1	6		8	8		4	4	4
Switch Phase												

Lanes, Volumes, Timings

1: SR 535 & US 192

03/01/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	15.0		5.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.8	43.8		11.8	35.8		12.9	12.9		46.8	46.8	
Total Split (s)	17.4	117.3		11.8	111.7		12.9	12.9		48.0	48.0	
Total Split (%)	9.2%	61.7%		6.2%	58.8%		6.8%	6.8%		25.3%	25.3%	
Maximum Green (s)	10.6	110.5		5.0	104.9		6.0	6.0		41.2	41.2	
Yellow Time (s)	4.8	4.8		4.8	4.8		3.4	3.4		4.8	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.5	3.5		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.9	6.9		6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.5	3.0		2.0	3.0		1.5	1.5		3.0	3.0	
Minimum Gap (s)	1.5	3.0		2.0	3.0		1.5	1.5		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			10.0					7.0	7.0	
Flash Dont Walk (s)		30.0			19.0					33.0	33.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)	11.7	127.7		5.0	111.6	190.0	6.0	6.0		41.2	41.2	56.9
Actuated g/C Ratio	0.06	0.67		0.03	0.59	1.00	0.03	0.03		0.22	0.22	0.30
v/c Ratio	0.80	0.27		0.07	0.47	0.81	0.13	0.09		1.10	1.11	0.23
Control Delay	112.4	13.6		97.7	18.1	20.4	94.9	67.8		122.4	124.1	11.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	112.4	13.6		97.7	18.1	20.4	94.9	67.8		122.4	124.1	11.2
LOS	F	B		F	B	C	F	E		F	F	B
Approach Delay		29.0			19.3			83.6			99.3	
Approach LOS		C			B			F			F	
90th %ile Green (s)	10.6	110.5		5.0	104.9		6.0	6.0		41.2	41.2	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	10.6	122.3		0.0	104.9		6.0	6.0		41.2	41.2	
70th %ile Term Code	Max	Coord		Skip	Coord		Max	Max		Max	Max	
50th %ile Green (s)	14.2	135.2		0.0	114.2		0.0	0.0		41.2	41.2	
50th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Max	Max	
30th %ile Green (s)	12.6	135.2		0.0	115.8		0.0	0.0		41.2	41.2	
30th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Max	Max	
10th %ile Green (s)	10.3	135.2		0.0	118.1		0.0	0.0		41.2	41.2	
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Max	Max	
Stops (vph)	146	336		5	401	653	7	4		316	320	84
Fuel Used(gal)	9	24		0	21	23	0	0		16	16	3
CO Emissions (g/hr)	615	1707		10	1475	1616	20	11		1086	1105	196
NOx Emissions (g/hr)	120	332		2	287	314	4	2		211	215	38
VOC Emissions (g/hr)	142	396		2	342	375	5	3		252	256	45
Dilemma Vehicles (#)	0	23		0	35	0	0	0		0	6	0
Queue Length 50th (ft)	107	136		4	203	1091	9	2		-590	-597	64
Queue Length 95th (ft)	#185	235		m5	219	1016	29	20		#796	#805	32
Internal Link Dist (ft)		3111			1248			935			913	
Turn Bay Length (ft)	475			350		400						300
Base Capacity (vph)	211	3413		45	2929	1533	54	54		354	355	909

Lanes, Volumes, Timings

1: SR 535 & US 192

03/01/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.80	0.27		0.07	0.47	0.81	0.13	0.09		1.10	1.11	0.23

Intersection Summary
























Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	156 (82%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.11
Intersection Signal Delay:	38.6
Intersection LOS:	D
Intersection Capacity Utilization	79.7%
ICU Level of Service	D
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR 535 & US 192

Ø1 Ø2 (R) 11.3 s | 117.3 s	Ø4 48 s | 12.9 s
Ø5 Ø6 (R) 17.4 s | 111.7 s	

Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Road

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	6	31	35	5	86	21	1265	50	69	880	77
Future Volume (vph)	40	6	31	35	5	86	21	1265	50	69	880	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	150		0	375		0	250		300
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor		0.99		1.00	1.00							
Frt		0.873				0.850			0.850			0.850
Flt Protected	0.950			0.950	0.963		0.950			0.950		
Satd. Flow (prot)	1787	1621	0	1698	1721	1599	1719	3438	1538	1719	3438	1538
Flt Permitted	0.950			0.950	0.963		0.950			0.950		
Satd. Flow (perm)	1787	1621	0	1692	1716	1599	1719	3438	1538	1719	3438	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				138			139			100
Link Speed (mph)		30			30			45				50
Link Distance (ft)		1016			992			993				1206
Travel Time (s)		23.1			22.5			15.0				16.4
Confl. Peds. (#/hr)				1								
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	42	6	33	37	5	91	22	1332	53	73	926	81
Shared Lane Traffic (%)				44%								
Lane Group Flow (vph)	42	39	0	21	21	91	22	1332	53	73	926	81
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4			6			2
Detector Phase	8	8		4	4	4	1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Road

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	11.6	11.6		12.0	12.0	12.0	11.8	34.8	34.8	11.8	34.8	34.8
Total Split (s)	20.0	20.0		22.0	22.0	22.0	16.0	120.0	120.0	28.0	132.0	132.0
Total Split (%)	10.5%	10.5%		11.6%	11.6%	11.6%	8.4%	63.2%	63.2%	14.7%	69.5%	69.5%
Maximum Green (s)	13.4	13.4		15.0	15.0	15.0	9.2	113.2	113.2	21.2	125.2	125.2
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.9	2.9		3.3	3.3	3.3	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6		7.0	7.0	7.0	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Minimum Gap (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Dont Walk (s)								21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	9.4	9.4		7.4	7.4	7.4	7.5	135.6	135.6	12.9	146.0	146.0
Actuated g/C Ratio	0.05	0.05		0.04	0.04	0.04	0.04	0.71	0.71	0.07	0.77	0.77
v/c Ratio	0.48	0.35		0.32	0.31	0.47	0.33	0.54	0.05	0.63	0.35	0.07
Control Delay	104.8	37.8		100.5	100.1	9.0	107.4	6.6	0.0	75.5	28.6	11.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	104.8	37.8		100.5	100.1	9.0	107.4	6.9	0.0	75.5	28.6	11.2
LOS	F	D		F	F	A	F	A	A	E	C	B
Approach Delay		72.5			37.8			8.3			30.5	
Approach LOS		E			D			A			C	
90th %ile Green (s)	13.1	13.1		10.1	10.1	10.1	10.2	121.4	121.4	18.2	129.4	129.4
90th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord	Coord	Gap	Coord	Coord
70th %ile Green (s)	10.9	10.9		8.4	8.4	8.4	8.6	128.4	128.4	15.1	134.9	134.9
70th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	9.4	9.4		7.3	7.3	7.3	7.4	133.2	133.2	12.9	138.7	138.7
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	7.8	7.8		6.2	6.2	6.2	0.0	138.1	138.1	10.7	155.6	155.6
30th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Skip	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	0.0	0.0		5.0	5.0	5.0	0.0	156.7	156.7	7.7	171.2	171.2
10th %ile Term Code	Skip	Skip		Min	Min	Min	Skip	Coord	Coord	Gap	Coord	Coord
Stops (vph)	38	12		20	20	1	20	347	0	62	648	29
Fuel Used(gal)	1	1		1	1	1	1	14	0	3	22	1
CO Emissions (g/hr)	96	45		47	47	58	59	990	23	178	1525	85
NOx Emissions (g/hr)	19	9		9	9	11	11	193	4	35	297	16
VOC Emissions (g/hr)	22	10		11	11	13	14	229	5	41	353	20
Dilemma Vehicles (#)	0	0		0	0	0	0	30	0	0	57	0
Queue Length 50th (ft)	52	7		27	27	0	28	130	0	80	553	36
Queue Length 95th (ft)	98	52		64	64	6	m34	408	m0	137	595	84
Internal Link Dist (ft)		936			912			913			1126	
Turn Bay Length (ft)	100			150			375			250		300
Base Capacity (vph)	126	144		134	135	253	85	2452	1136	191	2640	1204

Lanes, Volumes, Timings
 2: SR 535 & Kyngs Heath Road

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	540	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.27		0.16	0.16	0.36	0.26	0.70	0.05	0.38	0.35	0.07

Intersection Summary

Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	134 (71%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.63
Intersection Signal Delay:	20.5
Intersection LOS:	C
Intersection Capacity Utilization	64.9%
ICU Level of Service	C
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 2: SR 535 & Kyngs Heath Road



Lanes, Volumes, Timings
 3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↘	↕	↗		↕	↘
Traffic Volume (vph)	0	0	44	0	0	0	52	1272	73	0	982	32
Future Volume (vph)	0	0	44	0	0	0	52	1272	73	0	982	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	225		375	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	0			0			150			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.865						0.850			0.850
Flt Protected							0.950					
Satd. Flow (prot)	0	0	1627	0	0	0	1719	3438	1538	0	3438	1538
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	1627	0	0	0	1719	3438	1538	0	3438	1538
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1258			543			1206			422	
Travel Time (s)		28.6			12.3			16.4			5.8	
Confl. Peds. (#/hr)							1					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	46	0	0	0	55	1339	77	0	1034	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	46	0	0	0	55	1339	77	0	1034	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			0			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	







Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	38.5%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings

4: SR 535 & Osceola Pkwy on-ramp

11/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑		↑↑	↑↑↑
Traffic Volume (vph)	0	0	1272	0	318	1014
Future Volume (vph)	0	0	1272	0	318	1014
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	525	
Storage Lanes	0	0		0	2	
Taper Length (ft)	0				75	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.91
Ped Bike Factor						
Flt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	3438	0	3335	4940
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	3438	0	3335	4940
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		50			50
Link Distance (ft)	1026		422			1068
Travel Time (s)	23.3		5.8			14.6
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	0	1339	0	335	1067
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1339	0	335	1067
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		48			48
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
Turning Speed (mph)	15	9		9	15	
Number of Detectors			2		1	2
Detector Template			Thru		Left	Thru
Leading Detector (ft)			100		20	100
Trailing Detector (ft)			0		0	0
Turn Type			NA		Prot	NA
Protected Phases			2		1	6
Permitted Phases						
Detector Phase			2		1	6
Switch Phase						

Lanes, Volumes, Timings
4: SR 535 & Osceola Pkwy on-ramp

11/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)			12.0		5.0	12.0
Minimum Split (s)			24.8		12.5	25.5
Total Split (s)			71.0		24.0	95.0
Total Split (%)			74.7%		25.3%	100.0%
Maximum Green (s)			64.2		16.5	88.2
Yellow Time (s)			4.8		5.5	4.8
All-Red Time (s)			2.0		2.0	2.0
Lost Time Adjust (s)			0.0		0.0	0.0
Total Lost Time (s)			6.8		7.5	6.8
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)			3.0		2.0	3.0
Minimum Gap (s)			3.0		2.0	3.0
Time Before Reduce (s)			0.0		0.0	0.0
Time To Reduce (s)			0.0		0.0	0.0
Recall Mode			C-Min		None	C-Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)			66.9		13.8	95.0
Actuated g/C Ratio			0.70		0.15	1.00
v/c Ratio			0.55		0.69	0.22
Control Delay			8.5		56.0	0.1
Queue Delay			0.0		0.0	0.0
Total Delay			8.5		56.0	0.1
LOS			A		E	A
Approach Delay			8.5			13.4
Approach LOS			A			B
90th %ile Green (s)			62.9		17.8	88.2
90th %ile Term Code			Coord		Gap	Coord
70th %ile Green (s)			65.2		15.5	88.2
70th %ile Term Code			Coord		Gap	Coord
50th %ile Green (s)			66.9		13.8	88.2
50th %ile Term Code			Coord		Gap	Coord
30th %ile Green (s)			68.5		12.2	88.2
30th %ile Term Code			Coord		Gap	Coord
10th %ile Green (s)			70.9		9.8	88.2
10th %ile Term Code			Coord		Gap	Coord
Stops (vph)			611		353	0
Fuel Used(gal)			15		11	7
CO Emissions (g/hr)			1048		783	481
NOx Emissions (g/hr)			204		152	94
VOC Emissions (g/hr)			243		181	112
Dilemma Vehicles (#)			55		0	0
Queue Length 50th (ft)			364		178	0
Queue Length 95th (ft)			574		250	0
Internal Link Dist (ft)	946		342			988
Turn Bay Length (ft)					525	
Base Capacity (vph)			2429		588	4940

Lanes, Volumes, Timings
 4: SR 535 & Osceola Pkwy on-ramp

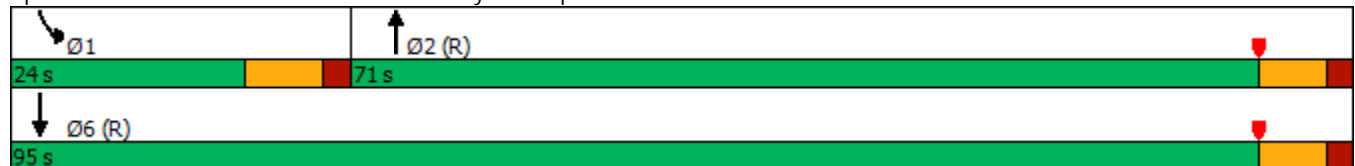
11/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn			0		0	0
Spillback Cap Reductn			0		0	0
Storage Cap Reductn			0		0	0
Reduced v/c Ratio			0.55		0.57	0.22






























Intersection Summary	
Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	33 (35%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	50
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.69
Intersection Signal Delay:	11.0
Intersection LOS:	B
Intersection Capacity Utilization	56.2%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 4: SR 535 & Osceola Pkwy on-ramp



Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 		 	 	
Traffic Volume (vph)	735	61	53	84	64	185	69	1122	81	131	1196	355
Future Volume (vph)	735	61	53	84	64	185	69	1122	81	131	1196	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	300		0	375		250	375		0
Storage Lanes	2		0	2		0	2		1	1		0
Taper Length (ft)	150			100			200			50		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.91	0.91
Ped Bike Factor		0.99			0.99				0.98			
Frt		0.930			0.888				0.850		0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	3209	0	3433	3112	0	3335	3438	1538	1719	4772	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3367	3209	0	3433	3112	0	3335	3438	1515	1719	4772	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56			107				146			46
Link Speed (mph)		40			40			50				50
Link Distance (ft)		641			637			1068				1019
Travel Time (s)		10.9			10.9			14.6				13.9
Confl. Peds. (#/hr)						1			2			
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	774	64	56	88	67	195	73	1181	85	138	1259	374
Shared Lane Traffic (%)												
Lane Group Flow (vph)	774	120	0	88	262	0	73	1181	85	138	1633	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases									6			
Detector Phase	3	8		7	4		1	6	6	5	2	
Switch Phase												

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	18.0	5.0		5.0	5.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	61.0	64.0		27.0	30.0		18.0	81.0	81.0	18.0	81.0	
Total Split (s)	61.0	64.0		27.0	30.0		18.0	81.0	81.0	18.0	81.0	
Total Split (%)	32.1%	33.7%		14.2%	15.8%		9.5%	42.6%	42.6%	9.5%	42.6%	
Maximum Green (s)	54.5	56.5		20.1	22.5		10.5	73.5	73.5	10.5	73.5	
Yellow Time (s)	4.4	4.4		4.4	4.4		5.5	5.5	5.5	5.5	5.5	
All-Red Time (s)	2.1	3.1		2.5	3.1		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	7.5		6.9	7.5		7.5	7.5	7.5	7.5	7.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	2.0		2.5	2.0		2.0	3.0	3.0	2.0	3.0	
Minimum Gap (s)	3.0	2.0		2.5	2.0		2.0	3.0	3.0	2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)					7.0			7.0	7.0			7.0
Flash Dont Walk (s)					35.0			28.0	28.0			25.0
Pedestrian Calls (#/hr)					0			0	0			0
Act Effct Green (s)	48.7	52.7		9.8	14.2		8.6	73.6	73.6	24.6	89.6	
Actuated g/C Ratio	0.26	0.28		0.05	0.07		0.05	0.39	0.39	0.13	0.47	
v/c Ratio	0.90	0.13		0.50	0.90dr		0.49	0.89	0.13	0.62	0.72	
Control Delay	82.1	25.8		97.2	67.7		104.0	46.4	2.1	100.5	20.5	
Queue Delay	1.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	83.1	25.8		97.2	67.7		104.0	46.4	2.1	100.5	20.5	
LOS	F	C		F	E		F	D	A	F	C	
Approach Delay		75.4			75.1			46.7			26.8	
Approach LOS		E			E			D			C	
90th %ile Green (s)	54.5	61.3		12.6	19.8		11.3	73.5	73.5	13.2	75.4	
90th %ile Term Code	Max	Hold		Gap	Gap		Gap	Coord	Coord	Max	Coord	
70th %ile Green (s)	52.9	58.1		10.9	16.5		9.7	73.5	73.5	18.1	81.9	
70th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Max	Coord	
50th %ile Green (s)	49.7	53.7		9.8	14.2		8.6	73.5	73.5	23.6	88.5	
50th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Max	Coord	
30th %ile Green (s)	45.6	48.5		8.6	11.9		7.4	74.6	74.6	28.9	96.1	
30th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	
10th %ile Green (s)	40.6	41.8		6.9	8.5		5.9	72.9	72.9	39.0	106.0	
10th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	
Stops (vph)	699	43		81	145		69	1090	8	95	1204	
Fuel Used(gal)	22	2		3	6		3	35	1	5	35	
CO Emissions (g/hr)	1562	106		197	415		209	2442	49	349	2446	
NOx Emissions (g/hr)	304	21		38	81		41	475	10	68	476	
VOC Emissions (g/hr)	362	25		46	96		48	566	11	81	567	
Dilemma Vehicles (#)	0	2		0	5		0	13	0	0	41	
Queue Length 50th (ft)	482	31		56	102		49	816	4	136	586	
Queue Length 95th (ft)	548	56		89	154		79	492	17	#358	732	
Internal Link Dist (ft)		561			557			988			939	
Turn Bay Length (ft)	175			300			375		250	375		
Base Capacity (vph)	965	1014		363	462		187	1333	677	222	2274	

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/13/2022

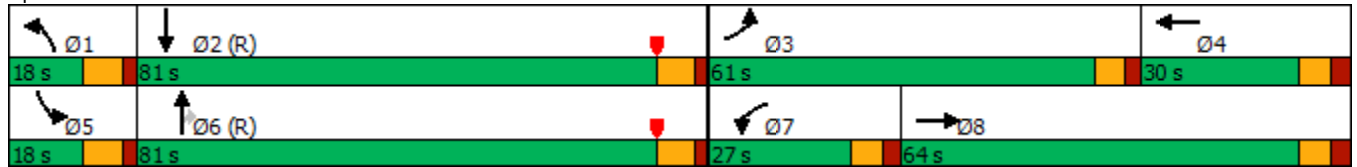


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	56	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.12		0.24	0.57		0.39	0.89	0.13	0.62	0.72	

Intersection Summary

Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	120 (63%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle:	190
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.90
Intersection Signal Delay:	46.8
Intersection LOS:	D
Intersection Capacity Utilization	92.1%
ICU Level of Service	F
Analysis Period (min)	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
dr	Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 5: SR 535 & Poinciana Blvd



Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/13/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	345	11	88	16	27	222	46	1961	20	104	1678	190
Future Volume (vph)	345	11	88	16	27	222	46	1961	20	104	1678	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		225	175		0	500		250	450		450
Storage Lanes	2		1	1		0	2		1	1		2
Taper Length (ft)	0			50			100			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.91	1.00
Ped Bike Factor		0.99										0.99
Frt		0.867			0.866				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	1581	0	1752	3035	0	3335	3438	1538	1719	4940	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	1581	0	1752	3035	0	3335	3438	1538	1719	4940	1517
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		93			93				141			200
Link Speed (mph)		30			30			50				50
Link Distance (ft)		1192			1002			901				963
Travel Time (s)		27.1			22.8			12.3				13.1
Confl. Peds. (#/hr)			1									1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	363	12	93	17	28	234	48	2064	21	109	1766	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	363	105	0	17	262	0	48	2064	21	109	1766	200
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			24			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	8.0	10.0		5.0	10.0		5.0	25.0	25.0	5.0	25.0	25.0
Minimum Split (s)	41.0	44.0		17.0	20.0		17.0	112.0	112.0	17.0	112.0	112.0
Total Split (s)	41.0	44.0		17.0	20.0		17.0	112.0	112.0	17.0	112.0	112.0
Total Split (%)	21.6%	23.2%		8.9%	10.5%		8.9%	58.9%	58.9%	8.9%	58.9%	58.9%
Maximum Green (s)	34.6	36.4		11.3	12.1		9.5	104.5	104.5	9.9	104.3	104.3
Yellow Time (s)	4.4	4.4		3.7	4.0		5.5	5.5	5.5	5.1	5.5	5.5
All-Red Time (s)	2.0	3.2		2.0	3.9		2.0	2.0	2.0	2.0	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	7.6		5.7	7.9		7.5	7.5	7.5	7.1	7.7	7.7
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.5	3.5	2.0	3.5	3.5
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	3.5	3.5	2.0	3.5	3.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		7.0						7.0	7.0		7.0	7.0
Flash Dont Walk (s)		42.0						23.0	23.0		25.0	25.0
Pedestrian Calls (#/hr)		0						0	0		0	0
Act Effct Green (s)	24.7	39.3		6.5	15.8		7.2	104.6	104.6	16.0	115.3	115.3
Actuated g/C Ratio	0.13	0.21		0.03	0.08		0.04	0.55	0.55	0.08	0.61	0.61
v/c Ratio	0.82	0.26		0.28	1.08dr		0.38	1.09	0.02	0.76	0.59	0.20
Control Delay	96.0	15.3		100.7	70.4		85.4	92.4	0.1	110.5	25.3	2.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.0	15.3		100.7	70.4		85.4	92.4	0.1	110.5	25.3	2.7
LOS	F	B		F	E		F	F	A	F	C	A
Approach Delay		77.9			72.2			91.3			27.6	
Approach LOS		E			E			F			C	
90th %ile Green (s)	30.5	39.0		8.7	16.2		9.4	104.5	104.5	9.9	104.4	104.4
90th %ile Term Code	Gap	Hold		Gap	Max		Gap	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	27.1	39.6		7.2	18.7		8.1	104.5	104.5	10.8	106.6	106.6
70th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Max	Coord	Coord
50th %ile Green (s)	24.7	36.6		6.3	17.2		7.2	104.5	104.5	14.7	111.4	111.4
50th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Max	Coord	Coord
30th %ile Green (s)	22.2	44.1		0.0	15.2		6.3	104.5	104.5	19.2	116.8	116.8
30th %ile Term Code	Gap	Hold		Skip	Gap		Gap	Coord	Coord	Max	Coord	Coord
10th %ile Green (s)	18.8	37.4		0.0	11.9		0.0	105.1	105.1	25.3	137.3	137.3
10th %ile Term Code	Gap	Hold		Skip	Gap		Skip	Coord	Coord	Gap	Coord	Coord
Stops (vph)	331	19		17	156		43	1412	0	80	1015	10
Fuel Used(gal)	12	1		1	6		2	70	0	4	34	1
CO Emissions (g/hr)	823	94		38	446		120	4876	8	294	2410	99
NOx Emissions (g/hr)	160	18		7	87		23	949	2	57	469	19
VOC Emissions (g/hr)	191	22		9	103		28	1130	2	68	559	23
Dilemma Vehicles (#)	0	0		0	0		0	77	0	0	44	0
Queue Length 50th (ft)	231	12		21	110		29	~1506	0	137	507	0
Queue Length 95th (ft)	284	71		52	168		m37	#1630	m0	#313	604	41
Internal Link Dist (ft)		1112			922			821			883	
Turn Bay Length (ft)				175			500		250	450		450
Base Capacity (vph)	619	401		104	338		166	1892	910	144	2997	999

Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/13/2022

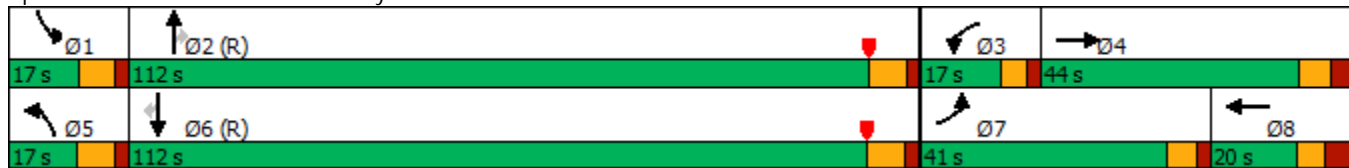


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.26		0.16	0.78		0.29	1.09	0.02	0.76	0.59	0.20

Intersection Summary























Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 100 (53%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 190
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 62.3
 Intersection LOS: E
 Intersection Capacity Utilization 102.2%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 6: SR 535 & Polynesian Isle Blvd



Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	4	6	236	7	90	17	2280	153	71	1755	56
Future Volume (vph)	20	4	6	236	7	90	17	2280	153	71	1755	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	525		525	575		350
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	0			0			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor				1.00					0.98			
Fr _t		0.910			0.860				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1695	0	1770	1602	0	1719	3438	1538	1719	3438	1538
Fl _t Permitted	0.686			0.751			0.950			0.950		
Satd. Flow (perm)	1278	1695	0	1398	1602	0	1719	3438	1513	1719	3438	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			66				124			96
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1002			1000			773			1171	
Travel Time (s)		22.8			22.7			10.5			16.0	
Confl. Peds. (#/hr)				1					3			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	21	4	6	248	7	95	18	2400	161	75	1847	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	10	0	248	102	0	18	2400	161	75	1847	59
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			30			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	58.1	58.1		12.3	12.3		14.0	38.6	38.6	13.8	38.5	38.5
Total Split (s)	58.1	58.1		58.1	58.1		14.0	85.9	85.9	16.0	87.9	87.9
Total Split (%)	36.3%	36.3%		36.3%	36.3%		8.8%	53.7%	53.7%	10.0%	54.9%	54.9%
Maximum Green (s)	50.0	50.0		50.8	50.8		5.0	78.3	78.3	7.2	80.4	80.4
Yellow Time (s)	4.2	4.2		3.4	3.4		5.6	5.6	5.6	5.5	5.5	5.5
All-Red Time (s)	3.9	3.9		3.9	3.9		3.4	2.0	2.0	3.3	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.1	8.1		7.3	7.3		9.0	7.6	7.6	8.8	7.5	7.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	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	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	7.0
Flash Dont Walk (s)	43.0	43.0						24.0	24.0		24.0	24.0
Pedestrian Calls (#/hr)	0	0						0	0		0	0
Act Effct Green (s)	33.3	33.3		34.1	34.1		7.3	88.6	88.6	13.5	100.7	100.7
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.05	0.55	0.55	0.08	0.63	0.63
v/c Ratio	0.08	0.03		0.83	0.26		0.23	1.26	0.18	0.52	0.85	0.06
Control Delay	47.5	29.5		82.2	20.4		80.0	153.5	6.2	55.7	48.7	10.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.5	29.5		82.2	20.4		80.0	153.5	6.2	55.7	48.7	10.4
LOS	D	C		F	C		E	F	A	E	D	B
Approach Delay		41.7			64.2			143.8			47.9	
Approach LOS		D			E			F			D	
90th %ile Green (s)	44.7	44.7		45.5	45.5		9.5	78.3	78.3	12.5	81.2	81.2
90th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	37.8	37.8		38.6	38.6		8.1	82.2	82.2	15.5	89.5	89.5
70th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	33.3	33.3		34.1	34.1		7.1	87.7	87.7	14.5	95.0	95.0
50th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	28.8	28.8		29.6	29.6		0.0	93.2	93.2	13.5	115.6	115.6
30th %ile Term Code	Hold	Hold		Gap	Gap		Skip	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	22.1	22.1		22.9	22.9		0.0	101.8	101.8	11.6	122.3	122.3
10th %ile Term Code	Hold	Hold		Gap	Gap		Skip	Coord	Coord	Gap	Coord	Coord
Stops (vph)	16	6		222	31		16	1775	22	44	1345	26
Fuel Used(gal)	0	0		7	1		1	110	1	2	61	1
CO Emissions (g/hr)	31	12		490	93		42	7668	90	169	4286	88
NOx Emissions (g/hr)	6	2		95	18		8	1492	17	33	834	17
VOC Emissions (g/hr)	7	3		114	22		10	1777	21	39	993	20
Dilemma Vehicles (#)	0	0		0	0		0	56	0	0	89	0
Queue Length 50th (ft)	18	3		251	31		19	~1663	18	73	863	9
Queue Length 95th (ft)	40	20		331	78		47	#1896	62	m0	#1214	m29
Internal Link Dist (ft)		922			920			693			1091	
Turn Bay Length (ft)							525		525	575		350
Base Capacity (vph)	399	533		443	553		78	1904	893	145	2164	1003

Lanes, Volumes, Timings
 7: SR 535 & LBV Factory Stores

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.05	0.02		0.56	0.18		0.23	1.26	0.18	0.52	0.85	0.06

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	15 (9%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.26
Intersection Signal Delay:	99.1
Intersection LOS:	F
Intersection Capacity Utilization	95.2%
ICU Level of Service	F
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.









































Splits and Phases: 7: SR 535 & LBV Factory Stores



Lanes, Volumes, Timings

8: SR 535 & International Dr/International Drive

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  	 	 	  	 	 	  	 	 	  	 
Traffic Volume (vph)	171	415	70	213	546	160	220	1760	411	80	1600	91
Future Volume (vph)	171	415	70	213	546	160	220	1760	411	80	1600	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		200	200		200	450		450	475		475
Storage Lanes	2		2	2		2	2		1	2		1
Taper Length (ft)	100			50			100			100		
Lane Util. Factor	0.97	0.91	0.88	0.97	0.91	0.88	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	2787	3433	5085	2787	3335	4940	1538	3335	4940	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	2787	3433	5085	2787	3335	4940	1538	3335	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			77			273			153
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		3654			1192			918			1389	
Travel Time (s)		55.4			18.1			12.5			18.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	180	437	74	224	575	168	232	1853	433	84	1684	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	180	437	74	224	575	168	232	1853	433	84	1684	96
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			36			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	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	1	5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
8: SR 535 & International Dr/International Drive

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0		5.0	10.0	10.0	
Minimum Split (s)	11.8	19.0	19.0	11.8	16.8	14.7	15.7	17.5		14.7	17.5	17.5	
Total Split (s)	21.0	29.0	29.0	24.0	32.0	18.3	29.0	88.7		18.3	78.0	78.0	
Total Split (%)	13.1%	18.1%	18.1%	15.0%	20.0%	11.4%	18.1%	55.4%		11.4%	48.8%	48.8%	
Maximum Green (s)	14.2	20.0	20.0	17.2	25.2	8.6	18.3	81.2		8.6	70.5	70.5	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	5.1	5.5	5.5		5.1	5.5	5.5	
All-Red Time (s)	2.0	4.2	4.2	2.0	2.0	4.6	5.2	2.0		4.6	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.8	9.0	9.0	6.8	6.8	9.7	10.7	7.5		9.7	7.5	7.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Recall Mode	None	None	None	None	Min	None	None	C-Min		None	C-Min	C-Min	
Walk Time (s)													
Flash Dont Walk (s)													
Pedestrian Calls (#/hr)													
Act Effct Green (s)	12.8	18.5	18.5	15.1	22.9	38.1	15.9	85.1	160.0	8.3	76.5	76.5	
Actuated g/C Ratio	0.08	0.12	0.12	0.09	0.14	0.24	0.10	0.53	1.00	0.05	0.48	0.48	
v/c Ratio	0.65	0.75	0.17	0.69	0.79	0.23	0.70	0.71	0.28	0.49	0.71	0.12	
Control Delay	82.9	76.8	0.8	81.5	74.5	26.4	99.2	5.8	0.0	79.5	24.1	0.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	82.9	76.8	0.8	81.5	74.5	26.4	99.2	5.8	0.0	79.5	24.1	0.6	
LOS	F	E	A	F	E	C	F	A	A	E	C	A	
Approach Delay	70.2						67.8		13.4		25.4		
Approach LOS	E						E		B		C		
90th %ile Green (s)	14.2	20.0	20.0	17.2	25.2	8.6	18.3	81.2		8.6	70.5	70.5	
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Max	Coord	Coord	
70th %ile Green (s)	14.2	20.0	20.0	17.2	25.2	8.6	18.2	81.2		8.6	70.6	70.6	
70th %ile Term Code	Max	Max	Max	Max	Max	Max	Gap	Coord		Max	Coord	Coord	
50th %ile Green (s)	13.7	19.9	19.9	15.7	24.1	9.4	16.4	82.0		9.4	74.0	74.0	
50th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Gap	Coord		Gap	Coord	Coord	
30th %ile Green (s)	12.2	17.4	17.4	14.0	21.4	8.3	14.6	87.3		8.3	80.0	80.0	
30th %ile Term Code	Gap	Gap	Gap	Gap	Gap	Gap	Gap	Coord		Gap	Coord	Coord	
10th %ile Green (s)	9.9	15.0	15.0	11.5	18.8	6.8	12.0	93.7		6.8	87.5	87.5	
10th %ile Term Code	Gap	Gap	Gap	Gap	Hold	Gap	Gap	Coord		Gap	Coord	Coord	
Stops (vph)	165	396	0	203	518	68	210	493	0	77	734	4	
Fuel Used(gal)	9	21	2	8	19	3	11	33	5	3	33	1	
CO Emissions (g/hr)	629	1486	117	539	1325	206	740	2304	381	222	2323	61	
NOx Emissions (g/hr)	122	289	23	105	258	40	144	448	74	43	452	12	
VOC Emissions (g/hr)	146	344	27	125	307	48	171	534	88	52	538	14	
Dilemma Vehicles (#)	0	12	0	0	15	0	0	48	0	0	90	0	
Queue Length 50th (ft)	95	163	0	118	214	42	128	60	0	47	272	1	
Queue Length 95th (ft)	139	205	0	164	260	78	m101	m41	m0	m55	m235	m1	
Internal Link Dist (ft)	3574						1112		838		1309		
Turn Bay Length (ft)	200		200		200		450		450		475		475
Base Capacity (vph)	304	635	473	369	800	729	381	2626	1538	182	2362	815	

Lanes, Volumes, Timings

8: SR 535 & International Dr/International Drive

11/13/2022

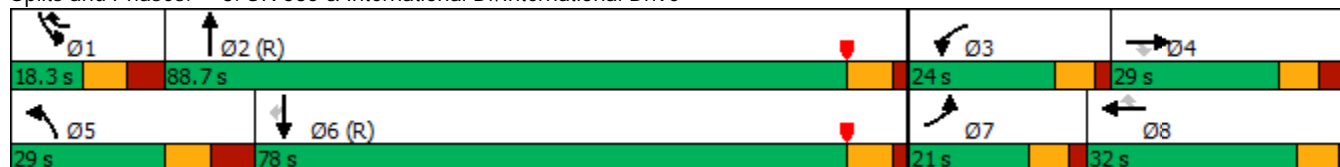


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.69	0.16	0.61	0.72	0.23	0.61	0.71	0.28	0.46	0.71	0.12

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	52 (33%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	32.3
Intersection LOS:	C
Intersection Capacity Utilization	80.1%
ICU Level of Service	D
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 8: SR 535 & International Dr/International Drive



Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	978	487	204	1131	570	600	1371	120	394	1080	311
Future Volume (vph)	122	978	487	204	1131	570	600	1371	120	394	1080	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	575		575	250		0	500		300	650		400
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	50			200			300			150		
Lane Util. Factor	1.00	0.95	0.88	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	2760	3400	3505	1568	3335	4940	1538	3335	4940	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3505	2760	3400	3505	1568	3335	4940	1538	3335	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			332			304			304			304
Link Speed (mph)		55			45			50				50
Link Distance (ft)		2496			1190			1389				1779
Travel Time (s)		30.9			18.0			18.9				24.3
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	128	1029	513	215	1191	600	632	1443	126	415	1137	327
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	1029	513	215	1191	600	632	1443	126	415	1137	327
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36				48
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			Free			Free			Free
Detector Phase	1	6	6	5	2		7	4		3	8	
Switch Phase												

Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	13.8	12.7	12.7	13.0	13.0		16.6	17.6		16.6	17.6	
Total Split (s)	28.5	54.7	54.7	29.0	55.2		35.5	52.1		24.2	40.8	
Total Split (%)	17.8%	34.2%	34.2%	18.1%	34.5%		22.2%	32.6%		15.1%	25.5%	
Maximum Green (s)	19.7	47.0	47.0	21.0	47.2		23.9	44.5		12.6	33.2	
Yellow Time (s)	5.5	5.5	5.5	4.8	4.8		5.6	5.6		5.6	5.6	
All-Red Time (s)	3.3	2.2	2.2	3.2	3.2		6.0	2.0		6.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.8	7.7	7.7	8.0	8.0		11.6	7.6		11.6	7.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	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	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	16.2	52.6	52.6	15.4	50.7	160.0	23.9	44.5	160.0	12.6	33.2	160.0
Actuated g/C Ratio	0.10	0.33	0.33	0.10	0.32	1.00	0.15	0.28	1.00	0.08	0.21	1.00
v/c Ratio	0.72	0.89	0.45	0.66	1.07	0.38	1.27	1.05	0.08	1.58	1.11	0.21
Control Delay	85.4	82.5	42.9	79.3	99.7	0.7	171.8	71.3	0.1	323.6	119.6	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.4	82.5	42.9	79.3	99.7	0.7	171.8	71.3	0.1	323.6	119.6	0.3
LOS	F	F	D	E	F	A	F	E	A	F	F	A
Approach Delay		70.6			67.9			96.1			143.9	
Approach LOS		E			E			F			F	
90th %ile Green (s)	19.7	48.5	48.5	19.5	47.2		23.9	44.5		12.6	33.2	
90th %ile Term Code	Max	Coord	Coord	Gap	Coord		Max	Max		Max	Max	
70th %ile Green (s)	19.4	50.9	50.9	17.1	47.5		23.9	44.5		12.6	33.2	
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Max	Max		Max	Max	
50th %ile Green (s)	16.9	52.6	52.6	15.4	50.0		23.9	44.5		12.6	33.2	
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Max	Max		Max	Max	
30th %ile Green (s)	14.4	54.3	54.3	13.7	52.5		23.9	44.5		12.6	33.2	
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Max	Max		Max	Max	
10th %ile Green (s)	10.8	56.7	56.7	11.3	56.1		23.9	44.5		12.6	33.2	
10th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Max	Max		Max	Max	
Stops (vph)	122	750	376	195	966	0	479	1233	0	276	949	0
Fuel Used(gal)	6	46	19	7	44	4	34	51	1	35	53	4
CO Emissions (g/hr)	442	3204	1324	510	3055	314	2350	3559	74	2421	3709	247
NOx Emissions (g/hr)	86	623	258	99	594	61	457	692	14	471	722	48
VOC Emissions (g/hr)	102	742	307	118	708	73	545	825	17	561	860	57
Dilemma Vehicles (#)	0	51	0	0	31	0	0	29	0	0	30	0
Queue Length 50th (ft)	141	532	182	113	-733	0	-424	-595	0	-317	-495	0
Queue Length 95th (ft)	213	#725	297	156	#908	0	#551	#691	m0	#430	#593	0
Internal Link Dist (ft)		2416			1110			1309			1699	
Turn Bay Length (ft)	575		575	250			500		300	650		400
Base Capacity (vph)	215	1152	1130	446	1109	1568	498	1373	1538	262	1025	1538

Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

11/13/2022

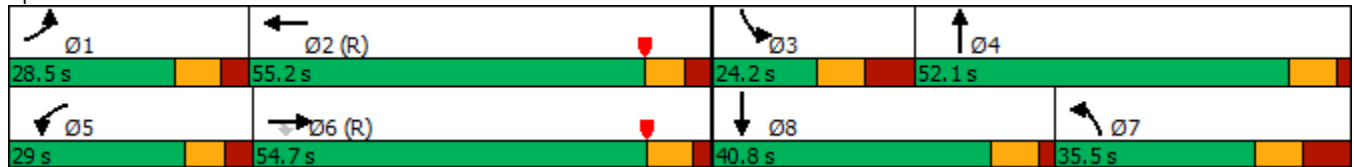


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.89	0.45	0.48	1.07	0.38	1.27	1.05	0.08	1.58	1.11	0.21

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	146 (91%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.58
Intersection Signal Delay:	94.9
Intersection LOS:	F
Intersection Capacity Utilization	106.0%
ICU Level of Service	G
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SR 535 & SR 536/World Center Dr



Lanes, Volumes, Timings
10: SR 535 & Lake Bryan Beach Blvd

11/13/2022































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↑↑↑	↗	↗	↑↑↑	
Traffic Volume (vph)	2	2	2	24	2	43	28	1979	56	62	1759	1
Future Volume (vph)	2	2	2	24	2	43	28	1979	56	62	1759	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		175	150		0
Storage Lanes	0		0	0		0	1		1	1		0
Taper Length (ft)	0			0			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.955			0.916				0.850			
Flt Protected		0.984			0.983		0.950			0.950		
Satd. Flow (prot)	0	1733	0	0	1661	0	1719	4940	1538	1719	4940	0
Flt Permitted		0.984			0.983		0.950			0.950		
Satd. Flow (perm)	0	1733	0	0	1661	0	1719	4940	1538	1719	4940	0
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1035			1008			1779			2813	
Travel Time (s)		23.5			22.9			24.3			38.4	
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	2	2	25	2	45	29	2083	59	65	1852	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	72	0	29	2083	59	65	1853	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
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	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.1%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
 11: World Gateway Dr & SR 536

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	115	1465	67	140	1698	204	281	16	57	65	22	110
Future Volume (vph)	115	1465	67	140	1698	204	281	16	57	65	22	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	700		500	525		575	0		0	250		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			0			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.883				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568	1770	1645	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.395			0.707		
Satd. Flow (perm)	1752	5036	1568	1752	5036	1568	736	1645	0	1317	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			215		60				185
Link Speed (mph)		55			55			30				30
Link Distance (ft)		2142			2496			879				1989
Travel Time (s)		26.6			30.9			20.0				45.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	121	1542	71	147	1787	215	296	17	60	68	23	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	1542	71	147	1787	215	296	77	0	68	23	116
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Detector Phase	5	2	2	1	6	6	3	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
11: World Gateway Dr & SR 536

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	13.7	42.6	42.6	13.5	18.5	18.5	11.7	12.3		11.1	12.3	12.3
Total Split (s)	28.2	69.5	69.5	32.0	73.3	73.3	40.0	42.5		16.0	18.5	18.5
Total Split (%)	17.6%	43.4%	43.4%	20.0%	45.8%	45.8%	25.0%	26.6%		10.0%	11.6%	11.6%
Maximum Green (s)	19.5	60.9	60.9	23.5	64.8	64.8	33.3	35.2		9.9	11.2	11.2
Yellow Time (s)	5.6	5.6	5.6	5.5	5.5	5.5	3.4	3.4		3.4	3.4	3.4
All-Red Time (s)	3.1	3.0	3.0	3.0	3.0	3.0	3.3	3.9		2.7	3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.7	8.6	8.6	8.5	8.5	8.5	6.7	7.3		6.1	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0	7.0									
Flash Dont Walk (s)		27.0	27.0									
Pedestrian Calls (#/hr)		0	0									
Act Effct Green (s)	16.0	75.1	75.1	18.6	77.6	77.6	42.5	26.8		17.8	7.5	7.5
Actuated g/C Ratio	0.10	0.47	0.47	0.12	0.48	0.48	0.27	0.17		0.11	0.05	0.05
v/c Ratio	0.69	0.65	0.09	0.72	0.73	0.25	0.79	0.24		0.40	0.26	0.46
Control Delay	89.2	35.9	0.2	77.9	17.7	4.7	61.4	18.7		51.7	80.4	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	89.2	35.9	0.2	77.9	17.7	4.7	61.4	18.7		51.7	80.4	6.1
LOS	F	D	A	E	B	A	E	B		D	F	A
Approach Delay		38.2			20.5			52.6			29.3	
Approach LOS		D			C			D			C	
90th %ile Green (s)	20.9	60.9	60.9	24.9	64.8	64.8	33.3	33.8		9.9	9.8	9.8
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Hold		Max	Gap	Gap
70th %ile Green (s)	18.7	66.9	66.9	21.3	69.4	69.4	32.3	31.4		9.9	8.4	8.4
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Max	Gap	Gap
50th %ile Green (s)	16.3	73.6	73.6	18.7	75.9	75.9	29.2	27.3		9.9	7.4	7.4
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Max	Gap	Gap
30th %ile Green (s)	13.9	82.2	82.2	16.0	84.2	84.2	24.3	22.5		8.8	6.4	6.4
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
10th %ile Green (s)	10.3	91.9	91.9	12.0	93.5	93.5	19.5	18.8		6.8	5.5	5.5
10th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
Stops (vph)	110	1112	0	135	980	32	264	46		57	22	0
Fuel Used(gal)	6	51	1	7	51	4	7	1		2	1	2
CO Emissions (g/hr)	398	3582	64	485	3577	281	482	72		140	58	129
NOx Emissions (g/hr)	77	697	12	94	696	55	94	14		27	11	25
VOC Emissions (g/hr)	92	830	15	112	829	65	112	17		33	13	30
Dilemma Vehicles (#)	0	46	0	0	30	0	0	0		0	0	0
Queue Length 50th (ft)	124	454	0	161	283	36	303	24		54	24	0
Queue Length 95th (ft)	192	588	0	m157	m336	m32	400	m69		91	56	0
Internal Link Dist (ft)		2062			2416			799			1909	
Turn Bay Length (ft)	700		500	525		575				250		
Base Capacity (vph)	216	2363	829	260	2441	870	412	408		181	130	282

Lanes, Volumes, Timings
 11: World Gateway Dr & SR 536

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.65	0.09	0.57	0.73	0.25	0.72	0.19		0.38	0.18	0.41

Intersection Summary

































Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 23 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 30.5
 Intersection LOS: C
 Intersection Capacity Utilization 81.8%
 ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: World Gateway Dr & SR 536



Lanes, Volumes, Timings
12: International Dr & World Center Dr/SR 536

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 			 	 	  	 	
Traffic Volume (vph)	340	1169	30	299	1398	303	74	1001	445	324	956	301
Future Volume (vph)	340	1169	30	299	1398	303	74	1001	445	324	956	301
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	375		275	150		300	400		450
Storage Lanes	1		0	1		1	1		2	2		1
Taper Length (ft)	50			50			125			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.88	0.97	0.91	1.00
Ped Bike Factor												
Frt		0.996				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3491	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3491	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				187			356			317
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1520			2554			1025				1719
Travel Time (s)		23.0			38.7			23.3				39.1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	358	1231	32	315	1472	319	78	1054	468	341	1006	317
Shared Lane Traffic (%)												
Lane Group Flow (vph)	358	1263	0	315	1472	319	78	1054	468	341	1006	317
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						Free			4			Free
Detector Phase	1	6		5	2		7	4	4	3	8	
Switch Phase												

Lanes, Volumes, Timings
 12: International Dr & World Center Dr/SR 536

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.4	37.8		12.6	17.6		11.8	11.8	11.8	11.9	11.9	
Total Split (s)	22.0	60.0		23.0	61.0		16.0	46.0	46.0	21.0	51.0	
Total Split (%)	14.7%	40.0%		15.3%	40.7%		10.7%	30.7%	30.7%	14.0%	34.0%	
Maximum Green (s)	14.6	53.2		15.4	53.4		9.2	39.2	39.2	14.1	44.1	
Yellow Time (s)	4.8	4.8		5.6	5.6		4.8	4.8	4.8	4.9	4.9	
All-Red Time (s)	2.6	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.4	6.8		7.6	7.6		6.8	6.8	6.8	6.9	6.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		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	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		24.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	14.6	53.2		15.4	53.4	150.0	9.0	39.2	39.2	14.1	44.3	150.0
Actuated g/C Ratio	0.10	0.35		0.10	0.36	1.00	0.06	0.26	0.26	0.09	0.30	1.00
v/c Ratio	1.08	1.02		1.76	1.18	0.20	0.75	1.15	0.48	1.07	0.68	0.20
Control Delay	135.2	77.7		400.2	132.1	0.3	107.3	129.4	12.7	132.1	49.3	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	135.2	77.7		400.2	132.1	0.3	107.3	129.4	12.7	132.1	49.3	0.3
LOS	F	E		F	F	A	F	F	B	F	D	A
Approach Delay		90.4			152.3			94.2			56.9	
Approach LOS		F			F			F			E	
90th %ile Green (s)	14.6	53.2		15.4	53.4		9.2	39.2	39.2	14.1	44.1	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
70th %ile Green (s)	14.6	53.2		15.4	53.4		9.2	39.2	39.2	14.1	44.1	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Hold	
50th %ile Green (s)	14.6	53.2		15.4	53.4		9.2	39.2	39.2	14.1	44.1	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Hold	
30th %ile Green (s)	14.6	53.2		15.4	53.4		9.2	39.2	39.2	14.1	44.1	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Hold	
10th %ile Green (s)	14.6	53.2		15.4	53.4		8.0	39.2	39.2	14.1	45.3	
10th %ile Term Code	Max	Coord		Max	Coord		Gap	Max	Max	Max	Hold	
Stops (vph)	293	1080		198	1182	0	67	855	93	279	824	0
Fuel Used(gal)	16	44		32	75	5	3	39	5	15	27	4
CO Emissions (g/hr)	1143	3094		2222	5276	352	180	2733	365	1020	1884	283
NOx Emissions (g/hr)	222	602		432	1027	69	35	532	71	199	367	55
VOC Emissions (g/hr)	265	717		515	1223	82	42	633	85	236	437	66
Dilemma Vehicles (#)	0	37		0	40	0	0	0	0	0	0	0
Queue Length 50th (ft)	~201	~686		~457	~905	0	76	~636	48	~189	319	0
Queue Length 95th (ft)	#306	#828		#653	#1045	0	#163	#775	105	#293	372	0
Internal Link Dist (ft)		1440			2474			945			1639	
Turn Bay Length (ft)	250			375		275	150		300	400		450
Base Capacity (vph)	330	1239		179	1247	1568	107	915	984	319	1488	1568

Lanes, Volumes, Timings
 12: International Dr & World Center Dr/SR 536

11/13/2022

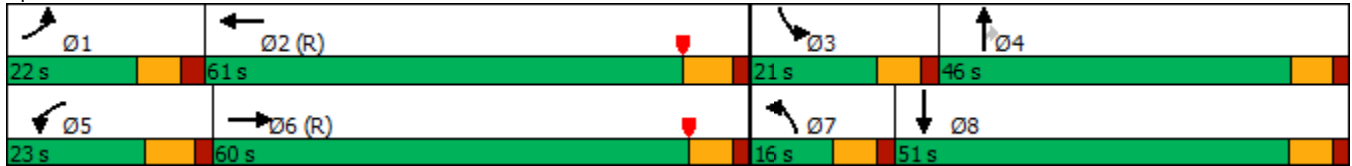


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.08	1.02		1.76	1.18	0.20	0.73	1.15	0.48	1.07	0.68	0.20

Intersection Summary





























Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.76
Intersection Signal Delay:	101.9
Intersection LOS:	F
Intersection Capacity Utilization	110.2%
ICU Level of Service	H
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

Splits and Phases: 12: International Dr & World Center Dr/SR 536



Lanes, Volumes, Timings
13: US 192 & Storey Lake Blvd

12/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 		 		
Traffic Volume (vph)	30	1434	0	0	2426	202	0	0	0	135	0	62
Future Volume (vph)	30	1434	0	0	2426	202	0	0	0	135	0	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	530		350	0		0	250		185
Storage Lanes	2		0	1		1	0		0	2		0
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	0.95	0.95
Ped Bike Factor										1.00	0.98	0.98
Fr _t						0.850					0.850	0.850
Fl _t Protected	0.950									0.950		
Satd. Flow (prot)	3367	4988	0	1863	4988	1553	0	1863	0	3433	1481	1504
Fl _t Permitted	0.950									0.950		
Satd. Flow (perm)	3367	4988	0	1863	4988	1553	0	1863	0	3426	1481	1481
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						121						65
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1328			1205			229				1017
Travel Time (s)		20.1			18.3			5.2				23.1
Confl. Peds. (#/hr)										2		1
Confl. Bikes (#/hr)										1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	32	1509	0	0	2554	213	0	0	0	142	0	65
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	32	1509	0	0	2554	213	0	0	0	142	33	32
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Perm				Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6	8					4
Detector Phase	5	2		1	6	6	8	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
13: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	25.0		5.0	25.0	25.0	6.0	6.0		6.0	5.0	5.0
Minimum Split (s)	17.0	44.4		11.0	95.0	95.0	15.0	15.0		15.0	24.0	24.0
Total Split (s)	17.0	101.0		11.0	95.0	95.0	15.0	15.0		63.0	78.0	78.0
Total Split (%)	8.9%	53.2%		5.8%	50.0%	50.0%	7.9%	7.9%		33.2%	41.1%	41.1%
Maximum Green (s)	7.2	92.6		5.0	86.7	86.7	6.0	6.0		54.0	72.0	72.0
Yellow Time (s)	4.8	4.8		4.0	4.8	4.8	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	5.0	3.6		2.0	3.5	3.5	5.0	5.0		5.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	9.8	8.4		6.0	8.3	8.3		9.0		9.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0					7.0	7.0
Flash Dont Walk (s)		29.0			26.0	26.0					11.0	11.0
Pedestrian Calls (#/hr)		0			0	0					0	0
Act Effct Green (s)	7.3	159.3			145.5	145.5				13.3	16.3	16.3
Actuated g/C Ratio	0.04	0.84			0.77	0.77				0.07	0.09	0.09
v/c Ratio	0.25	0.36			0.67	0.18				0.59	0.18	0.17
Control Delay	88.1	6.2			12.8	3.4				95.7	2.1	2.0
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Total Delay	88.1	6.2			12.8	3.4				95.7	2.1	2.0
LOS	F	A			B	A				F	A	A
Approach Delay		7.9			12.1						66.3	
Approach LOS		A			B						E	
90th %ile Green (s)	9.0	155.7		0.0	137.0	137.0	0.0	0.0		16.9	19.9	19.9
90th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
70th %ile Green (s)	7.9	157.8		0.0	140.2	140.2	0.0	0.0		14.8	17.8	17.8
70th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
50th %ile Green (s)	7.2	159.3		0.0	142.4	142.4	0.0	0.0		13.3	16.3	16.3
50th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
30th %ile Green (s)	6.5	160.8		0.0	144.6	144.6	0.0	0.0		11.8	14.8	14.8
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
10th %ile Green (s)	0.0	163.0		0.0	163.1	163.1	0.0	0.0		9.6	12.6	12.6
10th %ile Term Code	Skip	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
Stops (vph)	29	392			1135	25				129	0	0
Fuel Used(gal)	1	19			39	2				4	0	0
CO Emissions (g/hr)	81	1332			2754	142				308	18	17
NOx Emissions (g/hr)	16	259			536	28				60	4	3
VOC Emissions (g/hr)	19	309			638	33				71	4	4
Dilemma Vehicles (#)	0	82			64	0				0	0	0
Queue Length 50th (ft)	21	226			553	28				90	0	0
Queue Length 95th (ft)	m37	105			662	60				129	2	1
Internal Link Dist (ft)		1248			1125			149			937	
Turn Bay Length (ft)	425					350				250		185
Base Capacity (vph)	136	4182			3818	1217				975	601	601

Lanes, Volumes, Timings
 13: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0			0	0				0	0	0
Spillback Cap Reductn	0	0			0	0				0	0	0
Storage Cap Reductn	0	0			0	0				0	0	0
Reduced v/c Ratio	0.24	0.36			0.67	0.18				0.15	0.05	0.05

Intersection Summary





















Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 13.1
 Intersection LOS: B
 Intersection Capacity Utilization 63.3%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: US 192 & Storey Lake Blvd



Lanes, Volumes, Timings
14: SR 535 & Median Opening S

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	44	0	0	71	25	1956	61	57	1638	88
Future Volume (vph)	0	0	44	0	0	71	25	1956	61	57	1638	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	750		275	500		400
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	0			0			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865			0.865			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1611	0	0	1611	1719	3438	1538	1719	4940	1538
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	1719	3438	1538	1719	4940	1538
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		605			604			1019			901	
Travel Time (s)		13.8			13.7			13.9			12.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	46	0	0	75	26	2059	64	60	1724	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	46	0	0	75	26	2059	64	60	1724	93
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	65.1%						ICU Level of Service C					
Analysis Period (min)	15											

Lanes, Volumes, Timings
15: SR 535 & Median Opening N

11/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↘	↖	↕
Traffic Volume (vph)	0	2	2448	80	24	1972
Future Volume (vph)	0	2	2448	80	24	1972
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		550	550	
Storage Lanes	0	1		1	1	
Taper Length (ft)	0				50	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor						
Frt		0.865		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	1611	3438	1538	1719	3438
Flt Permitted					0.950	
Satd. Flow (perm)	0	1611	3438	1538	1719	3438
Link Speed (mph)	30		50			50
Link Distance (ft)	1012		963			773
Travel Time (s)	23.0		13.1			10.5
Confl. Peds. (#/hr)				3		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	2	2577	84	25	2076
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2	2577	84	25	2076
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		60			60
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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	77.7%
ICU Level of Service	D
Analysis Period (min)	15

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Lane Configurations			↙	↕	↕			
Traffic Volume (vph)	0	0	96	849	454	33		
Future Volume (vph)	0	0	96	849	454	33		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	0			0		
Storage Lanes	0	0	1			0		
Taper Length (ft)	0		0					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95		
Ped Bike Factor								
Frt					0.990			
Flt Protected			0.950					
Satd. Flow (prot)	0	0	1736	3471	3436	0		
Flt Permitted			0.950					
Satd. Flow (perm)	0	0	1736	3471	3436	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)					9			
Link Speed (mph)	30			40	30			
Link Distance (ft)	1264			446	641			
Travel Time (s)	28.7			7.6	14.6			
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	4%	4%	4%	4%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	0	0	101	894	478	35		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	101	894	513	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			24	24			
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		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2			
Detector Template			Left	Thru	Thru			
Leading Detector (ft)			20	100	100			
Trailing Detector (ft)			0	0	0			
Turn Type			Prot	NA	NA			
Protected Phases			5	Free	6		2	4
Permitted Phases								
Detector Phase			5		6			
Switch Phase								

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Minimum Initial (s)			5.0		5.0		5.0	5.0
Minimum Split (s)			11.0		31.0		24.0	24.0
Total Split (s)			28.0		50.0		78.0	27.0
Total Split (%)			26.7%		47.6%		74%	26%
Maximum Green (s)			23.0		45.0		73.0	22.0
Yellow Time (s)			3.0		3.0		3.0	3.0
All-Red Time (s)			2.0		2.0		2.0	2.0
Lost Time Adjust (s)			0.0		0.0			
Total Lost Time (s)			5.0		5.0			
Lead/Lag			Lead		Lag			
Lead-Lag Optimize?			Yes		Yes			
Vehicle Extension (s)			3.0		3.0		3.0	3.0
Minimum Gap (s)			3.0		3.0		3.0	3.0
Time Before Reduce (s)			0.0		0.0		0.0	0.0
Time To Reduce (s)			0.0		0.0		0.0	0.0
Recall Mode			None		C-Min		C-Min	None
Walk Time (s)					10.0			
Flash Dont Walk (s)					16.0			
Pedestrian Calls (#/hr)					0			
Act Effct Green (s)			11.4	105.0	76.2			
Actuated g/C Ratio			0.11	1.00	0.73			
v/c Ratio			0.54	0.26	0.21			
Control Delay			55.0	0.2	5.9			
Queue Delay			0.0	0.0	0.0			
Total Delay			55.0	0.2	5.9			
LOS			D	A	A			
Approach Delay				5.7	5.9			
Approach LOS				A	A			
90th %ile Green (s)			15.9		66.0		86.9	8.1
90th %ile Term Code			Gap		Coord		Coord	Gap
70th %ile Green (s)			13.3		69.6		87.9	7.1
70th %ile Term Code			Gap		Coord		Coord	Gap
50th %ile Green (s)			11.4		72.2		88.6	6.4
50th %ile Term Code			Gap		Coord		Coord	Gap
30th %ile Green (s)			9.6		85.4		100.0	0.0
30th %ile Term Code			Gap		Coord		Coord	Skip
10th %ile Green (s)			7.0		88.0		100.0	0.0
10th %ile Term Code			Gap		Coord		Coord	Skip
Stops (vph)			82	0	153			
Fuel Used(gal)			2	3	4			
CO Emissions (g/hr)			152	182	270			
NOx Emissions (g/hr)			30	35	53			
VOC Emissions (g/hr)			35	42	63			
Dilemma Vehicles (#)			0	0	0			
Queue Length 50th (ft)			64	0	57			
Queue Length 95th (ft)			100	0	96			
Internal Link Dist (ft)	1184			366	561			
Turn Bay Length (ft)								
Base Capacity (vph)			380	3471	2497			

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/13/2022

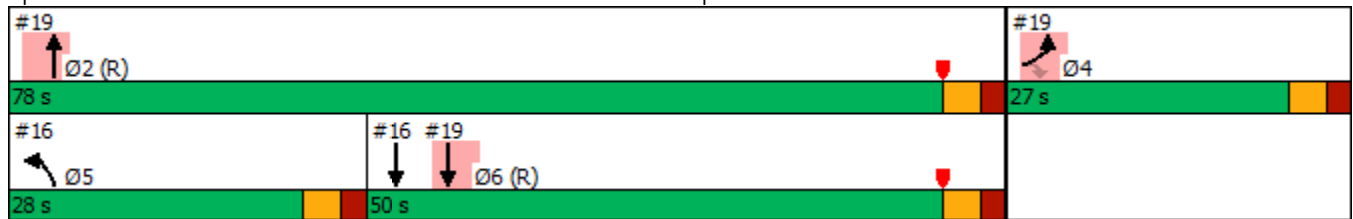


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Starvation Cap Reductn			0	0	0			
Spillback Cap Reductn			0	0	0			
Storage Cap Reductn			0	0	0			
Reduced v/c Ratio			0.27	0.26	0.21			

Intersection Summary

Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.54
Intersection Signal Delay:	5.8
Intersection LOS:	A
Intersection Capacity Utilization	38.2%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 16: Poinciana Blvd & Poinciana Blvd WB On Ramp



Lanes, Volumes, Timings
17: Poinciana Blvd & US 192

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔	↑↑		↔	↑↑	↔
Traffic Volume (vph)	101	833	234	77	1272	66	488	785	95	71	366	94
Future Volume (vph)	101	833	234	77	1272	66	488	785	95	71	366	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	390		390	330		330	234		0	475		475
Storage Lanes	2		1	2		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.98			0.99	1.00	1.00				
Frt			0.850			0.850		0.984				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3476	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.374			0.308		
Satd. Flow (perm)	3432	5085	1558	3433	5085	1563	695	3476	0	574	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			246			134			9			131
Link Speed (mph)		45			45			30				30
Link Distance (ft)		3747			3191			547				771
Travel Time (s)		56.8			48.3			12.4				17.5
Confl. Peds. (#/hr)	1		3				3		3			
Confl. Bikes (#/hr)				2		1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	106	877	246	81	1339	69	514	826	100	75	385	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	877	246	81	1339	69	514	926	0	75	385	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
17: Poinciana Blvd & US 192

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	13.4	49.4	49.4	13.4	50.4	50.4	13.8	40.8		13.8	38.8	38.8
Total Split (s)	17.0	69.6	69.6	15.4	68.0	68.0	68.0	93.2		16.2	41.4	41.4
Total Split (%)	8.7%	35.8%	35.8%	7.9%	35.0%	35.0%	35.0%	47.9%		8.3%	21.3%	21.3%
Maximum Green (s)	10.6	63.2	63.2	9.0	61.6	61.6	61.2	86.4		9.4	34.6	34.6
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		36.0	36.0		37.0	37.0		27.0			25.0	25.0
Pedestrian Calls (#/hr)		0	0		0	0		0			0	0
Act Effct Green (s)	10.0	60.2	60.2	8.6	58.8	58.8	105.9	90.4		63.7	55.0	55.0
Actuated g/C Ratio	0.05	0.31	0.31	0.04	0.30	0.30	0.54	0.47		0.33	0.28	0.28
v/c Ratio	0.60	0.56	0.38	0.53	0.87	0.12	0.83	0.57		0.31	0.39	0.18
Control Delay	104.5	57.2	6.3	103.9	71.1	0.4	41.3	39.9		32.6	60.9	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	104.5	57.2	6.3	103.9	71.1	0.4	41.3	39.9		32.6	60.9	3.8
LOS	F	E	A	F	E	A	D	D		C	E	A
Approach Delay		51.1			69.6			40.4			47.0	
Approach LOS		D			E			D			D	
90th %ile Green (s)	10.6	63.2	63.2	9.0	61.6	61.6	61.2	86.4		9.4	34.6	34.6
90th %ile Term Code	Max	Hold	Hold	Max	Max	Max	Max	Coord		Max	Coord	Coord
70th %ile Green (s)	10.6	63.2	63.2	9.0	61.6	61.6	51.6	86.4		9.4	44.2	44.2
70th %ile Term Code	Max	Hold	Hold	Max	Max	Max	Gap	Coord		Max	Coord	Coord
50th %ile Green (s)	10.6	62.7	62.7	9.0	61.1	61.1	43.7	86.8		9.5	52.6	52.6
50th %ile Term Code	Max	Hold	Hold	Max	Gap	Gap	Gap	Coord		Gap	Coord	Coord
30th %ile Green (s)	10.1	58.9	58.9	8.9	57.7	57.7	36.4	91.9		8.3	63.8	63.8
30th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Gap	Coord		Gap	Coord	Coord
10th %ile Green (s)	8.2	53.2	53.2	7.2	52.2	52.2	28.0	100.6		7.0	79.6	79.6
10th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Gap	Coord		Min	Coord	Coord
Stops (vph)	97	679	18	76	1183	0	311	627		51	298	4
Fuel Used(gal)	6	38	6	4	59	1	8	14		1	8	1
CO Emissions (g/hr)	406	2684	435	291	4157	96	553	1004		83	586	46
NOx Emissions (g/hr)	79	522	85	57	809	19	108	195		16	114	9
VOC Emissions (g/hr)	94	622	101	68	963	22	128	233		19	136	11
Dilemma Vehicles (#)	0	17	0	0	29	0	0	0		0	0	0
Queue Length 50th (ft)	69	338	0	53	588	0	429	463		46	214	0
Queue Length 95th (ft)	107	385	69	87	646	0	551	538		78	306	23
Internal Link Dist (ft)		3667			3111			467			691	
Turn Bay Length (ft)	390		390	330		330	234			475		475
Base Capacity (vph)	187	1653	672	158	1611	586	717	1621		247	1000	541

Lanes, Volumes, Timings
 17: Poinciana Blvd & US 192

11/13/2022

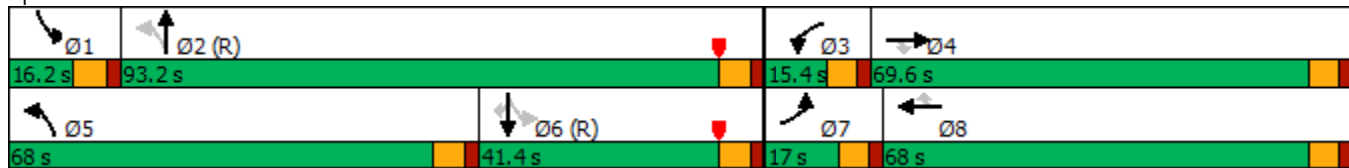


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.57	0.53	0.37	0.51	0.83	0.12	0.72	0.57		0.30	0.39	0.18

Intersection Summary

Area Type:	Other
Cycle Length:	194.4
Actuated Cycle Length:	194.4
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.87
Intersection Signal Delay:	53.2
Intersection LOS:	D
Intersection Capacity Utilization	91.9%
ICU Level of Service	F
Analysis Period (min)	15

Splits and Phases: 17: Poinciana Blvd & US 192



Lanes, Volumes, Timings
 18: Poinciana Blvd & Westbound Off Ramp

11/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	229	144	273	0	0	104
Future Volume (vph)	229	144	273	0	0	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1719	1538	3539	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	1719	1538	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	1736		637			432
Travel Time (s)	39.5		14.5			9.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	241	152	287	0	0	109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	241	152	287	0	0	109
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.9%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings

19: Poincina Blvd/Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Lane Configurations	↶	↷		↕	↕		
Traffic Volume (vph)	15	19	0	930	454	0	
Future Volume (vph)	15	19	0	930	454	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	1	0			0	
Taper Length (ft)	0		0				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	
Ped Bike Factor							
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	1752	1568	0	3539	3471	0	
Flt Permitted	0.950						
Satd. Flow (perm)	1752	1568	0	3539	3471	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		20					
Link Speed (mph)	30			40	40		
Link Distance (ft)	1471			395	446		
Travel Time (s)	33.4			6.7	7.6		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	3%	3%	2%	2%	4%	4%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	16	20	0	979	478	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	16	20	0	979	478	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			24	24		
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	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	1		2	2		
Detector Template	Left	Right		Thru	Thru		
Leading Detector (ft)	20	20		100	100		
Trailing Detector (ft)	0	0		0	0		
Turn Type	Prot	Perm		NA	NA		
Protected Phases	4			2	6	5	
Permitted Phases		4					
Detector Phase	4	4		2	6		
Switch Phase							

Lanes, Volumes, Timings

19: Poincina Blvd/Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	24.0	24.0		24.0	31.0		11.0
Total Split (s)	27.0	27.0		78.0	50.0		28.0
Total Split (%)	25.7%	25.7%		74.3%	47.6%		27%
Maximum Green (s)	22.0	22.0		73.0	45.0		23.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		
Total Lost Time (s)	5.0	5.0		5.0	5.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None		C-Min	C-Min		None
Walk Time (s)					10.0		
Flash Dont Walk (s)					16.0		
Pedestrian Calls (#/hr)					0		
Act Effct Green (s)	6.6	6.6		94.7	76.2		
Actuated g/C Ratio	0.06	0.06		0.90	0.73		
v/c Ratio	0.15	0.17		0.31	0.19		
Control Delay	49.1	22.5		1.6	2.2		
Queue Delay	0.0	0.0		0.0	0.0		
Total Delay	49.1	22.5		1.6	2.2		
LOS	D	C		A	A		
Approach Delay	34.3			1.6	2.2		
Approach LOS	C			A	A		
90th %ile Green (s)	8.1	8.1		86.9	66.0		15.9
90th %ile Term Code	Gap	Gap		Coord	Coord		Gap
70th %ile Green (s)	7.1	7.1		87.9	69.6		13.3
70th %ile Term Code	Gap	Gap		Coord	Coord		Gap
50th %ile Green (s)	6.4	6.4		88.6	72.2		11.4
50th %ile Term Code	Gap	Gap		Coord	Coord		Gap
30th %ile Green (s)	0.0	0.0		100.0	85.4		9.6
30th %ile Term Code	Skip	Skip		Coord	Coord		Gap
10th %ile Green (s)	0.0	0.0		100.0	88.0		7.0
10th %ile Term Code	Skip	Skip		Coord	Coord		Gap
Stops (vph)	16	9		123	34		
Fuel Used(gal)	0	0		4	2		
CO Emissions (g/hr)	29	25		280	134		
NOx Emissions (g/hr)	6	5		55	26		
VOC Emissions (g/hr)	7	6		65	31		
Dilemma Vehicles (#)	0	0		30	22		
Queue Length 50th (ft)	10	0		51	14		
Queue Length 95th (ft)	33	24		75	17		
Internal Link Dist (ft)	1391			315	366		
Turn Bay Length (ft)							
Base Capacity (vph)	367	344		3191	2520		

Lanes, Volumes, Timings

19: Poincina Blvd/Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Starvation Cap Reductn	0	0		0	0		
Spillback Cap Reductn	0	0		0	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	0.04	0.06		0.31	0.19		

Intersection Summary

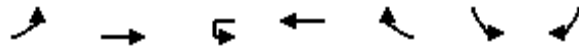
Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.54
Intersection Signal Delay:	2.6
Intersection LOS:	A
Intersection Capacity Utilization	38.2%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 19: Poincina Blvd/Poinciana Blvd & Poinciana Blvd EB Off Ramp



Lanes, Volumes, Timings
20: International Dr & World Gateway Dr

11/13/2022



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	⏏	↑↑↑		↘	↗
Traffic Volume (vph)	177	540	0	669	177	116	114
Future Volume (vph)	177	540	0	669	177	116	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	200		200		0	0	0
Storage Lanes	1		1		0	1	1
Taper Length (ft)	50		50			0	
Lane Util. Factor	1.00	0.91	1.00	0.91	0.91	1.00	1.00
Ped Bike Factor							
Frt				0.969			0.850
Flt Protected	0.950					0.950	
Satd. Flow (prot)	1770	5085	1863	4928	0	1770	1583
Flt Permitted	0.950					0.950	
Satd. Flow (perm)	1770	5085	1863	4928	0	1770	1583
Link Speed (mph)		45		45		30	
Link Distance (ft)		1160		3654		879	
Travel Time (s)		17.6		55.4		20.0	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%		0%		0%	
Adj. Flow (vph)	186	568	0	704	186	122	120
Shared Lane Traffic (%)							
Lane Group Flow (vph)	186	568	0	890	0	122	120
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		60		60		36	
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
Turning Speed (mph)	15		9		9	15	9
Sign Control		Free		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.1%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
21: World Center Dr & Buena Vista Suites

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↗↗↗		↗	↗↗↗			↕			↕	
Traffic Volume (vph)	44	1440	9	24	1867	16	17	3	17	2	2	21
Future Volume (vph)	44	1440	9	24	1867	16	17	3	17	2	2	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.999			0.999			0.938				0.886
Fl _t Protected	0.950			0.950				0.977				0.996
Satd. Flow (prot)	1752	5031	0	1752	5031	0	0	1707	0	0	1644	0
Fl _t Permitted	0.950			0.950				0.977				0.996
Satd. Flow (perm)	1752	5031	0	1752	5031	0	0	1707	0	0	1644	0
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1190			510			350				496
Travel Time (s)		18.0			7.7			8.0				11.3
Confl. Peds. (#/hr)			1									
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	46	1516	9	25	1965	17	18	3	18	2	2	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	1525	0	25	1982	0	0	39	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 50.5% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
 22: World Center Dr & Caribe Royale Orlando

11/13/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↘	↘
Traffic Volume (vph)	49	1527	1730	43	12	23
Future Volume (vph)	49	1527	1730	43	12	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	270			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.996			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	5036	5016	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	5036	5016	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		510	1520		505	
Travel Time (s)		7.7	23.0		11.5	
Confl. Peds. (#/hr)					1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	52	1607	1821	45	13	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	1607	1866	0	13	24
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	




























Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.7%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings

1: SR 535 & US 192

03/01/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 						 	 
Traffic Volume (vph)	192	1282	2	3	1125	895	4	2	4	989	1	239
Future Volume (vph)	192	1282	2	3	1125	895	4	2	4	989	1	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	475		0	350		400	0		0	0		300
Storage Lanes	2		0	1		1	1		0	1		2
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor		1.00		1.00		0.99	1.00			1.00	1.00	
Fr _t						0.850		0.900				0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.952	
Satd. Flow (prot)	3433	5085	0	1736	4988	1553	1719	1629	0	1633	1637	2707
Fl _t Permitted	0.950			0.950			0.950			0.950	0.952	
Satd. Flow (perm)	3433	5085	0	1729	4988	1533	1715	1629	0	1631	1634	2707
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						699		4				151
Link Speed (mph)		45			45			50				45
Link Distance (ft)		3191			1328			1015				993
Travel Time (s)		48.3			20.1			13.8				15.0
Confl. Peds. (#/hr)			3	9		2	3			1		2
Confl. Bikes (#/hr)				4			1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	202	1349	2	3	1184	942	4	2	4	1041	1	252
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	202	1351	0	3	1184	942	4	6	0	520	522	252
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	pt+ov
Protected Phases	5	2		1	6		8	8		4	4	4
Permitted Phases						Free						
Detector Phase	5	2		1	6		8	8		4	4	4
Switch Phase												

Lanes, Volumes, Timings
1: SR 535 & US 192

03/01/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	15.0		5.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.8	43.8		11.8	35.8		12.9	12.9		46.8	46.8	
Total Split (s)	22.0	84.3		11.8	74.1		12.9	12.9		81.0	81.0	
Total Split (%)	11.6%	44.4%		6.2%	39.0%		6.8%	6.8%		42.6%	42.6%	
Maximum Green (s)	15.2	77.5		5.0	67.3		6.0	6.0		74.2	74.2	
Yellow Time (s)	4.8	4.8		4.8	4.8		3.4	3.4		4.8	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.5	3.5		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.9	6.9		6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.5	3.0		2.0	3.0		1.5	1.5		3.0	3.0	
Minimum Gap (s)	1.5	3.0		2.0	3.0		1.5	1.5		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			10.0					7.0	7.0	
Flash Dont Walk (s)		30.0			19.0					33.0	33.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)	13.9	101.3		5.0	82.9	190.0	6.0	6.0		67.6	67.6	85.6
Actuated g/C Ratio	0.07	0.53		0.03	0.44	1.00	0.03	0.03		0.36	0.36	0.45
v/c Ratio	0.80	0.50		0.07	0.54	0.61	0.07	0.11		0.90	0.90	0.19
Control Delay	74.3	35.9		117.0	29.5	11.2	92.2	65.3		71.6	71.7	17.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	74.3	35.9		117.0	29.5	11.2	92.2	65.3		71.6	71.7	17.3
LOS	E	D		F	C	B	F	E		E	E	B
Approach Delay		40.9			21.5			76.1			61.1	
Approach LOS		D			C			E			E	
90th %ile Green (s)	15.2	77.5		5.0	67.3		6.0	6.0		74.2	74.2	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	15.2	89.3		0.0	67.3		6.0	6.0		74.2	74.2	
70th %ile Term Code	Max	Coord		Skip	Coord		Max	Max		Max	Max	
50th %ile Green (s)	15.1	106.4		0.0	84.5		0.0	0.0		70.0	70.0	
50th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	
30th %ile Green (s)	13.4	112.2		0.0	92.0		0.0	0.0		64.2	64.2	
30th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	
10th %ile Green (s)	10.8	121.1		0.0	103.5		0.0	0.0		55.3	55.3	
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	
Stops (vph)	186	1101		4	865	369	6	5		476	477	97
Fuel Used(gal)	9	50		0	27	14	0	0		16	16	4
CO Emissions (g/hr)	643	3471		10	1902	1002	13	14		1140	1144	251
NOx Emissions (g/hr)	125	675		2	370	195	3	3		222	223	49
VOC Emissions (g/hr)	149	804		2	441	232	3	3		264	265	58
Dilemma Vehicles (#)	0	5		0	20	0	0	0		0	14	0
Queue Length 50th (ft)	131	551		3	393	446	5	2		676	681	77
Queue Length 95th (ft)	181	645		m6	517	712	20	23		801	803	102
Internal Link Dist (ft)		3111			1248			935			913	
Turn Bay Length (ft)	475			350		400						300
Base Capacity (vph)	274	2711		45	2176	1533	54	55		637	639	1312

Lanes, Volumes, Timings

1: SR 535 & US 192

03/01/2023

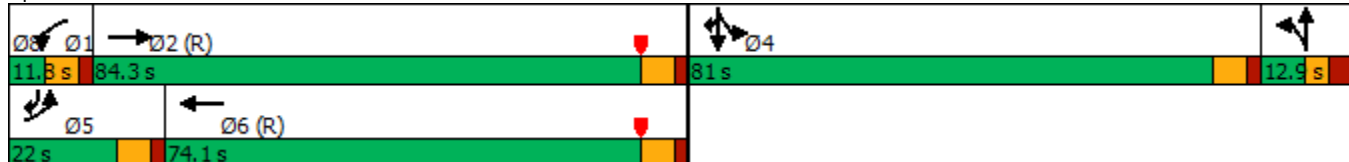


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.74	0.50		0.07	0.54	0.61	0.07	0.11		0.82	0.82	0.19

Intersection Summary
























Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	12 (6%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.90
Intersection Signal Delay:	37.9
Intersection LOS:	D
Intersection Capacity Utilization	86.1%
ICU Level of Service	E
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 1: SR 535 & US 192



Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Road

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	27	53	48	21	104	21	1000	68	112	1128	114
Future Volume (vph)	83	27	53	48	21	104	21	1000	68	112	1128	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	150		0	375		0	250		300
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor		0.99		1.00	1.00							
Frt		0.900				0.850			0.850			0.850
Flt Protected	0.950			0.950	0.980		0.950			0.950		
Satd. Flow (prot)	1787	1678	0	1698	1751	1599	1719	3438	1538	1719	3438	1538
Flt Permitted	0.950			0.950	0.980		0.950			0.950		
Satd. Flow (perm)	1787	1678	0	1693	1749	1599	1719	3438	1538	1719	3438	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43				138			139			111
Link Speed (mph)		30			30			45			50	
Link Distance (ft)		1016			992			993			1206	
Travel Time (s)		23.1			22.5			15.0			16.4	
Confl. Peds. (#/hr)				1								
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	87	28	56	51	22	109	22	1053	72	118	1187	120
Shared Lane Traffic (%)				29%								
Lane Group Flow (vph)	87	84	0	36	37	109	22	1053	72	118	1187	120
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4			6			2
Detector Phase	8	8		4	4	4	1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Road

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	11.6	11.6		12.0	12.0	12.0	11.8	34.8	34.8	11.8	34.8	34.8
Total Split (s)	31.0	31.0		26.0	26.0	26.0	17.0	96.0	96.0	37.0	116.0	116.0
Total Split (%)	16.3%	16.3%		13.7%	13.7%	13.7%	8.9%	50.5%	50.5%	19.5%	61.1%	61.1%
Maximum Green (s)	24.4	24.4		19.0	19.0	19.0	10.2	89.2	89.2	30.2	109.2	109.2
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.9	2.9		3.3	3.3	3.3	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6		7.0	7.0	7.0	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Minimum Gap (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Dont Walk (s)								21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	14.1	14.1		8.9	8.9	8.9	7.5	121.9	121.9	17.9	137.2	137.2
Actuated g/C Ratio	0.07	0.07		0.05	0.05	0.05	0.04	0.64	0.64	0.09	0.72	0.72
v/c Ratio	0.66	0.51		0.46	0.45	0.53	0.33	0.48	0.07	0.73	0.48	0.11
Control Delay	107.7	53.1		104.9	104.2	13.9	99.7	28.8	3.8	108.1	13.6	2.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	107.7	53.1		104.9	104.2	13.9	99.7	28.8	3.8	108.1	13.6	2.5
LOS	F	D		F	F	B	F	C	A	F	B	A
Approach Delay		80.9			50.3			28.6			20.5	
Approach LOS		F			D			C			C	
90th %ile Green (s)	19.6	19.6		12.6	12.6	12.6	10.2	106.0	106.0	24.6	120.4	120.4
90th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord	Coord	Gap	Coord	Coord
70th %ile Green (s)	16.3	16.3		10.5	10.5	10.5	8.6	115.4	115.4	20.6	127.4	127.4
70th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	14.1	14.1		8.9	8.9	8.9	7.4	121.9	121.9	17.9	132.4	132.4
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	11.9	11.9		7.4	7.4	7.4	0.0	128.4	128.4	15.1	150.3	150.3
30th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Skip	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	8.6	8.6		5.3	5.3	5.3	0.0	137.7	137.7	11.2	155.7	155.7
10th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Skip	Coord	Coord	Gap	Coord	Coord
Stops (vph)	81	39		33	34	6	20	791	7	108	476	8
Fuel Used(gal)	3	2		1	1	1	1	22	1	5	19	1
CO Emissions (g/hr)	205	120		82	84	79	57	1548	40	348	1333	74
NOx Emissions (g/hr)	40	23		16	16	15	11	301	8	68	259	14
VOC Emissions (g/hr)	47	28		19	19	18	13	359	9	81	309	17
Dilemma Vehicles (#)	0	0		0	0	0	0	9	0	0	29	0
Queue Length 50th (ft)	108	50		47	48	0	26	574	3	146	342	3
Queue Length 95th (ft)	172	112		92	95	34	m37	604	m18	217	481	31
Internal Link Dist (ft)		936			912			913			1126	
Turn Bay Length (ft)	100			150			375			250		300
Base Capacity (vph)	229	252		169	175	284	92	2205	1036	273	2483	1141

Lanes, Volumes, Timings
 2: SR 535 & Kyngs Heath Road

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.33		0.21	0.21	0.38	0.24	0.48	0.07	0.43	0.48	0.11

Intersection Summary

Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	116 (61%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.73
Intersection Signal Delay:	29.0
Intersection LOS:	C
Intersection Capacity Utilization	63.4%
ICU Level of Service	B
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 2: SR 535 & Kyngs Heath Road



Lanes, Volumes, Timings
 3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp

11/13/2022









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↘	↕	↗		↕	↘
Traffic Volume (vph)	0	0	84	0	0	0	26	1071	90	0	1270	36
Future Volume (vph)	0	0	84	0	0	0	26	1071	90	0	1270	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	225		375	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	0			0			150			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.865						0.850			0.850
Flt Protected							0.950					
Satd. Flow (prot)	0	0	1627	0	0	0	1719	3438	1538	0	3438	1538
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	1627	0	0	0	1719	3438	1538	0	3438	1538
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1258			543			1206			422	
Travel Time (s)		28.6			12.3			16.4			5.8	
Confl. Peds. (#/hr)							1					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	88	0	0	0	27	1127	95	0	1337	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	88	0	0	0	27	1127	95	0	1337	38
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			0			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 47.0% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
4: SR 535 & Osceola Pkwy on-ramp

11/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑		↑↑	↑↑↑
Traffic Volume (vph)	0	0	1071	0	415	1306
Future Volume (vph)	0	0	1071	0	415	1306
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	525	
Storage Lanes	0	0		0	2	
Taper Length (ft)	0				75	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.91
Ped Bike Factor						
Flt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	3438	0	3335	4940
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	3438	0	3335	4940
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		50			50
Link Distance (ft)	1026		422			1068
Travel Time (s)	23.3		5.8			14.6
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	0	1127	0	437	1375
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1127	0	437	1375
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		48			48
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
Turning Speed (mph)	15	9		9	15	
Number of Detectors			2		1	2
Detector Template			Thru		Left	Thru
Leading Detector (ft)			100		20	100
Trailing Detector (ft)			0		0	0
Turn Type			NA		Prot	NA
Protected Phases			2		1	6
Permitted Phases						
Detector Phase			2		1	6
Switch Phase						

Lanes, Volumes, Timings
4: SR 535 & Osceola Pkwy on-ramp

11/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)			12.0		5.0	12.0
Minimum Split (s)			24.8		12.5	25.5
Total Split (s)			53.0		32.0	85.0
Total Split (%)			62.4%		37.6%	100.0%
Maximum Green (s)			46.2		24.5	78.2
Yellow Time (s)			4.8		5.5	4.8
All-Red Time (s)			2.0		2.0	2.0
Lost Time Adjust (s)			0.0		0.0	0.0
Total Lost Time (s)			6.8		7.5	6.8
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)			3.0		2.0	3.0
Minimum Gap (s)			3.0		2.0	3.0
Time Before Reduce (s)			0.0		0.0	0.0
Time To Reduce (s)			0.0		0.0	0.0
Recall Mode			C-Min		None	C-Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)			55.2		15.5	85.0
Actuated g/C Ratio			0.65		0.18	1.00
v/c Ratio			0.50		0.72	0.28
Control Delay			9.2		39.5	0.1
Queue Delay			0.0		0.0	0.0
Total Delay			9.2		39.5	0.1
LOS			A		D	A
Approach Delay			9.2			9.6
Approach LOS			A			A
90th %ile Green (s)			50.8		19.9	78.2
90th %ile Term Code			Coord		Gap	Coord
70th %ile Green (s)			53.4		17.3	78.2
70th %ile Term Code			Coord		Gap	Coord
50th %ile Green (s)			55.2		15.5	78.2
50th %ile Term Code			Coord		Gap	Coord
30th %ile Green (s)			57.0		13.7	78.2
30th %ile Term Code			Coord		Gap	Coord
10th %ile Green (s)			59.6		11.1	78.2
10th %ile Term Code			Coord		Gap	Coord
Stops (vph)			529		375	0
Fuel Used(gal)			13		12	9
CO Emissions (g/hr)			909		832	621
NOx Emissions (g/hr)			177		162	121
VOC Emissions (g/hr)			211		193	144
Dilemma Vehicles (#)			63		0	0
Queue Length 50th (ft)			145		114	0
Queue Length 95th (ft)			225		153	0
Internal Link Dist (ft)	946		342			988
Turn Bay Length (ft)					525	
Base Capacity (vph)			2232		961	4940

Lanes, Volumes, Timings
 4: SR 535 & Osceola Pkwy on-ramp

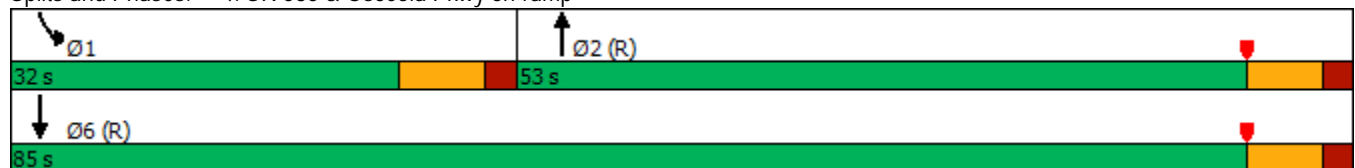
11/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn			0		0	0
Spillback Cap Reductn			0		0	0
Storage Cap Reductn			0		0	0
Reduced v/c Ratio			0.50		0.45	0.28
































Intersection Summary	
Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	45
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	9.5
Intersection LOS:	A
Intersection Capacity Utilization	53.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 4: SR 535 & Osceola Pkwy on-ramp



Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 		  	  	
Traffic Volume (vph)	515	90	73	219	177	198	95	895	81	49	1429	579
Future Volume (vph)	515	90	73	219	177	198	95	895	81	49	1429	579
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	300		0	375		250	375		0
Storage Lanes	2		0	2		0	2		1	1		0
Taper Length (ft)	150			100			200			50		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.91	0.91
Ped Bike Factor		0.99			0.99				0.98			
Frt		0.933			0.921				0.850		0.957	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	3220	0	3433	3237	0	3335	3438	1538	1719	4728	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3367	3220	0	3433	3237	0	3335	3438	1515	1719	4728	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		77			124				146		63	
Link Speed (mph)		40			40			50			50	
Link Distance (ft)		641			637			1068			1019	
Travel Time (s)		10.9			10.9			14.6			13.9	
Confl. Peds. (#/hr)						1			2			
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	542	95	77	231	186	208	100	942	85	52	1504	609
Shared Lane Traffic (%)												
Lane Group Flow (vph)	542	172	0	231	394	0	100	942	85	52	2113	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases									6			
Detector Phase	3	8		7	4		1	6	6	5	2	
Switch Phase												

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	18.0	5.0		5.0	5.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	52.0	47.0		39.0	34.0		22.0	81.0	81.0	23.0	82.0	
Total Split (s)	52.0	47.0		39.0	34.0		22.0	81.0	81.0	23.0	82.0	
Total Split (%)	27.4%	24.7%		20.5%	17.9%		11.6%	42.6%	42.6%	12.1%	43.2%	
Maximum Green (s)	45.5	39.5		32.1	26.5		14.5	73.5	73.5	15.5	74.5	
Yellow Time (s)	4.4	4.4		4.4	4.4		5.5	5.5	5.5	5.5	5.5	
All-Red Time (s)	2.1	3.1		2.5	3.1		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	7.5		6.9	7.5		7.5	7.5	7.5	7.5	7.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	2.0		2.5	2.0		2.0	3.0	3.0	2.0	3.0	
Minimum Gap (s)	3.0	2.0		2.5	2.0		2.0	3.0	3.0	2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)					7.0			7.0	7.0			7.0
Flash Dont Walk (s)					35.0			28.0	28.0			25.0
Pedestrian Calls (#/hr)					0			0	0			0
Act Effct Green (s)	35.9	38.6		17.6	20.8		10.1	96.9	96.9	10.1	94.3	
Actuated g/C Ratio	0.19	0.20		0.09	0.11		0.05	0.51	0.51	0.05	0.50	
v/c Ratio	0.85	0.24		0.73	0.85		0.56	0.54	0.10	0.57	0.89	
Control Delay	87.7	34.0		96.9	73.5		99.9	35.7	0.2	139.9	31.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	87.7	34.0		96.9	73.5		99.9	35.7	0.2	139.9	31.3	
LOS	F	C		F	E		F	D	A	F	C	
Approach Delay		74.8			82.1			38.7				33.9
Approach LOS		E			F			D				C
90th %ile Green (s)	43.0	47.7		22.3	27.4		13.2	76.1	76.1	14.5	77.4	
90th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	
70th %ile Green (s)	38.8	42.3		19.6	23.5		11.4	86.8	86.8	11.9	87.3	
70th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	
50th %ile Green (s)	35.9	38.7		17.6	20.8		10.1	94.2	94.2	10.1	94.2	
50th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	
30th %ile Green (s)	33.0	35.0		15.7	18.1		8.8	101.5	101.5	8.4	101.1	
30th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	
10th %ile Green (s)	28.7	29.4		13.0	14.1		6.9	125.7	125.7	0.0	111.3	
10th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Skip	Coord	
Stops (vph)	490	72		210	253		91	607	0	48	1541	
Fuel Used(gal)	16	3		7	10		4	22	1	2	49	
CO Emissions (g/hr)	1136	178		512	678		278	1530	39	171	3455	
NOx Emissions (g/hr)	221	35		100	132		54	298	8	33	672	
VOC Emissions (g/hr)	263	41		119	157		64	355	9	40	801	
Dilemma Vehicles (#)	0	3		0	8		0	24	0	0	59	
Queue Length 50th (ft)	342	52		147	180		64	426	0	69	734	
Queue Length 95th (ft)	397	85		194	237		99	593	0	m103	#1126	
Internal Link Dist (ft)		561			557			988				939
Turn Bay Length (ft)	175			300			375		250	375		
Base Capacity (vph)	806	766		579	561		254	1752	843	140	2377	

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/13/2022

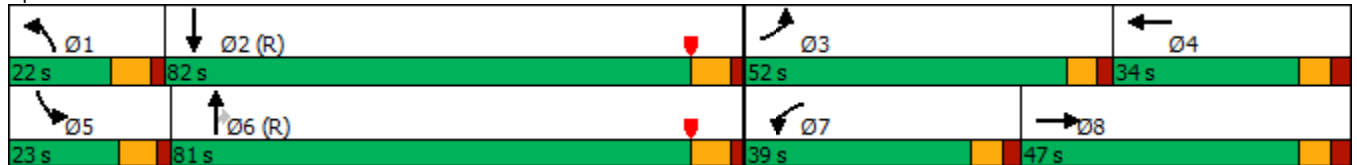


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.22		0.40	0.70		0.39	0.54	0.10	0.37	0.89	

Intersection Summary






























Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	185 (97%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle:	190
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	47.9
Intersection LOS:	D
Intersection Capacity Utilization	85.7%
ICU Level of Service	E
Analysis Period (min)	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: SR 535 & Poinciana Blvd



Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 	 		 	 			  	
Traffic Volume (vph)	294	57	104	60	78	169	97	1450	32	165	1953	367
Future Volume (vph)	294	57	104	60	78	169	97	1450	32	165	1953	367
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		225	175		0	500		250	450		450
Storage Lanes	2		1	1		0	2		1	1		2
Taper Length (ft)	0			50			100			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.91	1.00
Ped Bike Factor		0.99										0.99
Frt		0.903			0.897				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	1652	0	1752	3144	0	3335	3438	1538	1719	4940	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	1652	0	1752	3144	0	3335	3438	1538	1719	4940	1517
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			178				145			374
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1192			1002			901			963	
Travel Time (s)		27.1			22.8			12.3			13.1	
Confl. Peds. (#/hr)			1									1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	309	60	109	63	82	178	102	1526	34	174	2056	386
Shared Lane Traffic (%)												
Lane Group Flow (vph)	309	169	0	63	260	0	102	1526	34	174	2056	386
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			24			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	1.0	10.0		5.0	10.0		5.0	25.0	25.0	5.0	2.3	2.3
Minimum Split (s)	40.0	30.0		35.0	25.0		21.0	91.0	91.0	34.0	104.0	104.0
Total Split (s)	40.0	30.0		35.0	25.0		21.0	91.0	91.0	34.0	104.0	104.0
Total Split (%)	21.1%	15.8%		18.4%	13.2%		11.1%	47.9%	47.9%	17.9%	54.7%	54.7%
Maximum Green (s)	33.6	22.4		29.3	17.1		13.5	83.5	83.5	26.9	96.3	96.3
Yellow Time (s)	4.4	4.4		3.7	4.0		5.5	5.5	5.5	5.1	5.5	5.5
All-Red Time (s)	2.0	3.2		2.0	3.9		2.0	2.0	2.0	2.0	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	7.6		5.7	7.9		7.5	7.5	7.5	7.1	7.7	7.7
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.5	3.5	2.0	3.5	3.5
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	3.5	3.5	2.0	3.5	3.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		7.0						7.0	7.0		7.0	7.0
Flash Dont Walk (s)		42.0						23.0	23.0		25.0	25.0
Pedestrian Calls (#/hr)		0						0	0		0	0
Act Effct Green (s)	21.7	23.0		11.2	11.6		10.2	104.3	104.3	23.6	117.1	117.1
Actuated g/C Ratio	0.11	0.12		0.06	0.06		0.05	0.55	0.55	0.12	0.62	0.62
v/c Ratio	0.80	0.72		0.61	0.72		0.57	0.81	0.04	0.82	0.68	0.36
Control Delay	97.3	79.1		110.6	39.7		86.6	35.5	0.1	113.2	12.7	0.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.3	79.1		110.6	39.7		86.6	35.5	0.1	113.2	12.7	0.7
LOS	F	E		F	D		F	D	A	F	B	A
Approach Delay		90.9			53.6			37.9			17.6	
Approach LOS		F			D			D			B	
90th %ile Green (s)	27.1	28.0		16.0	15.9		13.4	86.7	86.7	31.4	104.1	104.1
90th %ile Term Code	Gap	Gap		Gap	Hold		Gap	Coord	Coord	Gap	Coord	Coord
70th %ile Green (s)	23.9	23.7		13.2	12.0		11.5	98.3	98.3	26.9	113.1	113.1
70th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	21.7	21.5		11.2	10.0		10.2	105.7	105.7	23.7	118.6	118.6
50th %ile Term Code	Gap	Hold		Gap	Min		Gap	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	19.4	21.1		9.3	10.0		8.9	111.3	111.3	20.4	122.2	122.2
30th %ile Term Code	Gap	Hold		Gap	Min		Gap	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	16.2	20.7		6.5	10.0		7.0	119.3	119.3	15.6	127.3	127.3
10th %ile Term Code	Gap	Hold		Gap	Min		Gap	Coord	Coord	Gap	Coord	Coord
Stops (vph)	283	120		59	80		89	1003	0	161	694	11
Fuel Used(gal)	10	5		2	4		4	34	0	7	28	2
CO Emissions (g/hr)	707	332		150	305		254	2388	13	509	1932	172
NOx Emissions (g/hr)	138	65		29	59		49	465	2	99	376	33
VOC Emissions (g/hr)	164	77		35	71		59	553	3	118	448	40
Dilemma Vehicles (#)	0	0		0	0		0	32	0	0	66	0
Queue Length 50th (ft)	197	162		78	53		61	560	0	229	184	10
Queue Length 95th (ft)	248	247		134	105		m97	#1129	m0	m225	m235	m14
Internal Link Dist (ft)		1112			922			821			883	
Turn Bay Length (ft)				175			500		250	450		450
Base Capacity (vph)	601	241		270	444		236	1886	909	251	3043	1078

Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.51	0.70		0.23	0.59		0.43	0.81	0.04	0.69	0.68	0.36

Intersection Summary























Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	180 (95%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	190
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.82
Intersection Signal Delay:	33.4
Intersection LOS:	C
Intersection Capacity Utilization	90.0%
ICU Level of Service	E
Analysis Period (min)	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SR 535 & Polynesian Isle Blvd



Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	2	17	206	5	138	20	1763	103	136	2300	117
Future Volume (vph)	20	2	17	206	5	138	20	1763	103	136	2300	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	525		525	575		350
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	0			0			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor				1.00					0.98			
Fr _t		0.865			0.855				0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1611	0	1770	1593	0	1719	3438	1538	1719	3438	1538
Fl _t Permitted	0.532			0.744			0.950			0.950		
Satd. Flow (perm)	991	1611	0	1384	1593	0	1719	3438	1511	1719	3438	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			75				131			81
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1002			1000			773			1171	
Travel Time (s)		22.8			22.7			10.5			16.0	
Confl. Peds. (#/hr)				1					3			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	21	2	18	217	5	145	21	1856	108	143	2421	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	20	0	217	150	0	21	1856	108	143	2421	123
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			30			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	58.1	58.1		12.3	12.3		14.0	38.6	38.6	13.8	38.5	38.5
Total Split (s)	58.1	58.1		58.1	58.1		14.0	107.5	107.5	24.4	117.9	117.9
Total Split (%)	30.6%	30.6%		30.6%	30.6%		7.4%	56.6%	56.6%	12.8%	62.1%	62.1%
Maximum Green (s)	50.0	50.0		50.8	50.8		5.0	99.9	99.9	15.6	110.4	110.4
Yellow Time (s)	4.2	4.2		3.4	3.4		5.6	5.6	5.6	5.5	5.5	5.5
All-Red Time (s)	3.9	3.9		3.9	3.9		3.4	2.0	2.0	3.3	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.1	8.1		7.3	7.3		9.0	7.6	7.6	8.8	7.5	7.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	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	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	7.0
Flash Dont Walk (s)	43.0	43.0						24.0	24.0		24.0	24.0
Pedestrian Calls (#/hr)	0	0						0	0		0	0
Act Effct Green (s)	34.6	34.6		35.4	35.4		7.5	107.9	107.9	23.1	129.3	129.3
Actuated g/C Ratio	0.18	0.18		0.19	0.19		0.04	0.57	0.57	0.12	0.68	0.68
v/c Ratio	0.12	0.07		0.84	0.42		0.31	0.95	0.12	0.69	1.04	0.11
Control Delay	62.4	22.7		100.8	35.3		80.8	36.4	4.7	96.1	57.9	5.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.4	22.7		100.8	35.3		80.8	36.4	4.7	96.1	57.9	5.8
LOS	E	C		F	D		F	D	A	F	E	A
Approach Delay		43.1			74.0			35.1			57.5	
Approach LOS		D			E			D			E	
90th %ile Green (s)	46.2	46.2		47.0	47.0		8.8	99.9	99.9	19.4	110.4	110.4
90th %ile Term Code	Hold	Hold		Gap	Gap		Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	39.1	39.1		39.9	39.9		8.9	100.7	100.7	25.7	117.4	117.4
70th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	34.5	34.5		35.3	35.3		7.8	106.4	106.4	24.6	123.1	123.1
50th %ile Term Code	Hold	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	29.9	29.9		30.7	30.7		0.0	112.0	112.0	23.6	144.5	144.5
30th %ile Term Code	Hold	Hold		Gap	Gap		Skip	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	23.2	23.2		24.0	24.0		0.0	120.3	120.3	22.0	151.2	151.2
10th %ile Term Code	Hold	Hold		Gap	Gap		Skip	Coord	Coord	Gap	Coord	Coord
Stops (vph)	16	6		196	61		20	882	19	123	1678	17
Fuel Used(gal)	0	0		7	2		1	35	1	6	83	2
CO Emissions (g/hr)	35	19		483	172		51	2464	63	444	5825	136
NOx Emissions (g/hr)	7	4		94	34		10	479	12	86	1133	27
VOC Emissions (g/hr)	8	4		112	40		12	571	14	103	1350	32
Dilemma Vehicles (#)	0	0		0	0		0	54	0	0	54	0
Queue Length 50th (ft)	22	2		266	82		25	449	4	173	~1777	18
Queue Length 95th (ft)	49	28		349	149		m38	#1405	m22	#306	#2036	55
Internal Link Dist (ft)		922			920			693			1091	
Turn Bay Length (ft)							525		525	575		350
Base Capacity (vph)	260	437		370	480		68	1951	914	208	2339	1072

Lanes, Volumes, Timings
 7: SR 535 & LBV Factory Stores

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.08	0.05		0.59	0.31		0.31	0.95	0.12	0.69	1.04	0.11

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 170 (89%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 49.9 Intersection LOS: D
 Intersection Capacity Utilization 105.7% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.








































Splits and Phases: 7: SR 535 & LBV Factory Stores



Lanes, Volumes, Timings

8: SR 535 & International Dr/International Drive

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  	 	 	  	 	 	  	 	 	  	
Traffic Volume (vph)	160	634	310	140	415	121	105	1539	277	160	2103	55
Future Volume (vph)	160	634	310	140	415	121	105	1539	277	160	2103	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		200	200		200	450		450	475		475
Storage Lanes	2		2	2		2	2		1	2		1
Taper Length (ft)	100			50			100			100		
Lane Util. Factor	0.97	0.91	0.88	0.97	0.91	0.88	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	2787	3433	5085	2787	3335	4940	1538	3335	4940	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	2787	3433	5085	2787	3335	4940	1538	3335	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			178			77			211			160
Link Speed (mph)		45			45			50				50
Link Distance (ft)		3654			1192			918				1389
Travel Time (s)		55.4			18.1			12.5				18.9
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	168	667	326	147	437	127	111	1620	292	168	2214	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	168	667	326	147	437	127	111	1620	292	168	2214	58
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			48				48
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			36				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	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	1	5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
8: SR 535 & International Dr/International Drive

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	11.8	19.0	19.0	11.8	16.8	14.7	15.7	17.5		14.7	17.5	17.5
Total Split (s)	20.0	34.0	34.0	17.0	31.0	23.3	19.0	85.7		23.3	90.0	90.0
Total Split (%)	12.5%	21.3%	21.3%	10.6%	19.4%	14.6%	11.9%	53.6%		14.6%	56.3%	56.3%
Maximum Green (s)	13.2	25.0	25.0	10.2	24.2	13.6	8.3	78.2		13.6	82.5	82.5
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	5.1	5.5	5.5		5.1	5.5	5.5
All-Red Time (s)	2.0	4.2	4.2	2.0	2.0	4.6	5.2	2.0		4.6	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.8	9.0	9.0	6.8	6.8	9.7	10.7	7.5		9.7	7.5	7.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	C-Min
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	12.1	24.5	24.5	9.9	24.5	43.7	8.2	80.2	160.0	12.4	83.4	83.4
Actuated g/C Ratio	0.08	0.15	0.15	0.06	0.15	0.27	0.05	0.50	1.00	0.08	0.52	0.52
v/c Ratio	0.65	0.86	0.56	0.69	0.56	0.16	0.65	0.65	0.19	0.65	0.86	0.07
Control Delay	83.5	77.8	31.9	90.8	66.0	18.6	92.5	31.5	0.3	78.1	22.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.5	77.8	31.9	90.8	66.0	18.6	92.5	31.5	0.3	78.1	22.1	0.0
LOS	F	E	C	F	E	B	F	C	A	E	C	A
Approach Delay	65.7				62.7				30.4		25.4	
Approach LOS	E				E				C		C	
90th %ile Green (s)	13.2	25.0	25.0	10.2	24.2	13.6	8.3	78.2		13.6	82.5	82.5
90th %ile Term Code	Max	Max	Max	Max	Hold	Max	Max	Coord		Max	Coord	Coord
70th %ile Green (s)	13.2	25.0	25.0	10.2	24.2	13.6	8.3	78.2		13.6	82.5	82.5
70th %ile Term Code	Max	Max	Max	Max	Hold	Max	Max	Coord		Max	Coord	Coord
50th %ile Green (s)	13.1	25.0	25.0	10.2	24.3	13.4	8.3	78.4		13.4	82.5	82.5
50th %ile Term Code	Gap	Max	Max	Max	Hold	Gap	Max	Coord		Gap	Coord	Coord
30th %ile Green (s)	11.7	25.0	25.0	10.2	25.7	11.9	8.3	79.9		11.9	82.5	82.5
30th %ile Term Code	Gap	Max	Max	Max	Hold	Gap	Max	Coord		Gap	Coord	Coord
10th %ile Green (s)	9.5	22.4	22.4	8.8	23.9	9.6	7.7	86.2		9.6	87.1	87.1
10th %ile Term Code	Gap	Gap	Gap	Gap	Hold	Gap	Gap	Coord		Gap	Coord	Coord
Stops (vph)	154	602	131	135	377	37	102	1116	0	152	1411	0
Fuel Used(gal)	8	33	11	5	13	2	5	47	4	6	50	0
CO Emissions (g/hr)	589	2277	769	374	942	130	345	3314	258	440	3469	34
NOx Emissions (g/hr)	115	443	150	73	183	25	67	645	50	86	675	7
VOC Emissions (g/hr)	137	528	178	87	218	30	80	768	60	102	804	8
Dilemma Vehicles (#)	0	19	0	0	10	0	0	48	0	0	81	0
Queue Length 50th (ft)	89	252	80	78	157	22	59	463	0	91	384	0
Queue Length 95th (ft)	131	303	140	119	199	52	#96	518	0	m97	m324	m0
Internal Link Dist (ft)	3574				1112				838		1309	
Turn Bay Length (ft)	200			200	200			200	450	450	475	475
Base Capacity (vph)	283	794	585	218	779	836	173	2475	1538	283	2575	878

Lanes, Volumes, Timings

8: SR 535 & International Dr/International Drive

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.84	0.56	0.67	0.56	0.15	0.64	0.65	0.19	0.59	0.86	0.07

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	127 (79%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.86
Intersection Signal Delay:	38.6
Intersection LOS:	D
Intersection Capacity Utilization	89.5%
ICU Level of Service	E
Analysis Period (min)	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: SR 535 & International Dr/International Drive



Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	1131	600	369	978	424	487	1245	88	570	1349	272
Future Volume (vph)	211	1131	600	369	978	424	487	1245	88	570	1349	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	575		575	250		0	500		300	650		400
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	50			200			300			150		
Lane Util. Factor	1.00	0.95	0.88	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	2760	3400	3505	1568	3335	4940	1538	3335	4940	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3505	2760	3400	3505	1568	3335	4940	1538	3335	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			354			299			299			299
Link Speed (mph)		55			45			50				50
Link Distance (ft)		2496			1190			1389				1779
Travel Time (s)		30.9			18.0			18.9				24.3
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	222	1191	632	388	1029	446	513	1311	93	600	1420	286
Shared Lane Traffic (%)												
Lane Group Flow (vph)	222	1191	632	388	1029	446	513	1311	93	600	1420	286
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36				48
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			Free			Free			Free
Detector Phase	1	6	6	5	2		7	4		3	8	
Switch Phase												

Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	13.8	12.7	12.7	13.0	13.0		16.6	17.6		16.6	17.6	
Total Split (s)	32.0	55.0	55.0	29.0	52.0		28.2	44.0		32.0	47.8	
Total Split (%)	20.0%	34.4%	34.4%	18.1%	32.5%		17.6%	27.5%		20.0%	29.9%	
Maximum Green (s)	23.2	47.3	47.3	21.0	44.0		16.6	36.4		20.4	40.2	
Yellow Time (s)	5.5	5.5	5.5	4.8	4.8		5.6	5.6		5.6	5.6	
All-Red Time (s)	3.3	2.2	2.2	3.2	3.2		6.0	2.0		6.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.8	7.7	7.7	8.0	8.0		11.6	7.6		11.6	7.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	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	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	22.4	47.8	47.8	20.5	44.8	160.0	16.6	36.4	160.0	20.4	40.2	160.0
Actuated g/C Ratio	0.14	0.30	0.30	0.13	0.28	1.00	0.10	0.23	1.00	0.13	0.25	1.00
v/c Ratio	0.91	1.14	0.59	0.89	1.05	0.28	1.48	1.17	0.06	1.41	1.14	0.19
Control Delay	86.9	113.5	22.6	91.0	96.9	0.5	266.3	122.8	0.1	246.2	127.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.9	113.5	22.6	91.0	96.9	0.5	266.3	122.8	0.1	246.2	127.1	0.3
LOS	F	F	C	F	F	A	F	F	A	F	F	A
Approach Delay		82.5			72.6			155.2			142.4	
Approach LOS		F			E			F			F	
90th %ile Green (s)	23.2	47.3	47.3	21.0	44.0		16.6	36.4		20.4	40.2	
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	23.2	47.3	47.3	21.0	44.0		16.6	36.4		20.4	40.2	
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Max		Max	Max	
50th %ile Green (s)	23.2	47.3	47.3	21.0	44.0		16.6	36.4		20.4	40.2	
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Max		Max	Max	
30th %ile Green (s)	23.2	47.3	47.3	21.0	44.0		16.6	36.4		20.4	40.2	
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Max		Max	Max	
10th %ile Green (s)	19.2	49.6	49.6	18.7	48.0		16.6	36.4		20.4	40.2	
10th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Max	Max		Max	Max	
Stops (vph)	185	985	406	345	864	0	355	1072	0	428	1167	0
Fuel Used(gal)	11	62	20	14	38	3	36	59	1	42	68	3
CO Emissions (g/hr)	734	4356	1384	977	2628	232	2526	4092	54	2906	4756	216
NOx Emissions (g/hr)	143	847	269	190	511	45	492	796	11	565	925	42
VOC Emissions (g/hr)	170	1009	321	226	609	54	585	948	13	674	1102	50
Dilemma Vehicles (#)	0	15	0	0	28	0	0	29	0	0	37	0
Queue Length 50th (ft)	196	~771	253	208	~624	0	~384	~599	0	~432	~634	0
Queue Length 95th (ft)	#374	#920	307	#295	#763	0	#506	#698	m0	#557	#732	0
Internal Link Dist (ft)		2416			1110			1309			1699	
Turn Bay Length (ft)	575		575	250			500		300	650		400
Base Capacity (vph)	254	1046	1072	446	981	1568	346	1123	1538	425	1241	1538

Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

11/13/2022

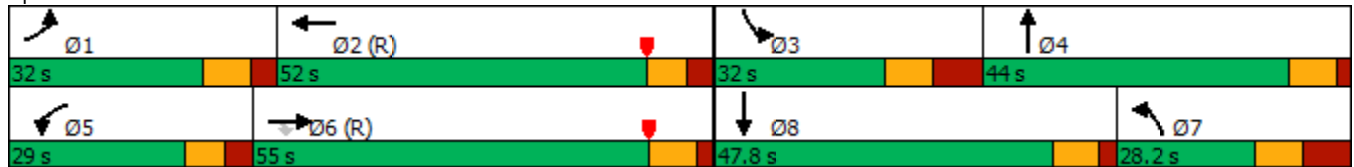


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	1.14	0.59	0.87	1.05	0.28	1.48	1.17	0.06	1.41	1.14	0.19

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	60 (38%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.48
Intersection Signal Delay:	114.4
Intersection LOS:	F
Intersection Capacity Utilization	111.2%
ICU Level of Service	H
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SR 535 & SR 536/World Center Dr



Lanes, Volumes, Timings
 10: SR 535 & Lake Bryan Beach Blvd

11/13/2022
































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↑↑↑	↗	↙	↑↑↑	
Traffic Volume (vph)	2	2	3	58	2	104	49	1793	38	24	2130	1
Future Volume (vph)	2	2	3	58	2	104	49	1793	38	24	2130	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		175	150		0
Storage Lanes	0		0	0		0	1		1	1		0
Taper Length (ft)	0			0			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor												
Fr _t		0.942			0.914				0.850			
Fl _t Protected		0.986			0.983		0.950			0.950		
Satd. Flow (prot)	0	1713	0	0	1657	0	1719	4940	1538	1719	4940	0
Fl _t Permitted		0.986			0.983		0.950			0.950		
Satd. Flow (perm)	0	1713	0	0	1657	0	1719	4940	1538	1719	4940	0
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1035			1008			1779			2813	
Travel Time (s)		23.5			22.9			24.3			38.4	
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	2	3	61	2	109	52	1887	40	25	2242	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	172	0	52	1887	40	25	2243	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
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	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 61.9% ICU Level of Service B
 Analysis Period (min) 15

Lanes, Volumes, Timings
11: World Gateway Dr & SR 536

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (vph)	61	1680	414	166	1462	109	181	30	141	121	61	212
Future Volume (vph)	61	1680	414	166	1462	109	181	30	141	121	61	212
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	700		500	525		575	0		0	250		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			0			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.877				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568	1770	1634	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.512			0.417		
Satd. Flow (perm)	1752	5036	1568	1752	5036	1568	954	1634	0	777	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			436			130			124			197
Link Speed (mph)		55			55			30				30
Link Distance (ft)		2142			2496			879				1989
Travel Time (s)		26.6			30.9			20.0				45.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	64	1768	436	175	1539	115	191	32	148	127	64	223
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	1768	436	175	1539	115	191	180	0	127	64	223
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Detector Phase	5	2	2	1	6	6	3	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
 11: World Gateway Dr & SR 536

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	13.7	42.6	42.6	13.5	18.5	18.5	11.7	12.3		11.1	12.3	12.3
Total Split (s)	21.1	73.6	73.6	35.1	87.6	87.6	23.0	33.1		18.2	28.3	28.3
Total Split (%)	13.2%	46.0%	46.0%	21.9%	54.8%	54.8%	14.4%	20.7%		11.4%	17.7%	17.7%
Maximum Green (s)	12.4	65.0	65.0	26.6	79.1	79.1	16.3	25.8		12.1	21.0	21.0
Yellow Time (s)	5.6	5.6	5.6	5.5	5.5	5.5	3.4	3.4		3.4	3.4	3.4
All-Red Time (s)	3.1	3.0	3.0	3.0	3.0	3.0	3.3	3.9		2.7	3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.7	8.6	8.6	8.5	8.5	8.5	6.7	7.3		6.1	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0	7.0									
Flash Dont Walk (s)		27.0	27.0									
Pedestrian Calls (#/hr)		0	0									
Act Effct Green (s)	11.0	80.3	80.3	21.2	93.4	93.4	32.7	16.2		24.6	11.6	11.6
Actuated g/C Ratio	0.07	0.50	0.50	0.13	0.58	0.58	0.20	0.10		0.15	0.07	0.07
v/c Ratio	0.53	0.70	0.43	0.76	0.52	0.12	0.69	0.65		0.66	0.47	0.75
Control Delay	87.3	34.1	3.7	51.8	20.8	7.2	82.4	47.7		68.9	81.5	28.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	87.3	34.1	3.7	51.8	20.8	7.2	82.4	47.7		68.9	81.5	28.8
LOS	F	C	A	D	C	A	F	D		E	F	C
Approach Delay		29.8			22.9			65.6			49.2	
Approach LOS		C			C			E			D	
90th %ile Green (s)	14.7	65.6	65.6	28.3	79.1	79.1	16.3	23.5		12.1	18.7	18.7
90th %ile Term Code	Max	Coord	Coord	Gap	Coord	Coord	Max	Hold		Max	Gap	Gap
70th %ile Green (s)	13.0	75.9	75.9	24.1	86.9	86.9	16.3	17.4		12.1	12.6	12.6
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Max	Gap	Gap
50th %ile Green (s)	11.2	80.5	80.5	21.2	90.4	90.4	16.3	15.7		12.1	10.9	10.9
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Max	Gap	Gap
30th %ile Green (s)	9.4	84.4	84.4	18.2	93.1	93.1	17.1	14.0		12.9	9.2	9.2
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
10th %ile Green (s)	0.0	95.0	95.0	14.0	117.6	117.6	13.2	10.6		9.9	6.7	6.7
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
Stops (vph)	57	1279	25	148	864	31	172	69		110	57	41
Fuel Used(gal)	3	58	6	7	45	2	5	3		4	2	5
CO Emissions (g/hr)	208	4069	447	498	3170	172	365	225		292	159	332
NOx Emissions (g/hr)	40	792	87	97	617	33	71	44		57	31	65
VOC Emissions (g/hr)	48	943	104	115	735	40	85	52		68	37	77
Dilemma Vehicles (#)	0	52	0	0	28	0	0	0		0	0	0
Queue Length 50th (ft)	66	509	0	155	411	30	187	62		113	66	26
Queue Length 95th (ft)	117	678	69	m153	m372	m33	263	147		168	113	117
Internal Link Dist (ft)		2062			2416			799			1909	
Turn Bay Length (ft)	700		500	525		575				250		
Base Capacity (vph)	141	2526	1004	295	2940	969	282	367		197	244	378

Lanes, Volumes, Timings
 11: World Gateway Dr & SR 536

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.70	0.43	0.59	0.52	0.12	0.68	0.49		0.64	0.26	0.59

Intersection Summary




































Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	15 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	31.6
Intersection LOS:	C
Intersection Capacity Utilization	84.0%
ICU Level of Service	E
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 11: World Gateway Dr & SR 536



Lanes, Volumes, Timings
 12: International Dr & World Center Dr/SR 536

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 	 	 	 	 	 	  	 
Traffic Volume (vph)	331	1207	84	196	1418	324	30	956	415	303	1001	340
Future Volume (vph)	331	1207	84	196	1418	324	30	956	415	303	1001	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	375		275	150		300	400		450
Storage Lanes	1		0	1		1	1		2	2		1
Taper Length (ft)	50			50			125			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.88	0.97	0.91	1.00
Ped Bike Factor												
Frt		0.990				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3470	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3470	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				239			258			358
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1520			2554			1025				1719
Travel Time (s)		23.0			38.7			23.3				39.1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	348	1271	88	206	1493	341	32	1006	437	319	1054	358
Shared Lane Traffic (%)												
Lane Group Flow (vph)	348	1359	0	206	1493	341	32	1006	437	319	1054	358
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						Free			Free			Free
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

Lanes, Volumes, Timings
 12: International Dr & World Center Dr/SR 536

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	12.4	37.8		12.6	17.6		11.8	11.8		11.9	11.9	
Total Split (s)	21.0	68.3		17.7	65.0		11.8	44.0		20.0	52.2	
Total Split (%)	14.0%	45.5%		11.8%	43.3%		7.9%	29.3%		13.3%	34.8%	
Maximum Green (s)	13.6	61.5		10.1	57.4		5.0	37.2		13.1	45.3	
Yellow Time (s)	4.8	4.8		5.6	5.6		4.8	4.8		4.9	4.9	
All-Red Time (s)	2.6	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.4	6.8		7.6	7.6		6.8	6.8		6.9	6.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		24.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	13.6	61.5		10.1	57.4	150.0	5.0	37.2	150.0	13.1	47.7	150.0
Actuated g/C Ratio	0.09	0.41		0.07	0.38	1.00	0.03	0.25	1.00	0.09	0.32	1.00
v/c Ratio	1.13	0.95		1.76	1.11	0.22	0.55	1.16	0.16	1.08	0.66	0.23
Control Delay	150.0	57.7		412.1	104.6	0.3	104.0	132.8	0.1	136.6	47.1	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	150.0	57.7		412.1	104.6	0.3	104.0	132.8	0.1	136.6	47.1	0.3
LOS	F	E		F	F	A	F	F	A	F	D	A
Approach Delay		76.5			118.2			92.9			53.9	
Approach LOS		E			F			F			D	
90th %ile Green (s)	13.6	61.5		10.1	57.4		5.0	37.2		13.1	45.3	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	13.6	61.5		10.1	57.4		5.0	37.2		13.1	45.3	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Hold	
50th %ile Green (s)	13.6	61.5		10.1	57.4		5.0	37.2		13.1	45.3	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Hold	
30th %ile Green (s)	13.6	61.5		10.1	57.4		5.0	37.2		13.1	45.3	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Hold	
10th %ile Green (s)	13.6	61.5		10.1	57.4		0.0	37.2		13.1	57.1	
10th %ile Term Code	Max	Coord		Max	Coord		Skip	Max		Max	Hold	
Stops (vph)	279	1164		131	1235	0	27	814	0	259	850	0
Fuel Used(gal)	17	42		21	69	5	1	38	3	14	28	5
CO Emissions (g/hr)	1177	2961		1490	4827	377	72	2655	233	973	1937	320
NOx Emissions (g/hr)	229	576		290	939	73	14	517	45	189	377	62
VOC Emissions (g/hr)	273	686		345	1119	87	17	615	54	225	449	74
Dilemma Vehicles (#)	0	42		0	42	0	0	0	0	0	0	0
Queue Length 50th (ft)	~202	671		~298	-877	0	31	~610	0	~178	334	0
Queue Length 95th (ft)	#307	#828		#469	#1017	0	#83	#748	0	#280	388	0
Internal Link Dist (ft)		1440			2474			945			1639	
Turn Bay Length (ft)	250			375		275	150		300	400		450
Base Capacity (vph)	308	1426		117	1341	1568	58	869	2760	296	1599	1568

Lanes, Volumes, Timings
 12: International Dr & World Center Dr/SR 536

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.13	0.95		1.76	1.11	0.22	0.55	1.16	0.16	1.08	0.66	0.23

Intersection Summary





























Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.76
Intersection Signal Delay:	86.6
Intersection LOS:	F
Intersection Capacity Utilization:	107.6%
ICU Level of Service:	G
Analysis Period (min):	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 12: International Dr & World Center Dr/SR 536



Lanes, Volumes, Timings
13: US 192 & Storey Lake Blvd

12/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 		 		
Traffic Volume (vph)	79	2194	0	0	1911	212	0	0	0	326	0	111
Future Volume (vph)	79	2194	0	0	1911	212	0	0	0	326	0	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	530		350	0		0	250		185
Storage Lanes	2		0	1		1	0		0	2		0
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	0.95	0.95
Ped Bike Factor										1.00	0.98	0.98
Fr t						0.850					0.850	0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3367	4988	0	1863	4988	1553	0	1863	0	3433	1481	1504
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3367	4988	0	1863	4988	1553	0	1863	0	3426	1481	1481
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						158					65	65
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1328			1205			229			1017	
Travel Time (s)		20.1			18.3			5.2			23.1	
Confl. Peds. (#/hr)										2		1
Confl. Bikes (#/hr)										1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	83	2309	0	0	2012	223	0	0	0	343	0	117
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	83	2309	0	0	2012	223	0	0	0	343	59	58
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	60		9	60		60	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Perm				Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6	8					4
Detector Phase	5	2		1	6	6	8	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
 13: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	25.0		5.0	25.0	25.0	6.0	6.0		6.0	5.0	5.0
Minimum Split (s)	15.8	44.4		11.0	41.3	41.3	15.0	15.0		15.0	24.0	24.0
Total Split (s)	17.0	101.0		11.0	95.0	95.0	15.0	15.0		63.0	78.0	78.0
Total Split (%)	8.9%	53.2%		5.8%	50.0%	50.0%	7.9%	7.9%		33.2%	41.1%	41.1%
Maximum Green (s)	7.2	92.6		5.0	86.7	86.7	6.0	6.0		54.0	72.0	72.0
Yellow Time (s)	4.8	4.8		4.0	4.8	4.8	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	5.0	3.6		2.0	3.5	3.5	5.0	5.0		5.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	9.8	8.4		6.0	8.3	8.3		9.0		9.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0					7.0	7.0
Flash Dont Walk (s)		29.0			26.0	26.0					11.0	11.0
Pedestrian Calls (#/hr)		0			0	0					0	0
Act Effct Green (s)	10.1	148.1			128.3	128.3				24.5	27.5	27.5
Actuated g/C Ratio	0.05	0.78			0.68	0.68				0.13	0.14	0.14
v/c Ratio	0.46	0.59			0.60	0.20				0.78	0.22	0.22
Control Delay	98.9	6.7			18.3	4.3				92.2	12.9	12.2
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Total Delay	98.9	6.7			18.3	4.3				92.2	12.9	12.2
LOS	F	A			B	A				F	B	B
Approach Delay		9.9			16.9						71.9	
Approach LOS		A			B						E	
90th %ile Green (s)	12.9	142.3		0.0	119.7	119.7	0.0	0.0		30.3	33.3	33.3
90th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
70th %ile Green (s)	11.3	145.7		0.0	124.7	124.7	0.0	0.0		26.9	29.9	29.9
70th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
50th %ile Green (s)	10.2	148.1		0.0	128.2	128.2	0.0	0.0		24.5	27.5	27.5
50th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
30th %ile Green (s)	9.0	150.5		0.0	131.8	131.8	0.0	0.0		22.1	25.1	25.1
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
10th %ile Green (s)	7.3	153.9		0.0	136.9	136.9	0.0	0.0		18.7	21.7	21.7
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
Stops (vph)	76	852			1014	25				311	8	8
Fuel Used(gal)	3	32			35	2				10	1	1
CO Emissions (g/hr)	225	2271			2425	151				728	44	43
NOx Emissions (g/hr)	44	442			472	29				142	9	8
VOC Emissions (g/hr)	52	526			562	35				169	10	10
Dilemma Vehicles (#)	0	36			50	0				0	0	0
Queue Length 50th (ft)	51	460			478	26				217	0	0
Queue Length 95th (ft)	m74	383			593	69				269	43	42
Internal Link Dist (ft)		1248			1125			149			937	
Turn Bay Length (ft)	425					350				250		185
Base Capacity (vph)	179	3888			3367	1099				975	601	601

Lanes, Volumes, Timings
 13: US 192 & Storey Lake Blvd

12/29/2022

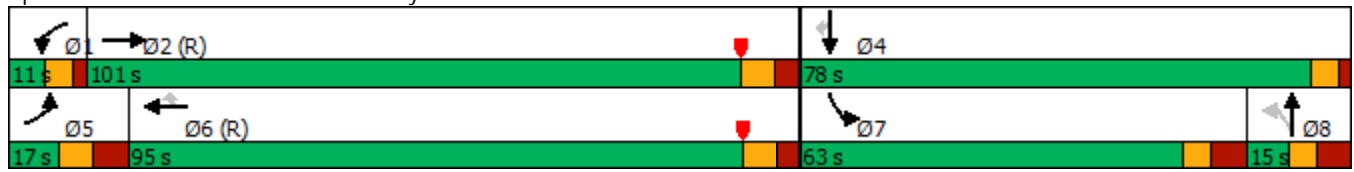


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0			0	0				0	0	0
Spillback Cap Reductn	0	0			0	0				0	0	0
Storage Cap Reductn	0	0			0	0				0	0	0
Reduced v/c Ratio	0.46	0.59			0.60	0.20				0.35	0.10	0.10

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 18.6
 Intersection LOS: B
 Intersection Capacity Utilization 63.9%
 ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: US 192 & Storey Lake Blvd



Lanes, Volumes, Timings
14: SR 535 & Median Opening S

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↘	↕	↗	↘	↕	↗
Traffic Volume (vph)	0	0	146	0	0	98	35	1481	92	39	1911	167
Future Volume (vph)	0	0	146	0	0	98	35	1481	92	39	1911	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	750		275	500		400
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	0			0			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865			0.865			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1611	0	0	1611	1719	3438	1538	1719	4940	1538
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	1719	3438	1538	1719	4940	1538
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		605			604			1019			901	
Travel Time (s)		13.8			13.7			13.9			12.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	154	0	0	103	37	1559	97	41	2012	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	154	0	0	103	37	1559	97	41	2012	176
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	53.7%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
 15: SR 535 & Median Opening N

11/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↘	↖	↗
Traffic Volume (vph)	0	72	1813	99	37	2485
Future Volume (vph)	0	72	1813	99	37	2485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		550	550	
Storage Lanes	0	1		1	1	
Taper Length (ft)	0				50	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor						
Frt		0.865		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	1611	3438	1538	1719	3438
Flt Permitted					0.950	
Satd. Flow (perm)	0	1611	3438	1538	1719	3438
Link Speed (mph)	30		50			50
Link Distance (ft)	1012		963			773
Travel Time (s)	23.0		13.1			10.5
Confl. Peds. (#/hr)				3		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	76	1908	104	39	2616
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	76	1908	104	39	2616
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		60			60
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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	72.0%
ICU Level of Service	C
Analysis Period (min)	15

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Lane Configurations			↙	↕	↕			
Traffic Volume (vph)	0	0	109	678	783	68		
Future Volume (vph)	0	0	109	678	783	68		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	0			0		
Storage Lanes	0	0	1			0		
Taper Length (ft)	0		0					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95		
Ped Bike Factor								
Frt					0.988			
Flt Protected			0.950					
Satd. Flow (prot)	0	0	1736	3471	3429	0		
Flt Permitted			0.950					
Satd. Flow (perm)	0	0	1736	3471	3429	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)					12			
Link Speed (mph)	30			40	30			
Link Distance (ft)	1264			446	641			
Travel Time (s)	28.7			7.6	14.6			
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	4%	4%	4%	4%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	0	0	115	714	824	72		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	115	714	896	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			24	24			
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		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2			
Detector Template			Left	Thru	Thru			
Leading Detector (ft)			20	100	100			
Trailing Detector (ft)			0	0	0			
Turn Type			Prot	NA	NA			
Protected Phases			5	Free	6		2	4
Permitted Phases								
Detector Phase			5		6			
Switch Phase								

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Minimum Initial (s)			5.0		5.0		5.0	5.0
Minimum Split (s)			11.0		31.0		30.0	24.0
Total Split (s)			22.0		57.0		79.0	26.0
Total Split (%)			21.0%		54.3%		75%	25%
Maximum Green (s)			17.0		52.0		74.0	21.0
Yellow Time (s)			3.0		3.0		3.0	3.0
All-Red Time (s)			2.0		2.0		2.0	2.0
Lost Time Adjust (s)			0.0		0.0			
Total Lost Time (s)			5.0		5.0			
Lead/Lag			Lead		Lag			
Lead-Lag Optimize?			Yes		Yes			
Vehicle Extension (s)			3.0		3.0		3.0	3.0
Minimum Gap (s)			3.0		3.0		3.0	3.0
Time Before Reduce (s)			0.0		0.0		0.0	0.0
Time To Reduce (s)			0.0		0.0		0.0	0.0
Recall Mode			None		C-Min		C-Min	None
Walk Time (s)					10.0			
Flash Dont Walk (s)					16.0			
Pedestrian Calls (#/hr)					0			
Act Effct Green (s)			12.2	105.0	71.1			
Actuated g/C Ratio			0.12	1.00	0.68			
v/c Ratio			0.57	0.21	0.39			
Control Delay			51.5	0.1	9.2			
Queue Delay			0.0	0.0	0.0			
Total Delay			51.5	0.1	9.2			
LOS			D	A	A			
Approach Delay				7.3	9.2			
Approach LOS				A	A			
90th %ile Green (s)			16.9		61.0		82.9	12.1
90th %ile Term Code			Gap		Coord		Coord	Gap
70th %ile Green (s)			14.2		65.7		84.9	10.1
70th %ile Term Code			Gap		Coord		Coord	Gap
50th %ile Green (s)			12.2		69.0		86.2	8.8
50th %ile Term Code			Gap		Coord		Coord	Gap
30th %ile Green (s)			10.3		72.3		87.6	7.4
30th %ile Term Code			Gap		Coord		Coord	Gap
10th %ile Green (s)			7.5		87.5		100.0	0.0
10th %ile Term Code			Gap		Coord		Coord	Skip
Stops (vph)			87	0	362			
Fuel Used(gal)			2	2	8			
CO Emissions (g/hr)			163	145	548			
NOx Emissions (g/hr)			32	28	107			
VOC Emissions (g/hr)			38	34	127			
Dilemma Vehicles (#)			0	0	0			
Queue Length 50th (ft)			68	0	131			
Queue Length 95th (ft)			103	0	212			
Internal Link Dist (ft)	1184			366	561			
Turn Bay Length (ft)								
Base Capacity (vph)			281	3471	2325			

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/13/2022

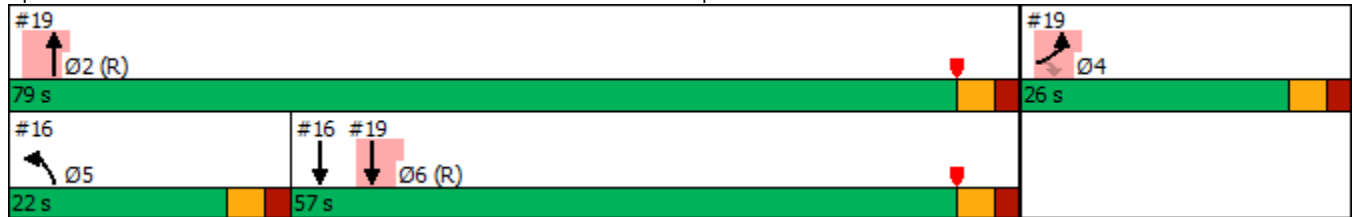


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Starvation Cap Reductn			0	0	0			
Spillback Cap Reductn			0	0	0			
Storage Cap Reductn			0	0	0			
Reduced v/c Ratio			0.41	0.21	0.39			

Intersection Summary

Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.57
Intersection Signal Delay:	8.3
Intersection LOS:	A
Intersection Capacity Utilization	38.2%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 16: Poinciana Blvd & Poinciana Blvd WB On Ramp



Lanes, Volumes, Timings
17: Poinciana Blvd & US 192

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	1250	813	216	1052	77	312	484	141	91	680	130
Future Volume (vph)	125	1250	813	216	1052	77	312	484	141	91	680	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	390		390	330		330	234		0	475		475
Storage Lanes	2		1	2		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.98			0.99		1.00				
Frt			0.850			0.850		0.966				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3406	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.083			0.377		
Satd. Flow (perm)	3431	5085	1558	3433	5085	1563	155	3406	0	702	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			339			137			21			137
Link Speed (mph)		45			45			30				30
Link Distance (ft)		3747			3191			547				771
Travel Time (s)		56.8			48.3			12.4				17.5
Confl. Peds. (#/hr)	1		3				3		3			
Confl. Bikes (#/hr)				2		1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	132	1316	856	227	1107	81	328	509	148	96	716	137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	1316	856	227	1107	81	328	657	0	96	716	137
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
17: Poinciana Blvd & US 192

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	13.4	49.4	49.4	13.4	50.4	50.4	13.8	40.8		13.8	38.8	38.8
Total Split (s)	19.1	85.0	85.0	20.0	85.9	85.9	37.0	68.7		16.3	48.0	48.0
Total Split (%)	10.1%	44.7%	44.7%	10.5%	45.2%	45.2%	19.5%	36.2%		8.6%	25.3%	25.3%
Maximum Green (s)	12.7	78.6	78.6	13.6	79.5	79.5	30.2	61.9		9.5	41.2	41.2
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		36.0	36.0		37.0	37.0		27.0			25.0	25.0
Pedestrian Calls (#/hr)		0	0		0	0		0			0	0
Act Effct Green (s)	11.7	78.6	78.6	13.6	80.5	80.5	78.2	62.2		50.4	41.2	41.2
Actuated g/C Ratio	0.06	0.41	0.41	0.07	0.42	0.42	0.41	0.33		0.27	0.22	0.22
v/c Ratio	0.63	0.63	1.02	0.93	0.51	0.11	1.02	0.58		0.41	0.93	0.30
Control Delay	100.3	45.7	67.1	121.7	40.0	5.5	114.5	53.8		43.1	92.2	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	100.3	45.7	67.1	121.7	40.0	5.5	114.5	53.8		43.1	92.2	9.9
LOS	F	D	E	F	D	A	F	D		D	F	A
Approach Delay		56.8			51.2			74.0			75.3	
Approach LOS		E			D			E			E	
90th %ile Green (s)	12.7	78.6	78.6	13.6	79.5	79.5	30.2	61.9		9.5	41.2	41.2
90th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Coord		Max	Coord	Coord
70th %ile Green (s)	12.7	78.6	78.6	13.6	79.5	79.5	30.2	61.9		9.5	41.2	41.2
70th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Coord		Max	Coord	Coord
50th %ile Green (s)	12.6	78.6	78.6	13.6	79.6	79.6	30.2	61.9		9.5	41.2	41.2
50th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Coord		Max	Coord	Coord
30th %ile Green (s)	11.2	78.6	78.6	13.6	81.0	81.0	30.2	61.9		9.5	41.2	41.2
30th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Coord		Max	Coord	Coord
10th %ile Green (s)	9.2	78.6	78.6	13.6	83.0	83.0	30.2	63.3		8.1	41.2	41.2
10th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
Stops (vph)	119	968	521	194	959	17	238	496		70	634	14
Fuel Used(gal)	7	54	37	12	42	2	10	12		2	20	1
CO Emissions (g/hr)	494	3780	2611	855	2956	132	693	856		121	1422	78
NOx Emissions (g/hr)	96	735	508	166	575	26	135	166		24	277	15
VOC Emissions (g/hr)	115	876	605	198	685	31	161	198		28	330	18
Dilemma Vehicles (#)	0	33	0	0	4	0	0	0		0	0	0
Queue Length 50th (ft)	84	475	~860	149	479	30	~382	351		75	468	0
Queue Length 95th (ft)	125	527	#1130	#230	423	19	#601	421		120	#589	64
Internal Link Dist (ft)		3667			3111			467			691	
Turn Bay Length (ft)	390		390	330		330	234			475		475
Base Capacity (vph)	229	2103	843	245	2154	741	320	1128		240	767	450

Lanes, Volumes, Timings
 17: Poinciana Blvd & US 192

11/13/2022

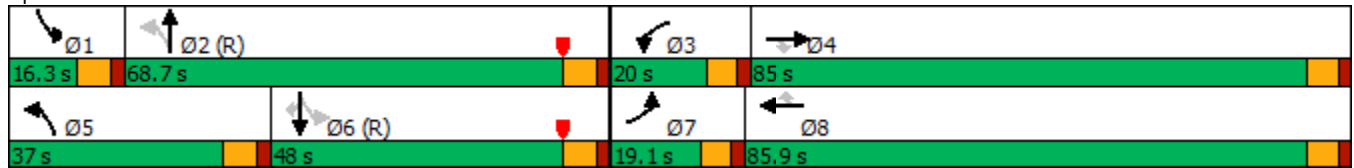


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.58	0.63	1.02	0.93	0.51	0.11	1.02	0.58		0.40	0.93	0.30

Intersection Summary











Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	172 (91%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.02
Intersection Signal Delay:	61.5
Intersection LOS:	E
Intersection Capacity Utilization	92.0%
ICU Level of Service	F
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 17: Poinciana Blvd & US 192



Lanes, Volumes, Timings
 18: Poinciana Blvd & Westbound Off Ramp

11/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	264	149	220	0	0	330
Future Volume (vph)	264	149	220	0	0	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1719	1538	3539	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	1719	1538	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	1736		637			432
Travel Time (s)	39.5		14.5			9.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	278	157	232	0	0	347
Shared Lane Traffic (%)						
Lane Group Flow (vph)	278	157	232	0	0	347
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.4%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings

19: Poincina Blvd/Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Lane Configurations	↶	↷		↕	↕		
Traffic Volume (vph)	54	68	0	733	783	0	
Future Volume (vph)	54	68	0	733	783	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	1	0			0	
Taper Length (ft)	0		0				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	
Ped Bike Factor							
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	1752	1568	0	3539	3471	0	
Flt Permitted	0.950						
Satd. Flow (perm)	1752	1568	0	3539	3471	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		72					
Link Speed (mph)	30			40	40		
Link Distance (ft)	1471			395	446		
Travel Time (s)	33.4			6.7	7.6		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	3%	3%	2%	2%	4%	4%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	57	72	0	772	824	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	57	72	0	772	824	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			24	24		
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	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	1		2	2		
Detector Template	Left	Right		Thru	Thru		
Leading Detector (ft)	20	20		100	100		
Trailing Detector (ft)	0	0		0	0		
Turn Type	Prot	Perm		NA	NA		
Protected Phases	4			2	6	5	
Permitted Phases		4					
Detector Phase	4	4		2	6		
Switch Phase							

Lanes, Volumes, Timings

19: Poincina Blvd/Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	24.0	24.0		30.0	31.0		11.0
Total Split (s)	26.0	26.0		79.0	57.0		22.0
Total Split (%)	24.8%	24.8%		75.2%	54.3%		21%
Maximum Green (s)	21.0	21.0		74.0	52.0		17.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		
Total Lost Time (s)	5.0	5.0		5.0	5.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None		C-Min	C-Min		None
Walk Time (s)					10.0		
Flash Dont Walk (s)					16.0		
Pedestrian Calls (#/hr)					0		
Act Effct Green (s)	8.8	8.8		89.3	71.1		
Actuated g/C Ratio	0.08	0.08		0.85	0.68		
v/c Ratio	0.39	0.37		0.26	0.35		
Control Delay	52.5	16.0		2.3	2.8		
Queue Delay	0.0	0.0		0.0	0.1		
Total Delay	52.5	16.0		2.3	2.9		
LOS	D	B		A	A		
Approach Delay	32.1			2.3	2.9		
Approach LOS	C			A	A		
90th %ile Green (s)	12.1	12.1		82.9	61.0		16.9
90th %ile Term Code	Gap	Gap		Coord	Coord		Gap
70th %ile Green (s)	10.1	10.1		84.9	65.7		14.2
70th %ile Term Code	Gap	Gap		Coord	Coord		Gap
50th %ile Green (s)	8.8	8.8		86.2	69.0		12.2
50th %ile Term Code	Gap	Gap		Coord	Coord		Gap
30th %ile Green (s)	7.4	7.4		87.6	72.3		10.3
30th %ile Term Code	Gap	Gap		Coord	Coord		Gap
10th %ile Green (s)	0.0	0.0		100.0	87.5		7.5
10th %ile Term Code	Skip	Skip		Coord	Coord		Gap
Stops (vph)	49	16		133	60		
Fuel Used(gal)	1	1		4	3		
CO Emissions (g/hr)	103	76		253	238		
NOx Emissions (g/hr)	20	15		49	46		
VOC Emissions (g/hr)	24	18		59	55		
Dilemma Vehicles (#)	0	0		30	37		
Queue Length 50th (ft)	37	0		46	23		
Queue Length 95th (ft)	76	42		75	28		
Internal Link Dist (ft)	1391			315	366		
Turn Bay Length (ft)							
Base Capacity (vph)	350	371		3010	2350		

Lanes, Volumes, Timings

19: Poincina Blvd/Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Starvation Cap Reductn	0	0		0	308		
Spillback Cap Reductn	0	0		0	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	0.16	0.19		0.26	0.40		

Intersection Summary

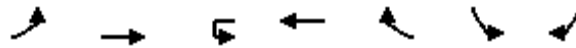
Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.57
Intersection Signal Delay:	4.8
Intersection LOS:	A
Intersection Capacity Utilization	38.2%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 19: Poincina Blvd/Poinciana Blvd & Poinciana Blvd EB Off Ramp



Lanes, Volumes, Timings
20: International Dr & World Gateway Dr

11/13/2022



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	⏏	↑↑↑		↘	↗
Traffic Volume (vph)	249	642	0	472	103	461	179
Future Volume (vph)	249	642	0	472	103	461	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	200		200		0	0	0
Storage Lanes	1		1		0	1	1
Taper Length (ft)	50		50			0	
Lane Util. Factor	1.00	0.91	1.00	0.91	0.91	1.00	1.00
Ped Bike Factor							
Flt				0.973			0.850
Flt Protected	0.950					0.950	
Satd. Flow (prot)	1770	5085	1863	4948	0	1770	1583
Flt Permitted	0.950					0.950	
Satd. Flow (perm)	1770	5085	1863	4948	0	1770	1583
Link Speed (mph)		45		45		30	
Link Distance (ft)		1160		3654		879	
Travel Time (s)		17.6		55.4		20.0	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%		0%		0%	
Adj. Flow (vph)	262	676	0	497	108	485	188
Shared Lane Traffic (%)							
Lane Group Flow (vph)	262	676	0	605	0	485	188
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		60		60		36	
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
Turning Speed (mph)	15		9		9	15	9
Sign Control		Free		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.8%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
 21: World Center Dr & Buena Vista Suites

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↕↕		↔	↕↕↕			↕↕			↕↕	
Traffic Volume (vph)	38	1730	21	30	1715	9	21	2	35	8	1	35
Future Volume (vph)	38	1730	21	30	1715	9	21	2	35	8	1	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	500		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.998			0.999			0.918			0.891	
Fl _t Protected	0.950			0.950				0.982			0.991	
Satd. Flow (prot)	1752	5026	0	1752	5031	0	0	1679	0	0	1645	0
Fl _t Permitted	0.950			0.950				0.982			0.991	
Satd. Flow (perm)	1752	5026	0	1752	5031	0	0	1679	0	0	1645	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1190			510			350			496	
Travel Time (s)		18.0			7.7			8.0			11.3	
Confl. Peds. (#/hr)			1									
Confl. Bikes (#/hr)											1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	40	1821	22	32	1805	9	22	2	37	8	1	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	1843	0	32	1814	0	0	61	0	0	46	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 46.8% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
 22: World Center Dr & Caribe Royale Orlando

11/13/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↗	↑↑↑	↑↑↑↔		↘	↘
Traffic Volume (vph)	28	1596	1769	19	26	44
Future Volume (vph)	28	1596	1769	19	26	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	270			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	5036	5026	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	5036	5026	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		510	1520		505	
Travel Time (s)		7.7	23.0		11.5	
Confl. Peds. (#/hr)					1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	29	1680	1862	20	27	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	1680	1882	0	27	46
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.6%
ICU Level of Service	A
Analysis Period (min)	15

2045

Lanes, Volumes, Timings

1: SR 535 & US 192

03/01/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	372	1227	11	7	1323	1288	11	4	11	1038	5	366
Future Volume (vph)	372	1227	11	7	1323	1288	11	4	11	1038	5	366
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	475		0	350		400	0		0	0		300
Storage Lanes	2		0	1		1	1		0	1		2
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor		1.00		1.00		0.99	1.00			1.00	1.00	
Frt		0.999				0.850		0.887				0.850
Flt Protected	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (prot)	3433	5079	0	1736	4988	1553	1719	1605	0	1633	1638	2707
Flt Permitted	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (perm)	3433	5079	0	1729	4988	1533	1716	1605	0	1631	1636	2707
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				856		12				102
Link Speed (mph)		45			45			50				45
Link Distance (ft)		3191			1328			1015				993
Travel Time (s)		48.3			20.1			13.8				15.0
Confl. Peds. (#/hr)			3	9		2	3			1		2
Confl. Bikes (#/hr)				4			1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	392	1292	12	7	1393	1356	12	4	12	1093	5	385
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	392	1304	0	7	1393	1356	12	16	0	546	552	385
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				60
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	pt+ov
Protected Phases	5	2		1	6		8	8		4	4	4
Permitted Phases						Free						
Detector Phase	5	2		1	6		8	8		4	4	4
Switch Phase												

Lanes, Volumes, Timings
1: SR 535 & US 192

03/01/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	15.0		5.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.8	43.8		11.8	35.8		12.9	12.9		46.8	46.8	
Total Split (s)	25.0	102.3		11.8	89.1		12.9	12.9		63.0	63.0	
Total Split (%)	13.2%	53.8%		6.2%	46.9%		6.8%	6.8%		33.2%	33.2%	
Maximum Green (s)	18.2	95.5		5.0	82.3		6.0	6.0		56.2	56.2	
Yellow Time (s)	4.8	4.8		4.8	4.8		3.4	3.4		4.8	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.5	3.5		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.9	6.9		6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.5	3.0		2.0	3.0		1.5	1.5		3.0	3.0	
Minimum Gap (s)	1.5	3.0		2.0	3.0		1.5	1.5		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			10.0					7.0	7.0	
Flash Dont Walk (s)		30.0			19.0					33.0	33.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)	23.4	110.1		5.0	82.3	190.0	6.0	6.0		56.2	56.2	82.3
Actuated g/C Ratio	0.12	0.58		0.03	0.43	1.00	0.03	0.03		0.30	0.30	0.43
v/c Ratio	0.93	0.44		0.16	0.64	0.88	0.22	0.26		1.13	1.14	0.31
Control Delay	106.7	24.2		135.6	23.2	31.8	99.5	54.9		127.4	130.8	5.5
Queue Delay	2.4	0.0		0.0	0.0	0.3	0.0	0.0		0.0	0.0	0.0
Total Delay	109.1	24.2		135.6	23.2	32.1	99.5	54.9		127.4	130.8	5.5
LOS	F	C		F	C	C	F	D		F	F	A
Approach Delay		43.8			27.9			74.1			97.0	
Approach LOS		D			C			E			F	
90th %ile Green (s)	18.2	95.5		5.0	82.3		6.0	6.0		56.2	56.2	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	18.2	107.3		0.0	82.3		6.0	6.0		56.2	56.2	
70th %ile Term Code	Max	Coord		Skip	Coord		Max	Max		Max	Max	
50th %ile Green (s)	18.2	107.3		0.0	82.3		6.0	6.0		56.2	56.2	
50th %ile Term Code	Max	Coord		Skip	Coord		Max	Max		Max	Max	
30th %ile Green (s)	31.1	120.2		0.0	82.3		0.0	0.0		56.2	56.2	
30th %ile Term Code	Max	Coord		Skip	Coord		Skip	Skip		Max	Max	
10th %ile Green (s)	31.1	120.2		0.0	82.3		0.0	0.0		56.2	56.2	
10th %ile Term Code	Max	Coord		Skip	Coord		Skip	Skip		Max	Max	
Stops (vph)	295	689		7	919	691	12	8		410	412	90
Fuel Used(gal)	19	40		0	29	28	0	0		22	22	4
CO Emissions (g/hr)	1360	2820		24	2033	1960	33	27		1531	1569	272
NOx Emissions (g/hr)	265	549		5	396	381	7	5		298	305	53
VOC Emissions (g/hr)	315	654		6	471	454	8	6		355	364	63
Dilemma Vehicles (#)	0	32		0	35	0	0	0		0	24	0
Queue Length 50th (ft)	~303	342		8	474	1027	15	5		-810	-826	40
Queue Length 95th (ft)	#421	437		m11	356	909	42	37		#1075	#1093	68
Internal Link Dist (ft)		3111			1248			935			913	
Turn Bay Length (ft)	475			350		400						300
Base Capacity (vph)	421	2943		45	2160	1533	54	62		483	484	1230

Lanes, Volumes, Timings

1: SR 535 & US 192

03/01/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	8	0		0	0	19	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.95	0.44		0.16	0.64	0.90	0.22	0.26		1.13	1.14	0.31

Intersection Summary
























Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	10 (5%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.14
Intersection Signal Delay:	49.8
Intersection LOS:	D
Intersection Capacity Utilization	88.7%
ICU Level of Service	E
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR 535 & US 192

 11.3 s | 102.3 s	 63 s | 12.9 s
 25 s | 89.1 s	

Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Road

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	20	75	116	14	335	32	1505	127	209	1218	127
Future Volume (vph)	78	20	75	116	14	335	32	1505	127	209	1218	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	150		0	375		0	250		300
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor		0.99		1.00	1.00							
Frt		0.881				0.850			0.850			0.850
Flt Protected	0.950			0.950	0.962		0.950			0.950		
Satd. Flow (prot)	1787	1637	0	1698	1719	1599	1719	3438	1538	1719	3438	1538
Flt Permitted	0.950			0.950	0.962		0.950			0.950		
Satd. Flow (perm)	1787	1637	0	1695	1717	1599	1719	3438	1538	1719	3438	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		76				222			139			124
Link Speed (mph)		30			30			45			50	
Link Distance (ft)		1016			992			993			1206	
Travel Time (s)		23.1			22.5			15.0			16.4	
Confl. Peds. (#/hr)				1								
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	82	21	79	122	15	353	34	1584	134	220	1282	134
Shared Lane Traffic (%)				44%								
Lane Group Flow (vph)	82	100	0	68	69	353	34	1584	134	220	1282	134
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4			6			2
Detector Phase	8	8		4	4	4	1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Road

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	11.6	11.6		12.0	12.0	12.0	11.8	34.8	34.8	11.8	34.8	34.8
Total Split (s)	18.8	18.8		33.0	33.0	33.0	16.2	101.7	101.7	36.5	122.0	122.0
Total Split (%)	9.9%	9.9%		17.4%	17.4%	17.4%	8.5%	53.5%	53.5%	19.2%	64.2%	64.2%
Maximum Green (s)	12.2	12.2		26.0	26.0	26.0	9.4	94.9	94.9	29.7	115.2	115.2
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.9	2.9		3.3	3.3	3.3	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6		7.0	7.0	7.0	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Minimum Gap (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Dont Walk (s)								21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	11.7	11.7		21.1	21.1	21.1	8.0	102.7	102.7	27.3	124.4	124.4
Actuated g/C Ratio	0.06	0.06		0.11	0.11	0.11	0.04	0.54	0.54	0.14	0.65	0.65
v/c Ratio	0.75	0.58		0.36	0.36	0.94	0.47	0.85	0.15	0.89	0.57	0.13
Control Delay	123.1	39.8		81.9	81.9	64.0	93.6	48.1	1.0	131.9	8.2	0.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay	123.1	39.8		81.9	81.9	64.0	93.6	48.3	1.0	131.9	8.2	0.9
LOS	F	D		F	F	E	F	D	A	F	A	A
Approach Delay		77.3			69.0			45.5			24.2	
Approach LOS		E			E			D			C	
90th %ile Green (s)	12.2	12.2		26.0	26.0	26.0	9.4	94.9	94.9	29.7	115.2	115.2
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	12.2	12.2		26.0	26.0	26.0	9.4	94.9	94.9	29.7	115.2	115.2
70th %ile Term Code	Max	Max		Max	Max	Max	Max	Coord	Coord	Max	Coord	Coord
50th %ile Green (s)	13.7	13.7		24.5	24.5	24.5	8.7	94.9	94.9	29.7	115.9	115.9
50th %ile Term Code	Max	Max		Gap	Gap	Gap	Gap	Coord	Coord	Max	Coord	Coord
30th %ile Green (s)	11.9	11.9		18.6	18.6	18.6	7.2	106.0	106.0	26.3	125.1	125.1
30th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	8.7	8.7		10.2	10.2	10.2	0.0	123.0	123.0	20.9	150.7	150.7
10th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Skip	Coord	Coord	Gap	Coord	Coord
Stops (vph)	73	28		59	59	128	31	1288	3	189	658	9
Fuel Used(gal)	3	2		2	2	8	1	40	1	10	21	1
CO Emissions (g/hr)	208	117		134	135	535	84	2828	62	707	1499	79
NOx Emissions (g/hr)	40	23		26	26	104	16	550	12	138	292	15
VOC Emissions (g/hr)	48	27		31	31	124	19	656	14	164	347	18
Dilemma Vehicles (#)	0	0		0	0	0	0	41	0	0	3	0
Queue Length 50th (ft)	102	29		83	84	174	43	738	0	240	537	11
Queue Length 95th (ft)	#193	101		141	142	#352	m47	842	m0	#403	821	22
Internal Link Dist (ft)		936			912			913			1126	
Turn Bay Length (ft)	100			150			375			250		300
Base Capacity (vph)	117	178		232	235	410	85	1859	895	268	2251	1050

Lanes, Volumes, Timings
 2: SR 535 & Kyngs Heath Road

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	22	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.56		0.29	0.29	0.86	0.40	0.86	0.15	0.82	0.57	0.13

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 128 (67%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 41.2 Intersection LOS: D
 Intersection Capacity Utilization 85.0% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SR 535 & Kyngs Heath Road

Ø1 16.2 s	Ø2 (R) 122 s	Ø4 33 s	Ø8 18.8 s
Ø5 36.5 s	Ø6 (R) 101.7 s		

Lanes, Volumes, Timings
 3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp

11/13/2022









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↘	↕	↗		↕	↘
Traffic Volume (vph)	0	0	56	0	0	0	55	1732	131	0	1498	50
Future Volume (vph)	0	0	56	0	0	0	55	1732	131	0	1498	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	225		375	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	0			0			150			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.865						0.850			0.850
Flt Protected							0.950					
Satd. Flow (prot)	0	0	1627	0	0	0	1719	3438	1538	0	3438	1538
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	1627	0	0	0	1719	3438	1538	0	3438	1538
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1258			543			1206			422	
Travel Time (s)		28.6			12.3			16.4			5.8	
Confl. Peds. (#/hr)							1					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	59	0	0	0	58	1823	138	0	1577	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	59	0	0	0	58	1823	138	0	1577	53
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			0			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	51.5%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
4: SR 535 & Osceola Pkwy on-ramp

11/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑		↑↑	↑↑↑
Traffic Volume (vph)	0	0	1732	0	615	1548
Future Volume (vph)	0	0	1732	0	615	1548
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	525	
Storage Lanes	0	0		0	2	
Taper Length (ft)	0				75	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.91
Ped Bike Factor						
Flt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	3438	0	3335	4940
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	3438	0	3335	4940
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		50			50
Link Distance (ft)	1026		422			1068
Travel Time (s)	23.3		5.8			14.6
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	0	1823	0	647	1629
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1823	0	647	1629
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		48			48
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
Turning Speed (mph)	15	9		9	15	
Number of Detectors			2		1	2
Detector Template			Thru		Left	Thru
Leading Detector (ft)			100		20	100
Trailing Detector (ft)			0		0	0
Turn Type			NA		Prot	NA
Protected Phases			2		1	6
Permitted Phases						
Detector Phase			2		1	6
Switch Phase						

Lanes, Volumes, Timings
4: SR 535 & Osceola Pkwy on-ramp

11/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)			12.0		5.0	12.0
Minimum Split (s)			24.8		12.5	25.5
Total Split (s)			65.0		30.0	95.0
Total Split (%)			68.4%		31.6%	100.0%
Maximum Green (s)			58.2		22.5	88.2
Yellow Time (s)			4.8		5.5	4.8
All-Red Time (s)			2.0		2.0	2.0
Lost Time Adjust (s)			0.0		0.0	0.0
Total Lost Time (s)			6.8		7.5	6.8
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)			3.0		2.0	3.0
Minimum Gap (s)			3.0		2.0	3.0
Time Before Reduce (s)			0.0		0.0	0.0
Time To Reduce (s)			0.0		0.0	0.0
Recall Mode			C-Min		None	C-Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)			59.6		21.1	95.0
Actuated g/C Ratio			0.63		0.22	1.00
v/c Ratio			0.85		0.87	0.33
Control Delay			18.4		50.9	0.0
Queue Delay			0.0		0.0	0.0
Total Delay			18.4		50.9	0.0
LOS			B		D	A
Approach Delay			18.4			14.5
Approach LOS			B			B
90th %ile Green (s)			58.2		22.5	88.2
90th %ile Term Code			Coord		Max	Coord
70th %ile Green (s)			58.2		22.5	88.2
70th %ile Term Code			Coord		Max	Coord
50th %ile Green (s)			58.2		22.5	88.2
50th %ile Term Code			Coord		Max	Coord
30th %ile Green (s)			60.0		20.7	88.2
30th %ile Term Code			Coord		Gap	Coord
10th %ile Green (s)			63.3		17.4	88.2
10th %ile Term Code			Coord		Gap	Coord
Stops (vph)			1069		742	0
Fuel Used(gal)			28		22	10
CO Emissions (g/hr)			1924		1533	733
NOx Emissions (g/hr)			374		298	143
VOC Emissions (g/hr)			446		355	170
Dilemma Vehicles (#)			83		0	0
Queue Length 50th (ft)			495		363	0
Queue Length 95th (ft)			588		m273	m0
Internal Link Dist (ft)	946		342			988
Turn Bay Length (ft)					525	
Base Capacity (vph)			2156		789	4940

Lanes, Volumes, Timings
 4: SR 535 & Osceola Pkwy on-ramp

11/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn			0		0	0
Spillback Cap Reductn			0		0	0
Storage Cap Reductn			0		0	0
Reduced v/c Ratio			0.85		0.82	0.33
































Intersection Summary	
Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	16 (17%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.87
Intersection Signal Delay:	16.2
Intersection LOS:	B
Intersection Capacity Utilization	77.3%
ICU Level of Service	D
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 4: SR 535 & Osceola Pkwy on-ramp



Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 	 	  	 	
Traffic Volume (vph)	772	69	78	242	155	484	78	1426	228	211	1843	466
Future Volume (vph)	772	69	78	242	155	484	78	1426	228	211	1843	466
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	300		0	375		250	375		0
Storage Lanes	2		0	2		0	2		1	1		0
Taper Length (ft)	150			100			200			50		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.91	0.91
Ped Bike Factor		0.99			0.99				0.98			
Frt		0.921			0.886				0.850		0.970	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	3175	0	3433	3104	0	3335	3438	1538	1719	4792	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3367	3175	0	3433	3104	0	3335	3438	1515	1719	4792	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82			98				146			38
Link Speed (mph)		40			40			50			50	
Link Distance (ft)		641			637			1068			1019	
Travel Time (s)		10.9			10.9			14.6			13.9	
Confl. Peds. (#/hr)						1			2			
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	813	73	82	255	163	509	82	1501	240	222	1940	491
Shared Lane Traffic (%)												
Lane Group Flow (vph)	813	155	0	255	672	0	82	1501	240	222	2431	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases									6			
Detector Phase	3	8		7	4		1	6	6	5	2	
Switch Phase												

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	18.0	5.0		5.0	5.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	61.0	64.0		27.0	30.0		18.0	81.0	81.0	18.0	81.0	
Total Split (s)	61.0	64.0		27.0	30.0		18.0	81.0	81.0	18.0	81.0	
Total Split (%)	32.1%	33.7%		14.2%	15.8%		9.5%	42.6%	42.6%	9.5%	42.6%	
Maximum Green (s)	54.5	56.5		20.1	22.5		10.5	73.5	73.5	10.5	73.5	
Yellow Time (s)	4.4	4.4		4.4	4.4		5.5	5.5	5.5	5.5	5.5	
All-Red Time (s)	2.1	3.1		2.5	3.1		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	7.5		6.9	7.5		7.5	7.5	7.5	7.5	7.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	2.0		2.5	2.0		2.0	3.0	3.0	2.0	3.0	
Minimum Gap (s)	3.0	2.0		2.5	2.0		2.0	3.0	3.0	2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)					7.0			7.0	7.0			7.0
Flash Dont Walk (s)					35.0			28.0	28.0			25.0
Pedestrian Calls (#/hr)					0			0	0			0
Act Effct Green (s)	50.2	58.6		18.0	26.8		8.8	73.5	73.5	10.5	75.2	
Actuated g/C Ratio	0.26	0.31		0.09	0.14		0.05	0.39	0.39	0.06	0.40	
v/c Ratio	0.91	0.15		0.78	1.67dr		0.53	1.13	0.36	2.36	1.27	
Control Delay	83.0	22.9		101.2	193.6		94.1	116.8	23.0	665.3	156.0	
Queue Delay	2.7	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	85.6	22.9		101.2	193.6		94.1	116.8	23.0	665.3	156.0	
LOS	F	C		F	F		F	F	C	F	F	
Approach Delay		75.6			168.2			103.4				198.6
Approach LOS		E			F			F				F
90th %ile Green (s)	54.5	56.5		20.1	22.5		10.5	73.5	73.5	10.5	73.5	
90th %ile Term Code	Max	Hold		Max	Max		Max	Coord	Coord	Max	Coord	
70th %ile Green (s)	54.5	56.5		20.1	22.5		10.3	73.5	73.5	10.5	73.7	
70th %ile Term Code	Max	Hold		Max	Max		Gap	Coord	Coord	Max	Coord	
50th %ile Green (s)	51.8	57.7		18.9	25.2		9.1	73.5	73.5	10.5	74.9	
50th %ile Term Code	Gap	Hold		Gap	Max		Gap	Coord	Coord	Max	Coord	
30th %ile Green (s)	47.7	59.7		16.9	29.3		7.9	73.5	73.5	10.5	76.1	
30th %ile Term Code	Gap	Hold		Gap	Max		Gap	Coord	Coord	Max	Coord	
10th %ile Green (s)	42.6	62.6		14.0	34.4		6.2	73.5	73.5	10.5	77.8	
10th %ile Term Code	Gap	Hold		Gap	Max		Gap	Coord	Coord	Max	Coord	
Stops (vph)	736	50		234	403		78	1276	97	122	1718	
Fuel Used(gal)	24	2		8	32		3	63	4	32	115	
CO Emissions (g/hr)	1652	127		582	2227		225	4415	287	2224	8013	
NOx Emissions (g/hr)	321	25		113	433		44	859	56	433	1559	
VOC Emissions (g/hr)	383	29		135	516		52	1023	66	515	1857	
Dilemma Vehicles (#)	0	3		0	13		0	0	0	0	75	
Queue Length 50th (ft)	507	34		162	-519		55	-1161	116	-461	-1372	
Queue Length 95th (ft)	582	67		215	#685		m65	#1298	m128	m#551	#1464	
Internal Link Dist (ft)		561			557			988				939
Turn Bay Length (ft)	175			300			375		250	375		
Base Capacity (vph)	965	1035		363	521		184	1329	675	94	1919	

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/13/2022

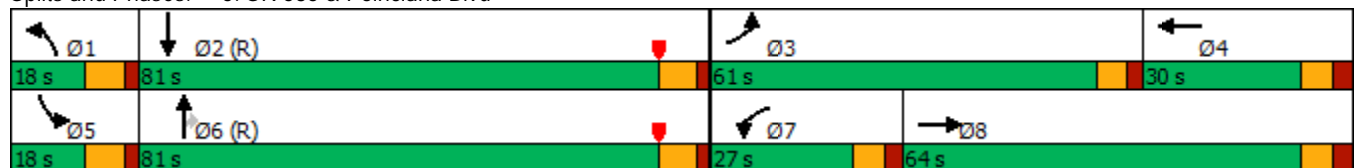


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	74	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.15		0.70	1.29		0.45	1.13	0.36	2.36	1.27	

Intersection Summary






























Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 35 (18%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 190
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.36
 Intersection Signal Delay: 148.3
 Intersection LOS: F
 Intersection Capacity Utilization 117.8%
 ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 5: SR 535 & Poinciana Blvd



Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 	 		 	 			  	
Traffic Volume (vph)	373	58	257	83	94	299	193	2289	200	158	2268	278
Future Volume (vph)	373	58	257	83	94	299	193	2289	200	158	2268	278
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		225	175		0	500		250	450		450
Storage Lanes	2		1	1		0	2		1	1		2
Taper Length (ft)	0			50			100			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.91	1.00
Ped Bike Factor		0.99										0.99
Frt		0.878			0.886				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	1602	0	1752	3105	0	3335	3438	1538	1719	4940	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	1602	0	1752	3105	0	3335	3438	1538	1719	4940	1517
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		99			87				141			268
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1192			1002			901			963	
Travel Time (s)		27.1			22.8			12.3			13.1	
Confl. Peds. (#/hr)			1									1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	393	61	271	87	99	315	203	2409	211	166	2387	293
Shared Lane Traffic (%)												
Lane Group Flow (vph)	393	332	0	87	414	0	203	2409	211	166	2387	293
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			24			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	8.0	10.0		5.0	10.0		5.0	25.0	25.0	5.0	25.0	25.0
Minimum Split (s)	41.0	44.0		17.0	20.0		17.0	112.0	112.0	17.0	112.0	112.0
Total Split (s)	41.0	44.0		17.0	20.0		17.0	112.0	112.0	17.0	112.0	112.0
Total Split (%)	21.6%	23.2%		8.9%	10.5%		8.9%	58.9%	58.9%	8.9%	58.9%	58.9%
Maximum Green (s)	34.6	36.4		11.3	12.1		9.5	104.5	104.5	9.9	104.3	104.3
Yellow Time (s)	4.4	4.4		3.7	4.0		5.5	5.5	5.5	5.1	5.5	5.5
All-Red Time (s)	2.0	3.2		2.0	3.9		2.0	2.0	2.0	2.0	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	7.6		5.7	7.9		7.5	7.5	7.5	7.1	7.7	7.7
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.5	3.5	2.0	3.5	3.5
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	3.5	3.5	2.0	3.5	3.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		7.0						7.0	7.0		7.0	7.0
Flash Dont Walk (s)		42.0						23.0	23.0		25.0	25.0
Pedestrian Calls (#/hr)		0						0	0		0	0
Act Effct Green (s)	26.3	36.7		11.0	20.4		9.5	104.5	104.5	9.9	104.3	104.3
Actuated g/C Ratio	0.14	0.19		0.06	0.11		0.05	0.55	0.55	0.05	0.55	0.55
v/c Ratio	0.84	0.85		0.86	1.28dr		1.22	1.27	0.23	1.87	0.88	0.31
Control Delay	95.4	71.9		144.0	108.3		170.0	158.6	8.7	469.7	42.3	3.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	95.4	71.9		144.0	108.3		170.0	158.6	8.7	469.7	42.3	3.8
LOS	F	E		F	F		F	F	A	F	D	A
Approach Delay		84.6			114.5			148.2			63.3	
Approach LOS		F			F			F			E	
90th %ile Green (s)	32.4	36.4		11.3	14.3		9.5	104.5	104.5	9.9	104.3	104.3
90th %ile Term Code	Gap	Max		Max	Max		Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	28.8	36.4		11.3	17.9		9.5	104.5	104.5	9.9	104.3	104.3
70th %ile Term Code	Gap	Max		Max	Max		Max	Coord	Coord	Max	Coord	Coord
50th %ile Green (s)	26.3	36.4		11.3	20.4		9.5	104.5	104.5	9.9	104.3	104.3
50th %ile Term Code	Gap	Hold		Max	Max		Max	Coord	Coord	Max	Coord	Coord
30th %ile Green (s)	23.8	36.4		11.3	22.9		9.5	104.5	104.5	9.9	104.3	104.3
30th %ile Term Code	Gap	Hold		Max	Max		Max	Coord	Coord	Max	Coord	Coord
10th %ile Green (s)	20.2	38.1		9.6	26.5		9.5	104.5	104.5	9.9	104.3	104.3
10th %ile Term Code	Gap	Hold		Gap	Max		Max	Coord	Coord	Max	Coord	Coord
Stops (vph)	358	213		74	254		153	1701	53	102	1936	20
Fuel Used(gal)	13	9		3	13		10	113	2	18	63	2
CO Emissions (g/hr)	887	609		244	919		708	7905	161	1233	4412	155
NOx Emissions (g/hr)	173	119		47	179		138	1538	31	240	858	30
VOC Emissions (g/hr)	206	141		57	213		164	1832	37	286	1022	36
Dilemma Vehicles (#)	0	0		0	0		0	66	0	0	60	0
Queue Length 50th (ft)	250	296		110	-225		-162	-1986	44	-313	937	14
Queue Length 95th (ft)	304	#470		#225	#418		m#156	m#1710	m38	#484	996	63
Internal Link Dist (ft)		1112			922			821			883	
Turn Bay Length (ft)				175			500		250	450		450
Base Capacity (vph)	619	389		104	411		166	1890	909	89	2711	953

Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.63	0.85		0.84	1.01		1.22	1.27	0.23	1.87	0.88	0.31

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 44 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 190
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.87
 Intersection Signal Delay: 104.0 Intersection LOS: F
 Intersection Capacity Utilization 119.6% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 6: SR 535 & Polynesian Isle Blvd



Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	9	15	354	28	261	25	2655	240	155	2407	58
Future Volume (vph)	22	9	15	354	28	261	25	2655	240	155	2407	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	525		525	575		350
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	0			0			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor				1.00					0.98			
Frt		0.904			0.864				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1684	0	1770	1609	0	1719	3438	1538	1719	3438	1538
Flt Permitted	0.379			0.741			0.950			0.950		
Satd. Flow (perm)	706	1684	0	1379	1609	0	1719	3438	1513	1719	3438	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			67				165			96
Link Speed (mph)		30			30			50				50
Link Distance (ft)		1002			1000			773				1171
Travel Time (s)		22.8			22.7			10.5				16.0
Confl. Peds. (#/hr)				1					3			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	23	9	16	373	29	275	26	2795	253	163	2534	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	25	0	373	304	0	26	2795	253	163	2534	61
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			30			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	58.1	58.1		12.3	12.3		14.0	38.6	38.6	13.8	38.5	38.5
Total Split (s)	58.1	58.1		58.1	58.1		14.0	84.9	84.9	17.0	87.9	87.9
Total Split (%)	36.3%	36.3%		36.3%	36.3%		8.8%	53.1%	53.1%	10.6%	54.9%	54.9%
Maximum Green (s)	50.0	50.0		50.8	50.8		5.0	77.3	77.3	8.2	80.4	80.4
Yellow Time (s)	4.2	4.2		3.4	3.4		5.6	5.6	5.6	5.5	5.5	5.5
All-Red Time (s)	3.9	3.9		3.9	3.9		3.4	2.0	2.0	3.3	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.1	8.1		7.3	7.3		9.0	7.6	7.6	8.8	7.5	7.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	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	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	7.0
Flash Dont Walk (s)	43.0	43.0						24.0	24.0		24.0	24.0
Pedestrian Calls (#/hr)	0	0						0	0		0	0
Act Effct Green (s)	46.1	46.1		46.9	46.9		5.4	77.3	77.3	12.1	89.9	89.9
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.03	0.48	0.48	0.08	0.56	0.56
v/c Ratio	0.11	0.05		0.92	0.59		0.45	1.68	0.31	1.25	1.31	0.07
Control Delay	41.5	20.6		83.3	41.3		99.4	339.4	9.4	163.5	184.3	10.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.5	20.6		83.3	41.3		99.4	339.4	9.4	163.5	184.3	10.1
LOS	D	C		F	D		F	F	A	F	F	B
Approach Delay		30.6			64.5			310.2			179.3	
Approach LOS		C			E			F			F	
90th %ile Green (s)	50.0	50.0		50.8	50.8		5.0	77.3	77.3	8.2	80.4	80.4
90th %ile Term Code	Hold	Hold		Max	Max		Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	50.0	50.0		50.8	50.8		5.0	77.3	77.3	8.2	80.4	80.4
70th %ile Term Code	Hold	Hold		Max	Max		Max	Coord	Coord	Max	Coord	Coord
50th %ile Green (s)	50.0	50.0		50.8	50.8		5.0	77.3	77.3	8.2	80.4	80.4
50th %ile Term Code	Hold	Hold		Max	Max		Max	Coord	Coord	Max	Coord	Coord
30th %ile Green (s)	44.5	44.5		45.3	45.3		0.0	77.3	77.3	13.7	99.9	99.9
30th %ile Term Code	Hold	Hold		Gap	Gap		Skip	Coord	Coord	Max	Coord	Coord
10th %ile Green (s)	36.1	36.1		36.9	36.9		0.0	77.3	77.3	22.1	108.3	108.3
10th %ile Term Code	Hold	Hold		Gap	Gap		Skip	Coord	Coord	Max	Coord	Coord
Stops (vph)	17	9		325	191		24	1759	50	94	1549	23
Fuel Used(gal)	0	0		11	6		1	223	2	9	146	1
CO Emissions (g/hr)	32	24		738	401		70	15620	168	605	10206	87
NOx Emissions (g/hr)	6	5		144	78		14	3039	33	118	1986	17
VOC Emissions (g/hr)	7	5		171	93		16	3620	39	140	2365	20
Dilemma Vehicles (#)	0	0		0	0		0	49	0	0	114	0
Queue Length 50th (ft)	17	7		366	206		27	-2241	50	-262	-1882	7
Queue Length 95th (ft)	42	31		#549	309		#70	#2345	111	m#250	m#1713	m6
Internal Link Dist (ft)		922			920			693			1091	
Turn Bay Length (ft)							525		525	575		350
Base Capacity (vph)	220	537		437	556		58	1660	816	130	1931	906

Lanes, Volumes, Timings
 7: SR 535 & LBV Factory Stores

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.10	0.05		0.85	0.55		0.45	1.68	0.31	1.25	1.31	0.07

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	14 (9%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.68
Intersection Signal Delay:	227.7
Intersection LOS:	F
Intersection Capacity Utilization	128.0%
ICU Level of Service	H
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: SR 535 & LBV Factory Stores



Lanes, Volumes, Timings

8: SR 535 & International Dr/International Drive

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔↔	↔↔	↑↑↑	↔↔	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔
Traffic Volume (vph)	241	955	161	372	1032	174	272	1910	756	172	2087	87
Future Volume (vph)	241	955	161	372	1032	174	272	1910	756	172	2087	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		200	200		200	450		450	475		475
Storage Lanes	2		2	2		2	2		1	2		1
Taper Length (ft)	100			50			100			100		
Lane Util. Factor	0.97	0.91	0.88	0.97	0.91	0.88	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	2787	3433	5085	2787	3335	4940	1538	3335	4940	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	2787	3433	5085	2787	3335	4940	1538	3335	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143			77			462			153
Link Speed (mph)		45			45			50				50
Link Distance (ft)		3654			1192			918				1389
Travel Time (s)		55.4			18.1			12.5				18.9
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	254	1005	169	392	1086	183	286	2011	796	181	2197	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	254	1005	169	392	1086	183	286	2011	796	181	2197	92
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			48				48
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			36				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	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	1	5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings

8: SR 535 & International Dr/International Drive

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0		5.0	10.0	10.0	
Minimum Split (s)	11.8	19.0	19.0	11.8	16.8	14.7	15.7	17.5		14.7	17.5	17.5	
Total Split (s)	19.6	38.0	38.0	24.2	42.6	19.4	24.0	78.4		19.4	73.8	73.8	
Total Split (%)	12.3%	23.8%	23.8%	15.1%	26.6%	12.1%	15.0%	49.0%		12.1%	46.1%	46.1%	
Maximum Green (s)	12.8	29.0	29.0	17.4	35.8	9.7	13.3	70.9		9.7	66.3	66.3	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	5.1	5.5	5.5		5.1	5.5	5.5	
All-Red Time (s)	2.0	4.2	4.2	2.0	2.0	4.6	5.2	2.0		4.6	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.8	9.0	9.0	6.8	6.8	9.7	10.7	7.5		9.7	7.5	7.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	C-Min	
Walk Time (s)													
Flash Dont Walk (s)													
Pedestrian Calls (#/hr)													
Act Effct Green (s)	12.8	29.0	29.0	17.4	35.8	52.3	13.3	70.9	160.0	9.7	66.3	66.3	
Actuated g/C Ratio	0.08	0.18	0.18	0.11	0.22	0.33	0.08	0.44	1.00	0.06	0.41	0.41	
v/c Ratio	0.93	1.09	0.27	1.05	0.96	0.19	1.03	0.92	0.52	0.90	1.07	0.13	
Control Delay	110.3	116.9	13.4	126.7	78.7	22.5	117.6	19.2	2.3	83.4	65.0	0.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	110.3	116.9	13.4	126.7	78.7	22.5	117.6	19.2	2.3	83.4	65.0	0.1	
LOS	F	F	B	F	E	C	F	B	A	F	E	A	
Approach Delay	103.5						83.9		23.9		63.9		
Approach LOS	F						F		C		E		
90th %ile Green (s)	12.8	29.0	29.0	17.4	35.8	9.7	13.3	70.9		9.7	66.3	66.3	
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Max	Coord	Coord	
70th %ile Green (s)	12.8	29.0	29.0	17.4	35.8	9.7	13.3	70.9		9.7	66.3	66.3	
70th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Max	Coord	Coord	
50th %ile Green (s)	12.8	29.0	29.0	17.4	35.8	9.7	13.3	70.9		9.7	66.3	66.3	
50th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Max	Coord	Coord	
30th %ile Green (s)	12.8	29.0	29.0	17.4	35.8	9.7	13.3	70.9		9.7	66.3	66.3	
30th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Max	Coord	Coord	
10th %ile Green (s)	12.8	29.0	29.0	17.4	35.8	9.7	13.3	70.9		9.7	66.3	66.3	
10th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Max	Coord	Coord	
Stops (vph)	219	847	30	327	961	71	242	1103	177	153	1618	0	
Fuel Used(gal)	14	56	5	17	36	3	14	50	13	7	71	1	
CO Emissions (g/hr)	968	3908	324	1156	2550	212	967	3474	915	474	4953	54	
NOx Emissions (g/hr)	188	760	63	225	496	41	188	676	178	92	964	10	
VOC Emissions (g/hr)	224	906	75	268	591	49	224	805	212	110	1148	12	
Dilemma Vehicles (#)	0	27	0	0	31	0	0	112	0	0	79	0	
Queue Length 50th (ft)	138	-431	13	-229	415	44	-169	320	0	98	-589	0	
Queue Length 95th (ft)	#226	#528	51	#340	#508	78	m108	m103	m0	m96	m341	m0	
Internal Link Dist (ft)	3574						1112		838		1309		
Turn Bay Length (ft)	200		200		200		450		450		475		
Base Capacity (vph)	274	921	622	373	1137	962	277	2189	1538	202	2047	726	

Lanes, Volumes, Timings

8: SR 535 & International Dr/International Drive

11/13/2022

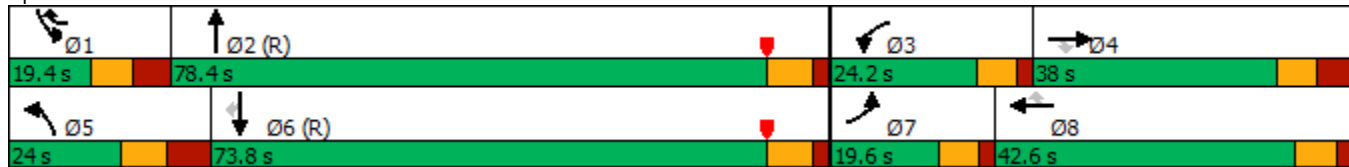


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.93	1.09	0.27	1.05	0.96	0.19	1.03	0.92	0.52	0.90	1.07	0.13

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	33 (21%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.09
Intersection Signal Delay:	60.0
Intersection LOS:	E
Intersection Capacity Utilization	105.5%
ICU Level of Service	G
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: SR 535 & International Dr/International Drive



Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	309	1326	636	321	1476	662	651	1544	130	437	1389	410
Future Volume (vph)	309	1326	636	321	1476	662	651	1544	130	437	1389	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	575		575	250		0	500		300	650		400
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	50			200			300			150		
Lane Util. Factor	1.00	0.95	0.88	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	2760	3400	3505	1568	3335	4940	1538	3335	4940	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3505	2760	3400	3505	1568	3335	4940	1538	3335	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			338			359			359			359
Link Speed (mph)		55			45			50				50
Link Distance (ft)		2496			1190			1389				1779
Travel Time (s)		30.9			18.0			18.9				24.3
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	325	1396	669	338	1554	697	685	1625	137	460	1462	432
Shared Lane Traffic (%)												
Lane Group Flow (vph)	325	1396	669	338	1554	697	685	1625	137	460	1462	432
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36				48
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			Free			Free			Free
Detector Phase	1	6	6	5	2		7	4		3	8	
Switch Phase												

Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	13.8	12.7	12.7	13.0	13.0		16.6	17.6		16.6	17.6	
Total Split (s)	42.0	61.0	61.0	29.0	48.0		30.0	44.0		26.0	40.0	
Total Split (%)	26.3%	38.1%	38.1%	18.1%	30.0%		18.8%	27.5%		16.3%	25.0%	
Maximum Green (s)	33.2	53.3	53.3	21.0	40.0		18.4	36.4		14.4	32.4	
Yellow Time (s)	5.5	5.5	5.5	4.8	4.8		5.6	5.6		5.6	5.6	
All-Red Time (s)	3.3	2.2	2.2	3.2	3.2		6.0	2.0		6.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.8	7.7	7.7	8.0	8.0		11.6	7.6		11.6	7.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	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	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	32.0	54.7	54.7	19.6	41.2	160.0	18.4	36.4	160.0	14.4	32.4	160.0
Actuated g/C Ratio	0.20	0.34	0.34	0.12	0.26	1.00	0.12	0.23	1.00	0.09	0.20	1.00
v/c Ratio	0.93	1.17	0.57	0.81	1.72	0.44	1.79	1.45	0.09	1.53	1.46	0.28
Control Delay	58.1	106.0	13.9	84.1	363.7	0.9	390.8	235.6	0.1	300.7	256.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.1	106.0	13.9	84.1	363.7	0.9	390.8	235.6	0.1	300.7	256.2	0.5
LOS	E	F	B	F	F	A	F	F	A	F	F	A
Approach Delay		73.7			229.5			265.9			218.0	
Approach LOS		E			F			F			F	
90th %ile Green (s)	33.2	53.3	53.3	21.0	40.0		18.4	36.4		14.4	32.4	
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	33.2	53.3	53.3	21.0	40.0		18.4	36.4		14.4	32.4	
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Max		Max	Max	
50th %ile Green (s)	33.2	53.3	53.3	21.0	40.0		18.4	36.4		14.4	32.4	
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Max		Max	Max	
30th %ile Green (s)	33.0	55.3	55.3	19.0	40.2		18.4	36.4		14.4	32.4	
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Max	Max		Max	Max	
10th %ile Green (s)	27.2	58.3	58.3	16.0	46.0		18.4	36.4		14.4	32.4	
10th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Max	Max		Max	Max	
Stops (vph)	236	1142	486	308	977	0	417	1105	0	312	1015	0
Fuel Used(gal)	13	71	21	12	133	5	64	105	1	36	104	5
CO Emissions (g/hr)	904	4950	1460	825	9286	366	4469	7314	80	2550	7250	326
NOx Emissions (g/hr)	176	963	284	161	1807	71	870	1423	16	496	1411	63
VOC Emissions (g/hr)	209	1147	338	191	2152	85	1036	1695	19	591	1680	76
Dilemma Vehicles (#)	0	9	0	0	27	0	0	55	0	0	29	0
Queue Length 50th (ft)	242	-947	333	178	-1273	0	-550	-840	0	-346	-763	0
Queue Length 95th (ft)	m174	m662	m222	236	#1412	0	m#618	#931	m0	#462	#860	0
Internal Link Dist (ft)		2416			1110			1309			1699	
Turn Bay Length (ft)	575		575	250			500		300	650		400
Base Capacity (vph)	363	1198	1165	446	903	1568	383	1123	1538	300	1000	1538

Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

11/13/2022

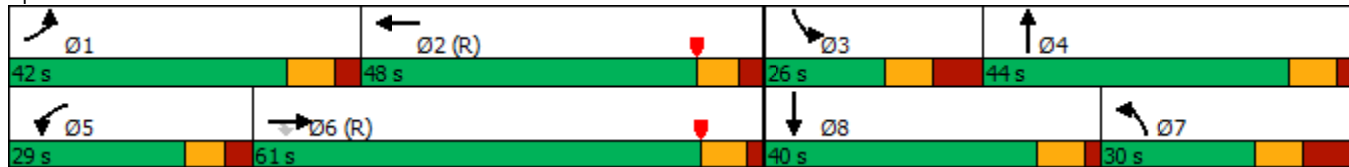


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	1.17	0.57	0.76	1.72	0.44	1.79	1.45	0.09	1.53	1.46	0.28

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	134 (84%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.79
Intersection Signal Delay:	197.8
Intersection LOS:	F
Intersection Capacity Utilization	133.3%
ICU Level of Service	H
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SR 535 & SR 536/World Center Dr



Lanes, Volumes, Timings
 10: SR 535 & Lake Bryan Beach Blvd

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↑↑↑	↗	↗	↑↑↑	
Traffic Volume (vph)	7	5	11	26	5	45	30	2426	59	65	2199	4
Future Volume (vph)	7	5	11	26	5	45	30	2426	59	65	2199	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		175	150		0
Storage Lanes	0		0	0		0	1		1	1		0
Taper Length (ft)	0			0			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.932			0.920				0.850			
Flt Protected		0.986			0.983		0.950			0.950		
Satd. Flow (prot)	0	1695	0	0	1668	0	1719	4940	1538	1719	4940	0
Flt Permitted		0.986			0.983		0.950			0.950		
Satd. Flow (perm)	0	1695	0	0	1668	0	1719	4940	1538	1719	4940	0
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1035			1008			1779			2813	
Travel Time (s)		23.5			22.9			24.3			38.4	
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	5	12	27	5	47	32	2554	62	68	2315	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	79	0	32	2554	62	68	2319	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
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	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	66.6%
ICU Level of Service	C
Analysis Period (min)	15

Lanes, Volumes, Timings
 11: World Gateway Dr & SR 536

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑↑	↗	↘	↑↑↑	↗	↘	↗		↘	↑	↗
Traffic Volume (vph)	314	1983	327	312	1962	263	667	44	131	157	107	305
Future Volume (vph)	314	1983	327	312	1962	263	667	44	131	157	107	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	700		500	525		575	0		0	250		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			0			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.887				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568	1770	1652	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.289			0.641		
Satd. Flow (perm)	1752	5036	1568	1752	5036	1568	538	1652	0	1194	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			313			277		84				259
Link Speed (mph)		55			55			30				30
Link Distance (ft)		2142			2496			879				1989
Travel Time (s)		26.6			30.9			20.0				45.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	331	2087	344	328	2065	277	702	46	138	165	113	321
Shared Lane Traffic (%)												
Lane Group Flow (vph)	331	2087	344	328	2065	277	702	184	0	165	113	321
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Detector Phase	5	2	2	1	6	6	3	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
 11: World Gateway Dr & SR 536

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	13.7	42.6	42.6	13.5	18.5	18.5	11.7	12.3		11.1	12.3	12.3
Total Split (s)	34.0	60.0	60.0	34.0	60.0	60.0	49.0	38.3		27.7	17.0	17.0
Total Split (%)	21.3%	37.5%	37.5%	21.3%	37.5%	37.5%	30.6%	23.9%		17.3%	10.6%	10.6%
Maximum Green (s)	25.3	51.4	51.4	25.5	51.5	51.5	42.3	31.0		21.6	9.7	9.7
Yellow Time (s)	5.6	5.6	5.6	5.5	5.5	5.5	3.4	3.4		3.4	3.4	3.4
All-Red Time (s)	3.1	3.0	3.0	3.0	3.0	3.0	3.3	3.9		2.7	3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.7	8.6	8.6	8.5	8.5	8.5	6.7	7.3		6.1	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0	7.0									
Flash Dont Walk (s)		27.0	27.0									
Pedestrian Calls (#/hr)		0	0									
Act Effct Green (s)	25.3	51.4	51.4	25.5	51.5	51.5	59.3	36.7		26.8	9.7	9.7
Actuated g/C Ratio	0.16	0.32	0.32	0.16	0.32	0.32	0.37	0.23		0.17	0.06	0.06
v/c Ratio	1.19	1.29	0.48	1.18	1.27	0.40	1.34	0.41		0.64	1.01	0.95
Control Delay	172.3	178.6	8.2	122.8	159.4	14.2	216.8	57.7		50.5	159.0	52.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	172.3	178.6	8.2	122.8	159.4	14.2	216.8	57.7		50.5	159.0	52.6
LOS	F	F	A	F	F	B	F	E		D	F	D
Approach Delay		156.6			139.8			183.7			72.1	
Approach LOS		F			F			F			E	
90th %ile Green (s)	25.3	51.4	51.4	25.5	51.5	51.5	42.3	31.2		21.4	9.7	9.7
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Hold		Gap	Max	Max
70th %ile Green (s)	25.3	51.4	51.4	25.5	51.5	51.5	42.3	34.6		18.0	9.7	9.7
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Hold		Gap	Max	Max
50th %ile Green (s)	25.3	51.4	51.4	25.5	51.5	51.5	42.3	36.9		15.7	9.7	9.7
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Hold		Gap	Max	Max
30th %ile Green (s)	25.3	51.4	51.4	25.5	51.5	51.5	42.3	39.0		13.6	9.7	9.7
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Hold		Gap	Max	Max
10th %ile Green (s)	25.3	51.4	51.4	25.5	51.5	51.5	42.3	42.0		10.6	9.7	9.7
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Hold		Gap	Max	Max
Stops (vph)	254	1573	39	261	1414	98	501	146		139	90	52
Fuel Used(gal)	20	128	6	18	121	7	37	4		5	6	8
CO Emissions (g/hr)	1398	8964	399	1229	8454	471	2570	284		337	393	579
NOx Emissions (g/hr)	272	1744	78	239	1645	92	500	55		66	76	113
VOC Emissions (g/hr)	324	2077	92	285	1959	109	596	66		78	91	134
Dilemma Vehicles (#)	0	48	0	0	32	0	0	0		0	0	0
Queue Length 50th (ft)	~417	~1014	23	~418	~983	116	~907	106		119	~121	65
Queue Length 95th (ft)	#623	#1103	108	m228	m393	m55	m#1044	m143		181	#259	#264
Internal Link Dist (ft)		2062			2416			799			1909	
Turn Bay Length (ft)	700		500	525		575				250		
Base Capacity (vph)	277	1617	716	279	1620	692	525	444		320	112	339

Lanes, Volumes, Timings
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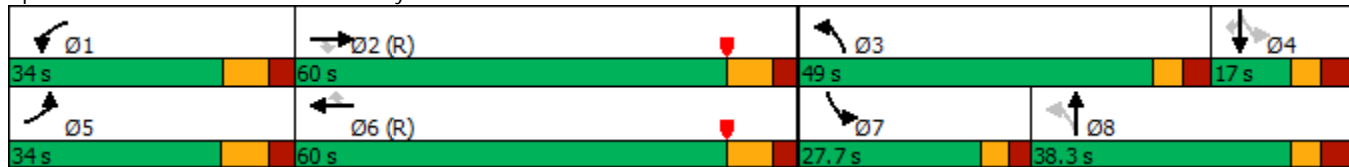


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.19	1.29	0.48	1.18	1.27	0.40	1.34	0.41		0.52	1.01	0.95

Intersection Summary
































Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	72 (45%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	135
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.34
Intersection Signal Delay:	146.3
Intersection LOS:	F
Intersection Capacity Utilization	124.1%
ICU Level of Service	H
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 11: World Gateway Dr & SR 536



Lanes, Volumes, Timings
 12: International Dr & World Center Dr/SR 536

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 	 	 	  	
Traffic Volume (vph)	586	1327	34	576	1950	469	103	1932	690	558	1646	406
Future Volume (vph)	586	1327	34	576	1950	469	103	1932	690	558	1646	406
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	375		275	150		300	400		450
Storage Lanes	1		0	1		1	1		2	2		1
Taper Length (ft)	50			50			125			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.88	0.97	0.91	1.00
Ped Bike Factor												
Frt		0.996				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3491	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3491	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				239			294			307
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1520			2554			1025				1719
Travel Time (s)		23.0			38.7			23.3				39.1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	617	1397	36	606	2053	494	108	2034	726	587	1733	427
Shared Lane Traffic (%)												
Lane Group Flow (vph)	617	1433	0	606	2053	494	108	2034	726	587	1733	427
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	Perm	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						Free			4			Free
Detector Phase	1	6		5	2		7	4	4	3	8	
Switch Phase												

Lanes, Volumes, Timings
 12: International Dr & World Center Dr/SR 536

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.4	37.8		12.6	17.6		11.8	11.8	11.8	11.9	11.9	
Total Split (s)	24.0	54.0		24.0	54.0		16.0	49.0	49.0	23.0	56.0	
Total Split (%)	16.0%	36.0%		16.0%	36.0%		10.7%	32.7%	32.7%	15.3%	37.3%	
Maximum Green (s)	16.6	47.2		16.4	46.4		9.2	42.2	42.2	16.1	49.1	
Yellow Time (s)	4.8	4.8		5.6	5.6		4.8	4.8	4.8	4.9	4.9	
All-Red Time (s)	2.6	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.4	6.8		7.6	7.6		6.8	6.8	6.8	6.9	6.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		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	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		24.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	16.6	47.2		16.4	46.4	150.0	9.2	42.2	42.2	16.1	49.1	150.0
Actuated g/C Ratio	0.11	0.31		0.11	0.31	1.00	0.06	0.28	0.28	0.11	0.33	1.00
v/c Ratio	1.64	1.30		3.17	1.89	0.32	1.01	2.06	0.74	1.61	1.05	0.27
Control Delay	339.2	184.3		1010.9	435.1	0.5	157.1	509.5	33.3	328.0	85.3	0.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	339.2	184.3		1010.9	435.1	0.5	157.1	509.5	33.3	328.0	85.3	0.4
LOS	F	F		F	F	A	F	F	C	F	F	A
Approach Delay		231.0			477.7			375.7			124.0	
Approach LOS		F			F			F			F	
90th %ile Green (s)	16.6	47.2		16.4	46.4		9.2	42.2	42.2	16.1	49.1	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
70th %ile Green (s)	16.6	47.2		16.4	46.4		9.2	42.2	42.2	16.1	49.1	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
50th %ile Green (s)	16.6	47.2		16.4	46.4		9.2	42.2	42.2	16.1	49.1	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
30th %ile Green (s)	16.6	47.2		16.4	46.4		9.2	42.2	42.2	16.1	49.1	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
10th %ile Green (s)	16.6	47.2		16.4	46.4		9.2	42.2	42.2	16.1	49.1	
10th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
Stops (vph)	405	1074		352	1244	0	86	1197	391	388	1486	0
Fuel Used(gal)	51	78		132	221	8	5	222	12	47	59	5
CO Emissions (g/hr)	3585	5443		9260	15416	547	321	15548	864	3277	4113	383
NOx Emissions (g/hr)	698	1059		1802	2999	106	62	3025	168	638	800	74
VOC Emissions (g/hr)	831	1261		2146	3573	127	74	3603	200	760	953	89
Dilemma Vehicles (#)	0	35		0	34	0	0	0	0	0	0	0
Queue Length 50th (ft)	~448	~946		~1035	~1613	0	~108	~1645	226	~423	~675	0
Queue Length 95th (ft)	#571	#1088		#1274	#1744	0	#242	#1776	312	#545	#770	0
Internal Link Dist (ft)		1440			2474			945			1639	
Turn Bay Length (ft)	250			375		275	150		300	400		450
Base Capacity (vph)	376	1099		191	1084	1568	107	986	987	364	1648	1568

Lanes, Volumes, Timings
 12: International Dr & World Center Dr/SR 536

11/13/2022

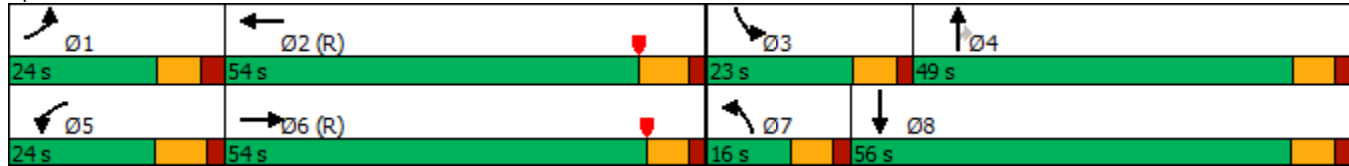


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.64	1.30		3.17	1.89	0.32	1.01	2.06	0.74	1.61	1.05	0.27

Intersection Summary





























Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	3.17
Intersection Signal Delay:	314.1
Intersection LOS:	F
Intersection Capacity Utilization:	163.9%
ICU Level of Service:	H
Analysis Period (min):	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 12: International Dr & World Center Dr/SR 536



Lanes, Volumes, Timings
13: US 192 & Storey Lake Blvd

12/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 		 		
Traffic Volume (vph)	44	2232	0	0	2546	473	0	0	0	353	0	72
Future Volume (vph)	44	2232	0	0	2546	473	0	0	0	353	0	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	530		350	0		0	250		185
Storage Lanes	2		0	1		1	0		0	2		0
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	0.95	0.95
Ped Bike Factor										1.00	0.98	0.98
Frt						0.850					0.850	0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3367	4988	0	1863	4988	1553	0	1863	0	3433	1481	1504
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3367	4988	0	1863	4988	1553	0	1863	0	3426	1481	1481
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						265					65	65
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1328			1205			229			1017	
Travel Time (s)		20.1			18.3			5.2			23.1	
Confl. Peds. (#/hr)										2		1
Confl. Bikes (#/hr)										1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	46	2349	0	0	2680	498	0	0	0	372	0	76
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	46	2349	0	0	2680	498	0	0	0	372	38	38
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	60		9	60		60	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Perm				Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6	8					4
Detector Phase	5	2		1	6	6	8	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
 13: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	25.0		5.0	25.0	25.0	6.0	6.0		6.0	5.0	5.0
Minimum Split (s)	17.0	95.0		11.0	95.0	95.0	15.0	15.0		15.0	24.0	24.0
Total Split (s)	17.0	101.0		11.0	95.0	95.0	15.0	15.0		63.0	78.0	78.0
Total Split (%)	8.9%	53.2%		5.8%	50.0%	50.0%	7.9%	7.9%		33.2%	41.1%	41.1%
Maximum Green (s)	7.2	92.6		5.0	86.7	86.7	6.0	6.0		54.0	72.0	72.0
Yellow Time (s)	4.8	4.8		4.0	4.8	4.8	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	5.0	3.6		2.0	3.5	3.5	5.0	5.0		5.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	9.8	8.4		6.0	8.3	8.3		9.0		9.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0					7.0	7.0
Flash Dont Walk (s)		29.0			26.0	26.0					11.0	11.0
Pedestrian Calls (#/hr)		0			0	0					0	0
Act Effct Green (s)	8.0	146.5			131.9	131.9				26.1	29.1	29.1
Actuated g/C Ratio	0.04	0.77			0.69	0.69				0.14	0.15	0.15
v/c Ratio	0.33	0.61			0.77	0.43				0.79	0.13	0.13
Control Delay	95.4	9.5			22.9	7.3				91.4	3.3	3.3
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Total Delay	95.4	9.5			22.9	7.3				91.4	3.3	3.3
LOS	F	A			C	A				F	A	A
Approach Delay		11.2			20.5						76.4	
Approach LOS		B			C						E	
90th %ile Green (s)	10.1	140.4		0.0	120.6	120.6	0.0	0.0		32.2	35.2	35.2
90th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
70th %ile Green (s)	8.8	144.0		0.0	125.5	125.5	0.0	0.0		28.6	31.6	31.6
70th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
50th %ile Green (s)	8.0	146.5		0.0	128.8	128.8	0.0	0.0		26.1	29.1	29.1
50th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
30th %ile Green (s)	7.2	148.9		0.0	132.0	132.0	0.0	0.0		23.7	26.7	26.7
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
10th %ile Green (s)	0.0	152.5		0.0	152.6	152.6	0.0	0.0		20.1	23.1	23.1
10th %ile Term Code	Skip	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
Stops (vph)	42	972			1666	100				336	1	1
Fuel Used(gal)	2	36			52	6				11	0	0
CO Emissions (g/hr)	123	2492			3670	395				784	22	22
NOx Emissions (g/hr)	24	485			714	77				153	4	4
VOC Emissions (g/hr)	28	578			850	92				182	5	5
Dilemma Vehicles (#)	0	29			67	0				0	0	0
Queue Length 50th (ft)	28	434			813	116				236	0	0
Queue Length 95th (ft)	m43	601			986	215				288	9	9
Internal Link Dist (ft)		1248			1125			149			937	
Turn Bay Length (ft)	425					350				250		185
Base Capacity (vph)	146	3845			3462	1159				975	601	601

Lanes, Volumes, Timings
 13: US 192 & Storey Lake Blvd

12/29/2022

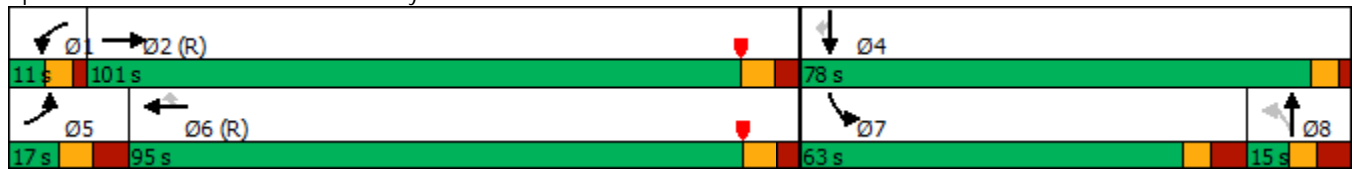


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0			0	0				0	0	0
Spillback Cap Reductn	0	0			0	0				0	0	0
Storage Cap Reductn	0	0			0	0				0	0	0
Reduced v/c Ratio	0.32	0.61			0.77	0.43				0.38	0.06	0.06

Intersection Summary





















Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	20.9
Intersection LOS:	C
Intersection Capacity Utilization	71.3%
ICU Level of Service	C
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 13: US 192 & Storey Lake Blvd



Lanes, Volumes, Timings
14: SR 535 & Median Opening S

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	145	0	0	171	38	2511	133	92	2375	141
Future Volume (vph)	0	0	145	0	0	171	38	2511	133	92	2375	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	750		275	500		400
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	0			0			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865			0.865			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1611	0	0	1611	1719	3438	1538	1719	4940	1538
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	1719	3438	1538	1719	4940	1538
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		605			604			1019			901	
Travel Time (s)		13.8			13.7			13.9			12.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	153	0	0	180	40	2643	140	97	2500	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	153	0	0	180	40	2643	140	97	2500	148
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	86.7%						ICU Level of Service E					
Analysis Period (min)	15											

Lanes, Volumes, Timings
15: SR 535 & Median Opening N

11/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↗	↘	↕
Traffic Volume (vph)	0	122	2798	163	72	2704
Future Volume (vph)	0	122	2798	163	72	2704
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		550	550	
Storage Lanes	0	1		1	1	
Taper Length (ft)	0				50	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor						
Frt		0.865		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	1611	3438	1538	1719	3438
Flt Permitted					0.950	
Satd. Flow (perm)	0	1611	3438	1538	1719	3438
Link Speed (mph)	30		50			50
Link Distance (ft)	1012		963			773
Travel Time (s)	23.0		13.1			10.5
Confl. Peds. (#/hr)				3		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	128	2945	172	76	2846
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	128	2945	172	76	2846
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		60			60
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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	91.6%
ICU Level of Service	F
Analysis Period (min)	15

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Lane Configurations			↙	↑↑	↑↑			
Traffic Volume (vph)	0	0	96	919	666	33		
Future Volume (vph)	0	0	96	919	666	33		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	0			0		
Storage Lanes	0	0	1			0		
Taper Length (ft)	0		0					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95		
Ped Bike Factor								
Frt					0.993			
Flt Protected			0.950					
Satd. Flow (prot)	0	0	1736	3471	3447	0		
Flt Permitted			0.950					
Satd. Flow (perm)	0	0	1736	3471	3447	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)					6			
Link Speed (mph)	30			40	30			
Link Distance (ft)	1264			446	641			
Travel Time (s)	28.7			7.6	14.6			
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	4%	4%	4%	4%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	0	0	101	967	701	35		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	101	967	736	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			24	24			
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		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2			
Detector Template			Left	Thru	Thru			
Leading Detector (ft)			20	100	100			
Trailing Detector (ft)			0	0	0			
Turn Type			Prot	NA	NA			
Protected Phases			5	Free	6		2	4
Permitted Phases								
Detector Phase			5		6			
Switch Phase								

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Minimum Initial (s)			5.0		5.0		5.0	5.0
Minimum Split (s)			11.0		31.0		24.0	24.0
Total Split (s)			24.0		53.0		77.0	28.0
Total Split (%)			22.9%		50.5%		73%	27%
Maximum Green (s)			19.0		48.0		72.0	23.0
Yellow Time (s)			3.0		3.0		3.0	3.0
All-Red Time (s)			2.0		2.0		2.0	2.0
Lost Time Adjust (s)			0.0		0.0			
Total Lost Time (s)			5.0		5.0			
Lead/Lag			Lead		Lag			
Lead-Lag Optimize?			Yes		Yes			
Vehicle Extension (s)			3.0		3.0		3.0	3.0
Minimum Gap (s)			3.0		3.0		3.0	3.0
Time Before Reduce (s)			0.0		0.0		0.0	0.0
Time To Reduce (s)			0.0		0.0		0.0	0.0
Recall Mode			None		C-Min		C-Min	None
Walk Time (s)					10.0			
Flash Dont Walk (s)					16.0			
Pedestrian Calls (#/hr)					0			
Act Effct Green (s)			11.4	105.0	73.3			
Actuated g/C Ratio			0.11	1.00	0.70			
v/c Ratio			0.54	0.28	0.31			
Control Delay			57.5	0.2	7.5			
Queue Delay			0.0	0.0	0.0			
Total Delay			57.5	0.2	7.5			
LOS			E	A	A			
Approach Delay				5.6	7.5			
Approach LOS				A	A			
90th %ile Green (s)			15.8		63.9		84.7	10.3
90th %ile Term Code			Gap		Coord		Coord	Gap
70th %ile Green (s)			13.3		68.8		87.1	7.9
70th %ile Term Code			Gap		Coord		Coord	Gap
50th %ile Green (s)			11.4		71.6		88.0	7.0
50th %ile Term Code			Gap		Coord		Coord	Gap
30th %ile Green (s)			9.6		74.4		89.0	6.0
30th %ile Term Code			Gap		Coord		Coord	Gap
10th %ile Green (s)			7.0		88.0		100.0	0.0
10th %ile Term Code			Gap		Coord		Coord	Skip
Stops (vph)			82	0	259			
Fuel Used(gal)			2	3	6			
CO Emissions (g/hr)			155	197	418			
NOx Emissions (g/hr)			30	38	81			
VOC Emissions (g/hr)			36	46	97			
Dilemma Vehicles (#)			0	0	0			
Queue Length 50th (ft)			65	0	92			
Queue Length 95th (ft)			103	0	154			
Internal Link Dist (ft)	1184			366	561			
Turn Bay Length (ft)								
Base Capacity (vph)			314	3471	2409			

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/13/2022

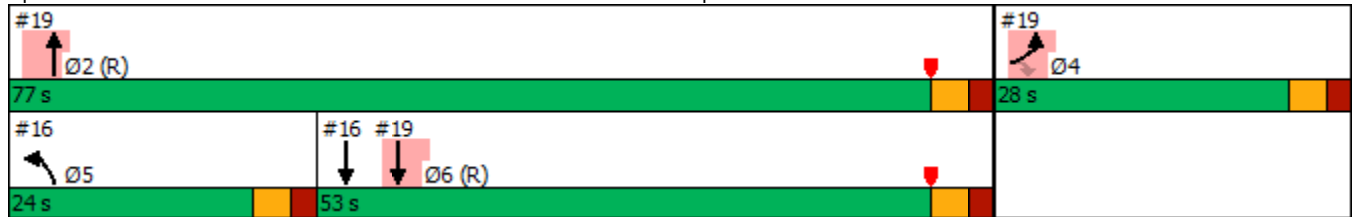


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Starvation Cap Reductn			0	0	0			
Spillback Cap Reductn			0	0	0			
Storage Cap Reductn			0	0	0			
Reduced v/c Ratio			0.32	0.28	0.31			

Intersection Summary

































Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.54
Intersection Signal Delay:	6.4
Intersection LOS:	A
Intersection Capacity Utilization	39.9%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 16: Poinciana Blvd & Poinciana Blvd WB On Ramp



Lanes, Volumes, Timings
17: Poinciana Blvd & US 192

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  			 			 	
Traffic Volume (vph)	180	1273	459	159	1391	111	544	870	178	133	756	167
Future Volume (vph)	180	1273	459	159	1391	111	544	870	178	133	756	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	390		390	330		330	234		0	475		475
Storage Lanes	2		1	2		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.98			0.99		1.00				
Frt			0.850			0.850		0.975				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3441	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.075			0.252		
Satd. Flow (perm)	3432	5085	1558	3433	5085	1563	140	3441	0	469	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			424			134		15				140
Link Speed (mph)		45			45			30				30
Link Distance (ft)		3747			3191			547				771
Travel Time (s)		56.8			48.3			12.4				17.5
Confl. Peds. (#/hr)	1		3				3		3			
Confl. Bikes (#/hr)				2		1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	189	1340	483	167	1464	117	573	916	187	140	796	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	1340	483	167	1464	117	573	1103	0	140	796	176
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
17: Poinciana Blvd & US 192

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	13.4	49.4	49.4	13.4	50.4	50.4	13.8	40.8		13.8	38.8	38.8
Total Split (s)	17.8	62.1	62.1	17.0	61.3	61.3	62.1	90.7		24.6	53.2	53.2
Total Split (%)	9.2%	31.9%	31.9%	8.7%	31.5%	31.5%	31.9%	46.7%		12.7%	27.4%	27.4%
Maximum Green (s)	11.4	55.7	55.7	10.6	54.9	54.9	55.3	83.9		17.8	46.4	46.4
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		36.0	36.0		37.0	37.0		27.0			25.0	25.0
Pedestrian Calls (#/hr)		0	0		0	0		0			0	0
Act Effct Green (s)	11.4	55.7	55.7	10.6	54.9	54.9	108.5	88.7		59.4	46.4	46.4
Actuated g/C Ratio	0.06	0.29	0.29	0.05	0.28	0.28	0.56	0.46		0.31	0.24	0.24
v/c Ratio	0.94	0.92	0.65	0.89	1.02	0.22	1.06	0.70		0.61	0.94	0.36
Control Delay	137.7	77.9	12.6	131.6	95.9	5.3	110.3	44.9		41.2	91.8	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	137.7	77.9	12.6	131.6	95.9	5.3	110.3	44.9		41.2	91.8	16.8
LOS	F	E	B	F	F	A	F	D		D	F	B
Approach Delay		67.9			93.2			67.3			73.5	
Approach LOS		E			F			E			E	
90th %ile Green (s)	11.4	55.7	55.7	10.6	54.9	54.9	55.3	84.4		17.3	46.4	46.4
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Gap	Coord	Coord
70th %ile Green (s)	11.4	55.7	55.7	10.6	54.9	54.9	55.3	87.3		14.4	46.4	46.4
70th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Gap	Coord	Coord
50th %ile Green (s)	11.4	55.7	55.7	10.6	54.9	54.9	55.3	88.9		12.8	46.4	46.4
50th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Gap	Coord	Coord
30th %ile Green (s)	11.4	55.7	55.7	10.6	54.9	54.9	55.3	90.4		11.3	46.4	46.4
30th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Gap	Coord	Coord
10th %ile Green (s)	11.4	55.7	55.7	10.6	54.9	54.9	55.3	92.4		9.3	46.4	46.4
10th %ile Term Code	Max	Hold	Hold	Max	Max	Max	Max	Coord		Gap	Coord	Coord
Stops (vph)	164	1193	67	147	1286	7	441	815		96	706	35
Fuel Used(gal)	11	66	13	9	72	3	17	19		2	23	2
CO Emissions (g/hr)	801	4614	921	656	5030	175	1187	1297		171	1578	124
NOx Emissions (g/hr)	156	898	179	128	979	34	231	252		33	307	24
VOC Emissions (g/hr)	186	1069	213	152	1166	41	275	301		40	366	29
Dilemma Vehicles (#)	0	31	0	0	34	0	0	0		0	0	0
Queue Length 50th (ft)	126	614	57	111	-722	0	-748	581		84	533	36
Queue Length 95th (ft)	#213	677	193	#188	#817	39	#1002	694		126	#659	113
Internal Link Dist (ft)		3667			3111			467			691	
Turn Bay Length (ft)	390		390	330		330	234			475		475
Base Capacity (vph)	201	1456	748	187	1436	537	541	1577		274	844	484

Lanes, Volumes, Timings
 17: Poinciana Blvd & US 192

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.92	0.65	0.89	1.02	0.22	1.06	0.70		0.51	0.94	0.36

Intersection Summary

Area Type: Other
 Cycle Length: 194.4
 Actuated Cycle Length: 194.4
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 75.5
 Intersection LOS: E
 Intersection Capacity Utilization 105.7%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 17: Poinciana Blvd & US 192



Lanes, Volumes, Timings
 18: Poinciana Blvd & Westbound Off Ramp

11/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	353	146	508	0	0	528
Future Volume (vph)	353	146	508	0	0	528
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1719	1538	3539	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	1719	1538	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	1736		637			432
Travel Time (s)	39.5		14.5			9.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	372	154	535	0	0	556
Shared Lane Traffic (%)						
Lane Group Flow (vph)	372	154	535	0	0	556
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.8%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings

19: Poincina Blvd/Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Lane Configurations							
Traffic Volume (vph)	25	84	0	990	666	0	
Future Volume (vph)	25	84	0	990	666	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	1	0			0	
Taper Length (ft)	0		0				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	
Ped Bike Factor							
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	1752	1568	0	3539	3471	0	
Flt Permitted	0.950						
Satd. Flow (perm)	1752	1568	0	3539	3471	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		88					
Link Speed (mph)	30			40	40		
Link Distance (ft)	1471			395	446		
Travel Time (s)	33.4			6.7	7.6		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	3%	3%	2%	2%	4%	4%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	26	88	0	1042	701	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	26	88	0	1042	701	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			24	24		
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	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	1		2	2		
Detector Template	Left	Right		Thru	Thru		
Leading Detector (ft)	20	20		100	100		
Trailing Detector (ft)	0	0		0	0		
Turn Type	Prot	Perm		NA	NA		
Protected Phases	4			2	6	5	
Permitted Phases		4					
Detector Phase	4	4		2	6		
Switch Phase							

Lanes, Volumes, Timings

19: Poincina Blvd/Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	24.0	24.0		24.0	31.0		11.0
Total Split (s)	28.0	28.0		77.0	53.0		24.0
Total Split (%)	26.7%	26.7%		73.3%	50.5%		23%
Maximum Green (s)	23.0	23.0		72.0	48.0		19.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		
Total Lost Time (s)	5.0	5.0		5.0	5.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None		C-Min	C-Min		None
Walk Time (s)					10.0		
Flash Dont Walk (s)					16.0		
Pedestrian Calls (#/hr)					0		
Act Effect Green (s)	7.3	7.3		90.8	73.3		
Actuated g/C Ratio	0.07	0.07		0.86	0.70		
v/c Ratio	0.21	0.46		0.34	0.29		
Control Delay	49.3	18.0		2.2	2.5		
Queue Delay	0.0	0.0		0.0	0.1		
Total Delay	49.3	18.0		2.2	2.6		
LOS	D	B		A	A		
Approach Delay	25.1			2.2	2.6		
Approach LOS	C			A	A		
90th %ile Green (s)	10.3	10.3		84.7	63.9		15.8
90th %ile Term Code	Gap	Gap		Coord	Coord		Gap
70th %ile Green (s)	7.9	7.9		87.1	68.8		13.3
70th %ile Term Code	Gap	Gap		Coord	Coord		Gap
50th %ile Green (s)	7.0	7.0		88.0	71.6		11.4
50th %ile Term Code	Gap	Gap		Coord	Coord		Gap
30th %ile Green (s)	6.0	6.0		89.0	74.4		9.6
30th %ile Term Code	Gap	Gap		Coord	Coord		Gap
10th %ile Green (s)	0.0	0.0		100.0	88.0		7.0
10th %ile Term Code	Skip	Skip		Coord	Coord		Gap
Stops (vph)	26	17		178	48		
Fuel Used(gal)	1	1		5	3		
CO Emissions (g/hr)	48	95		339	198		
NOx Emissions (g/hr)	9	19		66	38		
VOC Emissions (g/hr)	11	22		79	46		
Dilemma Vehicles (#)	0	0		40	32		
Queue Length 50th (ft)	17	0		59	20		
Queue Length 95th (ft)	44	46		97	24		
Internal Link Dist (ft)	1391			315	366		
Turn Bay Length (ft)							
Base Capacity (vph)	383	412		3059	2424		

Lanes, Volumes, Timings

19: Poincina Blvd/Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Starvation Cap Reductn	0	0		0	511		
Spillback Cap Reductn	0	0		0	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	0.07	0.21		0.34	0.37		

Intersection Summary

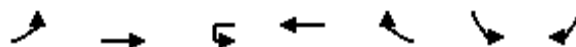
Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.54
Intersection Signal Delay:	3.8
Intersection LOS:	A
Intersection Capacity Utilization	39.9%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 19: Poincina Blvd/Poinciana Blvd & Poinciana Blvd EB Off Ramp



Lanes, Volumes, Timings
20: International Dr & World Gateway Dr

11/13/2022



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	⊠	↑↑↑		↘	↗
Traffic Volume (vph)	327	878	0	876	515	479	267
Future Volume (vph)	327	878	0	876	515	479	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	200		200		0	0	0
Storage Lanes	1		1		0	1	1
Taper Length (ft)	50		50			0	
Lane Util. Factor	1.00	0.91	1.00	0.91	0.91	1.00	1.00
Ped Bike Factor							
Frt				0.944			0.850
Flt Protected	0.950					0.950	
Satd. Flow (prot)	1770	5085	1863	4801	0	1770	1583
Flt Permitted	0.950					0.950	
Satd. Flow (perm)	1770	5085	1863	4801	0	1770	1583
Link Speed (mph)		45		45		30	
Link Distance (ft)		1160		3654		879	
Travel Time (s)		17.6		55.4		20.0	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%		0%		0%	
Adj. Flow (vph)	344	924	0	922	542	504	281
Shared Lane Traffic (%)							
Lane Group Flow (vph)	344	924	0	1464	0	504	281
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		60		60		36	
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
Turning Speed (mph)	15		9		9	15	9
Sign Control		Free		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	83.1%
ICU Level of Service	E
Analysis Period (min)	15

Lanes, Volumes, Timings
 21: World Center Dr & Buena Vista Suites

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	1819	26	49	2392	19	28	6	32	6	4	38
Future Volume (vph)	48	1819	26	49	2392	19	28	6	32	6	4	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	500		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.998			0.999			0.933				0.892
Fl _t Protected	0.950			0.950				0.979				0.994
Satd. Flow (prot)	1752	5026	0	1752	5031	0	0	1701	0	0	1652	0
Fl _t Permitted	0.950			0.950				0.979				0.994
Satd. Flow (perm)	1752	5026	0	1752	5031	0	0	1701	0	0	1652	0
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1190			510			350				496
Travel Time (s)		18.0			7.7			8.0				11.3
Confl. Peds. (#/hr)			1									
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	51	1915	27	52	2518	20	29	6	34	6	4	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	1942	0	52	2538	0	0	69	0	0	50	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	62.9%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
 22: World Center Dr & Caribe Royale Orlando

11/13/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↗	↗
Traffic Volume (vph)	54	1918	2411	47	29	48
Future Volume (vph)	54	1918	2411	47	29	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	270			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.997			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	5036	5021	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	5036	5021	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		510	1520		505	
Travel Time (s)		7.7	23.0		11.5	
Confl. Peds. (#/hr)					1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	57	2019	2538	49	31	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	2019	2587	0	31	51
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.6%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings

1: SR 535 & US 192

03/01/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	388	1443	5	6	1129	1042	7	4	6	1161	3	365
Future Volume (vph)	388	1443	5	6	1129	1042	7	4	6	1161	3	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	475		0	350		400	0		0	0		300
Storage Lanes	2		0	1		1	1		0	1		2
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.95	0.95	0.88
Ped Bike Factor		1.00		1.00		0.99	1.00			1.00	1.00	
Frt						0.850		0.910				0.850
Flt Protected	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (prot)	3433	5085	0	1736	4988	1553	1719	1647	0	1633	1638	2707
Flt Permitted	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (perm)	3433	5085	0	1731	4988	1533	1716	1647	0	1631	1636	2707
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						812		6				137
Link Speed (mph)		45			45			50				45
Link Distance (ft)		3191			1328			1015				993
Travel Time (s)		48.3			20.1			13.8				15.0
Confl. Peds. (#/hr)			3	9		2	3			1		2
Confl. Bikes (#/hr)				4			1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	408	1519	5	6	1188	1097	7	4	6	1222	3	384
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	408	1524	0	6	1188	1097	7	10	0	611	614	384
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				60
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	pt+ov
Protected Phases	5	2		1	6		8	8		4	4	4.5
Permitted Phases						Free						
Detector Phase	5	2		1	6		8	8		4	4	4.5
Switch Phase												

Lanes, Volumes, Timings

1: SR 535 & US 192

03/01/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	15.0		5.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	11.8	43.8		11.8	35.8		12.9	12.9		46.8	46.8	
Total Split (s)	29.2	89.3		11.8	71.9		12.9	12.9		76.0	76.0	
Total Split (%)	15.4%	47.0%		6.2%	37.8%		6.8%	6.8%		40.0%	40.0%	
Maximum Green (s)	22.4	82.5		5.0	65.1		6.0	6.0		69.2	69.2	
Yellow Time (s)	4.8	4.8		4.8	4.8		3.4	3.4		4.8	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.5	3.5		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.9	6.9		6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.5	3.0		2.0	3.0		1.5	1.5		3.0	3.0	
Minimum Gap (s)	1.5	3.0		2.0	3.0		1.5	1.5		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			10.0					7.0	7.0	
Flash Dont Walk (s)		30.0			19.0					33.0	33.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)	24.6	97.1		5.0	68.1	190.0	6.0	6.0		69.2	69.2	96.5
Actuated g/C Ratio	0.13	0.51		0.03	0.36	1.00	0.03	0.03		0.36	0.36	0.51
v/c Ratio	0.92	0.59		0.13	0.66	0.72	0.13	0.18		1.03	1.03	0.27
Control Delay	66.4	29.0		136.7	32.8	20.2	94.9	64.0		98.3	98.6	11.4
Queue Delay	0.0	0.0		0.0	0.0	0.1	0.0	0.0		0.0	0.0	0.0
Total Delay	66.4	29.0		136.7	32.8	20.3	94.9	64.0		98.3	98.6	11.4
LOS	E	C		F	C	C	F	E		F	F	B
Approach Delay		36.9			27.1			76.7			77.7	
Approach LOS		D			C			E			E	
90th %ile Green (s)	22.4	82.5		5.0	65.1		6.0	6.0		69.2	69.2	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	22.4	94.3		0.0	65.1		6.0	6.0		69.2	69.2	
70th %ile Term Code	Max	Coord		Skip	Coord		Max	Max		Max	Max	
50th %ile Green (s)	22.4	94.3		0.0	65.1		6.0	6.0		69.2	69.2	
50th %ile Term Code	Max	Coord		Skip	Coord		Max	Max		Max	Max	
30th %ile Green (s)	28.5	107.2		0.0	71.9		0.0	0.0		69.2	69.2	
30th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Max	Max	
10th %ile Green (s)	27.2	107.2		0.0	73.2		0.0	0.0		69.2	69.2	
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Max	Max	
Stops (vph)	313	1291		7	864	553	7	7		496	500	188
Fuel Used(gal)	17	55		0	28	20	0	0		22	22	6
CO Emissions (g/hr)	1200	3817		21	1959	1408	20	21		1504	1515	387
NOx Emissions (g/hr)	234	743		4	381	274	4	4		293	295	75
VOC Emissions (g/hr)	278	885		5	454	326	5	5		349	351	90
Dilemma Vehicles (#)	0	22		0	29	0	0	0		0	19	0
Queue Length 50th (ft)	~250	656		8	466	869	9	5		-857	-862	24
Queue Length 95th (ft)	m#359	741		m12	354	792	29	30		#1109	#1112	100
Internal Link Dist (ft)		3111			1248			935			913	
Turn Bay Length (ft)	475			350		400						300
Base Capacity (vph)	443	2598		45	1787	1533	54	57		594	596	1442

Lanes, Volumes, Timings

1: SR 535 & US 192

03/01/2023

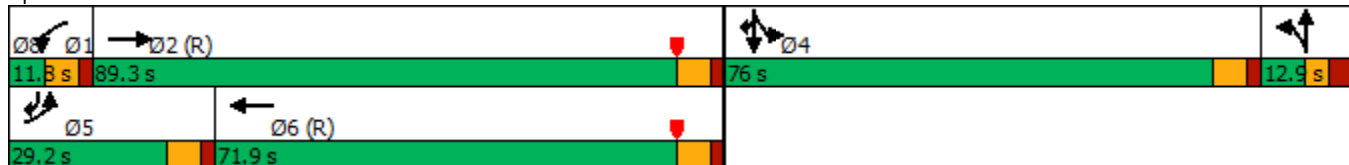


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	19	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.92	0.59		0.13	0.66	0.72	0.13	0.18		1.03	1.03	0.27

Intersection Summary

Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	176 (93%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.03
Intersection Signal Delay:	44.4
Intersection LOS:	D
Intersection Capacity Utilization	91.1%
ICU Level of Service	F
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SR 535 & US 192



Lanes, Volumes, Timings

2: SR 535 & Kyngs Heath Road

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	37	59	108	33	212	29	1263	142	194	1362	120
Future Volume (vph)	92	37	59	108	33	212	29	1263	142	194	1362	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	150		0	375		0	250		300
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor		0.99		1.00	1.00							
Frt		0.908				0.850			0.850			0.850
Flt Protected	0.950			0.950	0.974		0.950			0.950		
Satd. Flow (prot)	1787	1693	0	1698	1741	1599	1719	3438	1538	1719	3438	1538
Flt Permitted	0.950			0.950	0.974		0.950			0.950		
Satd. Flow (perm)	1787	1693	0	1694	1738	1599	1719	3438	1538	1719	3438	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				223			139			103
Link Speed (mph)		30			30			45				50
Link Distance (ft)		1016			992			993				1206
Travel Time (s)		23.1			22.5			15.0				16.4
Confl. Peds. (#/hr)				1								
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	97	39	62	114	35	223	31	1329	149	204	1434	126
Shared Lane Traffic (%)				35%								
Lane Group Flow (vph)	97	101	0	74	75	223	31	1329	149	204	1434	126
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases						4			6			2
Detector Phase	8	8		4	4	4	1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Road

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	11.6	11.6		12.0	12.0	12.0	11.8	34.8	34.8	11.8	34.8	34.8
Total Split (s)	25.0	25.0		28.0	28.0	28.0	15.9	95.6	95.6	41.4	121.1	121.1
Total Split (%)	13.2%	13.2%		14.7%	14.7%	14.7%	8.4%	50.3%	50.3%	21.8%	63.7%	63.7%
Maximum Green (s)	18.4	18.4		21.0	21.0	21.0	9.1	88.8	88.8	34.6	114.3	114.3
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.9	2.9		3.3	3.3	3.3	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6		7.0	7.0	7.0	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Minimum Gap (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Dont Walk (s)								21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	14.9	14.9		13.3	13.3	13.3	7.8	107.5	107.5	27.0	129.1	129.1
Actuated g/C Ratio	0.08	0.08		0.07	0.07	0.07	0.04	0.57	0.57	0.14	0.68	0.68
v/c Ratio	0.69	0.62		0.62	0.61	0.70	0.44	0.68	0.16	0.84	0.61	0.12
Control Delay	109.1	72.5		107.1	106.0	20.6	89.6	29.3	3.1	106.0	20.1	3.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
Total Delay	109.1	72.5		107.1	106.0	20.6	89.6	29.5	3.1	106.0	20.1	3.8
LOS	F	E		F	F	C	F	C	A	F	C	A
Approach Delay		90.4			55.0			28.1			28.9	
Approach LOS		F			E			C			C	
90th %ile Green (s)	20.0	20.0		19.4	19.4	19.4	9.1	88.8	88.8	34.6	114.3	114.3
90th %ile Term Code	Max	Max		Gap	Gap	Gap	Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	17.5	17.5		15.4	15.4	15.4	9.7	99.0	99.0	30.9	120.2	120.2
70th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	15.1	15.1		13.1	13.1	13.1	8.3	107.3	107.3	27.3	126.3	126.3
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	12.7	12.7		10.9	10.9	10.9	6.9	115.5	115.5	23.7	132.3	132.3
30th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Gap	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	9.4	9.4		7.9	7.9	7.9	0.0	126.9	126.9	18.6	152.3	152.3
10th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Skip	Coord	Coord	Gap	Coord	Coord
Stops (vph)	89	62		66	67	24	27	805	8	187	749	12
Fuel Used(gal)	3	3		2	2	3	1	26	1	9	27	1
CO Emissions (g/hr)	228	176		170	171	186	74	1796	77	597	1921	84
NOx Emissions (g/hr)	44	34		33	33	36	14	349	15	116	374	16
VOC Emissions (g/hr)	53	41		39	40	43	17	416	18	138	445	19
Dilemma Vehicles (#)	0	0		0	0	0	0	40	0	0	36	0
Queue Length 50th (ft)	120	83		96	97	0	38	456	6	252	518	9
Queue Length 95th (ft)	188	153		157	158	93	m50	882	m19	340	706	42
Internal Link Dist (ft)		936			912			913			1126	
Turn Bay Length (ft)	100			150			375			250		300
Base Capacity (vph)	176	196		187	192	375	83	1945	930	313	2335	1077

Lanes, Volumes, Timings
 2: SR 535 & Kyngs Heath Road

11/13/2022

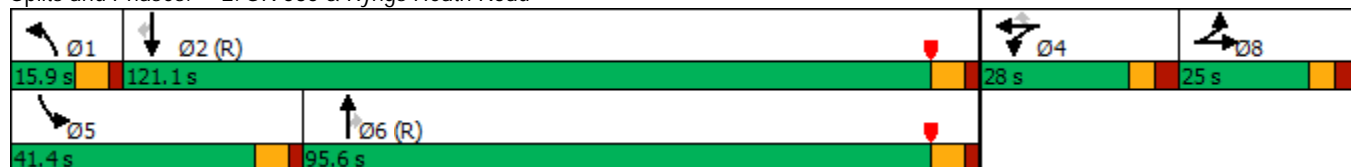


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	118	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.52		0.40	0.39	0.59	0.37	0.73	0.16	0.65	0.61	0.12

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 146 (77%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 34.3
 Intersection LOS: C
 Intersection Capacity Utilization 74.3%
 ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SR 535 & Kyngs Heath Road



Lanes, Volumes, Timings
 3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp

11/13/2022









Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↘	↕	↗		↕	↘
Traffic Volume (vph)	0	0	84	0	0	0	29	1405	133	0	1592	39
Future Volume (vph)	0	0	84	0	0	0	29	1405	133	0	1592	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	225		375	0		0
Storage Lanes	0		1	0		0	1		1	0		1
Taper Length (ft)	0			0			150			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor												
Frt			0.865						0.850			0.850
Flt Protected							0.950					
Satd. Flow (prot)	0	0	1627	0	0	0	1719	3438	1538	0	3438	1538
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	1627	0	0	0	1719	3438	1538	0	3438	1538
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1258			543			1206			422	
Travel Time (s)		28.6			12.3			16.4			5.8	
Confl. Peds. (#/hr)							1					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	88	0	0	0	31	1479	140	0	1676	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	88	0	0	0	31	1479	140	0	1676	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			0			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 55.9% ICU Level of Service B
 Analysis Period (min) 15

Lanes, Volumes, Timings

4: SR 535 & Osceola Pkwy on-ramp

11/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑		↑↑	↑↑↑
Traffic Volume (vph)	0	0	1405	0	500	1631
Future Volume (vph)	0	0	1405	0	500	1631
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	525	
Storage Lanes	0	0		0	2	
Taper Length (ft)	0				75	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.91
Ped Bike Factor						
Flt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	3438	0	3335	4940
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	3438	0	3335	4940
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)						
Link Speed (mph)	30		50			50
Link Distance (ft)	1026		422			1068
Travel Time (s)	23.3		5.8			14.6
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	0	1479	0	526	1717
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1479	0	526	1717
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		48			48
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
Turning Speed (mph)	15	9		9	15	
Number of Detectors			2		1	2
Detector Template			Thru		Left	Thru
Leading Detector (ft)			100		20	100
Trailing Detector (ft)			0		0	0
Turn Type			NA		Prot	NA
Protected Phases			2		1	6
Permitted Phases						
Detector Phase			2		1	6
Switch Phase						

Lanes, Volumes, Timings
4: SR 535 & Osceola Pkwy on-ramp

11/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)			12.0		5.0	12.0
Minimum Split (s)			24.8		12.5	25.5
Total Split (s)			57.0		28.0	85.0
Total Split (%)			67.1%		32.9%	100.0%
Maximum Green (s)			50.2		20.5	78.2
Yellow Time (s)			4.8		5.5	4.8
All-Red Time (s)			2.0		2.0	2.0
Lost Time Adjust (s)			0.0		0.0	0.0
Total Lost Time (s)			6.8		7.5	6.8
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)			3.0		2.0	3.0
Minimum Gap (s)			3.0		2.0	3.0
Time Before Reduce (s)			0.0		0.0	0.0
Time To Reduce (s)			0.0		0.0	0.0
Recall Mode			C-Min		None	C-Min
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)			53.4		17.3	85.0
Actuated g/C Ratio			0.63		0.20	1.00
v/c Ratio			0.68		0.78	0.35
Control Delay			12.9		40.3	0.2
Queue Delay			0.0		0.0	0.0
Total Delay			12.9		40.3	0.2
LOS			B		D	A
Approach Delay			12.9			9.6
Approach LOS			B			A
90th %ile Green (s)			50.2		20.5	78.2
90th %ile Term Code			Coord		Max	Coord
70th %ile Green (s)			51.2		19.5	78.2
70th %ile Term Code			Coord		Gap	Coord
50th %ile Green (s)			53.0		17.7	78.2
50th %ile Term Code			Coord		Gap	Coord
30th %ile Green (s)			55.0		15.7	78.2
30th %ile Term Code			Coord		Gap	Coord
10th %ile Green (s)			57.8		12.9	78.2
10th %ile Term Code			Coord		Gap	Coord
Stops (vph)			877		456	0
Fuel Used(gal)			21		14	11
CO Emissions (g/hr)			1462		1013	777
NOx Emissions (g/hr)			284		197	151
VOC Emissions (g/hr)			339		235	180
Dilemma Vehicles (#)			83		0	0
Queue Length 50th (ft)			246		137	0
Queue Length 95th (ft)			355		183	0
Internal Link Dist (ft)	946		342			988
Turn Bay Length (ft)					525	
Base Capacity (vph)			2161		804	4940

Lanes, Volumes, Timings
 4: SR 535 & Osceola Pkwy on-ramp

11/13/2022

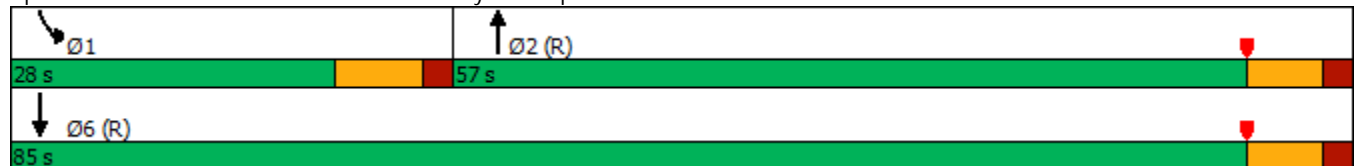


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn			0		0	0
Spillback Cap Reductn			0		0	0
Storage Cap Reductn			0		0	0
Reduced v/c Ratio			0.68		0.65	0.35

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	10.9
Intersection LOS:	B
Intersection Capacity Utilization	65.0%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 4: SR 535 & Osceola Pkwy on-ramp



Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	803	106	75	245	177	533	102	1162	141	247	1811	579
Future Volume (vph)	803	106	75	245	177	533	102	1162	141	247	1811	579
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	300		0	375		250	375		0
Storage Lanes	2		0	2		0	2		1	1		0
Taper Length (ft)	150			100			200			50		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	0.97	0.95	1.00	1.00	0.91	0.91
Ped Bike Factor		0.99			0.99				0.98			
Frt		0.938			0.887				0.850		0.964	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	3238	0	3433	3108	0	3335	3438	1538	1719	4762	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3367	3238	0	3433	3108	0	3335	3438	1515	1719	4762	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		79			136				146			50
Link Speed (mph)		40			40			50				50
Link Distance (ft)		641			637			1068				1019
Travel Time (s)		10.9			10.9			14.6				13.9
Confl. Peds. (#/hr)						1			2			
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	845	112	79	258	186	561	107	1223	148	260	1906	609
Shared Lane Traffic (%)												
Lane Group Flow (vph)	845	191	0	258	747	0	107	1223	148	260	2515	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			30			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases									6			
Detector Phase	3	8		7	4		1	6	6	5	2	
Switch Phase												

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	18.0	5.0		5.0	5.0		5.0	15.0	15.0	5.0	15.0	
Minimum Split (s)	52.0	47.0		39.0	34.0		22.0	81.0	81.0	23.0	82.0	
Total Split (s)	52.0	47.0		39.0	34.0		22.0	81.0	81.0	23.0	82.0	
Total Split (%)	27.4%	24.7%		20.5%	17.9%		11.6%	42.6%	42.6%	12.1%	43.2%	
Maximum Green (s)	45.5	39.5		32.1	26.5		14.5	73.5	73.5	15.5	74.5	
Yellow Time (s)	4.4	4.4		4.4	4.4		5.5	5.5	5.5	5.5	5.5	
All-Red Time (s)	2.1	3.1		2.5	3.1		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	7.5		6.9	7.5		7.5	7.5	7.5	7.5	7.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	2.0		2.5	2.0		2.0	3.0	3.0	2.0	3.0	
Minimum Gap (s)	3.0	2.0		2.5	2.0		2.0	3.0	3.0	2.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)					7.0			7.0	7.0		7.0	
Flash Dont Walk (s)					35.0			28.0	28.0		25.0	
Pedestrian Calls (#/hr)					0			0	0		0	
Act Effct Green (s)	45.5	52.5		19.1	26.5		10.5	73.5	73.5	15.5	78.5	
Actuated g/C Ratio	0.24	0.28		0.10	0.14		0.06	0.39	0.39	0.08	0.41	
v/c Ratio	1.05	0.20		0.75	1.67dr		0.58	0.92	0.22	1.86	1.26	
Control Delay	112.4	31.7		96.4	217.8		100.0	67.2	5.9	442.3	144.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	112.4	31.7		96.4	217.8		100.0	67.2	5.9	442.3	144.4	
LOS	F	C		F	F		F	E	A	F	F	
Approach Delay		97.5			186.6			63.4			172.3	
Approach LOS		F			F			E			F	
90th %ile Green (s)	45.5	47.5		24.1	26.5		13.8	73.5	73.5	15.5	75.2	
90th %ile Term Code	Max	Hold		Gap	Max		Gap	Coord	Coord	Max	Coord	
70th %ile Green (s)	45.5	50.4		21.2	26.5		11.8	73.5	73.5	15.5	77.2	
70th %ile Term Code	Max	Hold		Gap	Max		Gap	Coord	Coord	Max	Coord	
50th %ile Green (s)	45.5	52.5		19.1	26.5		10.5	73.5	73.5	15.5	78.5	
50th %ile Term Code	Max	Hold		Gap	Max		Gap	Coord	Coord	Max	Coord	
30th %ile Green (s)	45.5	54.5		17.1	26.5		9.1	73.5	73.5	15.5	79.9	
30th %ile Term Code	Max	Hold		Gap	Max		Gap	Coord	Coord	Max	Coord	
10th %ile Green (s)	45.5	57.4		14.2	26.5		7.2	73.5	73.5	15.5	81.8	
10th %ile Term Code	Max	Hold		Gap	Max		Gap	Coord	Coord	Max	Coord	
Stops (vph)	724	81		234	433		98	1064	12	151	1827	
Fuel Used(gal)	29	3		8	39		4	40	1	26	114	
CO Emissions (g/hr)	2026	192		571	2712		299	2803	91	1828	7949	
NOx Emissions (g/hr)	394	37		111	528		58	545	18	356	1547	
VOC Emissions (g/hr)	470	45		132	629		69	650	21	424	1842	
Dilemma Vehicles (#)	0	3		0	13		0	30	0	0	33	
Queue Length 50th (ft)	~588	55		164	-563		68	766	2	-491	~1421	
Queue Length 95th (ft)	#725	96		213	#703		104	872	53	m#506	m#1446	
Internal Link Dist (ft)		561			557			988			939	
Turn Bay Length (ft)	175			300			375		250	375		
Base Capacity (vph)	806	951		579	550		254	1329	675	140	1997	

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/13/2022

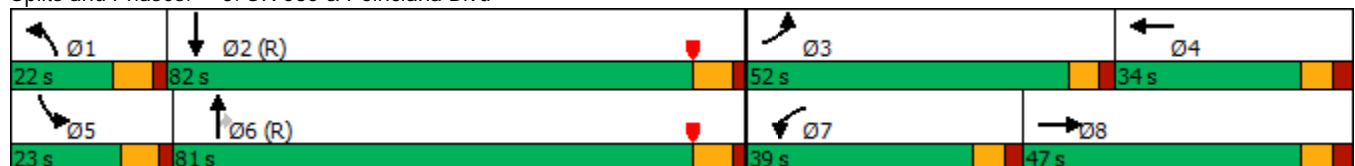


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	1.05	0.20		0.45	1.36		0.42	0.92	0.22	1.86	1.26	

Intersection Summary































Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 4 (2%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 190
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.86
 Intersection Signal Delay: 136.7 Intersection LOS: F
 Intersection Capacity Utilization 121.8% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 5: SR 535 & Poinciana Blvd



Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 	 		 	 			   	
Traffic Volume (vph)	297	114	253	159	111	186	243	2033	180	228	2333	367
Future Volume (vph)	297	114	253	159	111	186	243	2033	180	228	2333	367
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		225	175		0	500		250	450		450
Storage Lanes	2		1	1		0	2		1	1		2
Taper Length (ft)	0			50			100			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00	1.00	0.91	1.00
Ped Bike Factor		0.99										0.99
Frt		0.897			0.906				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	1640	0	1752	3175	0	3335	3438	1538	1719	4940	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	1640	0	1752	3175	0	3335	3438	1538	1719	4940	1517
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		48			177				145			313
Link Speed (mph)		30			30			50				50
Link Distance (ft)		1192			1002			901				963
Travel Time (s)		27.1			22.8			12.3				13.1
Confl. Peds. (#/hr)			1									1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	313	120	266	167	117	196	256	2140	189	240	2456	386
Shared Lane Traffic (%)												
Lane Group Flow (vph)	313	386	0	167	313	0	256	2140	189	240	2456	386
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		30			24			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	1.0	10.0		5.0	10.0		5.0	25.0	25.0	5.0	2.3	2.3
Minimum Split (s)	40.0	30.0		35.0	25.0		21.0	91.0	91.0	34.0	104.0	104.0
Total Split (s)	40.0	30.0		35.0	25.0		21.0	91.0	91.0	34.0	104.0	104.0
Total Split (%)	21.1%	15.8%		18.4%	13.2%		11.1%	47.9%	47.9%	17.9%	54.7%	54.7%
Maximum Green (s)	33.6	22.4		29.3	17.1		13.5	83.5	83.5	26.9	96.3	96.3
Yellow Time (s)	4.4	4.4		3.7	4.0		5.5	5.5	5.5	5.1	5.5	5.5
All-Red Time (s)	2.0	3.2		2.0	3.9		2.0	2.0	2.0	2.0	2.2	2.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.4	7.6		5.7	7.9		7.5	7.5	7.5	7.1	7.7	7.7
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	3.5	3.5	2.0	3.5	3.5
Minimum Gap (s)	2.0	2.0		2.0	2.0		2.0	3.5	3.5	2.0	3.5	3.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)		7.0						7.0	7.0		7.0	7.0
Flash Dont Walk (s)		42.0						23.0	23.0		25.0	25.0
Pedestrian Calls (#/hr)		0						0	0		0	0
Act Effct Green (s)	21.9	29.4		22.3	28.8		13.5	83.5	83.5	26.9	96.3	96.3
Actuated g/C Ratio	0.12	0.15		0.12	0.15		0.07	0.44	0.44	0.14	0.51	0.51
v/c Ratio	0.80	1.31		0.81	0.50		1.08	1.42	0.25	0.99	0.98	0.42
Control Delay	97.1	211.7		109.8	35.0		127.4	232.1	14.6	96.3	45.4	9.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.1	211.7		109.8	35.0		127.4	232.1	14.6	96.3	45.4	9.7
LOS	F	F		F	D		F	F	B	F	D	A
Approach Delay		160.4			61.1			205.8			44.9	
Approach LOS		F			E			F			D	
90th %ile Green (s)	27.4	22.4		29.3	23.3		13.5	83.5	83.5	26.9	96.3	96.3
90th %ile Term Code	Gap	Max		Max	Hold		Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	24.1	26.0		25.7	26.6		13.5	83.5	83.5	26.9	96.3	96.3
70th %ile Term Code	Gap	Max		Gap	Hold		Max	Coord	Coord	Max	Coord	Coord
50th %ile Green (s)	21.9	29.2		22.5	28.8		13.5	83.5	83.5	26.9	96.3	96.3
50th %ile Term Code	Gap	Max		Gap	Hold		Max	Coord	Coord	Max	Coord	Coord
30th %ile Green (s)	19.7	32.5		19.2	31.0		13.5	83.5	83.5	26.9	96.3	96.3
30th %ile Term Code	Gap	Max		Gap	Hold		Max	Coord	Coord	Max	Coord	Coord
10th %ile Green (s)	16.4	37.0		14.7	34.3		13.5	83.5	83.5	26.9	96.3	96.3
10th %ile Term Code	Gap	Max		Gap	Hold		Max	Coord	Coord	Max	Coord	Coord
Stops (vph)	286	232		153	121		204	1453	72	203	1886	62
Fuel Used(gal)	10	21		6	5		11	130	3	9	65	4
CO Emissions (g/hr)	714	1434		394	357		757	9085	187	628	4528	274
NOx Emissions (g/hr)	139	279		77	69		147	1768	36	122	881	53
VOC Emissions (g/hr)	165	332		91	83		175	2106	43	145	1049	63
Dilemma Vehicles (#)	0	0		0	0		0	52	0	0	88	0
Queue Length 50th (ft)	200	~568		207	81		~182	~1883	59	310	919	83
Queue Length 95th (ft)	251	#871		290	142		m#178	m#1748	m61	m234	m458	m37
Internal Link Dist (ft)		1112			922			821			883	
Turn Bay Length (ft)				175			500		250	450		450
Base Capacity (vph)	601	294		270	631		236	1510	757	243	2503	923

Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/13/2022

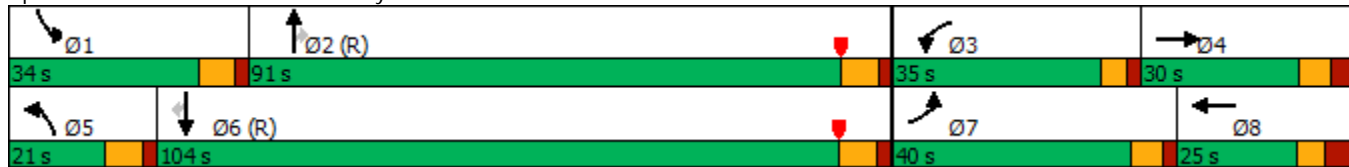


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.52	1.31		0.62	0.50		1.08	1.42	0.25	0.99	0.98	0.42

Intersection Summary























Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	168 (88%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	190
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.42
Intersection Signal Delay:	118.6
Intersection LOS:	F
Intersection Capacity Utilization	123.1%
ICU Level of Service	H
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SR 535 & Polynesian Isle Blvd



Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	5	34	408	13	150	60	2333	123	250	2551	121
Future Volume (vph)	22	5	34	408	13	150	60	2333	123	250	2551	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	525		525	575		350
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	0			0			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor				1.00					0.98			
Frt		0.868			0.862				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1617	0	1770	1606	0	1719	3438	1538	1719	3438	1538
Flt Permitted	0.552			0.730			0.950			0.950		
Satd. Flow (perm)	1028	1617	0	1358	1606	0	1719	3438	1511	1719	3438	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			106				131			81
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1002			1000			773			1171	
Travel Time (s)		22.8			22.7			10.5			16.0	
Confl. Peds. (#/hr)				1					3			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	23	5	36	429	14	158	63	2456	129	263	2685	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	41	0	429	172	0	63	2456	129	263	2685	127
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			30			60			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8		5	2	2	1	6	6
Switch Phase												

Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	58.1	58.1		12.3	12.3		14.0	38.6	38.6	13.8	38.5	38.5
Total Split (s)	58.1	58.1		58.1	58.1		14.0	103.9	103.9	28.0	117.9	117.9
Total Split (%)	30.6%	30.6%		30.6%	30.6%		7.4%	54.7%	54.7%	14.7%	62.1%	62.1%
Maximum Green (s)	50.0	50.0		50.8	50.8		5.0	96.3	96.3	19.2	110.4	110.4
Yellow Time (s)	4.2	4.2		3.4	3.4		5.6	5.6	5.6	5.5	5.5	5.5
All-Red Time (s)	3.9	3.9		3.9	3.9		3.4	2.0	2.0	3.3	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.1	8.1		7.3	7.3		9.0	7.6	7.6	8.8	7.5	7.5
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	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	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)	7.0	7.0						7.0	7.0		7.0	7.0
Flash Dont Walk (s)	43.0	43.0						24.0	24.0		24.0	24.0
Pedestrian Calls (#/hr)	0	0						0	0		0	0
Act Effct Green (s)	50.0	50.0		50.8	50.8		5.0	96.3	96.3	19.2	110.4	110.4
Actuated g/C Ratio	0.26	0.26		0.27	0.27		0.03	0.51	0.51	0.10	0.58	0.58
v/c Ratio	0.09	0.09		1.18	0.34		1.40	1.41	0.16	1.52	1.34	0.14
Control Delay	54.1	17.3		163.6	23.3		252.5	205.6	0.4	311.8	191.9	7.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	17.3		163.6	23.3		252.5	205.6	0.4	311.8	191.9	7.2
LOS	D	B		F	C		F	F	A	F	F	A
Approach Delay		30.5			123.4			196.7			194.5	
Approach LOS		C			F			F			F	
90th %ile Green (s)	50.0	50.0		50.8	50.8		5.0	96.3	96.3	19.2	110.4	110.4
90th %ile Term Code	Hold	Hold		Max	Max		Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	50.0	50.0		50.8	50.8		5.0	96.3	96.3	19.2	110.4	110.4
70th %ile Term Code	Hold	Hold		Max	Max		Max	Coord	Coord	Max	Coord	Coord
50th %ile Green (s)	50.0	50.0		50.8	50.8		5.0	96.3	96.3	19.2	110.4	110.4
50th %ile Term Code	Hold	Hold		Max	Max		Max	Coord	Coord	Max	Coord	Coord
30th %ile Green (s)	50.0	50.0		50.8	50.8		5.0	96.3	96.3	19.2	110.4	110.4
30th %ile Term Code	Hold	Hold		Max	Max		Max	Coord	Coord	Max	Coord	Coord
10th %ile Green (s)	50.0	50.0		50.8	50.8		5.0	96.3	96.3	19.2	110.4	110.4
10th %ile Term Code	Hold	Hold		Max	Max		Max	Coord	Coord	Max	Coord	Coord
Stops (vph)	17	10		336	50		41	1109	3	177	1927	21
Fuel Used(gal)	1	0		19	2		4	126	1	22	163	2
CO Emissions (g/hr)	36	35		1302	162		280	8814	46	1531	11397	147
NOx Emissions (g/hr)	7	7		253	32		55	1715	9	298	2218	29
VOC Emissions (g/hr)	8	8		302	38		65	2043	11	355	2641	34
Dilemma Vehicles (#)	0	0		0	0		0	46	0	0	50	0
Queue Length 50th (ft)	22	5		~639	64		~108	~2136	3	~455	~2293	24
Queue Length 95th (ft)	50	40		#872	139		m#98	m#1400	m0	#657	#2381	58
Internal Link Dist (ft)		922			920			693			1091	
Turn Bay Length (ft)							525		525	575		350
Base Capacity (vph)	270	452		363	507		45	1742	830	173	1997	927

Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.09	0.09		1.18	0.34		1.40	1.41	0.16	1.52	1.34	0.14

Intersection Summary

Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.52
Intersection Signal Delay:	187.1
Intersection LOS:	F
Intersection Capacity Utilization	127.4%
ICU Level of Service	H
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

























Splits and Phases: 7: SR 535 & LBV Factory Stores

28 s	103.9 s	58.1 s
14 s	117.9 s	58.1 s

Lanes, Volumes, Timings

8: SR 535 & International Dr/International Drive

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	232	1032	342	223	955	172	161	1828	516	174	2357	110
Future Volume (vph)	232	1032	342	223	955	172	161	1828	516	174	2357	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	200		200	200		200	450		450	475		475
Storage Lanes	2		2	2		2	2		1	2		1
Taper Length (ft)	100			50			100			100		
Lane Util. Factor	0.97	0.91	0.88	0.97	0.91	0.88	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	2787	3433	5085	2787	3335	4940	1538	3335	4940	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	2787	3433	5085	2787	3335	4940	1538	3335	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			175			77			329			160
Link Speed (mph)		45			45			50			50	
Link Distance (ft)		3654			1192			918			1389	
Travel Time (s)		55.4			18.1			12.5			18.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	244	1086	360	235	1005	181	169	1924	543	183	2481	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	244	1086	360	235	1005	181	169	1924	543	183	2481	116
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			36			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	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	Free	Prot	NA	Perm
Protected Phases	7	4		3	8	1	5	2		1	6	
Permitted Phases			4			8			Free			6
Detector Phase	7	4	4	3	8	1	5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
8: SR 535 & International Dr/International Drive

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	5.0	5.0	10.0		5.0	10.0	10.0	
Minimum Split (s)	11.8	19.0	19.0	11.8	16.8	14.7	15.7	17.5		14.7	17.5	17.5	
Total Split (s)	18.6	40.0	40.0	17.7	39.1	21.3	19.0	81.0		21.3	83.3	83.3	
Total Split (%)	11.6%	25.0%	25.0%	11.1%	24.4%	13.3%	11.9%	50.6%		13.3%	52.1%	52.1%	
Maximum Green (s)	11.8	31.0	31.0	10.9	32.3	11.6	8.3	73.5		11.6	75.8	75.8	
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	5.1	5.5	5.5		5.1	5.5	5.5	
All-Red Time (s)	2.0	4.2	4.2	2.0	2.0	4.6	5.2	2.0		4.6	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.8	9.0	9.0	6.8	6.8	9.7	10.7	7.5		9.7	7.5	7.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Recall Mode	None	None	None	None	None	None	None	C-Min		None	C-Min	C-Min	
Walk Time (s)													
Flash Dont Walk (s)													
Pedestrian Calls (#/hr)													
Act Effct Green (s)	11.8	31.0	31.0	10.9	32.3	50.5	8.3	73.7	160.0	11.4	75.8	75.8	
Actuated g/C Ratio	0.07	0.19	0.19	0.07	0.20	0.32	0.05	0.46	1.00	0.07	0.47	0.47	
v/c Ratio	0.96	1.10	0.53	1.01	0.98	0.19	0.98	0.85	0.35	0.78	1.06	0.14	
Control Delay	120.4	118.8	32.1	133.0	86.4	23.0	136.1	42.6	0.6	49.2	69.5	8.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	120.4	118.8	32.1	133.0	86.4	23.0	136.1	42.6	0.6	49.2	69.5	8.3	
LOS	F	F	C	F	F	C	F	D	A	D	E	A	
Approach Delay	100.6						86.0		39.9		65.6		
Approach LOS	F						F		D		E		
90th %ile Green (s)	11.8	31.0	31.0	10.9	32.3	11.6	8.3	73.5		11.6	75.8	75.8	
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Max	Coord	Coord	
70th %ile Green (s)	11.8	31.0	31.0	10.9	32.3	11.6	8.3	73.5		11.6	75.8	75.8	
70th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Max	Coord	Coord	
50th %ile Green (s)	11.8	31.0	31.0	10.9	32.3	11.6	8.3	73.5		11.6	75.8	75.8	
50th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Max	Coord	Coord	
30th %ile Green (s)	11.8	31.0	31.0	10.9	32.3	11.6	8.3	73.5		11.6	75.8	75.8	
30th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Max	Coord	Coord	
10th %ile Green (s)	11.8	31.0	31.0	10.9	32.3	10.5	8.3	74.6		10.5	75.8	75.8	
10th %ile Term Code	Max	Max	Max	Max	Max	Gap	Max	Coord		Gap	Coord	Coord	
Stops (vph)	208	911	159	196	885	71	141	1577	0	163	2100	30	
Fuel Used(gal)	14	61	12	10	35	3	9	64	7	6	86	2	
CO Emissions (g/hr)	963	4248	862	713	2459	211	612	4493	483	404	6036	113	
NOx Emissions (g/hr)	187	826	168	139	479	41	119	874	94	79	1174	22	
VOC Emissions (g/hr)	223	984	200	165	570	49	142	1041	112	94	1399	26	
Dilemma Vehicles (#)	0	29	0	0	28	0	0	57	0	0	62	0	
Queue Length 50th (ft)	133	~471	98	~129	387	43	92	645	0	94	~1043	33	
Queue Length 95th (ft)	#226	#568	158	#226	#487	78	#174	710	0	m81	m716	m26	
Internal Link Dist (ft)	3574						1112		838		1309		
Turn Bay Length (ft)	200		200		200		450		450		475		475
Base Capacity (vph)	253	985	681	233	1026	935	173	2276	1538	241	2340	812	

Lanes, Volumes, Timings

8: SR 535 & International Dr/International Drive

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	1.10	0.53	1.01	0.98	0.19	0.98	0.85	0.35	0.76	1.06	0.14

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	15 (9%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.10
Intersection Signal Delay:	68.0
Intersection LOS:	E
Intersection Capacity Utilization	104.8%
ICU Level of Service	G
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: SR 535 & International Dr/International Drive

Ø1	Ø2 (R)	Ø3	Ø4
21.3 s	81 s	17.7 s	40 s
Ø5	Ø6 (R)	Ø7	Ø8
19 s	83.3 s	18.6 s	39.1 s

Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	1476	651	516	1185	603	636	1499	97	662	1474	315
Future Volume (vph)	245	1476	651	516	1185	603	636	1499	97	662	1474	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	575		575	250		0	500		300	650		400
Storage Lanes	1		1	2		1	2		1	2		1
Taper Length (ft)	50			200			300			150		
Lane Util. Factor	1.00	0.95	0.88	0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	2760	3400	3505	1568	3335	4940	1538	3335	4940	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3505	2760	3400	3505	1568	3335	4940	1538	3335	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			300			304			304			304
Link Speed (mph)		55			45			50				50
Link Distance (ft)		2496			1190			1389				1779
Travel Time (s)		30.9			18.0			18.9				24.3
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	258	1554	685	543	1247	635	669	1578	102	697	1552	332
Shared Lane Traffic (%)												
Lane Group Flow (vph)	258	1554	685	543	1247	635	669	1578	102	697	1552	332
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36				48
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			Free			Free			Free
Detector Phase	1	6	6	5	2		7	4		3	8	
Switch Phase												

Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	10.0		5.0	10.0	
Minimum Split (s)	13.8	12.7	12.7	13.0	13.0		16.6	17.6		16.6	17.6	
Total Split (s)	25.0	57.0	57.0	26.0	58.0		34.0	43.0		34.0	43.0	
Total Split (%)	15.6%	35.6%	35.6%	16.3%	36.3%		21.3%	26.9%		21.3%	26.9%	
Maximum Green (s)	16.2	49.3	49.3	18.0	50.0		22.4	35.4		22.4	35.4	
Yellow Time (s)	5.5	5.5	5.5	4.8	4.8		5.6	5.6		5.6	5.6	
All-Red Time (s)	3.3	2.2	2.2	3.2	3.2		6.0	2.0		6.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.8	7.7	7.7	8.0	8.0		11.6	7.6		11.6	7.6	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	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	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	16.2	49.3	49.3	18.0	50.0	160.0	22.4	35.4	160.0	22.4	35.4	160.0
Actuated g/C Ratio	0.10	0.31	0.31	0.11	0.31	1.00	0.14	0.22	1.00	0.14	0.22	1.00
v/c Ratio	1.46	1.44	0.65	1.42	1.14	0.40	1.44	1.45	0.07	1.50	1.42	0.22
Control Delay	258.5	234.4	21.5	252.0	122.5	0.8	257.7	256.2	0.1	278.2	238.3	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	258.5	234.4	21.5	252.0	122.5	0.8	257.7	256.2	0.1	278.2	238.3	0.3
LOS	F	F	C	F	F	A	F	F	A	F	F	A
Approach Delay		178.5			119.6			245.5			218.5	
Approach LOS		F			F			F			F	
90th %ile Green (s)	16.2	49.3	49.3	18.0	50.0		22.4	35.4		22.4	35.4	
90th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	16.2	49.3	49.3	18.0	50.0		22.4	35.4		22.4	35.4	
70th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Max		Max	Max	
50th %ile Green (s)	16.2	49.3	49.3	18.0	50.0		22.4	35.4		22.4	35.4	
50th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Max		Max	Max	
30th %ile Green (s)	16.2	49.3	49.3	18.0	50.0		22.4	35.4		22.4	35.4	
30th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Max		Max	Max	
10th %ile Green (s)	16.2	49.3	49.3	18.0	50.0		22.4	35.4		22.4	35.4	
10th %ile Term Code	Max	Coord	Coord	Max	Coord		Max	Max		Max	Max	
Stops (vph)	172	1105	477	386	1022	0	479	1125	0	478	1096	0
Fuel Used(gal)	20	114	22	35	51	5	46	109	1	52	105	4
CO Emissions (g/hr)	1395	7990	1538	2465	3594	332	3238	7595	60	3656	7337	250
NOx Emissions (g/hr)	272	1555	299	480	699	65	630	1478	12	711	1428	49
VOC Emissions (g/hr)	323	1852	356	571	833	77	750	1760	14	847	1700	58
Dilemma Vehicles (#)	0	17	0	0	32	0	0	3	0	0	32	0
Queue Length 50th (ft)	~363	~1182	302	~392	~797	0	~498	~839	0	~518	~798	0
Queue Length 95th (ft)	m#378	m#1227	m311	#515	#939	0	m#619	m#932	m0	#647	#894	0
Internal Link Dist (ft)		2416			1110			1309			1699	
Turn Bay Length (ft)	575		575	250			500		300	650		400
Base Capacity (vph)	177	1079	1057	382	1095	1568	466	1092	1538	466	1092	1538

Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

11/13/2022

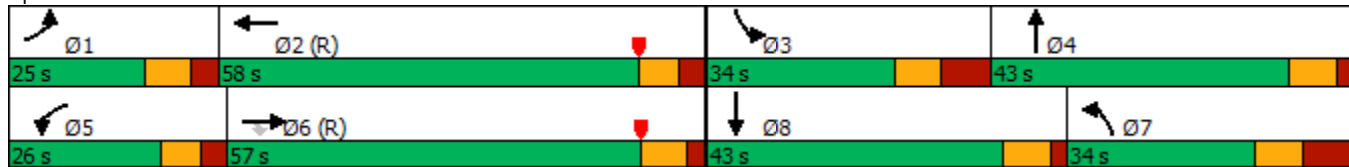


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.46	1.44	0.65	1.42	1.14	0.40	1.44	1.45	0.07	1.50	1.42	0.22

Intersection Summary




















Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 26 (16%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.50
 Intersection Signal Delay: 190.5 Intersection LOS: F
 Intersection Capacity Utilization 132.5% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SR 535 & SR 536/World Center Dr































Lanes, Volumes, Timings
10: SR 535 & Lake Bryan Beach Blvd

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	6	8	62	5	106	53	2254	40	27	2381	4
Future Volume (vph)	6	6	8	62	5	106	53	2254	40	27	2381	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		175	150		0
Storage Lanes	0		0	0		0	1		1	1		0
Taper Length (ft)	0			0			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.946			0.917				0.850			
Flt Protected		0.985			0.982		0.950			0.950		
Satd. Flow (prot)	0	1719	0	0	1661	0	1719	4940	1538	1719	4940	0
Flt Permitted		0.985			0.982		0.950			0.950		
Satd. Flow (perm)	0	1719	0	0	1661	0	1719	4940	1538	1719	4940	0
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		1035			1008			1779			2813	
Travel Time (s)		23.5			22.9			24.3			38.4	
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	6	6	8	65	5	112	56	2373	42	28	2506	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	182	0	56	2373	42	28	2510	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
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	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	67.2%						ICU Level of Service C					
Analysis Period (min)	15											

Lanes, Volumes, Timings
 11: World Gateway Dr & SR 536

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	226	1949	580	170	1742	224	379	110	248	175	83	357
Future Volume (vph)	226	1949	580	170	1742	224	379	110	248	175	83	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	700		500	525		575	0		0	250		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			0			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.896				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568	1770	1669	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.602			0.152		
Satd. Flow (perm)	1752	5036	1568	1752	5036	1568	1121	1669	0	283	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			551			236			63			242
Link Speed (mph)		55			55			30				30
Link Distance (ft)		2142			2496			879				1989
Travel Time (s)		26.6			30.9			20.0				45.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	238	2052	611	179	1834	236	399	116	261	184	87	376
Shared Lane Traffic (%)												
Lane Group Flow (vph)	238	2052	611	179	1834	236	399	377	0	184	87	376
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Detector Phase	5	2	2	1	6	6	3	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
 11: World Gateway Dr & SR 536

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	13.7	42.6	42.6	13.5	18.5	18.5	11.7	12.3		11.1	12.3	12.3
Total Split (s)	35.5	75.0	75.0	27.0	66.5	66.5	24.3	38.0		20.0	33.7	33.7
Total Split (%)	22.2%	46.9%	46.9%	16.9%	41.6%	41.6%	15.2%	23.8%		12.5%	21.1%	21.1%
Maximum Green (s)	26.8	66.4	66.4	18.5	58.0	58.0	17.6	30.7		13.9	26.4	26.4
Yellow Time (s)	5.6	5.6	5.6	5.5	5.5	5.5	3.4	3.4		3.4	3.4	3.4
All-Red Time (s)	3.1	3.0	3.0	3.0	3.0	3.0	3.3	3.9		2.7	3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.7	8.6	8.6	8.5	8.5	8.5	6.7	7.3		6.1	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0	7.0									
Flash Dont Walk (s)		27.0	27.0									
Pedestrian Calls (#/hr)		0	0									
Act Effct Green (s)	24.8	66.8	66.8	18.1	60.0	60.0	48.9	30.7		41.5	26.4	26.4
Actuated g/C Ratio	0.16	0.42	0.42	0.11	0.38	0.38	0.31	0.19		0.26	0.16	0.16
v/c Ratio	0.88	0.98	0.63	0.91	0.97	0.32	0.97	1.02		0.91	0.28	0.81
Control Delay	96.1	60.2	7.2	58.5	48.4	11.4	72.3	88.3		86.8	61.4	37.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	96.1	60.2	7.2	58.5	48.4	11.4	72.3	88.3		86.8	61.4	37.1
LOS	F	E	A	E	D	B	E	F		F	E	D
Approach Delay		52.0			45.3			80.0			54.5	
Approach LOS		D			D			F			D	
90th %ile Green (s)	26.8	66.4	66.4	18.5	58.0	58.0	17.6	30.7		13.9	26.4	26.4
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Max		Max	Max	Max
70th %ile Green (s)	26.8	66.4	66.4	18.5	58.0	58.0	17.6	30.7		13.9	26.4	26.4
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Max		Max	Max	Max
50th %ile Green (s)	26.8	66.4	66.4	18.5	58.0	58.0	17.6	30.7		13.9	26.4	26.4
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Max		Max	Hold	Hold
30th %ile Green (s)	24.3	66.4	66.4	18.5	60.5	60.5	17.6	30.7		13.9	26.4	26.4
30th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Max		Max	Hold	Hold
10th %ile Green (s)	19.3	68.6	68.6	16.3	65.5	65.5	17.6	30.7		13.9	26.4	26.4
10th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Max		Max	Hold	Hold
Stops (vph)	210	1779	69	146	1331	72	433	273		126	72	132
Fuel Used(gal)	11	83	10	7	69	5	11	10		7	3	9
CO Emissions (g/hr)	796	5829	699	519	4855	377	739	727		455	190	626
NOx Emissions (g/hr)	155	1134	136	101	945	73	144	141		88	37	122
VOC Emissions (g/hr)	185	1351	162	120	1125	87	171	168		105	44	145
Dilemma Vehicles (#)	0	59	0	0	119	0	0	0		0	0	0
Queue Length 50th (ft)	243	771	38	174	-566	76	382	-364		146	81	142
Queue Length 95th (ft)	#380	#889	153	m155	m475	m58	m#534	m#499		#291	138	#301
Internal Link Dist (ft)		2062			2416			799			1909	
Turn Bay Length (ft)	700		500	525		575				250		
Base Capacity (vph)	293	2103	976	202	1888	735	413	371		202	307	463

Lanes, Volumes, Timings
 11: World Gateway Dr & SR 536

11/13/2022

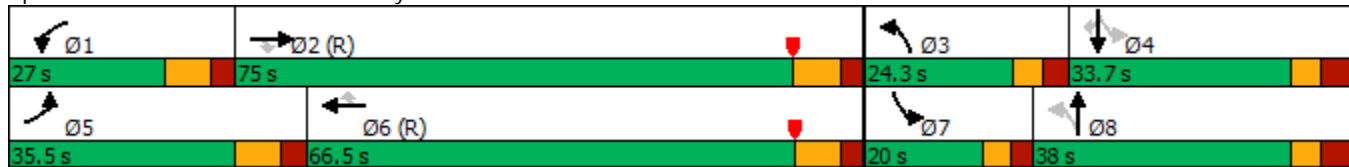


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.98	0.63	0.89	0.97	0.32	0.97	1.02		0.91	0.28	0.81

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 125 (78%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 53.3 Intersection LOS: D
 Intersection Capacity Utilization 103.2% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: World Gateway Dr & SR 536



Lanes, Volumes, Timings
 12: International Dr & World Center Dr/SR 536

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↕↖		↖	↕↕	↖	↖	↕↕	↖↖	↖↖	↕↕↕	↖
Traffic Volume (vph)	439	1601	128	304	1713	558	74	1646	800	469	1932	586
Future Volume (vph)	439	1601	128	304	1713	558	74	1646	800	469	1932	586
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	375		275	150		300	400		450
Storage Lanes	1		0	1		1	1		2	2		1
Taper Length (ft)	50			50			125			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.88	0.97	0.91	1.00
Ped Bike Factor												
Frt		0.989				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3466	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3466	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				239			288			378
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1520			2554			1025				1719
Travel Time (s)		23.0			38.7			23.3				39.1
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	462	1685	135	320	1803	587	78	1733	842	494	2034	617
Shared Lane Traffic (%)												
Lane Group Flow (vph)	462	1820	0	320	1803	587	78	1733	842	494	2034	617
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						Free			Free			Free
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

Lanes, Volumes, Timings
 12: International Dr & World Center Dr/SR 536

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	12.4	37.8		12.6	17.6		11.8	11.8		11.9	11.9	
Total Split (s)	22.0	60.0		19.0	57.0		14.0	49.0		22.0	57.0	
Total Split (%)	14.7%	40.0%		12.7%	38.0%		9.3%	32.7%		14.7%	38.0%	
Maximum Green (s)	14.6	53.2		11.4	49.4		7.2	42.2		15.1	50.1	
Yellow Time (s)	4.8	4.8		5.6	5.6		4.8	4.8		4.9	4.9	
All-Red Time (s)	2.6	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.4	6.8		7.6	7.6		6.8	6.8		6.9	6.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		24.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	14.6	53.2		11.4	49.4	150.0	7.2	42.2	150.0	15.1	50.1	150.0
Actuated g/C Ratio	0.10	0.35		0.08	0.33	1.00	0.05	0.28	1.00	0.10	0.33	1.00
v/c Ratio	1.40	1.48		2.41	1.56	0.37	0.93	1.76	0.31	1.44	1.21	0.39
Control Delay	244.2	253.9		681.6	291.8	0.7	149.0	377.3	0.3	260.9	142.7	0.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	244.2	253.9		681.6	291.8	0.7	149.0	377.3	0.3	260.9	142.7	0.7
LOS	F	F		F	F	A	F	F	A	F	F	A
Approach Delay		251.9			274.7			250.9			133.4	
Approach LOS		F			F			F			F	
90th %ile Green (s)	14.6	53.2		11.4	49.4		7.2	42.2		15.1	50.1	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
70th %ile Green (s)	14.6	53.2		11.4	49.4		7.2	42.2		15.1	50.1	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
50th %ile Green (s)	14.6	53.2		11.4	49.4		7.2	42.2		15.1	50.1	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
30th %ile Green (s)	14.6	53.2		11.4	49.4		7.2	42.2		15.1	50.1	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
10th %ile Green (s)	14.6	53.2		11.4	49.4		7.2	42.2		15.1	50.1	
10th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	
Stops (vph)	334	1248		183	1201	0	62	1086	0	348	1611	0
Fuel Used(gal)	30	122		50	145	9	3	146	6	33	91	8
CO Emissions (g/hr)	2118	8524		3460	10141	652	222	10176	450	2315	6356	555
NOx Emissions (g/hr)	412	1658		673	1973	127	43	1980	88	450	1237	108
VOC Emissions (g/hr)	491	1975		802	2350	151	51	2358	104	537	1473	129
Dilemma Vehicles (#)	0	39		0	36	0	0	0	0	0	0	0
Queue Length 50th (ft)	~310	~1291		~514	~1308	0	78	~1323	0	~337	~886	0
Queue Length 95th (ft)	#425	#1429		#713	#1445	0	#187	#1460	0	#454	#977	0
Internal Link Dist (ft)		1440			2474			945			1639	
Turn Bay Length (ft)	250			375		275	150		300	400		450
Base Capacity (vph)	330	1233		133	1154	1568	84	986	2760	342	1682	1568

Lanes, Volumes, Timings
 12: International Dr & World Center Dr/SR 536

11/13/2022

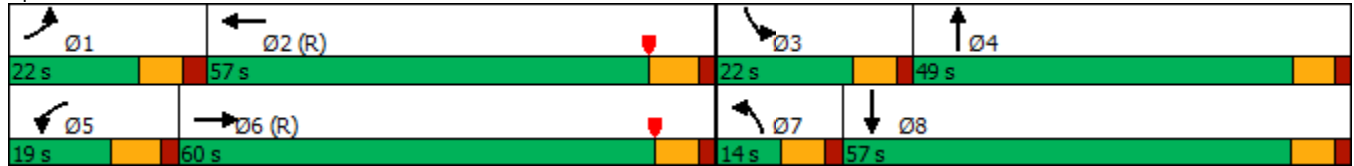


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.40	1.48		2.41	1.56	0.37	0.93	1.76	0.31	1.44	1.21	0.39

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	2.41
Intersection Signal Delay:	222.9
Intersection LOS:	F
Intersection Capacity Utilization	147.5%
ICU Level of Service	H
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 12: International Dr & World Center Dr/SR 536



Lanes, Volumes, Timings
 13: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑		↖	↑↑↑	↖		↕		↖↖	↗	↖
Traffic Volume (vph)	86	2524	0	0	2064	326	0	0	0	413	0	113
Future Volume (vph)	86	2524	0	0	2064	326	0	0	0	413	0	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	530		350	0		0	250		185
Storage Lanes	2		0	1		1	0		0	2		0
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	0.95	0.95
Ped Bike Factor										1.00	0.98	0.98
Fr _t						0.850					0.850	0.850
Fl _t Protected	0.950									0.950		
Satd. Flow (prot)	3367	4988	0	1863	4988	1553	0	1863	0	3433	1481	1504
Fl _t Permitted	0.950									0.950		
Satd. Flow (perm)	3367	4988	0	1863	4988	1553	0	1863	0	3426	1481	1481
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						225					65	65
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1328			1205			229			1017	
Travel Time (s)		20.1			18.3			5.2			23.1	
Confl. Peds. (#/hr)										2		1
Confl. Bikes (#/hr)										1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	91	2657	0	0	2173	343	0	0	0	435	0	119
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	91	2657	0	0	2173	343	0	0	0	435	60	59
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	60		9	60		60	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Perm				Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6	8					4
Detector Phase	5	2		1	6	6	8	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
 13: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	25.0		5.0	25.0	25.0	6.0	6.0		6.0	5.0	5.0
Minimum Split (s)	15.8	44.4		11.0	41.3	41.3	15.0	15.0		15.0	24.0	24.0
Total Split (s)	17.0	101.0		11.0	95.0	95.0	15.0	15.0		63.0	78.0	78.0
Total Split (%)	8.9%	53.2%		5.8%	50.0%	50.0%	7.9%	7.9%		33.2%	41.1%	41.1%
Maximum Green (s)	7.2	92.6		5.0	86.7	86.7	6.0	6.0		54.0	72.0	72.0
Yellow Time (s)	4.8	4.8		4.0	4.8	4.8	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	5.0	3.6		2.0	3.5	3.5	5.0	5.0		5.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	9.8	8.4		6.0	8.3	8.3		9.0		9.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0					7.0	7.0
Flash Dont Walk (s)		29.0			26.0	26.0					11.0	11.0
Pedestrian Calls (#/hr)		0			0	0					0	0
Act Effct Green (s)	10.7	142.9			122.5	122.5				29.7	32.7	32.7
Actuated g/C Ratio	0.06	0.75			0.64	0.64				0.16	0.17	0.17
v/c Ratio	0.48	0.71			0.68	0.32				0.81	0.19	0.19
Control Delay	90.4	14.7			23.4	6.1				89.6	11.9	11.7
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Total Delay	90.4	14.7			23.4	6.1				89.6	11.9	11.7
LOS	F	B			C	A				F	B	B
Approach Delay		17.2			21.0						72.9	
Approach LOS		B			C						E	
90th %ile Green (s)	13.4	136.4		0.0	113.3	113.3	0.0	0.0		36.2	39.2	39.2
90th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
70th %ile Green (s)	12.0	140.2		0.0	118.5	118.5	0.0	0.0		32.4	35.4	35.4
70th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
50th %ile Green (s)	10.7	142.9		0.0	122.5	122.5	0.0	0.0		29.7	32.7	32.7
50th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
30th %ile Green (s)	9.5	145.6		0.0	126.4	126.4	0.0	0.0		27.0	30.0	30.0
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
10th %ile Green (s)	7.8	149.4		0.0	131.9	131.9	0.0	0.0		23.2	26.2	26.2
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
Stops (vph)	80	1054			1273	49				394	8	8
Fuel Used(gal)	3	42			42	4				13	1	1
CO Emissions (g/hr)	232	2965			2921	249				908	44	43
NOx Emissions (g/hr)	45	577			568	48				177	9	8
VOC Emissions (g/hr)	54	687			677	58				210	10	10
Dilemma Vehicles (#)	0	51			54	0				0	0	0
Queue Length 50th (ft)	58	565			602	55				275	0	0
Queue Length 95th (ft)	m76	587			741	125				328	42	41
Internal Link Dist (ft)		1248			1125			149			937	
Turn Bay Length (ft)	425					350				250		185
Base Capacity (vph)	189	3751			3216	1081				975	601	601

Lanes, Volumes, Timings
 13: US 192 & Storey Lake Blvd

12/29/2022

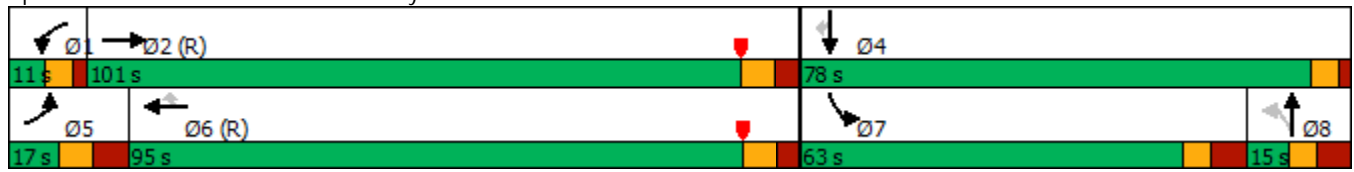


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0			0	0				0	0	0
Spillback Cap Reductn	0	0			0	0				0	0	0
Storage Cap Reductn	0	0			0	0				0	0	0
Reduced v/c Ratio	0.48	0.71			0.68	0.32				0.45	0.10	0.10

Intersection Summary





















Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	24.1
Intersection LOS:	C
Intersection Capacity Utilization	72.7%
ICU Level of Service	C
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 13: US 192 & Storey Lake Blvd
















Lanes, Volumes, Timings
14: SR 535 & Median Opening S

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	150	0	0	140	39	2316	143	88	2487	170
Future Volume (vph)	0	0	150	0	0	140	39	2316	143	88	2487	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	750		275	500		400
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	0			0			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865			0.865			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1611	0	0	1611	1719	3438	1538	1719	4940	1538
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	1719	3438	1538	1719	4940	1538
Link Speed (mph)		30			30			50			50	
Link Distance (ft)		605			604			1019			901	
Travel Time (s)		13.8			13.7			13.9			12.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	158	0	0	147	41	2438	151	93	2618	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	158	0	0	147	41	2438	151	93	2618	179
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	79.4%						ICU Level of Service D					
Analysis Period (min)	15											

Lanes, Volumes, Timings
15: SR 535 & Median Opening N

11/13/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	0	109	2407	109	66	2928
Future Volume (vph)	0	109	2407	109	66	2928
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		550	550	
Storage Lanes	0	1		1	1	
Taper Length (ft)	0				50	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor						
Frt		0.865		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	1611	3438	1538	1719	3438
Flt Permitted					0.950	
Satd. Flow (perm)	0	1611	3438	1538	1719	3438
Link Speed (mph)	30		50			50
Link Distance (ft)	1012		963			773
Travel Time (s)	23.0		13.1			10.5
Confl. Peds. (#/hr)				3		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	115	2534	115	69	3082
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	115	2534	115	69	3082
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		60			60
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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	84.3%
ICU Level of Service	E
Analysis Period (min)	15

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Lane Configurations			↙	↑↑	↑↑			
Traffic Volume (vph)	0	0	111	984	868	82		
Future Volume (vph)	0	0	111	984	868	82		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	0			0		
Storage Lanes	0	0	1			0		
Taper Length (ft)	0		0					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95		
Ped Bike Factor								
Frt					0.987			
Flt Protected			0.950					
Satd. Flow (prot)	0	0	1736	3471	3426	0		
Flt Permitted			0.950					
Satd. Flow (perm)	0	0	1736	3471	3426	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)					13			
Link Speed (mph)	30			40	30			
Link Distance (ft)	1264			446	641			
Travel Time (s)	28.7			7.6	14.6			
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	4%	4%	4%	4%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	0	0	117	1036	914	86		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	117	1036	1000	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			24	24			
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		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2			
Detector Template			Left	Thru	Thru			
Leading Detector (ft)			20	100	100			
Trailing Detector (ft)			0	0	0			
Turn Type			Prot	NA	NA			
Protected Phases			5	Free	6		2	4
Permitted Phases								
Detector Phase			5		6			
Switch Phase								

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Minimum Initial (s)			5.0		5.0		5.0	5.0
Minimum Split (s)			11.0		31.0		30.0	24.0
Total Split (s)			22.0		57.0		79.0	26.0
Total Split (%)			21.0%		54.3%		75%	25%
Maximum Green (s)			17.0		52.0		74.0	21.0
Yellow Time (s)			3.0		3.0		3.0	3.0
All-Red Time (s)			2.0		2.0		2.0	2.0
Lost Time Adjust (s)			0.0		0.0			
Total Lost Time (s)			5.0		5.0			
Lead/Lag			Lead		Lag			
Lead-Lag Optimize?			Yes		Yes			
Vehicle Extension (s)			3.0		3.0		3.0	3.0
Minimum Gap (s)			3.0		3.0		3.0	3.0
Time Before Reduce (s)			0.0		0.0		0.0	0.0
Time To Reduce (s)			0.0		0.0		0.0	0.0
Recall Mode			None		C-Min		C-Min	None
Walk Time (s)					10.0			
Flash Dont Walk (s)					16.0			
Pedestrian Calls (#/hr)					0			
Act Effct Green (s)			12.4	105.0	68.6			
Actuated g/C Ratio			0.12	1.00	0.65			
v/c Ratio			0.57	0.30	0.45			
Control Delay			57.3	0.2	10.3			
Queue Delay			0.0	0.0	0.0			
Total Delay			57.3	0.2	10.3			
LOS			E	A	B			
Approach Delay				6.0	10.3			
Approach LOS				A	B			
90th %ile Green (s)			17.1		60.5		82.6	12.4
90th %ile Term Code			Gap		Coord		Coord	Gap
70th %ile Green (s)			14.3		65.3		84.6	10.4
70th %ile Term Code			Gap		Coord		Coord	Gap
50th %ile Green (s)			12.4		68.6		86.0	9.0
50th %ile Term Code			Gap		Coord		Coord	Gap
30th %ile Green (s)			10.4		72.0		87.4	7.6
30th %ile Term Code			Gap		Coord		Coord	Gap
10th %ile Green (s)			7.6		76.8		89.4	5.6
10th %ile Term Code			Gap		Coord		Coord	Gap
Stops (vph)			95	2	445			
Fuel Used(gal)			3	3	9			
CO Emissions (g/hr)			179	213	644			
NOx Emissions (g/hr)			35	41	125			
VOC Emissions (g/hr)			42	49	149			
Dilemma Vehicles (#)			0	0	0			
Queue Length 50th (ft)			73	0	154			
Queue Length 95th (ft)			112	0	248			
Internal Link Dist (ft)	1184			366	561			
Turn Bay Length (ft)								
Base Capacity (vph)			281	3471	2244			

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/13/2022

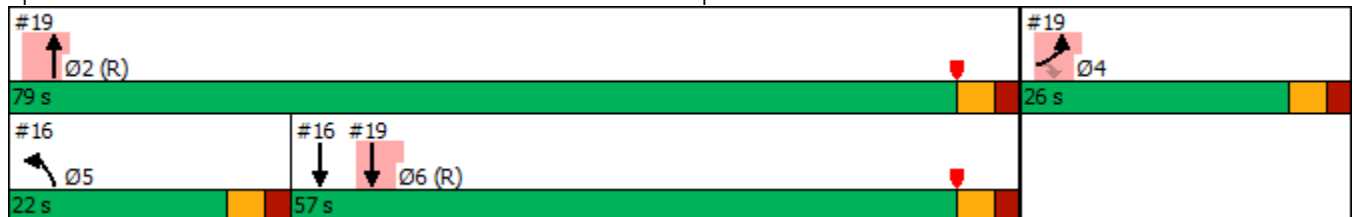


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Starvation Cap Reductn			0	0	0			
Spillback Cap Reductn			0	0	0			
Storage Cap Reductn			0	0	0			
Reduced v/c Ratio			0.42	0.30	0.45			

Intersection Summary

































Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.57
Intersection Signal Delay:	8.0
Intersection LOS:	A
Intersection Capacity Utilization	41.2%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 16: Poinciana Blvd & Poinciana Blvd WB On Ramp



Lanes, Volumes, Timings
17: Poinciana Blvd & US 192

11/13/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  			 			 	
Traffic Volume (vph)	189	1438	816	220	1118	117	446	715	214	167	751	235
Future Volume (vph)	189	1438	816	220	1118	117	446	715	214	167	751	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	390		390	330		330	234		0	475		475
Storage Lanes	2		1	2		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.98			0.99		1.00				
Frt			0.850			0.850		0.965				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3402	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.079			0.187		
Satd. Flow (perm)	3432	5085	1558	3433	5085	1563	147	3402	0	348	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			419			137			23			158
Link Speed (mph)		45			45			30				30
Link Distance (ft)		3747			3191			547				771
Travel Time (s)		56.8			48.3			12.4				17.5
Confl. Peds. (#/hr)	1		3				3		3			
Confl. Bikes (#/hr)				2		1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	199	1514	859	232	1177	123	469	753	225	176	791	247
Shared Lane Traffic (%)												
Lane Group Flow (vph)	199	1514	859	232	1177	123	469	978	0	176	791	247
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
17: Poinciana Blvd & US 192

11/13/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	13.4	49.4	49.4	13.4	50.4	50.4	13.8	40.8		13.8	38.8	38.8
Total Split (s)	23.9	72.0	72.0	19.2	67.3	67.3	48.1	74.3		24.5	50.7	50.7
Total Split (%)	12.6%	37.9%	37.9%	10.1%	35.4%	35.4%	25.3%	39.1%		12.9%	26.7%	26.7%
Maximum Green (s)	17.5	65.6	65.6	12.8	60.9	60.9	41.3	67.5		17.7	43.9	43.9
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		36.0	36.0		37.0	37.0		27.0			25.0	25.0
Pedestrian Calls (#/hr)		0	0		0	0		0			0	0
Act Effct Green (s)	15.6	65.6	65.6	12.8	62.8	62.8	92.0	69.5		59.6	43.9	43.9
Actuated g/C Ratio	0.08	0.35	0.35	0.07	0.33	0.33	0.48	0.37		0.31	0.23	0.23
v/c Ratio	0.71	0.86	1.06	1.00	0.70	0.20	1.11	0.78		0.78	0.97	0.51
Control Delay	98.9	64.2	77.3	123.5	46.7	11.2	130.6	57.5		59.1	95.8	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	98.9	64.2	77.3	123.5	46.7	11.2	130.6	57.5		59.1	95.8	26.0
LOS	F	E	E	F	D	B	F	E		E	F	C
Approach Delay		71.3			55.5			81.2			76.3	
Approach LOS		E			E			F			E	
90th %ile Green (s)	17.5	65.6	65.6	12.8	60.9	60.9	41.3	67.5		17.7	43.9	43.9
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Max	Coord	Coord
70th %ile Green (s)	17.5	65.6	65.6	12.8	60.9	60.9	41.3	67.5		17.7	43.9	43.9
70th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Coord		Max	Coord	Coord
50th %ile Green (s)	16.3	65.6	65.6	12.8	62.1	62.1	41.3	68.5		16.7	43.9	43.9
50th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
30th %ile Green (s)	14.6	65.6	65.6	12.8	63.8	63.8	41.3	70.6		14.6	43.9	43.9
30th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
10th %ile Green (s)	12.0	65.6	65.6	12.8	66.4	66.4	41.3	73.4		11.8	43.9	43.9
10th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
Stops (vph)	182	1319	448	186	1088	58	347	798		125	696	75
Fuel Used(gal)	11	70	38	12	47	3	16	19		4	23	3
CO Emissions (g/hr)	745	4905	2674	867	3308	238	1096	1346		259	1608	215
NOx Emissions (g/hr)	145	954	520	169	644	46	213	262		50	313	42
VOC Emissions (g/hr)	173	1137	620	201	767	55	254	312		60	373	50
Dilemma Vehicles (#)	0	38	0	0	6	0	0	0		0	0	0
Queue Length 50th (ft)	126	649	~810	~138	554	69	~614	565		125	521	95
Queue Length 95th (ft)	174	712	#1079	#248	615	m111	#857	660		202	#658	195
Internal Link Dist (ft)		3667			3111			467			691	
Turn Bay Length (ft)	390		390	330		330	234			475		475
Base Capacity (vph)	316	1755	812	231	1681	608	423	1259		245	817	487

Lanes, Volumes, Timings
 17: Poinciana Blvd & US 192

11/13/2022

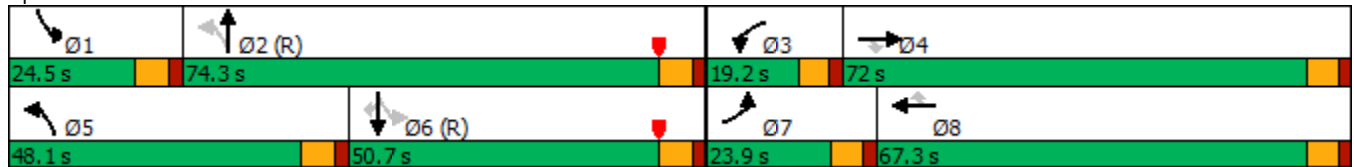


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.86	1.06	1.00	0.70	0.20	1.11	0.78		0.72	0.97	0.51

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 167 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.11
 Intersection Signal Delay: 70.7
 Intersection LOS: E
 Intersection Capacity Utilization 102.3%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: Poinciana Blvd & US 192



Lanes, Volumes, Timings
 18: Poinciana Blvd & Westbound Off Ramp

11/13/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	380	152	494	0	0	575
Future Volume (vph)	380	152	494	0	0	575
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1719	1538	3539	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	1719	1538	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	1736		637			432
Travel Time (s)	39.5		14.5			9.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	400	160	520	0	0	605
Shared Lane Traffic (%)						
Lane Group Flow (vph)	400	160	520	0	0	605
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.6%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings

19: Poincina Blvd/Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Lane Configurations							
Traffic Volume (vph)	57	100	0	1038	868	0	
Future Volume (vph)	57	100	0	1038	868	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	1	0			0	
Taper Length (ft)	0		0				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	
Ped Bike Factor							
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	1752	1568	0	3539	3471	0	
Flt Permitted	0.950						
Satd. Flow (perm)	1752	1568	0	3539	3471	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		105					
Link Speed (mph)	30			40	40		
Link Distance (ft)	1471			395	446		
Travel Time (s)	33.4			6.7	7.6		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	3%	3%	2%	2%	4%	4%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	60	105	0	1093	914	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	60	105	0	1093	914	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			24	24		
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	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	1		2	2		
Detector Template	Left	Right		Thru	Thru		
Leading Detector (ft)	20	20		100	100		
Trailing Detector (ft)	0	0		0	0		
Turn Type	Prot	Perm		NA	NA		
Protected Phases	4			2	6	5	
Permitted Phases		4					
Detector Phase	4	4		2	6		
Switch Phase							

Lanes, Volumes, Timings

19: Poincina Blvd/Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	24.0	24.0		30.0	31.0		11.0
Total Split (s)	26.0	26.0		79.0	57.0		22.0
Total Split (%)	24.8%	24.8%		75.2%	54.3%		21%
Maximum Green (s)	21.0	21.0		74.0	52.0		17.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		
Total Lost Time (s)	5.0	5.0		5.0	5.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None		C-Min	C-Min		None
Walk Time (s)					10.0		
Flash Dont Walk (s)					16.0		
Pedestrian Calls (#/hr)					0		
Act Effct Green (s)	9.0	9.0		86.0	68.6		
Actuated g/C Ratio	0.09	0.09		0.82	0.65		
v/c Ratio	0.40	0.46		0.38	0.40		
Control Delay	52.5	15.3		3.1	3.0		
Queue Delay	0.0	0.0		0.0	0.0		
Total Delay	52.5	15.3		3.1	3.1		
LOS	D	B		A	A		
Approach Delay	28.8			3.1	3.1		
Approach LOS	C			A	A		
90th %ile Green (s)	12.4	12.4		82.6	60.5		17.1
90th %ile Term Code	Gap	Gap		Coord	Coord		Gap
70th %ile Green (s)	10.4	10.4		84.6	65.3		14.3
70th %ile Term Code	Gap	Gap		Coord	Coord		Gap
50th %ile Green (s)	9.0	9.0		86.0	68.6		12.4
50th %ile Term Code	Gap	Gap		Coord	Coord		Gap
30th %ile Green (s)	7.6	7.6		87.4	72.0		10.4
30th %ile Term Code	Gap	Gap		Coord	Coord		Gap
10th %ile Green (s)	5.6	5.6		89.4	76.8		7.6
10th %ile Term Code	Gap	Gap		Coord	Coord		Gap
Stops (vph)	52	19		240	65		
Fuel Used(gal)	2	2		6	4		
CO Emissions (g/hr)	108	109		405	266		
NOx Emissions (g/hr)	21	21		79	52		
VOC Emissions (g/hr)	25	25		94	62		
Dilemma Vehicles (#)	0	0		49	41		
Queue Length 50th (ft)	39	0		75	26		
Queue Length 95th (ft)	79	50		118	31		
Internal Link Dist (ft)	1391			315	366		
Turn Bay Length (ft)							
Base Capacity (vph)	350	397		2898	2268		

Lanes, Volumes, Timings

19: Poincina Blvd/Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/13/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Starvation Cap Reductn	0	0		0	201		
Spillback Cap Reductn	0	0		0	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	0.17	0.26		0.38	0.44		

Intersection Summary

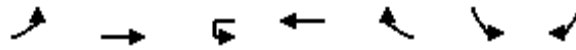
Area Type:	Other
Cycle Length:	105
Actuated Cycle Length:	105
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.57
Intersection Signal Delay:	5.0
Intersection LOS:	A
Intersection Capacity Utilization	41.2%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 19: Poincina Blvd/Poinciana Blvd & Poinciana Blvd EB Off Ramp



Lanes, Volumes, Timings
 20: International Dr & World Gateway Dr

11/13/2022



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↗	↑↑↑	↘	↑↑↑		↗	↖
Traffic Volume (vph)	393	1045	0	882	344	561	272
Future Volume (vph)	393	1045	0	882	344	561	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12
Grade (%)		0%		0%		0%	
Storage Length (ft)	200		200		0	0	0
Storage Lanes	1		1		0	1	1
Taper Length (ft)	50		50			0	
Lane Util. Factor	1.00	0.91	1.00	0.91	0.91	1.00	1.00
Ped Bike Factor							
Flt				0.958			0.850
Flt Protected	0.950					0.950	
Satd. Flow (prot)	1770	5085	1863	4872	0	1770	1583
Flt Permitted	0.950					0.950	
Satd. Flow (perm)	1770	5085	1863	4872	0	1770	1583
Link Speed (mph)		45		45		30	
Link Distance (ft)		1160		3654		879	
Travel Time (s)		17.6		55.4		20.0	
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0
Parking (#/hr)							
Mid-Block Traffic (%)		0%		0%		0%	
Adj. Flow (vph)	414	1100	0	928	362	591	286
Shared Lane Traffic (%)							
Lane Group Flow (vph)	414	1100	0	1290	0	591	286
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		60		60		36	
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
Turning Speed (mph)	15		9		9	15	9
Sign Control		Free		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	87.6%
ICU Level of Service	E
Analysis Period (min)	15

Lanes, Volumes, Timings
21: World Center Dr & Buena Vista Suites

11/13/2022



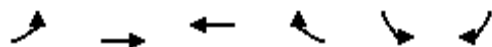
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑			↕			↕	
Traffic Volume (vph)	40	2166	29	38	2232	14	27	6	46	13	4	44
Future Volume (vph)	40	2166	29	38	2232	14	27	6	46	13	4	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	500		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.998			0.999			0.921				0.903
Fl _t Protected	0.950			0.950				0.983				0.989
Satd. Flow (prot)	1752	5026	0	1752	5031	0	0	1686	0	0	1664	0
Fl _t Permitted	0.950			0.950				0.983				0.989
Satd. Flow (perm)	1752	5026	0	1752	5031	0	0	1686	0	0	1664	0
Link Speed (mph)		45			45			30				30
Link Distance (ft)		1190			510			350				496
Travel Time (s)		18.0			7.7			8.0				11.3
Confl. Peds. (#/hr)			1									
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	42	2280	31	40	2349	15	28	6	48	14	4	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	2311	0	40	2364	0	0	82	0	0	64	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.7%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
 22: World Center Dr & Caribe Royale Orlando

11/13/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↗	↗
Traffic Volume (vph)	42	2132	2340	33	36	55
Future Volume (vph)	42	2132	2340	33	36	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	270			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	5036	5026	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	5036	5026	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		510	1520		505	
Travel Time (s)		7.7	23.0		11.5	
Confl. Peds. (#/hr)					1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	44	2244	2463	35	38	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	2244	2498	0	38	58
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	56.0%
ICU Level of Service	B
Analysis Period (min)	15

Unsignalized Intersections

2025

HCM 6th TWSC
 3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp

11/13/2022

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↘	↕	↘		↕	↗
Traffic Vol, veh/h	0	0	44	0	0	0	52	1272	73	0	982	32
Future Vol, veh/h	0	0	44	0	0	0	52	1272	73	0	982	32
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	225	-	375	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	0	0	0	5	5	5	5	5	5
Mvmt Flow	0	0	46	0	0	0	55	1339	77	0	1034	34

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	-	-	518	1035	0	-	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.92	4.2	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.31	2.25	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	505	650	-	0	0	-	0
Stage 1	0	0	-	-	-	0	0	-	0
Stage 2	0	0	-	-	-	0	0	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	-	0	505	649	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	649	-	505	-
HCM Lane V/C Ratio	0.084	-	0.092	-
HCM Control Delay (s)	11.1	-	12.8	-
HCM Lane LOS	B	-	B	-
HCM 95th %tile Q(veh)	0.3	-	0.3	-

HCM 6th TWSC
10: SR 535 & Lake Bryan Beach Blvd

11/13/2022

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↑↑↑	↑↑↑	↑	↕ ↑↑↑		
Traffic Vol, veh/h	2	2	2	24	2	43	28	1979	56	62	1759	1
Future Vol, veh/h	2	2	2	24	2	43	28	1979	56	62	1759	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	175	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	5	5	5	5	5	5
Mvmt Flow	2	2	2	25	2	45	29	2083	59	65	1852	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2875	4184	927	3014	4125	1043	1853	0	0	2143	0	0
Stage 1	1983	1983	-	2142	2142	-	-	-	-	-	-	-
Stage 2	892	2201	-	872	1983	-	-	-	-	-	-	-
Critical Hdwy	6.46	6.56	7.16	6.46	6.56	7.16	5.4	-	-	5.4	-	-
Critical Hdwy Stg 1	7.36	5.56	-	7.36	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.56	-	6.76	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4.03	3.93	3.83	4.03	3.93	3.15	-	-	3.15	-	-
Pot Cap-1 Maneuver	17	~2	230	~14	~2	193	143	-	-	102	-	-
Stage 1	39	104	-	30	86	-	-	-	-	-	-	-
Stage 2	273	80	-	281	104	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~1	230	-	~1	193	143	-	-	102	-	-
Mov Cap-2 Maneuver	-	~1	-	-	~1	-	-	-	-	-	-	-
Stage 1	31	38	-	~24	68	-	-	-	-	-	-	-
Stage 2	161	64	-	95	38	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB		
HCM Control Delay, s							0.5		3
HCM LOS									

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	143	-	-	-	102	-	-
HCM Lane V/C Ratio	0.206	-	-	-	0.64	-	-
HCM Control Delay (s)	36.6	-	-	-	88.6	-	-
HCM Lane LOS	E	-	-	-	F	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-	3.2	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 14: SR 535 & Median Opening S

11/13/2022

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗	↗	↗	↗	↗	↗
Traffic Vol, veh/h	0	0	44	0	0	71	25	1956	61	57	1638	88
Future Vol, veh/h	0	0	44	0	0	71	25	1956	61	57	1638	88
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	0	750	-	275	500	-	400
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	5	5	5
Mvmt Flow	0	0	46	0	0	75	26	2059	64	60	1724	93

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	-	-	862	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	7.14	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.92	-
Pot Cap-1 Maneuver	0	0	256	0
Stage 1	0	0	-	0
Stage 2	0	0	-	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	256	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.1	27.9	0.4	0.8
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	167	-	-	256	231	243	-
HCM Lane V/C Ratio	0.158	-	-	0.181	0.324	0.247	-
HCM Control Delay (s)	30.5	-	-	22.1	27.9	24.6	-
HCM Lane LOS	D	-	-	C	D	C	-
HCM 95th %tile Q(veh)	0.5	-	-	0.6	1.3	0.9	-

HCM 6th TWSC
 15: SR 535 & Median Opening N

11/13/2022

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↗	↖	↕
Traffic Vol, veh/h	0	2	2448	80	24	1972
Future Vol, veh/h	0	2	2448	80	24	1972
Conflicting Peds, #/hr	0	0	0	3	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	550	550	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	5	5	5	5
Mvmt Flow	0	2	2577	84	25	2076

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	1292	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	154	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	154	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.7	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	154	147
HCM Lane V/C Ratio	-	-	0.014	0.172
HCM Control Delay (s)	-	-	28.7	34.5
HCM Lane LOS	-	-	D	D
HCM 95th %tile Q(veh)	-	-	0	0.6

HCM 6th TWSC
 18: Poinciana Blvd & Westbound Off Ramp

11/13/2022

Intersection						
Int Delay, s/veh	6.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑			↑↑
Traffic Vol, veh/h	229	144	273	0	0	104
Future Vol, veh/h	229	144	273	0	0	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	241	152	287	0	0	109

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	342	144	0	-	-	-
Stage 1	287	-	-	-	-	-
Stage 2	55	-	-	-	-	-
Critical Hdwy	6.9	7	-	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	-	-	-	-
Pot Cap-1 Maneuver	620	868	-	0	0	-
Stage 1	727	-	-	0	0	-
Stage 2	952	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	620	868	-	-	-	-
Mov Cap-2 Maneuver	620	-	-	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	952	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1WBLn2	SBT
Capacity (veh/h)	- 620 868	-
HCM Lane V/C Ratio	- 0.389 0.175	-
HCM Control Delay (s)	- 14.5 10	-
HCM Lane LOS	- B B	-
HCM 95th %tile Q(veh)	- 1.8 0.6	-

Intersection							
Int Delay, s/veh	14.5						
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↘	↑↑↑		↘	↗
Traffic Vol, veh/h	177	540	0	669	177	116	114
Future Vol, veh/h	177	540	0	669	177	116	114
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	200	-	200	-	-	0	0
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	186	568	0	704	186	122	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	890	0	415	-	0	1396
Stage 1	-	-	-	-	-	797
Stage 2	-	-	-	-	-	599
Critical Hdwy	5.34	-	5.64	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	-	-	6.04
Follow-up Hdwy	3.12	-	2.32	-	-	3.82
Pot Cap-1 Maneuver	442	-	923	-	-	479
Stage 1	-	-	-	-	-	321
Stage 2	-	-	-	-	-	466
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	442	-	923	-	-	113
Mov Cap-2 Maneuver	-	-	-	-	-	113
Stage 1	-	-	-	-	-	186
Stage 2	-	-	-	-	-	466

Approach	EB	WB	SB
HCM Control Delay, s	4.7	0	98.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	442	-	923	-	-	113	479
HCM Lane V/C Ratio	0.422	-	-	-	-	1.081	0.251
HCM Control Delay (s)	18.9	-	0	-	-	180.8	15
HCM Lane LOS	C	-	A	-	-	F	C
HCM 95th %tile Q(veh)	2.1	-	0	-	-	7.4	1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
21: World Center Dr & Buena Vista Suites

11/13/2022

Intersection												
Int Delay, s/veh	16.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑				↕			↕	
Traffic Vol, veh/h	44	1440	9	24	1867	16	17	3	17	2	2	21
Future Vol, veh/h	44	1440	9	24	1867	16	17	3	17	2	2	21
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	2	2	2	2	2	2
Mvmt Flow	46	1516	9	25	1965	17	18	3	18	2	2	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1982	0	0	1526	0	0	2451	3646	764	2724	3642	991
Stage 1	-	-	-	-	-	-	1614	1614	-	2024	2024	-
Stage 2	-	-	-	-	-	-	837	2032	-	700	1618	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	126	-	-	214	-	-	33	5	297	22	5	210
Stage 1	-	-	-	-	-	-	73	161	-	37	100	-
Stage 2	-	-	-	-	-	-	297	99	-	360	161	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	126	-	-	214	-	-	~ 9	~ 3	297	-	3	210
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 9	~ 3	-	-	3	-
Stage 1	-	-	-	-	-	-	46	102	-	23	88	-
Stage 2	-	-	-	-	-	-	229	87	-	208	102	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.3	\$ 1489.3	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	13	126	-	-	214	-	-	-
HCM Lane V/C Ratio	2.996	0.368	-	-	0.118	-	-	-
HCM Control Delay (s)	\$ 1489.3	49.3	-	-	24.1	-	-	-
HCM Lane LOS	F	E	-	-	C	-	-	-
HCM 95th %tile Q(veh)	5.8	1.5	-	-	0.4	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	↘
Traffic Vol, veh/h	49	1527	1730	43	12	23
Future Vol, veh/h	49	1527	1730	43	12	23
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	270	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	52	1607	1821	45	13	24

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1866	0	-	0	2592
Stage 1	-	-	-	-	1844
Stage 2	-	-	-	-	748
Critical Hdwy	5.36	-	-	-	5.74
Critical Hdwy Stg 1	-	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	-	6.04
Follow-up Hdwy	3.13	-	-	-	3.82
Pot Cap-1 Maneuver	144	-	-	-	44
Stage 1	-	-	-	-	72
Stage 2	-	-	-	-	389
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	144	-	-	-	28
Mov Cap-2 Maneuver	-	-	-	-	28
Stage 1	-	-	-	-	46
Stage 2	-	-	-	-	389

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	88
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	144	-	-	-	28	230
HCM Lane V/C Ratio	0.358	-	-	-	0.451	0.105
HCM Control Delay (s)	43.3	-	-	-	213.4	22.5
HCM Lane LOS	E	-	-	-	F	C
HCM 95th %tile Q(veh)	1.5	-	-	-	1.4	0.3

HCM 6th TWSC
 3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp

11/13/2022

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↘	↕	↘		↕	↗
Traffic Vol, veh/h	0	0	84	0	0	0	26	1071	90	0	1270	36
Future Vol, veh/h	0	0	84	0	0	0	26	1071	90	0	1270	36
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	225	-	375	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	0	0	0	5	5	5	5	5	5
Mvmt Flow	0	0	88	0	0	0	27	1127	95	0	1337	38

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	-	-	670	1338	0	-	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.92	4.2	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.31	2.25	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	402	496	-	0	0	-	0
Stage 1	0	0	-	-	-	0	0	-	0
Stage 2	0	0	-	-	-	0	0	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	-	0	402	496	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.5	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	496	-	402	-
HCM Lane V/C Ratio	0.055	-	0.22	-
HCM Control Delay (s)	12.7	-	16.5	-
HCM Lane LOS	B	-	C	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-

HCM 6th TWSC
10: SR 535 & Lake Bryan Beach Blvd

11/13/2022

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↑↑↑	↑↑↑	↑	↕ ↑↑↑		
Traffic Vol, veh/h	2	2	3	58	2	104	49	1793	38	24	2130	1
Future Vol, veh/h	2	2	3	58	2	104	49	1793	38	24	2130	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	175	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	5	5	5	5	5	5
Mvmt Flow	2	2	3	61	2	109	52	1887	40	25	2242	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3153	4325	1122	2940	4285	945	2243	0	0	1928	0	0
Stage 1	2293	2293	-	1992	1992	-	-	-	-	-	-	-
Stage 2	860	2032	-	948	2293	-	-	-	-	-	-	-
Critical Hdwy	6.46	6.56	7.16	6.46	6.56	7.16	5.4	-	-	5.4	-	-
Critical Hdwy Stg 1	7.36	5.56	-	7.36	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.56	-	6.76	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4.03	3.93	3.83	4.03	3.93	3.15	-	-	3.15	-	-
Pot Cap-1 Maneuver	11	~2	171	~16	~2	224	90	-	-	131	-	-
Stage 1	23	72	-	~39	103	-	-	-	-	-	-	-
Stage 2	285	98	-	252	72	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~1	171	-	~1	224	90	-	-	131	-	-
Mov Cap-2 Maneuver	-	~1	-	-	~1	-	-	-	-	-	-	-
Stage 1	10	58	-	~16	43	-	-	-	-	-	-	-
Stage 2	59	41	-	193	58	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s					2.3		0.4	
HCM LOS	-		-					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	90	-	-	-	-	131	-	-
HCM Lane V/C Ratio	0.573	-	-	-	-	0.193	-	-
HCM Control Delay (s)	88.7	-	-	-	-	38.9	-	-
HCM Lane LOS	F	-	-	-	-	E	-	-
HCM 95th %tile Q(veh)	2.6	-	-	-	-	0.7	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 14: SR 535 & Median Opening S

11/13/2022

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗	↗↗	↗	↗	↗↗↗	↗
Traffic Vol, veh/h	0	0	146	0	0	98	35	1481	92	39	1911	167
Future Vol, veh/h	0	0	146	0	0	98	35	1481	92	39	1911	167
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	0	750	-	275	500	-	400
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	5	5	5
Mvmt Flow	0	0	154	0	0	103	37	1559	97	41	2012	176

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	1006	-	-	780	2012	0	0	1656	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	6.94	5.4	-	-	4.2	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.32	3.15	-	-	2.25	-	-
Pot Cap-1 Maneuver	0	0	206	0	0	338	119	-	-	372	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	206	-	-	338	119	-	-	372	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	60.9		20.3		1.1		0.3	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	119	-	-	206	338	372	-
HCM Lane V/C Ratio	0.31	-	-	0.746	0.305	0.11	-
HCM Control Delay (s)	48.3	-	-	60.9	20.3	15.9	-
HCM Lane LOS	E	-	-	F	C	C	-
HCM 95th %tile Q(veh)	1.2	-	-	5	1.3	0.4	-

HCM 6th TWSC
 15: SR 535 & Median Opening N

11/13/2022

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↗	↘	↕
Traffic Vol, veh/h	0	72	1813	99	37	2485
Future Vol, veh/h	0	72	1813	99	37	2485
Conflicting Peds, #/hr	0	0	0	3	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	550	550	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	5	5	5	5
Mvmt Flow	0	76	1908	104	39	2616

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	957	0 0 2015 0
Stage 1	-	-	- - - -
Stage 2	-	-	- - - -
Critical Hdwy	-	6.94	- - 4.2 -
Critical Hdwy Stg 1	-	-	- - - -
Critical Hdwy Stg 2	-	-	- - - -
Follow-up Hdwy	-	3.32	- - 2.25 -
Pot Cap-1 Maneuver	0	258	- - 268 -
Stage 1	0	-	- - - -
Stage 2	0	-	- - - -
Platoon blocked, %			- - - -
Mov Cap-1 Maneuver	-	257	- - 267 -
Mov Cap-2 Maneuver	-	-	- - - -
Stage 1	-	-	- - - -
Stage 2	-	-	- - - -

Approach	WB	NB	SB
HCM Control Delay, s	24.8	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	257	267
HCM Lane V/C Ratio	-	-	0.295	0.146
HCM Control Delay (s)	-	-	24.8	20.8
HCM Lane LOS	-	-	C	C
HCM 95th %tile Q(veh)	-	-	1.2	0.5

HCM 6th TWSC
 18: Poinciana Blvd & Westbound Off Ramp

11/13/2022

Intersection						
Int Delay, s/veh	6.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↗	↑↑			↑↑
Traffic Vol, veh/h	264	149	220	0	0	330
Future Vol, veh/h	264	149	220	0	0	330
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	278	157	232	0	0	347

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	406	116	0	-	-	-
Stage 1	232	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Critical Hdwy	6.9	7	-	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	-	-	-	-
Pot Cap-1 Maneuver	565	905	-	0	0	-
Stage 1	776	-	-	0	0	-
Stage 2	830	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	565	905	-	-	-	-
Mov Cap-2 Maneuver	565	-	-	-	-	-
Stage 1	776	-	-	-	-	-
Stage 2	830	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1WBLn2	SBT
Capacity (veh/h)	- 565 905	-
HCM Lane V/C Ratio	- 0.492 0.173	-
HCM Control Delay (s)	- 17.4 9.8	-
HCM Lane LOS	- C A	-
HCM 95th %tile Q(veh)	- 2.7 0.6	-

HCM 6th TWSC
 20: International Dr & World Gateway Dr

11/13/2022

Intersection							
Int Delay, s/veh	329.5						
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↘	↑↑↑		↘	↗
Traffic Vol, veh/h	249	642	0	472	103	461	179
Future Vol, veh/h	249	642	0	472	103	461	179
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	200	-	200	-	-	0	0
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	262	676	0	497	108	485	188

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	605	0	493	-	0	1345 303
Stage 1	-	-	-	-	-	551 -
Stage 2	-	-	-	-	-	794 -
Critical Hdwy	5.34	-	5.64	-	-	5.74 7.14
Critical Hdwy Stg 1	-	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	-	6.04 -
Follow-up Hdwy	3.12	-	2.32	-	-	3.82 3.92
Pot Cap-1 Maneuver	604	-	837	-	-	~ 207 591
Stage 1	-	-	-	-	-	~ 450 -
Stage 2	-	-	-	-	-	~ 368 -
Platoon blocked, %		-		-		
Mov Cap-1 Maneuver	604	-	837	-	-	~ 117 591
Mov Cap-2 Maneuver	-	-	-	-	-	~ 117 -
Stage 1	-	-	-	-	-	~ 255 -
Stage 2	-	-	-	-	-	~ 368 -

Approach	EB	WB	SB
HCM Control Delay, s	4.3	0	\$ 1078.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	604	-	837	-	-	117	591
HCM Lane V/C Ratio	0.434	-	-	-	-	4.148	0.319
HCM Control Delay (s)	15.4	-	0	-	-	\$ 1491.6	13.9
HCM Lane LOS	C	-	A	-	-	F	B
HCM 95th %tile Q(veh)	2.2	-	0	-	-	49.7	1.4

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 21: World Center Dr & Buena Vista Suites

11/13/2022

Intersection												
Int Delay, s/veh	30.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	38	1730	21	30	1715	9	21	2	35	8	1	35
Future Vol, veh/h	38	1730	21	30	1715	9	21	2	35	8	1	35
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	2	2	2	2	2	2
Mvmt Flow	40	1821	22	32	1805	9	22	2	37	8	1	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1814	0	0	1844	0	0	2700	3791	923	2683	3798	907
Stage 1	-	-	-	-	-	-	1913	1913	-	1874	1874	-
Stage 2	-	-	-	-	-	-	787	1878	-	809	1924	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	154	-	-	148	-	-	23	4	233	23	4	239
Stage 1	-	-	-	-	-	-	45	114	-	48	120	-
Stage 2	-	-	-	-	-	-	319	119	-	309	113	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	154	-	-	148	-	-	~ 8	~ 2	233	-	2	239
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 8	~ 2	-	-	2	-
Stage 1	-	-	-	-	-	-	33	84	-	36	94	-
Stage 2	-	-	-	-	-	-	209	93	-	188	84	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.6	\$ 1893.3	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	15	154	-	-	148	-	-	-
HCM Lane V/C Ratio	4.07	0.26	-	-	0.213	-	-	-
HCM Control Delay (s)	\$ 1893.3	36.4	-	-	35.8	-	-	-
HCM Lane LOS	F	E	-	-	E	-	-	-
HCM 95th %tile Q(veh)	8.5	1	-	-	0.8	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	↗
Traffic Vol, veh/h	28	1596	1769	19	26	44
Future Vol, veh/h	28	1596	1769	19	26	44
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	270	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	29	1680	1862	20	27	46

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1882	0	-	0	2603 941
Stage 1	-	-	-	-	1872 -
Stage 2	-	-	-	-	731 -
Critical Hdwy	5.36	-	-	-	5.74 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	3.13	-	-	-	3.82 3.92
Pot Cap-1 Maneuver	142	-	-	-	44 227
Stage 1	-	-	-	-	69 -
Stage 2	-	-	-	-	397 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	142	-	-	-	35 227
Mov Cap-2 Maneuver	-	-	-	-	35 -
Stage 1	-	-	-	-	55 -
Stage 2	-	-	-	-	397 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	110.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	142	-	-	-	35	227
HCM Lane V/C Ratio	0.208	-	-	-	0.782	0.204
HCM Control Delay (s)	36.9	-	-	-	255.3	24.9
HCM Lane LOS	E	-	-	-	F	C
HCM 95th %tile Q(veh)	0.7	-	-	-	2.8	0.7

2045

HCM 6th TWSC
 3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp

11/13/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↘	↕	↘		↕	↗
Traffic Vol, veh/h	0	0	56	0	0	0	55	1732	131	0	1498	50
Future Vol, veh/h	0	0	56	0	0	0	55	1732	131	0	1498	50
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	225	-	375	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	0	0	0	5	5	5	5	5	5
Mvmt Flow	0	0	59	0	0	0	58	1823	138	0	1577	53

Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	-	-	790			1578	0	-	-	-	-	0
Stage 1	-	-	-			-	-	-	-	-	-	-
Stage 2	-	-	-			-	-	-	-	-	-	-
Critical Hdwy	-	-	6.92			4.2	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-			-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-			-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.31			2.25	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	335			399	-	0	0	-	0	0
Stage 1	0	0	-			-	-	0	0	-	0	0
Stage 2	0	0	-			-	-	0	0	-	0	0
Platoon blocked, %							-					-
Mov Cap-1 Maneuver	-	0	335			399	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-			-	-	-	-	-	-	-
Stage 1	-	0	-			-	-	-	-	-	-	-
Stage 2	-	0	-			-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	399	-	335	-
HCM Lane V/C Ratio	0.145	-	0.176	-
HCM Control Delay (s)	15.5	-	18	-
HCM Lane LOS	C	-	C	-
HCM 95th %tile Q(veh)	0.5	-	0.6	-

HCM 6th TWSC
 10: SR 535 & Lake Bryan Beach Blvd

11/13/2022

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↑↑↑	↑↑↑	↑	↕ ↑↑↑		
Traffic Vol, veh/h	7	5	11	26	5	45	30	2426	59	65	2199	4
Future Vol, veh/h	7	5	11	26	5	45	30	2426	59	65	2199	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	175	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	5	5	5	5	5	5
Mvmt Flow	7	5	12	27	5	47	32	2554	62	68	2315	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3541	5134	1160	3684	5074	1278	2319	0	0	2617	0	0
Stage 1	2453	2453	-	2619	2619	-	-	-	-	-	-	-
Stage 2	1088	2681	-	1065	2455	-	-	-	-	-	-	-
Critical Hdwy	6.46	6.56	7.16	6.46	6.56	7.16	5.4	-	-	5.4	-	-
Critical Hdwy Stg 1	7.36	5.56	-	7.36	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.56	-	6.76	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4.03	3.93	3.83	4.03	3.93	3.15	-	-	3.15	-	-
Pot Cap-1 Maneuver	~ 6	0	161	~ 5	0	134	82	-	-	~ 57	-	-
Stage 1	18	59	-	~ 13	48	-	-	-	-	-	-	-
Stage 2	206	45	-	213	59	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	0	161	-	0	134	82	-	-	~ 57	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	11	0	-	~ 8	29	-	-	-	-	-	-	-
Stage 2	66	27	-	-	0	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s					0.9		8.7	
HCM LOS	-		-					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	82	-	-	-	~ 57	-	-
HCM Lane V/C Ratio	0.385	-	-	-	1.2	-	-
HCM Control Delay (s)	74.1	-	-	-	\$ 303.4	-	-
HCM Lane LOS	F	-	-	-	F	-	-
HCM 95th %tile Q(veh)	1.5	-	-	-	5.8	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 14: SR 535 & Median Opening S

11/13/2022

Intersection												
Int Delay, s/veh	13											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗	↗↗	↗	↗	↗↗↗	↗
Traffic Vol, veh/h	0	0	145	0	0	171	38	2511	133	92	2375	141
Future Vol, veh/h	0	0	145	0	0	171	38	2511	133	92	2375	141
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	0	750	-	275	500	-	400
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	5	5	5
Mvmt Flow	0	0	153	0	0	180	40	2643	140	97	2500	148

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	-	-	1250	-	-	1322	2500	0	0	2783	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	6.94	5.4	-	-	4.2	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.32	3.15	-	-	2.25	-	-
Pot Cap-1 Maneuver	0	0	~ 141	0	0	~ 147	66	-	-	131	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-	-		
Mov Cap-1 Maneuver	-	-	~ 141	-	-	~ 147	66	-	-	131	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	162.1		206.7		1.7		3.2	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	66	-	-	141	147	131	-
HCM Lane V/C Ratio	0.606	-	-	1.082	1.224	0.739	-
HCM Control Delay (s)	121.7	-	-	162.1	206.7	86	-
HCM Lane LOS	F	-	-	F	F	F	-
HCM 95th %tile Q(veh)	2.6	-	-	8.3	10.5	4.3	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 15: SR 535 & Median Opening N

11/13/2022

Intersection						
Int Delay, s/veh	5.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↗	↖	↕
Traffic Vol, veh/h	0	122	2798	163	72	2704
Future Vol, veh/h	0	122	2798	163	72	2704
Conflicting Peds, #/hr	0	0	0	3	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	550	550	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	5	5	5	5
Mvmt Flow	0	128	2945	172	76	2846

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	1476	0	0	3120
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	4.2
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	2.25
Pot Cap-1 Maneuver	0	~ 115	-	-	95
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	-	~ 115	-	-	95
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	190.7	0	3.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	115	95
HCM Lane V/C Ratio	-	-	1.117	0.798
HCM Control Delay (s)	-	-	190.7	122.6
HCM Lane LOS	-	-	F	F
HCM 95th %tile Q(veh)	-	-	7.8	4.3

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 18: Poinciana Blvd & Westbound Off Ramp

11/13/2022

Intersection						
Int Delay, s/veh	36.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑			↑↑
Traffic Vol, veh/h	353	146	508	0	0	528
Future Vol, veh/h	353	146	508	0	0	528
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	372	154	535	0	0	556

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	813	268	0	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	278	-	-	-	-	-
Critical Hdwy	6.9	7	-	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	-	-	-	-
Pot Cap-1 Maneuver	~ 310	721	-	0	0	-
Stage 1	543	-	-	0	0	-
Stage 2	735	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	~ 310	721	-	-	-	-
Mov Cap-2 Maneuver	~ 310	-	-	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	735	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	111	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBTWBLn1WBLn2	SBT
Capacity (veh/h)	- 310 721	-
HCM Lane V/C Ratio	- 1.199 0.213	-
HCM Control Delay (s)	- 152.2 11.3	-
HCM Lane LOS	- F B	-
HCM 95th %tile Q(veh)	- 16.3 0.8	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
20: International Dr & World Gateway Dr

11/13/2022

Intersection							
Int Delay, s/veh	27.2						
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↘	↑↑↑		↘	↗
Traffic Vol, veh/h	327	878	0	876	515	479	267
Future Vol, veh/h	327	878	0	876	515	479	267
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	200	-	200	-	-	0	0
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	344	924	0	922	542	504	281

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1464	0	675
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	5.34	-	5.64
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.12	-	2.32
Pot Cap-1 Maneuver	~ 232	-	665
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	~ 232	-	665
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	75.5	0	
HCM LOS			-

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	~ 232	-	665	-	-	-	312
HCM Lane V/C Ratio	1.484	-	-	-	-	-	0.901
HCM Control Delay (s)	278.3	-	0	-	-	-	66.2
HCM Lane LOS	F	-	A	-	-	-	F
HCM 95th %tile Q(veh)	20.4	-	0	-	-	-	8.5

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 21: World Center Dr & Buena Vista Suites

11/13/2022

Intersection												
Int Delay, s/veh	157.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	48	1819	26	49	2392	19	28	6	32	6	4	38
Future Vol, veh/h	48	1819	26	49	2392	19	28	6	32	6	4	38
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	2	2	2	2	2	2
Mvmt Flow	51	1915	27	52	2518	20	29	6	34	6	4	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2538	0	0	1943	0	0	3145	4674	972	3503	4677	1269
Stage 1	-	-	-	-	-	-	2032	2032	-	2632	2632	-
Stage 2	-	-	-	-	-	-	1113	2642	-	871	2045	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	65	-	-	132	-	-	~ 12	~ 1	217	7	~ 1	137
Stage 1	-	-	-	-	-	-	36	99	-	13	48	-
Stage 2	-	-	-	-	-	-	200	48	-	283	98	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	65	-	-	132	-	-	~ 2	0	217	~ 2	0	137
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	0	-	~ 2	0	-
Stage 1	-	-	-	-	-	-	~ 8	21	-	~ 3	29	-
Stage 2	-	-	-	-	-	-	73	29	-	36	21	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4	1	\$ 9126.4	\$ 1883.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	4	65	-	-	132	-	-	13
HCM Lane V/C Ratio	17.368	0.777	-	-	0.391	-	-	3.887
HCM Control Delay (s)	\$ 9126.4	158.2	-	-	48.8	-	-	\$ 1883.4
HCM Lane LOS	F	F	-	-	E	-	-	F
HCM 95th %tile Q(veh)	10.6	3.5	-	-	1.7	-	-	7.3

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection

Int Delay, s/veh 131.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	↘
Traffic Vol, veh/h	54	1918	2411	47	29	48
Future Vol, veh/h	54	1918	2411	47	29	48
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	270	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	57	2019	2538	49	31	51

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	2587	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	5.36	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.13	-	-
Pot Cap-1 Maneuver	61	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	61	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	5.7	0	\$ 7533.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	61	-	-	-	1	132
HCM Lane V/C Ratio	0.932	-	-	-	30.526	0.383
HCM Control Delay (s)	206.7	-	-	-	19922.5	48.3
HCM Lane LOS	F	-	-	-	F	E
HCM 95th %tile Q(veh)	4.4	-	-	-	5.7	1.6

Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp

11/14/2022

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↘	↕	↗		↕	↘
Traffic Vol, veh/h	0	0	84	0	0	0	29	1405	133	0	1592	39
Future Vol, veh/h	0	0	84	0	0	0	29	1405	133	0	1592	39
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	225	-	375	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	0	0	0	5	5	5	5	5	5
Mvmt Flow	0	0	88	0	0	0	31	1479	140	0	1676	41

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	-	-	839	1677	0	-	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.92	4.2	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.31	2.25	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	311	365	-	0	0	-	0
Stage 1	0	0	-	-	-	0	0	-	0
Stage 2	0	0	-	-	-	0	0	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	-	0	311	365	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.1	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	365	-	311	-
HCM Lane V/C Ratio	0.084	-	0.284	-
HCM Control Delay (s)	15.8	-	21.1	-
HCM Lane LOS	C	-	C	-
HCM 95th %tile Q(veh)	0.3	-	1.1	-

HCM 6th TWSC
10: SR 535 & Lake Bryan Beach Blvd

11/14/2022

Intersection												
Int Delay, s/veh	1024											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↑↑↑	↑↑↑	↑	↕ ↑↑↑		
Traffic Vol, veh/h	6	6	8	62	5	106	53	2254	40	27	2381	4
Future Vol, veh/h	6	6	8	62	5	106	53	2254	40	27	2381	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	175	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	5	5	5	5	5	5
Mvmt Flow	6	6	8	65	5	112	56	2373	42	28	2506	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3628	5092	1255	3547	5052	1188	2510	0	0	2416	0	0
Stage 1	2564	2564	-	2486	2486	-	-	-	-	-	-	-
Stage 2	1064	2528	-	1061	2566	-	-	-	-	-	-	-
Critical Hdwy	6.46	6.56	7.16	6.46	6.56	7.16	5.4	-	-	5.4	-	-
Critical Hdwy Stg 1	7.36	5.56	-	7.36	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.56	-	6.76	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4.03	3.93	3.83	4.03	3.93	3.15	-	-	3.15	-	-
Pot Cap-1 Maneuver	~ 6	0	139	~ 6	~ 1	154	65	-	-	73	-	-
Stage 1	15	52	-	~ 17	57	-	-	-	-	-	-	-
Stage 2	213	54	-	214	52	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	0	0	139	~ 1	0	154	65	-	-	73	-	-
Mov Cap-2 Maneuver	0	0	-	~ 1	0	-	-	-	-	-	-	-
Stage 1	~ 2	32	-	~ 2	8	-	-	-	-	-	-	-
Stage 2	~ 3	7	-	99	32	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.5	\$ 29240	4	0.9
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	65	-	-	139	3	73	-	-
HCM Lane V/C Ratio	0.858	-	-	0.151	60.702	0.389	-	-
HCM Control Delay (s)	178.2	-	-	35.5	\$ 29240	82.8	-	-
HCM Lane LOS	F	-	-	E	F	F	-	-
HCM 95th %tile Q(veh)	4	-	-	0.5	25.1	1.5	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 14: SR 535 & Median Opening S

11/14/2022

Intersection												
Int Delay, s/veh	10.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗	↗↗	↗	↗	↗↗↗	↗
Traffic Vol, veh/h	0	0	150	0	0	140	39	2316	143	88	2487	170
Future Vol, veh/h	0	0	150	0	0	140	39	2316	143	88	2487	170
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	0	750	-	275	500	-	400
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	5	5	5
Mvmt Flow	0	0	158	0	0	147	41	2438	151	93	2618	179

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	1309	-	-	1219	2618	0	0	2589	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	6.94	5.4	-	-	4.2	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.32	3.15	-	-	2.25	-	-
Pot Cap-1 Maneuver	0	0	~ 128	0	0	172	57	-	-	158	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-	-		
Mov Cap-1 Maneuver	-	-	~ 128	-	-	172	57	-	-	158	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	221.2		89.1		2.5		1.9	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	57	-	-	128	172	158	-
HCM Lane V/C Ratio	0.72	-	-	1.234	0.857	0.586	-
HCM Control Delay (s)	161.5	-	-	221.2	89.1	55.8	-
HCM Lane LOS	F	-	-	F	F	F	-
HCM 95th %tile Q(veh)	3.1	-	-	9.8	6.1	3.1	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 15: SR 535 & Median Opening N

11/14/2022

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕	↗	↖	↕
Traffic Vol, veh/h	0	109	2407	109	66	2928
Future Vol, veh/h	0	109	2407	109	66	2928
Conflicting Peds, #/hr	0	0	0	3	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	550	550	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	5	5	5	5
Mvmt Flow	0	115	2534	115	69	3082

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	1270	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	159	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	-	159	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	71.2	0	1.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	159	148
HCM Lane V/C Ratio	-	-	0.722	0.469
HCM Control Delay (s)	-	-	71.2	49.2
HCM Lane LOS	-	-	F	E
HCM 95th %tile Q(veh)	-	-	4.4	2.2

HCM 6th TWSC
 18: Poinciana Blvd & Westbound Off Ramp

11/14/2022

Intersection						
Int Delay, s/veh	47.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑			↑↑
Traffic Vol, veh/h	380	152	494	0	0	575
Future Vol, veh/h	380	152	494	0	0	575
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	400	160	520	0	0	605

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	823	260	0	-	-	-
Stage 1	520	-	-	-	-	-
Stage 2	303	-	-	-	-	-
Critical Hdwy	6.9	7	-	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	-	-	-	-
Pot Cap-1 Maneuver	~ 306	730	-	0	0	-
Stage 1	553	-	-	0	0	-
Stage 2	714	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	~ 306	730	-	-	-	-
Mov Cap-2 Maneuver	~ 306	-	-	-	-	-
Stage 1	553	-	-	-	-	-
Stage 2	714	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	141.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBTWBLn1WBLn2	SBT
Capacity (veh/h)	- 306 730	-
HCM Lane V/C Ratio	- 1.307 0.219	-
HCM Control Delay (s)	- 194 11.3	-
HCM Lane LOS	- F B	-
HCM 95th %tile Q(veh)	- 19.5 0.8	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
20: International Dr & World Gateway Dr

11/14/2022

Intersection							
Int Delay, s/veh	29.2						
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↘	↑↑↑		↘	↗
Traffic Vol, veh/h	393	1045	0	882	344	561	272
Future Vol, veh/h	393	1045	0	882	344	561	272
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	200	-	200	-	-	0	0
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	414	1100	0	928	362	591	286

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1290	0	803	-	0	2377
Stage 1	-	-	-	-	-	1109
Stage 2	-	-	-	-	-	1268
Critical Hdwy	5.34	-	5.64	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	-	-	6.04
Follow-up Hdwy	3.12	-	2.32	-	-	3.82
Pot Cap-1 Maneuver	~ 283	-	565	-	-	~ 58
Stage 1	-	-	-	-	-	~ 207
Stage 2	-	-	-	-	-	~ 204
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	~ 283	-	565	-	-	0
Mov Cap-2 Maneuver	-	-	-	-	-	0
Stage 1	-	-	-	-	-	0
Stage 2	-	-	-	-	-	~ 204

Approach	EB	WB	SB
HCM Control Delay, s	71.1	0	
HCM LOS			-

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	~ 283	-	565	-	-	-	356
HCM Lane V/C Ratio	1.462	-	-	-	-	-	0.804
HCM Control Delay (s)	260.1	-	0	-	-	-	45.9
HCM Lane LOS	F	-	A	-	-	-	E
HCM 95th %tile Q(veh)	23.1	-	0	-	-	-	6.9

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
21: World Center Dr & Buena Vista Suites

11/14/2022

Intersection												
Int Delay, s/veh	198											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	40	2166	29	38	2232	14	27	6	46	13	4	44
Future Vol, veh/h	40	2166	29	38	2232	14	27	6	46	13	4	44
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	500	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	2	2	2	2	2	2
Mvmt Flow	42	2280	31	40	2349	15	28	6	48	14	4	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2364	0	0	2312	0	0	3403	4825	1157	3436	4833	1182
Stage 1	-	-	-	-	-	-	2381	2381	-	2437	2437	-
Stage 2	-	-	-	-	-	-	1022	2444	-	999	2396	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	80	-	-	85	-	-	~ 8	~ 1	163	~ 8	~ 1	157
Stage 1	-	-	-	-	-	-	~ 20	66	-	18	61	-
Stage 2	-	-	-	-	-	-	228	61	-	236	64	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	80	-	-	85	-	-	~ 2	0	163	~ 2	0	157
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	0	-	~ 2	0	-
Stage 1	-	-	-	-	-	-	~ 10	31	-	~ 9	32	-
Stage 2	-	-	-	-	-	-	74	32	-	63	30	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1.6		1.3		\$ 8456.2		\$ 4066.8	
HCM LOS					F		F	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)		5	80	-	-	85	-	8
HCM Lane V/C Ratio	16.632	0.526	-	-	0.471	-	-	8.026
HCM Control Delay (s)	\$ 8456.2	91.8	-	-	80.4	-	-	\$ 4066.8
HCM Lane LOS		F	F	-	-	F	-	F
HCM 95th %tile Q(veh)		12.3	2.3	-	-	2	-	9.5

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	35.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	↘
Traffic Vol, veh/h	42	2132	2340	33	36	55
Future Vol, veh/h	42	2132	2340	33	36	55
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	270	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	44	2244	2463	35	38	58

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2498	0	-	0	3468 1249
Stage 1	-	-	-	-	2481 -
Stage 2	-	-	-	-	987 -
Critical Hdwy	5.36	-	-	-	5.74 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	3.13	-	-	-	3.82 3.92
Pot Cap-1 Maneuver	68	-	-	-	~ 14 141
Stage 1	-	-	-	-	~ 28 -
Stage 2	-	-	-	-	290 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	68	-	-	-	~ 5 141
Mov Cap-2 Maneuver	-	-	-	-	~ 5 -
Stage 1	-	-	-	-	~ 10 -
Stage 2	-	-	-	-	290 -

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	\$ 1753.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	68	-	-	-	5	141
HCM Lane V/C Ratio	0.65	-	-	-	7.579	0.411
HCM Control Delay (s)	126.5	-	-	-	\$ 4360.9	47.3
HCM Lane LOS	F	-	-	-	F	E
HCM 95th %tile Q(veh)	2.8	-	-	-	6.3	1.8

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Arterial Level of Service

Arterial Level of Service: NB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 192	I	50	19.2	67.8	87.0	0.19	8.0	F
Kyngs Heath Road	I	45	19.6	11.0	30.6	0.19	22.1	D
Osceola Pkwy on-ramp	I	50	29.3	8.1	37.4	0.31	29.7	C
Poinciana Blvd	I	50	20.2	52.0	72.2	0.20	10.1	F
Polynesian Isle Blvd	I	50	33.1	92.4	125.5	0.36	10.4	F
LBV Factory Stores	I	50	29.9	153.5	183.4	0.33	6.5	F
International Drive	I	50	34.0	5.8	39.8	0.40	35.8	B
World Center Dr	I	50	26.3	71.3	97.6	0.26	9.7	F
Total	I		211.6	461.9	673.5	2.24	12.0	F

Arterial Level of Service: SB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 536	I	50	62.7	119.6	182.3	0.87	17.2	E
International Dr	I	50	26.3	24.1	50.4	0.26	18.8	E
LBV Factory Stores	I	50	34.0	48.7	82.7	0.40	17.2	E
Polynesian Isle Blvd	I	50	29.9	25.3	55.2	0.33	21.4	D
Poinciana Blvd	I	50	33.1	20.5	53.6	0.36	24.4	D
Osceola Pkwy on-ramp	I	50	20.2	0.1	20.3	0.20	35.9	B
Kyngs Heath Road	I	50	29.3	28.6	57.9	0.31	19.2	E
US 192	I	45	19.6	124.1	143.7	0.19	4.7	F
Total	I		255.1	391.0	646.1	2.92	16.3	E

Arterial Level of Service: NB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 192	I	50	19.2	54.9	74.1	0.19	9.3	F
Kyngs Heath Road	I	45	19.6	48.6	68.2	0.19	9.9	F
Osceola Pkwy on-ramp	I	50	29.3	18.5	47.8	0.31	23.2	D
Poinciana Blvd	I	50	20.2	117.4	137.6	0.20	5.3	F
Polynesian Isle Blvd	I	50	33.1	158.6	191.7	0.36	6.8	F
LBV Factory Stores	I	50	29.9	339.4	369.3	0.33	3.2	F
International Drive	I	50	34.0	19.2	53.2	0.40	26.8	D
World Center Dr	I	50	26.3	235.6	261.9	0.26	3.6	F
Total	I		211.6	992.2	1203.8	2.24	6.7	F

Arterial Level of Service: SB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 536	I	50	62.7	256.2	318.9	0.87	9.8	F
International Dr	I	50	26.3	65.0	91.3	0.26	10.4	F
LBV Factory Stores	I	50	34.0	184.3	218.3	0.40	6.5	F
Polynesian Isle Blvd	I	50	29.9	42.3	72.2	0.33	16.4	E
Poinciana Blvd	I	50	33.1	156.0	189.1	0.36	6.9	F
Osceola Pkwy on-ramp	I	50	20.2	0.0	20.2	0.20	36.0	B
Kyngs Heath Road	I	50	29.3	8.2	37.5	0.31	29.6	C
US 192	I	45	19.6	130.8	150.4	0.19	4.5	F
Total	I		255.1	842.8	1097.9	2.92	9.6	F

Arterial Level of Service: NB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 192	I	50	19.2	65.3	84.5	0.19	8.2	F
Kyngs Heath Road	I	45	19.6	25.1	44.7	0.19	15.1	F
Osceola Pkwy on-ramp	I	50	29.3	9.2	38.5	0.31	28.8	C
Poinciana Blvd	I	50	20.2	35.7	55.9	0.20	13.0	F
Polynesian Isle Blvd	I	50	33.1	35.5	68.6	0.36	19.1	E
LBV Factory Stores	I	50	29.9	36.4	66.3	0.33	17.9	E
International Drive	I	50	34.0	31.5	65.5	0.40	21.7	D
World Center Dr	I	50	26.3	122.8	149.1	0.26	6.4	F
Total	I		211.6	361.5	573.1	2.24	14.1	F

Arterial Level of Service: SB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 536	I	50	62.7	127.1	189.8	0.87	16.5	E
International Dr	I	50	26.3	22.1	48.4	0.26	19.6	E
LBV Factory Stores	I	50	34.0	57.9	91.9	0.40	15.5	F
Polynesian Isle Blvd	I	50	29.9	12.7	42.6	0.33	27.8	C
Poinciana Blvd	I	50	33.1	31.3	64.4	0.36	20.3	E
Osceola Pkwy on-ramp	I	50	20.2	0.1	20.3	0.20	35.9	B
Kyngs Heath Road	I	50	29.3	13.6	42.9	0.31	25.9	D
US 192	I	45	19.6	71.7	91.3	0.19	7.4	F
Total	I		255.1	336.5	591.6	2.92	17.8	E

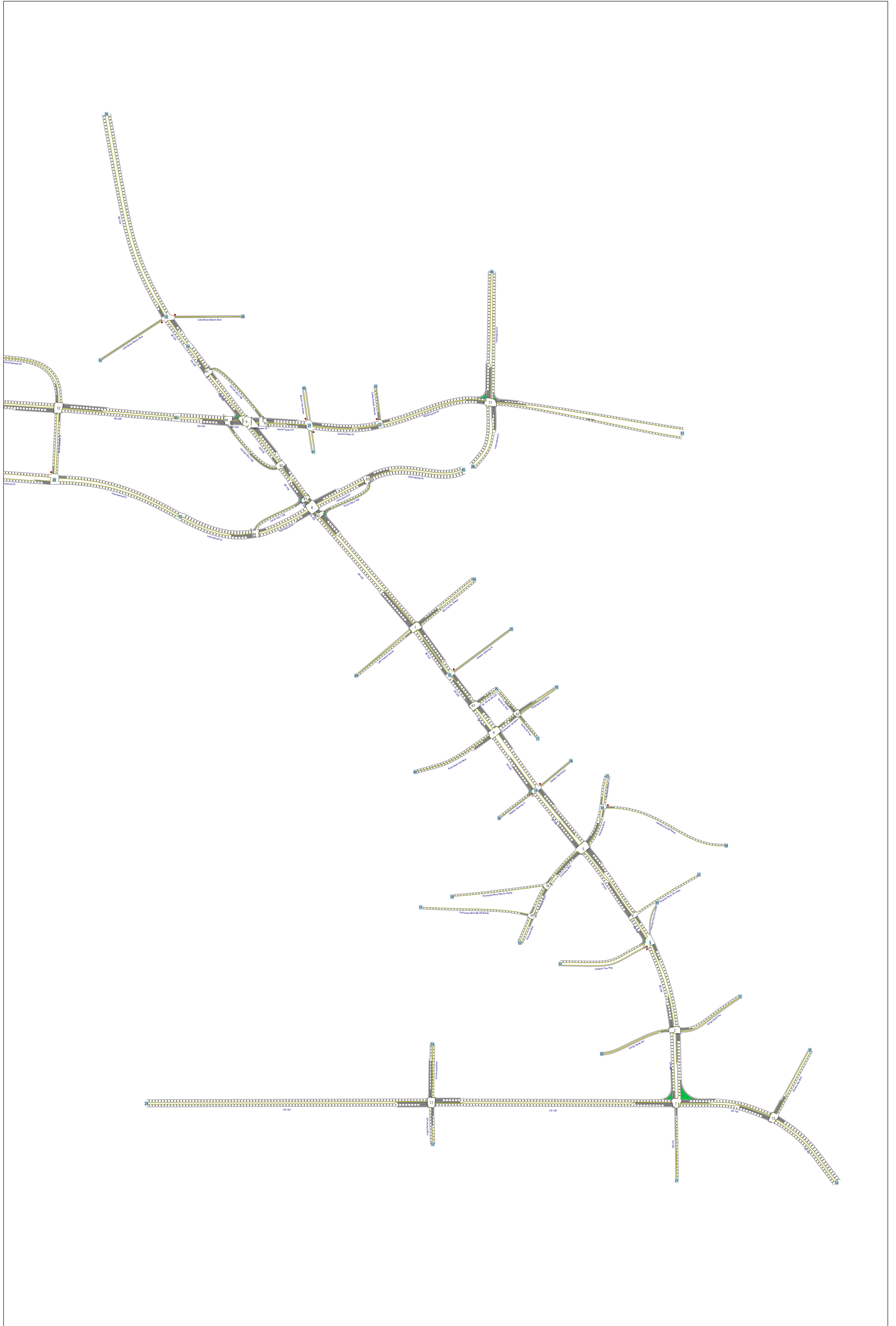
Arterial Level of Service: NB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 192	I	50	19.2	64.0	83.2	0.19	8.3	F
Kyngs Heath Road	I	45	19.6	33.5	53.1	0.19	12.8	F
Osceola Pkwy on-ramp	I	50	29.3	12.9	42.2	0.31	26.3	D
Poinciana Blvd	I	50	20.2	67.2	87.4	0.20	8.3	F
Polynesian Isle Blvd	I	50	33.1	232.1	265.2	0.36	4.9	F
LBV Factory Stores	I	50	29.9	205.6	235.5	0.33	5.0	F
International Drive	I	50	34.0	42.6	76.6	0.40	18.6	E
World Center Dr	I	50	26.3	256.2	282.5	0.26	3.4	F
Total	I		211.6	914.1	1125.7	2.24	7.2	F

Arterial Level of Service: SB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 536	I	50	62.7	238.3	301.0	0.87	10.4	F
International Dr	I	50	26.3	69.5	95.8	0.26	9.9	F
LBV Factory Stores	I	50	34.0	191.9	225.9	0.40	6.3	F
Polynesian Isle Blvd	I	50	29.9	45.4	75.3	0.33	15.7	F
Poinciana Blvd	I	50	33.1	144.4	177.5	0.36	7.4	F
Osceola Pkwy on-ramp	I	50	20.2	0.2	20.4	0.20	35.7	B
Kyngs Heath Road	I	50	29.3	20.1	49.4	0.31	22.5	D
US 192	I	45	19.6	98.6	118.2	0.19	5.7	F
Total	I		255.1	808.4	1063.5	2.92	9.9	F

Alternative 1































Signalized Intersections

2025

Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  					 		
Traffic Volume (vph)	160	854	8	3	1310	1174	7	2	3	741	3	202
Future Volume (vph)	160	854	8	3	1310	1174	7	2	3	741	3	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	475		0	350		435	0		0	0		400
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor		1.00		1.00		0.99	1.00			1.00	1.00	0.99
Frt		0.999				0.850		0.910				0.850
Flt Protected	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (prot)	3433	5079	0	1736	4988	1553	1719	1647	0	3129	1569	1538
Flt Permitted	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (perm)	3433	5079	0	1728	4988	1533	1716	1647	0	3126	1568	1517
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				939		3				170
Link Speed (mph)		45			45			30				45
Link Distance (ft)		3214			1315			1015				958
Travel Time (s)		48.7			19.9			23.1				14.5
Confl. Peds. (#/hr)			3	9		2	3			1		2
Confl. Bikes (#/hr)				4			1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	168	899	8	3	1379	1236	7	2	3	780	3	213
Shared Lane Traffic (%)										33%		
Lane Group Flow (vph)	168	907	0	3	1379	1236	7	5	0	523	260	213
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				60
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		8	8		4	4	5
Permitted Phases						Free						4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												

Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	15.0		5.0	15.0		6.0	6.0		6.0	6.0	5.0
Minimum Split (s)	11.8	43.8		11.8	35.8		12.9	12.9		46.8	46.8	11.8
Total Split (s)	20.4	48.5		11.8	39.9		12.9	12.9		46.8	46.8	20.4
Total Split (%)	17.0%	40.4%		9.8%	33.3%		10.8%	10.8%		39.0%	39.0%	17.0%
Maximum Green (s)	13.6	41.7		5.0	33.1		6.0	6.0		40.0	40.0	13.6
Yellow Time (s)	4.8	4.8		4.8	4.8		3.4	3.4		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0		2.0	2.0		3.5	3.5		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.9	6.9		6.8	6.8	6.8
Lead/Lag	Lag	Lag		Lead	Lead							Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	1.5	3.0		2.0	3.0		1.5	1.5		1.5	1.5	1.5
Minimum Gap (s)	1.5	3.0		2.0	3.0		1.5	1.5		1.5	1.5	1.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			10.0					7.0	7.0	
Flash Dont Walk (s)		30.0			19.0					33.0	33.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)	9.8	73.5		5.1	59.4	120.0	6.0	6.0		25.3	25.3	35.1
Actuated g/C Ratio	0.08	0.61		0.04	0.50	1.00	0.05	0.05		0.21	0.21	0.29
v/c Ratio	0.60	0.29		0.04	0.56	0.81	0.08	0.06		0.79	0.79	0.38
Control Delay	62.1	13.9		56.3	25.0	4.6	56.6	42.6		53.7	61.1	7.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	62.1	13.9		56.3	25.0	4.6	56.6	42.6		53.7	61.1	7.8
LOS	E	B		E	C	A	E	D		D	E	A
Approach Delay		21.4			15.4			50.8			45.8	
Approach LOS		C			B			D			D	
90th %ile Green (s)	12.9	47.6		5.5	40.2		6.0	6.0		33.6	33.6	12.9
90th %ile Term Code	Gap	Coord		Gap	Coord		Min	Min		Gap	Gap	Gap
70th %ile Green (s)	11.0	64.9		0.0	47.1		6.0	6.0		28.6	28.6	11.0
70th %ile Term Code	Gap	Coord		Skip	Coord		Min	Min		Gap	Gap	Gap
50th %ile Green (s)	9.8	82.0		0.0	65.4		0.0	0.0		24.4	24.4	9.8
50th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
30th %ile Green (s)	8.5	84.6		0.0	69.3		0.0	0.0		21.8	21.8	8.5
30th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
10th %ile Green (s)	6.6	88.3		0.0	74.9		0.0	0.0		18.1	18.1	6.6
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
Stops (vph)	153	408		6	913	2	9	4		457	228	36
Fuel Used(gal)	7	25		0	29	11	0	0		14	7	2
CO Emissions (g/hr)	508	1782		9	2041	780	13	7		993	520	142
NOx Emissions (g/hr)	99	347		2	397	152	3	1		193	101	28
VOC Emissions (g/hr)	118	413		2	473	181	3	2		230	121	33
Dilemma Vehicles (#)	0	36		0	55	0	0	0		0	8	0
Queue Length 50th (ft)	65	89		2	235	0	5	2		214	213	22
Queue Length 95th (ft)	100	226		13	419	0	21	15		254	292	65
Internal Link Dist (ft)		3134			1235			935			878	
Turn Bay Length (ft)	475			350		435						400
Base Capacity (vph)	389	3110		73	2468	1533	85	85		1043	523	608

Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022

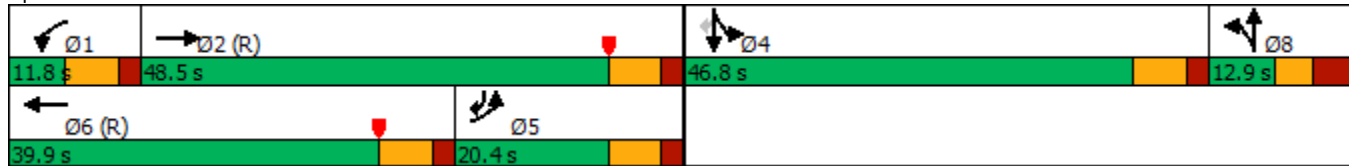


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.43	0.29		0.04	0.56	0.81	0.08	0.06		0.50	0.50	0.35

Intersection Summary
























Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	23.3
Intersection LOS:	C
Intersection Capacity Utilization	73.6%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 1: SR 535 & US 192



Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Rd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	6	31	35	5	86	21	1265	50	69	880	77
Future Volume (vph)	40	6	31	35	5	86	21	1265	50	69	880	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	150		0	375		0	400		300
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.99		1.00								
Frt		0.873				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1624	0	1787	1881	1599	1719	4940	1538	1719	4940	1538
Flt Permitted	0.754			0.732			0.950			0.950		
Satd. Flow (perm)	1418	1624	0	1374	1881	1599	1719	4940	1538	1719	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				226			140			140
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1016			992			958			1206	
Travel Time (s)		23.1			22.5			14.5			18.3	
Confl. Peds. (#/hr)				1								
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	42	6	33	37	5	91	22	1332	53	73	926	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	39	0	37	5	91	22	1332	53	73	926	81
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			48			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4			6			2
Detector Phase	8	8		4	4	4	1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Rd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	11.6	11.6		12.0	12.0	12.0	11.8	34.8	34.8	11.8	34.8	34.8
Total Split (s)	17.0	17.0		19.0	19.0	19.0	13.1	42.0	42.0	23.0	51.9	51.9
Total Split (%)	20.2%	20.2%		22.6%	22.6%	22.6%	15.6%	50.0%	50.0%	27.4%	61.8%	61.8%
Maximum Green (s)	10.4	10.4		12.0	12.0	12.0	6.3	35.2	35.2	16.2	45.1	45.1
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.9	2.9		3.3	3.3	3.3	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6		7.0	7.0	7.0	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag							Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Minimum Gap (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Dont Walk (s)								21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	7.7	7.7		7.3	7.3	7.3	6.2	53.8	53.8	8.4	61.0	61.0
Actuated g/C Ratio	0.09	0.09		0.09	0.09	0.09	0.07	0.64	0.64	0.10	0.73	0.73
v/c Ratio	0.33	0.22		0.31	0.03	0.26	0.17	0.42	0.05	0.42	0.26	0.07
Control Delay	41.7	17.5		41.9	33.8	1.8	39.2	10.9	0.1	42.2	6.4	0.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.7	17.5		41.9	33.8	1.8	39.2	10.9	0.1	42.2	6.4	0.5
LOS	D	B		D	C	A	D	B	A	D	A	A
Approach Delay		30.1			14.2			11.0			8.4	
Approach LOS		C			B			B			A	
90th %ile Green (s)	10.6	10.6		10.2	10.2	10.2	7.8	41.3	41.3	11.9	45.4	45.4
90th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord	Coord	Gap	Coord	Coord
70th %ile Green (s)	8.8	8.8		8.4	8.4	8.4	6.8	45.2	45.2	9.8	48.2	48.2
70th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	7.6	7.6		7.2	7.2	7.2	0.0	47.8	47.8	8.4	63.0	63.0
50th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	6.3	6.3		5.9	5.9	5.9	0.0	50.5	50.5	7.0	64.3	64.3
30th %ile Term Code	Hold	Hold		Gap	Gap	Gap	Skip	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	0.0	0.0		0.0	0.0	0.0	0.0	77.2	77.2	0.0	77.2	77.2
10th %ile Term Code	Skip	Skip		Skip	Skip	Skip	Skip	Coord	Coord	Skip	Coord	Coord
Stops (vph)	39	15		34	7	0	22	635	0	61	306	1
Fuel Used(gal)	1	1		1	0	1	1	19	0	2	12	1
CO Emissions (g/hr)	61	36		53	8	49	40	1298	22	132	828	44
NOx Emissions (g/hr)	12	7		10	2	9	8	253	4	26	161	8
VOC Emissions (g/hr)	14	8		12	2	11	9	301	5	31	192	10
Dilemma Vehicles (#)	0	0		0	0	0	0	64	0	0	45	0
Queue Length 50th (ft)	21	3		19	3	0	11	140	0	37	43	0
Queue Length 95th (ft)	51	30		47	12	0	34	211	0	75	121	5
Internal Link Dist (ft)		936			912			878			1126	
Turn Bay Length (ft)	100			150			375			400		300
Base Capacity (vph)	209	267		196	268	422	136	3161	1034	331	3586	1155

Lanes, Volumes, Timings
 2: SR 535 & Kyngs Heath Rd

11/14/2022

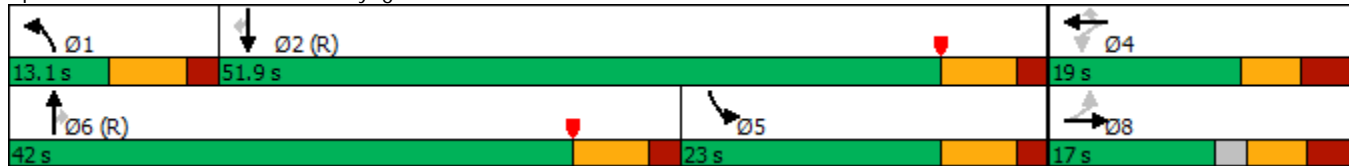


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.15		0.19	0.02	0.22	0.16	0.42	0.05	0.22	0.26	0.07

Intersection Summary

Area Type:	Other
Cycle Length:	84
Actuated Cycle Length:	84
Offset:	82 (98%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.42
Intersection Signal Delay:	10.7
Intersection LOS:	B
Intersection Capacity Utilization	54.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 2: SR 535 & Kyngs Heath Rd



Lanes, Volumes, Timings
 3: SR 535 & Calypso Cay Way/Osceola Pkwy On-ramp

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↘	↑↑↑			↑↑↑	↗
Traffic Volume (vph)	0	0	44	0	0	0	52	1272	73	0	982	32
Future Volume (vph)	0	0	44	0	0	0	52	1272	73	0	982	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	225		375	0		0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (ft)	0			0			150			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865					0.992				0.850
Flt Protected							0.950					
Satd. Flow (prot)	0	0	1627	0	0	0	1719	4900	0	0	4940	1538
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	1627	0	0	0	1719	4900	0	0	4940	1538
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1258			543			1206			422	
Travel Time (s)		28.6			12.3			18.3			6.4	
Confl. Peds. (#/hr)							1					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	46	0	0	0	55	1339	77	0	1034	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	46	0	0	0	55	1416	0	0	1034	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			0			36			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 29.5% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
4: SR 535 & Osceola Pkwy On-ramp

11/14/2022

	↑	↗	↘	↓	↙	↖
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑↑		↖↗	↑↑↑		
Traffic Volume (vph)	1272	0	318	1014	0	0
Future Volume (vph)	1272	0	318	1014	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	525		0	0
Storage Lanes		0	2		0	0
Taper Length (ft)			75		0	
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Ped Bike Factor						
Flt						
Flt Protected			0.950			
Satd. Flow (prot)	4940	0	3335	4940	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	4940	0	3335	4940	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	30	
Link Distance (ft)	422			1096	1026	
Travel Time (s)	6.4			16.6	23.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1339	0	335	1067	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1339	0	335	1067	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			48	0	
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
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		
Detector Template	Thru		Left	Thru		
Leading Detector (ft)	100		20	100		
Trailing Detector (ft)	0		0	0		
Turn Type	NA		Prot	NA		
Protected Phases	2		1	6		
Permitted Phases						
Detector Phase	2		1	6		
Switch Phase						

Lanes, Volumes, Timings

4: SR 535 & Osceola Pkwy On-ramp

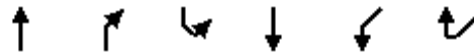
11/14/2022



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	12.0		5.0	12.0		
Minimum Split (s)	24.8		12.5	25.5		
Total Split (s)	57.0		38.0	95.0		
Total Split (%)	60.0%		40.0%	100.0%		
Maximum Green (s)	50.2		30.5	88.2		
Yellow Time (s)	4.8		5.5	4.8		
All-Red Time (s)	2.0		2.0	2.0		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	6.8		7.5	6.8		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		2.0	3.0		
Minimum Gap (s)	3.0		2.0	3.0		
Time Before Reduce (s)	0.0		0.0	0.0		
Time To Reduce (s)	0.0		0.0	0.0		
Recall Mode	C-Min		None	C-Min		
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	66.7		14.0	95.0		
Actuated g/C Ratio	0.70		0.15	1.00		
v/c Ratio	0.39		0.68	0.22		
Control Delay	6.5		57.9	0.1		
Queue Delay	0.0		0.0	0.0		
Total Delay	6.5		57.9	0.1		
LOS	A		E	A		
Approach Delay	6.5			13.9		
Approach LOS	A			B		
90th %ile Green (s)	62.5		18.2	88.2		
90th %ile Term Code	Coord		Gap	Coord		
70th %ile Green (s)	65.0		15.7	88.2		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	66.7		14.0	88.2		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	68.4		12.3	88.2		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	70.8		9.9	88.2		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	483		309	0		
Fuel Used(gal)	11		10	7		
CO Emissions (g/hr)	781		689	506		
NOx Emissions (g/hr)	152		134	98		
VOC Emissions (g/hr)	181		160	117		
Dilemma Vehicles (#)	67		0	0		
Queue Length 50th (ft)	104		168	0		
Queue Length 95th (ft)	150		237	0		
Internal Link Dist (ft)	342			1016	946	
Turn Bay Length (ft)			525			
Base Capacity (vph)	3467		1070	4940		

Lanes, Volumes, Timings
 4: SR 535 & Osceola Pkwy On-ramp

11/14/2022

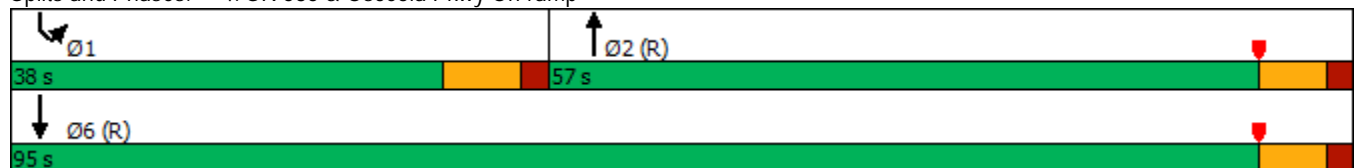


Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.39		0.31	0.22		

Intersection Summary
































Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	22 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.68
Intersection Signal Delay:	10.3
Intersection LOS:	B
Intersection Capacity Utilization	45.6%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 4: SR 535 & Osceola Pkwy On-ramp



Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  			 	 		 	  			  	
Traffic Volume (vph)	735	61	53	84	64	185	69	1122	81	131	1196	355
Future Volume (vph)	735	61	53	84	64	185	69	1122	81	131	1196	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	400		0	300		0	375		250	400		375
Storage Lanes	2		0	2		0	2		1	1		1
Taper Length (ft)	150			100			200			50		
Lane Util. Factor	0.94	1.00	1.00	0.97	0.95	0.95	0.97	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.99			0.99				0.98			
Frt		0.930			0.888				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	4894	1689	0	3433	3112	0	3335	4940	1538	1719	4940	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	4894	1689	0	3433	3112	0	3335	4940	1515	1719	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			195				189			374
Link Speed (mph)		40			30			45			45	
Link Distance (ft)		680			598			1096			992	
Travel Time (s)		11.6			13.6			16.6			15.0	
Confl. Peds. (#/hr)						1			2			
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	774	64	56	88	67	195	73	1181	85	138	1259	374
Shared Lane Traffic (%)												
Lane Group Flow (vph)	774	120	0	88	262	0	73	1181	85	138	1259	374
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			30			48			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases									6			2
Detector Phase	3	8		7	4		1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	18.0	5.0		5.0	5.0		5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	24.5	12.5		11.9	49.5		12.5	42.5	42.5	12.5	39.5	39.5
Total Split (s)	44.0	42.0		33.0	31.0		18.0	70.0	70.0	45.0	97.0	97.0
Total Split (%)	23.2%	22.1%		17.4%	16.3%		9.5%	36.8%	36.8%	23.7%	51.1%	51.1%
Maximum Green (s)	37.5	34.5		26.1	23.5		10.5	62.5	62.5	37.5	89.5	89.5
Yellow Time (s)	4.4	4.4		4.4	4.4		5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	2.1	3.1		2.5	3.1		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.5		6.9	7.5		7.5	7.5	7.5	7.5	7.5	7.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0		2.5	2.0		2.0	3.0	3.0	2.0	3.0	3.0
Minimum Gap (s)	3.0	2.0		2.5	2.0		2.0	3.0	3.0	2.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)					7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)					35.0			28.0	28.0		25.0	25.0
Pedestrian Calls (#/hr)					0			0	0		0	0
Act Effct Green (s)	35.8	34.8		9.8	9.2		8.6	96.3	96.3	19.7	107.4	107.4
Actuated g/C Ratio	0.19	0.18		0.05	0.05		0.05	0.51	0.51	0.10	0.57	0.57
v/c Ratio	0.84	0.37		0.50	0.78		0.49	0.47	0.10	0.78	0.45	0.36
Control Delay	82.1	60.7		97.2	40.1		92.6	28.5	2.7	109.6	25.9	3.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.1	60.7		97.2	40.1		92.6	28.5	2.7	109.6	25.9	3.1
LOS	F	E		F	D		F	C	A	F	C	A
Approach Delay		79.2			54.4			30.3			27.6	
Approach LOS		E			D			C			C	
90th %ile Green (s)	42.8	44.4		12.6	14.6		11.3	76.6	76.6	27.0	92.3	92.3
90th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	Coord
70th %ile Green (s)	38.3	38.2		10.9	11.2		9.7	88.8	88.8	22.7	101.8	101.8
70th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	35.9	34.5		9.8	8.8		8.6	96.6	96.6	19.7	107.7	107.7
50th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	32.7	30.1		8.6	6.4		7.4	105.2	105.2	16.7	114.5	114.5
30th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	29.3	27.0		6.9	5.0		5.9	114.3	114.3	12.4	120.8	120.8
10th %ile Term Code	Gap	Hold		Gap	Min		Gap	Coord	Coord	Gap	Coord	Coord
Stops (vph)	697	123		81	68		66	658	7	126	688	17
Fuel Used(gal)	23	3		3	4		3	23	1	5	23	3
CO Emissions (g/hr)	1574	220		175	249		183	1584	50	373	1578	190
NOx Emissions (g/hr)	306	43		34	49		36	308	10	73	307	37
VOC Emissions (g/hr)	365	51		41	58		42	367	11	86	366	44
Dilemma Vehicles (#)	0	1		0	0		0	21	0	0	31	0
Queue Length 50th (ft)	336	111		56	43		46	301	4	171	328	0
Queue Length 95th (ft)	371	186		89	95		77	482	18	247	438	59
Internal Link Dist (ft)		600			518			1016			912	
Turn Bay Length (ft)	400			300			375		250	400		375
Base Capacity (vph)	997	347		471	555		187	2503	861	339	2792	1032

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.78	0.35		0.19	0.47		0.39	0.47	0.10	0.41	0.45	0.36

Intersection Summary













Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	28 (15%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle:	140
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.84
Intersection Signal Delay:	41.2
Intersection LOS:	D
Intersection Capacity Utilization	84.1%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 5: SR 535 & Poinciana Blvd



Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑↑		↑↑			↑↑↑	↑		↑↑↑	↑
Traffic Volume (vph)	0	356	88	0	73	0	0	2007	20	0	1694	190
Future Volume (vph)	0	356	88	0	73	0	0	2007	20	0	1694	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		175	500		250	450		125
Storage Lanes	0		2	0		0	0		1	0		1
Taper Length (ft)	0			50			100			50		
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor			0.99									0.99
Frt			0.850						0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	3505	2760	0	3438	0	0	4940	1538	0	4940	1538
Flt Permitted												
Satd. Flow (perm)	0	3505	2724	0	3438	0	0	4940	1538	0	4940	1517
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			54						33			128
Link Speed (mph)		40			30			45			45	
Link Distance (ft)		1180			393			941			440	
Travel Time (s)		20.1			8.9			14.3			6.7	
Confl. Peds. (#/hr)			1									1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	375	93	0	77	0	0	2113	21	0	1783	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	375	93	0	77	0	0	2113	21	0	1783	200
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			60			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2			2	1		2	1
Detector Template		Thru	Right		Thru			Thru	Right		Thru	Right
Leading Detector (ft)		100	20		100			100	20		100	20
Trailing Detector (ft)		0	0		0			0	0		0	0
Turn Type		NA	Perm		NA			NA	Perm		NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases			4						2			6
Detector Phase		4	4		8			2	2		6	6
Switch Phase												

Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		10.0	10.0		10.0			25.0	25.0		25.0	25.0
Minimum Split (s)		44.0	44.0		20.0			112.0	112.0		112.0	112.0
Total Split (s)		44.0	44.0		44.0			116.0	116.0		116.0	116.0
Total Split (%)		27.5%	27.5%		27.5%			72.5%	72.5%		72.5%	72.5%
Maximum Green (s)		36.4	36.4		36.1			108.5	108.5		108.3	108.3
Yellow Time (s)		4.4	4.4		4.0			5.5	5.5		5.5	5.5
All-Red Time (s)		3.2	3.2		3.9			2.0	2.0		2.2	2.2
Lost Time Adjust (s)		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		7.6	7.6		7.9			7.5	7.5		7.7	7.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0	2.0		2.0			3.5	3.5		3.5	3.5
Minimum Gap (s)		2.0	2.0		2.0			3.5	3.5		3.5	3.5
Time Before Reduce (s)		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Time To Reduce (s)		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Recall Mode		None	None		None			C-Min	C-Min		C-Min	C-Min
Walk Time (s)		7.0	7.0					7.0	7.0		7.0	7.0
Flash Dont Walk (s)		42.0	42.0					23.0	23.0		25.0	25.0
Pedestrian Calls (#/hr)		0	0					0	0		0	0
Act Effct Green (s)		21.6	21.6		21.3			123.3	123.3		123.1	123.1
Actuated g/C Ratio		0.14	0.14		0.13			0.77	0.77		0.77	0.77
v/c Ratio		0.79	0.22		0.17			0.56	0.02		0.47	0.17
Control Delay		79.5	28.5		68.7			8.3	0.8		6.8	3.9
Queue Delay		0.0	0.0		0.0			0.0	0.0		0.3	0.0
Total Delay		79.5	28.5		68.7			8.4	0.8		7.1	3.9
LOS		E	C		E			A	A		A	A
Approach Delay		69.4			68.7			8.3			6.8	
Approach LOS		E			E			A			A	
90th %ile Green (s)		26.9	26.9		26.6			118.0	118.0		117.8	117.8
90th %ile Term Code		Gap	Gap		Hold			Coord	Coord		Coord	Coord
70th %ile Green (s)		23.8	23.8		23.5			121.1	121.1		120.9	120.9
70th %ile Term Code		Gap	Gap		Hold			Coord	Coord		Coord	Coord
50th %ile Green (s)		21.6	21.6		21.3			123.3	123.3		123.1	123.1
50th %ile Term Code		Gap	Gap		Hold			Coord	Coord		Coord	Coord
30th %ile Green (s)		19.4	19.4		19.1			125.5	125.5		125.3	125.3
30th %ile Term Code		Gap	Gap		Hold			Coord	Coord		Coord	Coord
10th %ile Green (s)		16.2	16.2		15.9			128.7	128.7		128.5	128.5
10th %ile Term Code		Gap	Gap		Hold			Coord	Coord		Coord	Coord
Stops (vph)		338	36		64			761	1		517	42
Fuel Used(gal)		12	2		2			25	0		14	1
CO Emissions (g/hr)		834	110		112			1756	10		952	85
NOx Emissions (g/hr)		162	21		22			342	2		185	17
VOC Emissions (g/hr)		193	25		26			407	2		221	20
Dilemma Vehicles (#)		9	0		0			63	0		36	0
Queue Length 50th (ft)		203	20		43			288	0		194	35
Queue Length 95th (ft)		254	50		58			371	5		268	79
Internal Link Dist (ft)		1100			313			861			360	
Turn Bay Length (ft)			250						250			125
Base Capacity (vph)		797	661		775			3807	1192		3801	1196

Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/14/2022

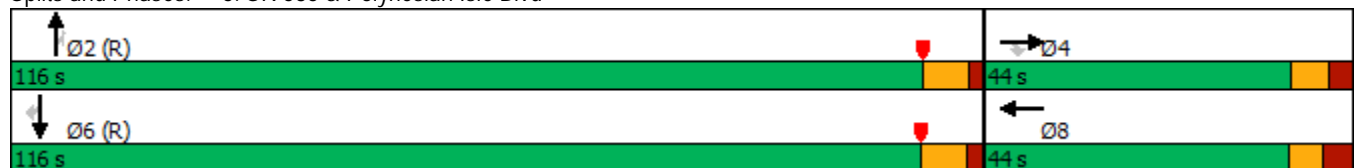


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0		0			0	0		1189	0
Spillback Cap Reductn		0	0		0			223	0		0	0
Storage Cap Reductn		0	0		0			0	0		0	0
Reduced v/c Ratio		0.47	0.14		0.10			0.59	0.02		0.68	0.17

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	96 (60%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	160
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	14.8
Intersection LOS:	B
Intersection Capacity Utilization	62.2%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 6: SR 535 & Polynesian Isle Blvd



Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

11/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	4	6	236	7	90	17	2280	153	71	1755	56
Future Volume (vph)	20	4	6	236	7	90	17	2280	153	71	1755	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	300		0	525		525	575		575
Storage Lanes	1		0	2		0	1		1	2		1
Taper Length (ft)	0			75			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.94	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor				1.00					0.98			
Frt		0.910			0.860				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1695	0	4990	1602	0	1719	4940	1538	3335	4940	1538
Flt Permitted	0.691			0.950			0.950			0.950		
Satd. Flow (perm)	1287	1695	0	4982	1602	0	1719	4940	1513	3335	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			77				161			127
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1002			1000			774			1944	
Travel Time (s)		22.8			22.7			11.7			29.5	
Confl. Peds. (#/hr)				1					3			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	21	4	6	248	7	95	18	2400	161	75	1847	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	10	0	248	102	0	18	2400	161	75	1847	59
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases		4		3	8		5	2	3	1	6	
Permitted Phases	4								2			6
Detector Phase	4	4		3	8		5	2	3	1	6	6
Switch Phase												

Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	58.1	58.1		12.5	12.3		11.0	38.6	12.5	11.0	38.5	38.5
Total Split (s)	58.1	58.1		16.0	74.1		11.0	73.9	16.0	12.0	74.9	74.9
Total Split (%)	36.3%	36.3%		10.0%	46.3%		6.9%	46.2%	10.0%	7.5%	46.8%	46.8%
Maximum Green (s)	50.0	50.0		8.5	66.8		5.0	66.3	8.5	6.0	67.4	67.4
Yellow Time (s)	4.2	4.2		5.0	3.4		4.0	5.6	5.0	4.0	5.5	5.5
All-Red Time (s)	3.9	3.9		2.5	3.9		2.0	2.0	2.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.1	8.1		7.5	7.3		6.0	7.6	7.5	6.0	7.5	7.5
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	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	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	None	None	C-Min	C-Min
Walk Time (s)	7.0	7.0						7.0			7.0	7.0
Flash Dont Walk (s)	43.0	43.0						24.0			24.0	24.0
Pedestrian Calls (#/hr)	0	0						0			0	0
Act Effct Green (s)	8.2	8.2		8.5	19.3		7.3	110.8	119.4	9.0	117.3	117.3
Actuated g/C Ratio	0.05	0.05		0.05	0.12		0.05	0.69	0.75	0.06	0.73	0.73
v/c Ratio	0.32	0.11		0.94	0.39		0.23	0.70	0.14	0.40	0.51	0.05
Control Delay	84.8	49.0		115.0	22.6		80.5	10.5	1.8	78.8	11.8	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.8	49.0		115.0	22.6		80.5	10.5	1.8	78.8	11.8	0.1
LOS	F	D		F	C		F	B	A	E	B	A
Approach Delay		73.3			88.1			10.5			14.0	
Approach LOS		E			F			B			B	
90th %ile Green (s)	11.5	11.5		8.5	28.3		9.5	99.3	8.5	11.5	101.4	101.4
90th %ile Term Code	Gap	Gap		Max	Hold		Gap	Coord	Max	Gap	Coord	Coord
70th %ile Green (s)	9.4	9.4		8.5	26.2		8.1	102.9	8.5	10.0	104.9	104.9
70th %ile Term Code	Gap	Gap		Max	Hold		Gap	Coord	Max	Gap	Coord	Coord
50th %ile Green (s)	8.0	8.0		8.5	24.8		7.1	105.3	8.5	9.0	107.3	107.3
50th %ile Term Code	Gap	Gap		Max	Hold		Gap	Coord	Max	Gap	Coord	Coord
30th %ile Green (s)	0.0	0.0		8.5	8.7		0.0	122.4	8.5	8.0	136.5	136.5
30th %ile Term Code	Skip	Skip		Max	Hold		Skip	Coord	Max	Gap	Coord	Coord
10th %ile Green (s)	0.0	0.0		8.5	8.7		0.0	123.9	8.5	6.5	136.5	136.5
10th %ile Term Code	Skip	Skip		Max	Hold		Skip	Coord	Max	Gap	Coord	Coord
Stops (vph)	20	7		214	27		17	1196	15	66	741	0
Fuel Used(gal)	1	0		9	1		1	31	1	3	36	1
CO Emissions (g/hr)	43	15		597	94		40	2182	71	200	2487	49
NOx Emissions (g/hr)	8	3		116	18		8	425	14	39	484	10
VOC Emissions (g/hr)	10	4		138	22		9	506	16	46	576	11
Dilemma Vehicles (#)	0	0		0	0		0	43	0	0	55	0
Queue Length 50th (ft)	22	4		93	23		19	500	3	39	350	0
Queue Length 95th (ft)	53	26		#154	80		m28	495	55	68	436	0
Internal Link Dist (ft)		922			920			694			1864	
Turn Bay Length (ft)				300			525		525	575		575
Base Capacity (vph)	402	533		265	713		78	3419	1170	187	3622	1161

Lanes, Volumes, Timings
 7: SR 535 & LBV Factory Stores

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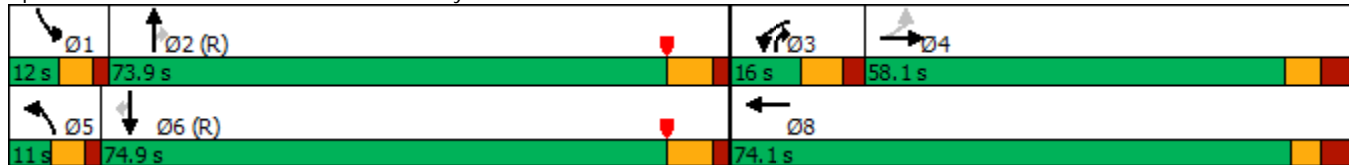


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.02		0.94	0.14		0.23	0.70	0.14	0.40	0.51	0.05

Intersection Summary













Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 66 (41%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 17.8 Intersection LOS: B
 Intersection Capacity Utilization 67.6% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: SR 535 & LBV Factory Stores



Lanes, Volumes, Timings
8: SR 535 & International Dr

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗	↘	↑↑↑		↘	↑↑↑	
Traffic Volume (vph)	0	415	70	0	546	160	220	1760	0	91	1600	0
Future Volume (vph)	0	415	70	0	546	160	220	1760	0	91	1600	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	0		300	0		0	0		0
Storage Lanes	0		1	0		2	2		0	2		0
Taper Length (ft)	100			50			100			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.88	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850						
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	5085	1583	0	5085	2787	3335	4940	0	3335	4940	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	5085	1583	0	5085	2787	3335	4940	0	3335	4940	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			96			168						
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		840			824			136			143	
Travel Time (s)		12.7			12.5			2.1			2.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	437	74	0	575	168	232	1853	0	96	1684	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	437	74	0	575	168	232	1853	0	96	1684	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2	1	1	2		1	2	
Detector Template		Thru	Right		Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)		100	20		100	20	20	100		20	100	
Trailing Detector (ft)		0	0		0	0	0	0		0	0	
Turn Type		NA	Over		NA	Over	Prot	NA		Prot	NA	
Protected Phases		4	5		4	1	5	2		1	6	
Permitted Phases												
Detector Phase		4	5		4	1	5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
8: SR 535 & International Dr

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0	5.0		5.0	10.0	5.0	10.0		10.0	10.0	
Minimum Split (s)		55.0	11.0		55.0	17.5	11.0	17.5		17.5	17.5	
Total Split (s)		55.0	17.0		55.0	18.4	17.0	66.6		18.4	68.0	
Total Split (%)		39.3%	12.1%		39.3%	13.1%	12.1%	47.6%		13.1%	48.6%	
Maximum Green (s)		47.2	11.0		47.2	10.9	11.0	59.1		10.9	60.5	
Yellow Time (s)		4.8	4.0		4.8	5.5	4.0	5.5		5.5	5.5	
All-Red Time (s)		3.0	2.0		3.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.8	6.0		7.8	7.5	6.0	7.5		7.5	7.5	
Lead/Lag			Lead			Lead	Lead	Lag		Lead	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	
Minimum Gap (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode		None	None		None	None	None	C-Min		None	C-Min	
Walk Time (s)		5.0			5.0							
Flash Dont Walk (s)		31.0			31.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)		27.9	28.9		27.9	26.6	28.9	62.7		26.6	61.9	
Actuated g/C Ratio		0.20	0.21		0.20	0.19	0.21	0.45		0.19	0.44	
v/c Ratio		0.43	0.18		0.57	0.25	0.34	0.84		0.15	0.77	
Control Delay		49.6	5.9		52.1	8.1	44.1	28.5		30.2	34.8	
Queue Delay		0.0	0.0		0.0	0.0	9.8	0.0		7.6	0.0	
Total Delay		49.6	5.9		52.1	8.1	53.9	28.5		37.8	34.8	
LOS		D	A		D	A	D	C		D	C	
Approach Delay		43.2			42.2			31.3			34.9	
Approach LOS		D			D			C			C	
90th %ile Green (s)		37.4	20.8		37.4	20.7	20.8	59.1		20.7	60.5	
90th %ile Term Code		Gap	Max		Gap	Max	Max	Coord		Max	Coord	
70th %ile Green (s)		30.9	27.3		30.9	27.2	27.3	59.1		27.2	60.5	
70th %ile Term Code		Gap	Max		Gap	Max	Max	Coord		Max	Coord	
50th %ile Green (s)		27.5	30.7		27.5	30.6	30.7	59.1		30.6	60.5	
50th %ile Term Code		Gap	Max		Gap	Max	Max	Coord		Max	Coord	
30th %ile Green (s)		24.0	34.2		24.0	31.0	34.2	62.2		31.0	60.5	
30th %ile Term Code		Gap	Max		Gap	Gap	Max	Coord		Gap	Coord	
10th %ile Green (s)		19.7	31.7		19.7	23.5	31.7	74.0		23.5	67.3	
10th %ile Term Code		Gap	Gap		Gap	Gap	Gap	Coord		Gap	Coord	
Stops (vph)		351	6		478	20	139	1512		31	1576	
Fuel Used(gal)		11	1		15	1	4	31		1	32	
CO Emissions (g/hr)		756	38		1025	96	272	2137		72	2265	
NOx Emissions (g/hr)		147	7		199	19	53	416		14	441	
VOC Emissions (g/hr)		175	9		238	22	63	495		17	525	
Dilemma Vehicles (#)		12	0		16	0	0	51		0	8	
Queue Length 50th (ft)		129	0		175	0	56	565		8	597	
Queue Length 95th (ft)		151	28		198	36	95	635		42	505	
Internal Link Dist (ft)		760			744			56			63	
Turn Bay Length (ft)			200			300						
Base Capacity (vph)		1714	403		1714	665	689	2212		633	2182	

Lanes, Volumes, Timings
8: SR 535 & International Dr

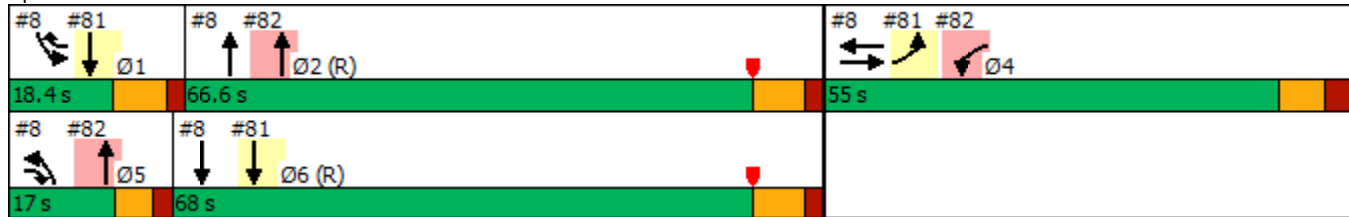
11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0		0	0	418	0		492	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		0.25	0.18		0.34	0.25	0.86	0.84		0.68	0.77	

Intersection Summary	
Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.84
Intersection Signal Delay:	35.3
Intersection LOS:	D
Intersection Capacity Utilization	71.9%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 8: SR 535 & International Dr



Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔↔	↑↑↑			↑↑↑	↔↔		↑↑↑	↔
Traffic Volume (vph)	122	978	0	204	1131	0	0	1371	120	0	1080	311
Future Volume (vph)	122	978	0	204	1131	0	0	1371	120	0	1080	311
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	400		400	0		400
Storage Lanes	2		0	2		0	0		2	0		1
Taper Length (ft)	50			200			300			150		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.91	0.88	1.00	0.91	1.00
Frt									0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3400	5036	0	3400	5036	0	0	4940	2707	0	4940	1538
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3400	5036	0	3400	5036	0	0	4940	2707	0	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									119			295
Link Speed (mph)		55			45			45				45
Link Distance (ft)		266			251			738				841
Travel Time (s)		3.3			3.8			11.2				12.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	128	1029	0	215	1191	0	0	1443	126	0	1137	327
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	1029	0	215	1191	0	0	1443	126	0	1137	327
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			36			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2	1		2	1
Detector Template	Left	Thru		Left	Thru			Thru	Right		Thru	Right
Leading Detector (ft)	20	100		20	100			100	20		100	20
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Detector 1 Position(ft)	0	0		0	0			0	0		0	0
Detector 1 Size(ft)	20	6		20	6			6	20		6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA			NA	Over		NA	Perm
Protected Phases	3	8		7	4			2	7		2	

Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

12/29/2022

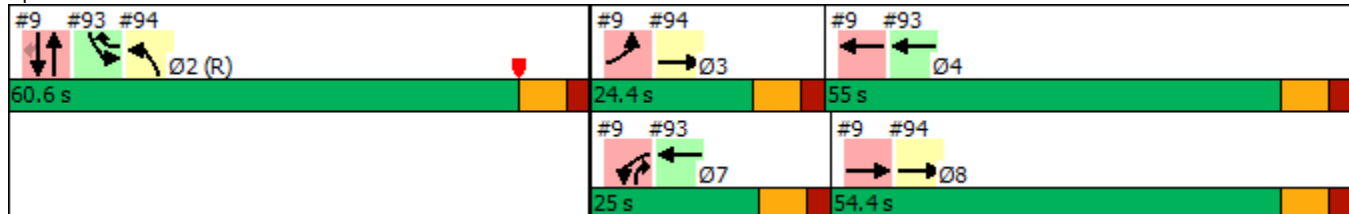


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												2
Detector Phase	3	8		7	4			2	7		2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	10.0			5.0	5.0		5.0	5.0
Minimum Split (s)	13.8	24.0		13.2	17.6			24.0	13.2		24.0	24.0
Total Split (s)	24.4	54.4		25.0	55.0			60.6	25.0		60.6	60.6
Total Split (%)	17.4%	38.9%		17.9%	39.3%			43.3%	17.9%		43.3%	43.3%
Maximum Green (s)	16.9	46.9		17.5	47.5			53.1	17.5		53.1	53.1
Yellow Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	5.0
All-Red Time (s)	2.5	2.5		2.5	2.5			2.5	2.5		2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	7.5		7.5	7.5			7.5	7.5		7.5	7.5
Lead/Lag	Lead	Lag		Lead	Lag			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
Recall Mode	None	None		None	None			C-Min	None		C-Min	C-Min
Act Effect Green (s)	16.9	46.9		17.5	47.5			53.1	17.5		53.1	53.1
Actuated g/C Ratio	0.12	0.34		0.12	0.34			0.38	0.12		0.38	0.38
v/c Ratio	0.31	0.61		0.51	0.70			0.77	0.29		0.61	0.43
Control Delay	83.1	10.5		53.5	21.8			30.8	32.9		36.7	6.5
Queue Delay	0.0	0.1		1.3	0.0			0.0	0.0		0.0	0.0
Total Delay	83.1	10.7		54.8	21.8			30.8	32.9		36.7	6.5
LOS	F	B		D	C			C	C		D	A
Approach Delay		18.7			26.8			31.0			29.9	
Approach LOS		B			C			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 50 (36%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 27.1
 Intersection LOS: C
 Intersection Capacity Utilization 71.3%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 9: SR 535 & SR 536/World Center Dr



Lanes, Volumes, Timings
 10: SR 535 & Lake Bryan Beach Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↑↑↑	↗	↗	↑↑↑	
Traffic Volume (vph)	2	2	2	24	2	43	28	1979	56	62	1759	1
Future Volume (vph)	2	2	2	24	2	43	28	1979	56	62	1759	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		175	150		0
Storage Lanes	0		0	0		0	1		1	1		0
Taper Length (ft)	0			0			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.955			0.916				0.850			
Flt Protected		0.984			0.983		0.950			0.950		
Satd. Flow (prot)	0	1733	0	0	1661	0	1719	4940	1538	1719	4940	0
Flt Permitted		0.984			0.983		0.950			0.950		
Satd. Flow (perm)	0	1733	0	0	1661	0	1719	4940	1538	1719	4940	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1035			1008			478			2813	
Travel Time (s)		23.5			22.9			7.2			42.6	
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	2	2	25	2	45	29	2083	59	65	1852	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	72	0	29	2083	59	65	1853	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
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	15		9	15		9
Sign Control		Stop			Stop			Free			Free	






























Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.1%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings

11: International Dr & World Center Dr/SR 536

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 	 	 	 	
Traffic Volume (vph)	340	1169	30	299	1398	303	74	1001	445	324	956	301
Future Volume (vph)	340	1169	30	299	1398	303	74	1001	445	324	956	301
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	375		275	150		300	400		450
Storage Lanes	1		0	1		1	1		2	2		1
Taper Length (ft)	50			50			125			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.88	0.97	0.91	1.00
Ped Bike Factor												
Frt		0.996				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3491	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3491	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				292			188			317
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1492			2554			919			1719	
Travel Time (s)		22.6			38.7			13.9			26.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	358	1231	32	315	1472	319	78	1054	468	341	1006	317
Shared Lane Traffic (%)												
Lane Group Flow (vph)	358	1263	0	315	1472	319	78	1054	468	341	1006	317
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	Free
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases						Free			4			Free
Detector Phase	1	6		5	2		7	4	5	3	8	
Switch Phase												

Lanes, Volumes, Timings

11: International Dr & World Center Dr/SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.4	37.8		12.6	17.6		11.8	11.8	12.6	11.9	11.9	
Total Split (s)	21.0	52.0		32.0	63.0		13.0	46.0	32.0	20.0	53.0	
Total Split (%)	14.0%	34.7%		21.3%	42.0%		8.7%	30.7%	21.3%	13.3%	35.3%	
Maximum Green (s)	13.6	45.2		24.4	55.4		6.2	39.2	24.4	13.1	46.1	
Yellow Time (s)	4.8	4.8		5.6	5.6		4.8	4.8	5.6	4.9	4.9	
All-Red Time (s)	2.6	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.4	6.8		7.6	7.6		6.8	6.8	7.6	6.9	6.9	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		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	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		24.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	13.6	45.2		24.4	55.4	150.0	14.3	39.2	62.8	13.1	38.0	150.0
Actuated g/C Ratio	0.09	0.30		0.16	0.37	1.00	0.10	0.26	0.42	0.09	0.25	1.00
v/c Ratio	1.16	1.20		1.11	1.14	0.20	0.47	1.15	0.37	1.15	0.79	0.20
Control Delay	160.0	143.7		141.6	114.6	0.3	74.4	129.4	10.6	157.9	57.0	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	160.0	143.7		141.6	114.6	0.3	74.4	129.4	10.6	157.9	57.0	0.3
LOS	F	F		F	F	A	E	F	B	F	E	A
Approach Delay		147.3			101.3			92.0			66.8	
Approach LOS		F			F			F			E	
90th %ile Green (s)	13.6	45.2		24.4	55.4		7.7	39.2	24.4	13.1	44.6	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Gap	
70th %ile Green (s)	13.6	45.2		24.4	55.4		11.5	39.2	24.4	13.1	40.8	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Gap	
50th %ile Green (s)	13.6	45.2		24.4	55.4		14.5	39.2	24.4	13.1	37.8	
50th %ile Term Code	Max	Coord		Max	Coord		Hold	Max	Max	Max	Gap	
30th %ile Green (s)	13.6	45.2		24.4	55.4		16.9	39.2	24.4	13.1	35.4	
30th %ile Term Code	Max	Coord		Max	Coord		Hold	Max	Max	Max	Gap	
10th %ile Green (s)	13.6	45.2		24.4	55.4		21.1	39.2	24.4	13.1	31.2	
10th %ile Term Code	Max	Coord		Max	Coord		Hold	Max	Max	Max	Gap	
Stops (vph)	282	1006		252	1204	0	61	855	169	270	869	0
Fuel Used(gal)	18	59		17	71	5	2	43	6	17	33	3
CO Emissions (g/hr)	1250	4140		1168	4947	352	162	3004	400	1215	2276	236
NOx Emissions (g/hr)	243	806		227	963	69	32	584	78	236	443	46
VOC Emissions (g/hr)	290	960		271	1147	82	38	696	93	282	528	55
Dilemma Vehicles (#)	0	33		0	40	0	0	28	0	0	26	0
Queue Length 50th (ft)	~213	~788		~350	~880	0	73	~636	65	~201	339	0
Queue Length 95th (ft)	#318	#930		#547	#1020	0	#181	#775	98	#305	371	0
Internal Link Dist (ft)		1412			2474			839			1639	
Turn Bay Length (ft)	250			375		275	150		300	400		450
Base Capacity (vph)	308	1053		284	1294	1568	167	915	1264	296	1547	1568

Lanes, Volumes, Timings
 11: International Dr & World Center Dr/SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.16	1.20		1.11	1.14	0.20	0.47	1.15	0.37	1.15	0.65	0.20

Intersection Summary





























Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.20
 Intersection Signal Delay: 101.6 Intersection LOS: F
 Intersection Capacity Utilization 110.2% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 11: International Dr & World Center Dr/SR 536



Lanes, Volumes, Timings
12: World Gateway Dr & SR 536

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	115	1465	67	140	1698	204	281	16	57	65	22	110
Future Volume (vph)	115	1465	67	140	1698	204	281	16	57	65	22	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	700		500	525		575	0		0	250		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			0			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.883				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568	1770	1645	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.000			0.000		
Satd. Flow (perm)	1752	5036	1568	1752	5036	1568	0	1645	0	0	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			204			215			60			281
Link Speed (mph)		55			55			30				30
Link Distance (ft)		2142			1551			946				1989
Travel Time (s)		26.6			19.2			21.5				45.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	121	1542	71	147	1787	215	296	17	60	68	23	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	1542	71	147	1787	215	296	77	0	68	23	116
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Detector Phase	5	2	2	1	6	6	3	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
 12: World Gateway Dr & SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	13.7	42.6	42.6	13.5	18.5	18.5	11.7	12.3		11.1	12.3	12.3
Total Split (s)	28.0	60.0	60.0	27.0	59.0	59.0	39.0	30.2		22.8	14.0	14.0
Total Split (%)	20.0%	42.9%	42.9%	19.3%	42.1%	42.1%	27.9%	21.6%		16.3%	10.0%	10.0%
Maximum Green (s)	19.3	51.4	51.4	18.5	50.5	50.5	32.3	22.9		16.7	6.7	6.7
Yellow Time (s)	5.6	5.6	5.6	5.5	5.5	5.5	3.4	3.4		3.4	3.4	3.4
All-Red Time (s)	3.1	3.0	3.0	3.0	3.0	3.0	3.3	3.9		2.7	3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.7	8.6	8.6	8.5	8.5	8.5	6.7	7.3		6.1	7.3	7.3
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0	7.0									
Flash Dont Walk (s)		27.0	27.0									
Pedestrian Calls (#/hr)		0	0									
Act Effct Green (s)	15.8	59.0	59.0	15.9	59.0	59.0	27.5	26.4		10.7	6.4	6.4
Actuated g/C Ratio	0.11	0.42	0.42	0.11	0.42	0.42	0.20	0.19		0.08	0.05	0.05
v/c Ratio	0.61	0.73	0.09	0.74	0.84	0.27	0.85	0.22		0.50	0.27	0.34
Control Delay	71.8	37.6	0.2	69.6	34.2	9.4	62.5	11.2		74.2	72.4	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	71.8	37.6	0.2	69.6	34.2	9.4	62.5	11.2		74.2	72.4	2.7
LOS	E	D	A	E	C	A	E	B		E	E	A
Approach Delay		38.5			34.1			51.9			33.9	
Approach LOS		D			C			D			C	
90th %ile Green (s)	19.3	51.4	51.4	18.5	50.5	50.5	32.3	24.7		14.9	6.7	6.7
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Hold		Gap	Max	Max
70th %ile Green (s)	19.3	51.4	51.4	18.8	50.8	50.8	32.0	26.9		12.4	6.7	6.7
70th %ile Term Code	Hold	Coord	Coord	Max	Coord	Coord	Gap	Hold		Gap	Max	Max
50th %ile Green (s)	18.7	56.3	56.3	17.0	54.5	54.5	28.5	25.5		10.7	7.1	7.1
50th %ile Term Code	Hold	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
30th %ile Green (s)	12.5	63.2	63.2	14.5	65.1	65.1	25.0	22.8		9.0	6.2	6.2
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
10th %ile Green (s)	9.3	72.7	72.7	10.8	74.1	74.1	19.9	32.1		0.0	5.5	5.5
10th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Skip	Gap	Gap
Stops (vph)	107	1207	0	132	1347	69	272	27		62	22	0
Fuel Used(gal)	5	54	1	6	61	5	7	1		2	1	2
CO Emissions (g/hr)	366	3741	64	447	4239	317	500	60		163	55	123
NOx Emissions (g/hr)	71	728	12	87	825	62	97	12		32	11	24
VOC Emissions (g/hr)	85	867	15	104	982	73	116	14		38	13	29
Dilemma Vehicles (#)	0	52	0	0	41	0	0	0		0	0	0
Queue Length 50th (ft)	104	439	0	129	480	63	271	16		61	21	0
Queue Length 95th (ft)	172	531	0	193	#700	109	373	64		109	52	0
Internal Link Dist (ft)		2062			1471			866			1909	
Turn Bay Length (ft)	700		500	525		575				250		
Base Capacity (vph)	241	2122	778	232	2122	785	408	359		211	90	344

Lanes, Volumes, Timings
 12: World Gateway Dr & SR 536

11/14/2022

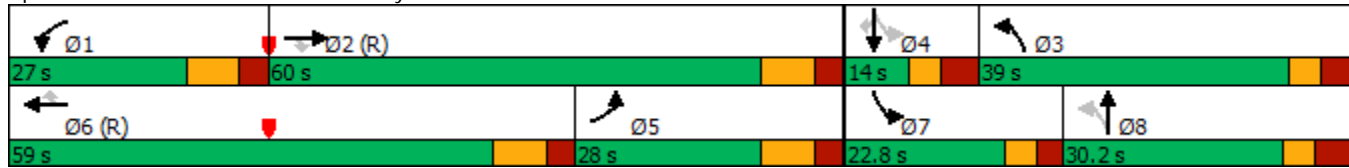


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.73	0.09	0.63	0.84	0.27	0.73	0.21		0.32	0.26	0.34

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 44 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 37.3
 Intersection LOS: D
 Intersection Capacity Utilization 81.8%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: World Gateway Dr & SR 536



Lanes, Volumes, Timings
 13: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑		↖	↑↑↑	↗		↕		↖↖	↗	↗
Traffic Volume (vph)	30	1434	0	0	2426	202	0	0	0	135	0	62
Future Volume (vph)	30	1434	0	0	2426	202	0	0	0	135	0	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	530		350	0		0	250		185
Storage Lanes	2		0	1		1	0		0	2		0
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	0.95	0.95
Ped Bike Factor										1.00	0.98	0.98
Fr _t						0.850					0.850	0.850
Fl _t Protected	0.950									0.950		
Satd. Flow (prot)	3367	4988	0	1863	4988	1553	0	1863	0	3433	1480	1504
Fl _t Permitted	0.950									0.950		
Satd. Flow (perm)	3367	4988	0	1863	4988	1553	0	1863	0	3423	1480	1480
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						91					60	60
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1315			1205			229			1017	
Travel Time (s)		19.9			18.3			5.2			23.1	
Confl. Peds. (#/hr)										2		1
Confl. Bikes (#/hr)										1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	32	1509	0	0	2554	213	0	0	0	142	0	65
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	32	1509	0	0	2554	213	0	0	0	142	33	32
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	60		9	60		60	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Perm				Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6	8					4
Detector Phase	5	2		1	6	6	8	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
 13: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	25.0		5.0	25.0	25.0	6.0	6.0		6.0	5.0	5.0
Minimum Split (s)	17.0	95.0		11.0	95.0	95.0	15.0	15.0		28.0	24.0	24.0
Total Split (s)	17.0	101.0		11.0	95.0	95.0	78.0	78.0		63.0	78.0	78.0
Total Split (%)	6.7%	39.9%		4.3%	37.5%	37.5%	30.8%	30.8%		24.9%	30.8%	30.8%
Maximum Green (s)	7.2	92.6		5.0	86.7	86.7	69.0	69.0		54.0	72.0	72.0
Yellow Time (s)	4.8	4.8		4.0	4.8	4.8	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	5.0	3.6		2.0	3.5	3.5	5.0	5.0		5.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	9.8	8.4		6.0	8.3	8.3		9.0		9.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0					7.0	7.0
Flash Dont Walk (s)		29.0			26.0	26.0					11.0	11.0
Pedestrian Calls (#/hr)		0			0	0					0	0
Act Effct Green (s)	7.8	219.7			205.4	205.4				15.9	18.9	18.9
Actuated g/C Ratio	0.03	0.87			0.81	0.81				0.06	0.07	0.07
v/c Ratio	0.31	0.35			0.63	0.17				0.66	0.20	0.19
Control Delay	127.1	3.5			10.8	3.7				130.5	3.3	2.6
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Total Delay	127.1	3.5			10.8	3.7				130.5	3.3	2.6
LOS	F	A			B	A				F	A	A
Approach Delay		6.0			10.3						90.4	
Approach LOS		A			B						F	
90th %ile Green (s)	9.8	215.5		0.0	196.0	196.0	0.0	0.0		20.1	23.1	23.1
90th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
70th %ile Green (s)	8.6	218.0		0.0	199.7	199.7	0.0	0.0		17.6	20.6	20.6
70th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
50th %ile Green (s)	7.8	219.7		0.0	202.2	202.2	0.0	0.0		15.9	18.9	18.9
50th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
30th %ile Green (s)	7.0	221.5		0.0	204.8	204.8	0.0	0.0		14.1	17.1	17.1
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
10th %ile Green (s)	0.0	224.0		0.0	224.1	224.1	0.0	0.0		11.6	14.6	14.6
10th %ile Term Code	Skip	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
Stops (vph)	28	250			910	26				130	0	0
Fuel Used(gal)	1	16			36	2				5	0	0
CO Emissions (g/hr)	97	1144			2492	144				376	19	18
NOx Emissions (g/hr)	19	223			485	28				73	4	3
VOC Emissions (g/hr)	22	265			577	33				87	4	4
Dilemma Vehicles (#)	0	28			48	0				0	0	0
Queue Length 50th (ft)	27	150			596	41				122	0	0
Queue Length 95th (ft)	52	184			694	74				167	3	0
Internal Link Dist (ft)		1235			1125			149			937	
Turn Bay Length (ft)	425					350				250		185
Base Capacity (vph)	107	4332			4048	1277				732	817	817

Lanes, Volumes, Timings
 13: US 192 & Storey Lake Blvd

12/29/2022

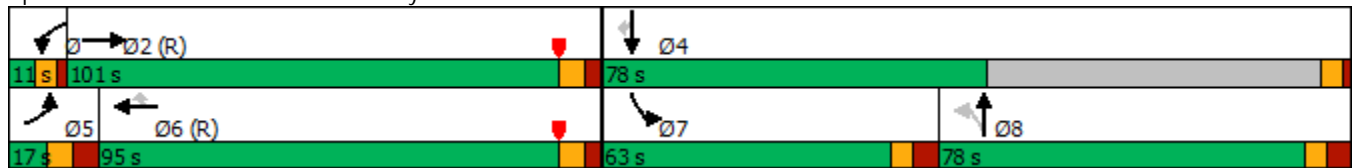


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0			0	0				0	0	0
Spillback Cap Reductn	0	0			0	0				0	0	0
Storage Cap Reductn	0	0			0	0				0	0	0
Reduced v/c Ratio	0.30	0.35			0.63	0.17				0.19	0.04	0.04

Intersection Summary

























Area Type:	Other
Cycle Length:	253
Actuated Cycle Length:	253
Offset:	3 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	155
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.66
Intersection Signal Delay:	12.5
Intersection LOS:	B
Intersection Capacity Utilization	63.3%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 13: US 192 & Storey Lake Blvd



Lanes, Volumes, Timings
14: SR 535 & Median Opening S

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	0	0	44	0	0	71	25	1956	61	57	1638	88
Future Volume (vph)	0	0	44	0	0	71	25	1956	61	57	1638	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	750		275	500		400
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	0			0			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865			0.865			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1611	0	0	1611	1719	4940	1538	1719	4940	1538
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	1719	4940	1538	1719	4940	1538
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		605			604			992			941	
Travel Time (s)		13.8			13.7			15.0			14.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	46	0	0	75	26	2059	64	60	1724	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	46	0	0	75	26	2059	64	60	1724	93
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	48.9%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
 15: SR 535 & Median Opening N

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗↗	↗	↘	↗↗↗
Traffic Volume (vph)	0	2	2448	80	24	1972
Future Volume (vph)	0	2	2448	80	24	1972
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		350	550	
Storage Lanes	0	1		1	1	
Taper Length (ft)	0				50	
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Ped Bike Factor						
Frt		0.865		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	1611	4940	1538	1719	4940
Flt Permitted					0.950	
Satd. Flow (perm)	0	1611	4940	1538	1719	4940
Link Speed (mph)	30		45			45
Link Distance (ft)	1012		510			774
Travel Time (s)	23.0		7.7			11.7
Confl. Peds. (#/hr)				3		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	2	2577	84	25	2076
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2	2577	84	25	2076
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			36
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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.3%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Lane Configurations			↙	↑↑	↑↑			
Traffic Volume (vph)	0	0	96	849	454	33		
Future Volume (vph)	0	0	96	849	454	33		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	0			0		
Storage Lanes	0	0	1			0		
Taper Length (ft)	0		0					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95		
Ped Bike Factor								
Frt					0.990			
Flt Protected			0.950					
Satd. Flow (prot)	0	0	1736	3471	3436	0		
Flt Permitted			0.950					
Satd. Flow (perm)	0	0	1736	3471	3436	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)					10			
Link Speed (mph)	30			40	40			
Link Distance (ft)	1264			446	680			
Travel Time (s)	28.7			7.6	11.6			
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	4%	4%	4%	4%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	0	0	101	894	478	35		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	101	894	513	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			24	24			
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		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2			
Detector Template			Left	Thru	Thru			
Leading Detector (ft)			20	100	100			
Trailing Detector (ft)			0	0	0			
Turn Type			Prot	NA	NA			
Protected Phases			5	Free	6		2	4
Permitted Phases								
Detector Phase			5		6			
Switch Phase								

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Minimum Initial (s)			5.0		5.0		5.0	5.0
Minimum Split (s)			11.0		30.0		24.0	24.0
Total Split (s)			22.0		46.0		68.0	27.0
Total Split (%)			23.2%		48.4%		72%	28%
Maximum Green (s)			18.0		42.0		64.0	23.0
Yellow Time (s)			3.0		3.0		3.0	3.0
All-Red Time (s)			1.0		1.0		1.0	1.0
Lost Time Adjust (s)			0.0		0.0			
Total Lost Time (s)			4.0		4.0			
Lead/Lag			Lead		Lag			
Lead-Lag Optimize?			Yes		Yes			
Vehicle Extension (s)			3.0		3.0		3.0	3.0
Minimum Gap (s)			3.0		3.0		3.0	3.0
Time Before Reduce (s)			0.0		0.0		0.0	0.0
Time To Reduce (s)			0.0		0.0		0.0	0.0
Recall Mode			None		C-Min		C-Min	None
Walk Time (s)					10.0			
Flash Dont Walk (s)					16.0			
Pedestrian Calls (#/hr)					0			
Act Effct Green (s)			10.8	95.0	72.5			
Actuated g/C Ratio			0.11	1.00	0.76			
v/c Ratio			0.51	0.26	0.20			
Control Delay			49.2	0.2	4.1			
Queue Delay			0.0	0.0	0.0			
Total Delay			49.2	0.2	4.1			
LOS			D	A	A			
Approach Delay				5.1	4.1			
Approach LOS				A	A			
90th %ile Green (s)			15.0		60.0		79.0	8.0
90th %ile Term Code			Gap		Coord		Coord	Gap
70th %ile Green (s)			12.5		63.5		80.0	7.0
70th %ile Term Code			Gap		Coord		Coord	Gap
50th %ile Green (s)			10.8		65.9		80.7	6.3
50th %ile Term Code			Gap		Coord		Coord	Gap
30th %ile Green (s)			9.1		77.9		91.0	0.0
30th %ile Term Code			Gap		Coord		Coord	Skip
10th %ile Green (s)			0.0		91.0		91.0	0.0
10th %ile Term Code			Skip		Coord		Coord	Skip
Stops (vph)			80	0	130			
Fuel Used(gal)			2	3	4			
CO Emissions (g/hr)			142	182	274			
NOx Emissions (g/hr)			28	35	53			
VOC Emissions (g/hr)			33	42	64			
Dilemma Vehicles (#)			0	0	17			
Queue Length 50th (ft)			59	0	53			
Queue Length 95th (ft)			94	0	58			
Internal Link Dist (ft)	1184			366	600			
Turn Bay Length (ft)								
Base Capacity (vph)			328	3471	2623			

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/14/2022

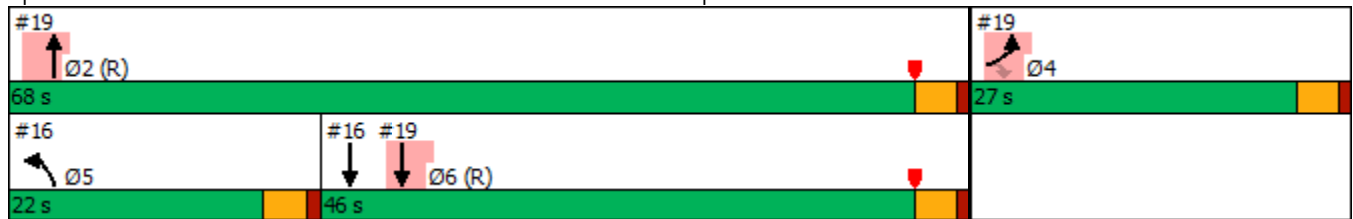


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Starvation Cap Reductn			0	0	0			
Spillback Cap Reductn			0	0	0			
Storage Cap Reductn			0	0	0			
Reduced v/c Ratio			0.31	0.26	0.20			

Intersection Summary

Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	81 (85%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.51
Intersection Signal Delay:	4.8
Intersection LOS:	A
Intersection Capacity Utilization	36.5%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 16: Poinciana Blvd & Poinciana Blvd WB On Ramp



Lanes, Volumes, Timings
17: N Poinciana Blvd & US 192

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑	↔	↔↔	↑↑↑	↔	↔	↑↑		↔	↑↑	↔
Traffic Volume (vph)	101	833	234	77	1272	66	488	785	95	71	366	94
Future Volume (vph)	101	833	234	77	1272	66	488	785	95	71	366	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	390		390	330		330	234		0	475		475
Storage Lanes	2		1	2		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.98			0.99	1.00	1.00				
Frt			0.850			0.850		0.984				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3477	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.363			0.305		
Satd. Flow (perm)	3432	5085	1559	3433	5085	1563	675	3477	0	568	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			246			173		10				170
Link Speed (mph)		45			45			30				30
Link Distance (ft)		3747			3214			547				771
Travel Time (s)		56.8			48.7			12.4				17.5
Confl. Peds. (#/hr)	1		3				3		3			
Confl. Bikes (#/hr)				2		1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	106	877	246	81	1339	69	514	826	100	75	385	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	877	246	81	1339	69	514	926	0	75	385	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
17: N Poinciana Blvd & US 192

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	13.4	49.4	49.4	13.4	50.4	50.4	13.8	40.8		13.8	38.8	38.8
Total Split (s)	14.0	50.0	50.0	14.4	50.4	50.4	45.0	67.4		18.2	40.6	40.6
Total Split (%)	9.3%	33.3%	33.3%	9.6%	33.6%	33.6%	30.0%	44.9%		12.1%	27.1%	27.1%
Maximum Green (s)	7.6	43.6	43.6	8.0	44.0	44.0	38.2	60.6		11.4	33.8	33.8
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		36.0	36.0		37.0	37.0		27.0			25.0	25.0
Pedestrian Calls (#/hr)		0	0		0	0		0			0	0
Act Effct Green (s)	7.5	43.2	43.2	7.8	43.5	43.5	79.4	63.8		47.8	39.0	39.0
Actuated g/C Ratio	0.05	0.29	0.29	0.05	0.29	0.29	0.53	0.43		0.32	0.26	0.26
v/c Ratio	0.62	0.60	0.39	0.46	0.91	0.12	0.85	0.62		0.30	0.42	0.18
Control Delay	85.8	47.9	6.4	77.5	61.1	0.4	38.6	35.9		25.3	49.0	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	85.8	47.9	6.4	77.5	61.1	0.4	38.6	35.9		25.3	49.0	0.8
LOS	F	D	A	E	E	A	D	D		C	D	A
Approach Delay		42.8			59.2			36.9			37.3	
Approach LOS		D			E			D			D	
90th %ile Green (s)	7.6	43.6	43.6	8.0	44.0	44.0	38.2	61.0		11.0	33.8	33.8
90th %ile Term Code	Max	Hold	Hold	Max	Max	Max	Max	Coord		Gap	Coord	Coord
70th %ile Green (s)	7.6	43.6	43.6	8.0	44.0	44.0	38.2	62.4		9.6	33.8	33.8
70th %ile Term Code	Max	Hold	Hold	Max	Max	Max	Max	Coord		Gap	Coord	Coord
50th %ile Green (s)	7.6	43.6	43.6	8.0	44.0	44.0	35.7	63.4		8.6	36.3	36.3
50th %ile Term Code	Max	Hold	Hold	Max	Max	Max	Gap	Coord		Gap	Coord	Coord
30th %ile Green (s)	7.6	43.7	43.7	7.9	44.0	44.0	31.2	64.4		7.6	40.8	40.8
30th %ile Term Code	Max	Hold	Hold	Gap	Max	Max	Gap	Coord		Gap	Coord	Coord
10th %ile Green (s)	7.2	41.7	41.7	7.0	41.5	41.5	24.6	67.9		7.0	50.3	50.3
10th %ile Term Code	Gap	Hold	Hold	Min	Gap	Gap	Gap	Coord		Min	Coord	Coord
Stops (vph)	97	699	21	74	1183	0	315	669		48	301	0
Fuel Used(gal)	5	37	6	4	57	1	8	14		1	8	1
CO Emissions (g/hr)	379	2591	437	262	3990	97	535	971		74	525	41
NOx Emissions (g/hr)	74	504	85	51	776	19	104	189		14	102	8
VOC Emissions (g/hr)	88	601	101	61	925	22	124	225		17	122	9
Dilemma Vehicles (#)	0	22	0	0	41	0	0	0		0	0	0
Queue Length 50th (ft)	53	270	0	40	462	0	328	367		36	170	0
Queue Length 95th (ft)	87	319	66	70	526	0	440	454		64	228	0
Internal Link Dist (ft)		3667			3134			467			691	
Turn Bay Length (ft)	390		390	330		330	234			475		475
Base Capacity (vph)	173	1479	627	183	1491	580	636	1485		282	920	537

Lanes, Volumes, Timings
 17: N Poinciana Blvd & US 192

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.61	0.59	0.39	0.44	0.90	0.12	0.81	0.62		0.27	0.42	0.18

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 Yellow
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.91
Intersection Signal Delay:	45.5
Intersection LOS:	D
Intersection Capacity Utilization	91.9%
ICU Level of Service	F
Analysis Period (min)	15

Splits and Phases: 17: N Poinciana Blvd & US 192



Lanes, Volumes, Timings
 18: Poinciana Blvd & Westbound Off Ramp

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↘	↑↑			↑↑
Traffic Volume (vph)	229	144	273	0	0	104
Future Volume (vph)	229	144	273	0	0	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1719	1538	3539	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	1719	1538	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	1736		598			432
Travel Time (s)	39.5		13.6			9.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	241	152	287	0	0	109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	241	152	287	0	0	109
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.9%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Lane Configurations	↶	↷		↕	↕		
Traffic Volume (vph)	15	19	0	930	454	0	
Future Volume (vph)	15	19	0	930	454	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	1	0			0	
Taper Length (ft)	0		0				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	
Ped Bike Factor							
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	1752	1568	0	3539	3471	0	
Flt Permitted	0.950						
Satd. Flow (perm)	1752	1568	0	3539	3471	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		20					
Link Speed (mph)	30			40	40		
Link Distance (ft)	1471			395	446		
Travel Time (s)	33.4			6.7	7.6		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	3%	3%	2%	2%	4%	4%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	16	20	0	979	478	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	16	20	0	979	478	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			24	24		
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	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	1		2	2		
Detector Template	Left	Right		Thru	Thru		
Leading Detector (ft)	20	20		100	100		
Trailing Detector (ft)	0	0		0	0		
Turn Type	Prot	Perm		NA	NA		
Protected Phases	4			2	6	5	
Permitted Phases		4					
Detector Phase	4	4		2	6		
Switch Phase							

Lanes, Volumes, Timings
 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	24.0	24.0		24.0	30.0		11.0
Total Split (s)	27.0	27.0		68.0	46.0		22.0
Total Split (%)	28.4%	28.4%		71.6%	48.4%		23%
Maximum Green (s)	23.0	23.0		64.0	42.0		18.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		
Total Lost Time (s)	4.0	4.0		4.0	4.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None		C-Min	C-Min		None
Walk Time (s)					10.0		
Flash Dont Walk (s)					16.0		
Pedestrian Calls (#/hr)					0		
Act Effct Green (s)	6.5	6.5		85.9	72.5		
Actuated g/C Ratio	0.07	0.07		0.90	0.76		
v/c Ratio	0.13	0.16		0.31	0.18		
Control Delay	43.6	20.1		1.4	1.5		
Queue Delay	0.0	0.0		0.0	0.0		
Total Delay	43.6	20.1		1.4	1.5		
LOS	D	C		A	A		
Approach Delay	30.5			1.4	1.5		
Approach LOS	C			A	A		
90th %ile Green (s)	8.0	8.0		79.0	60.0		15.0
90th %ile Term Code	Gap	Gap		Coord	Coord		Gap
70th %ile Green (s)	7.0	7.0		80.0	63.5		12.5
70th %ile Term Code	Gap	Gap		Coord	Coord		Gap
50th %ile Green (s)	6.3	6.3		80.7	65.9		10.8
50th %ile Term Code	Gap	Gap		Coord	Coord		Gap
30th %ile Green (s)	0.0	0.0		91.0	77.9		9.1
30th %ile Term Code	Skip	Skip		Coord	Coord		Gap
10th %ile Green (s)	0.0	0.0		91.0	91.0		0.0
10th %ile Term Code	Skip	Skip		Coord	Coord		Skip
Stops (vph)	17	9		117	26		
Fuel Used(gal)	0	0		4	2		
CO Emissions (g/hr)	28	24		274	124		
NOx Emissions (g/hr)	5	5		53	24		
VOC Emissions (g/hr)	6	6		63	29		
Dilemma Vehicles (#)	0	0		33	16		
Queue Length 50th (ft)	9	0		41	11		
Queue Length 95th (ft)	30	23		63	13		
Internal Link Dist (ft)	1391			315	366		
Turn Bay Length (ft)							
Base Capacity (vph)	424	394		3201	2647		

Lanes, Volumes, Timings
 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/14/2022

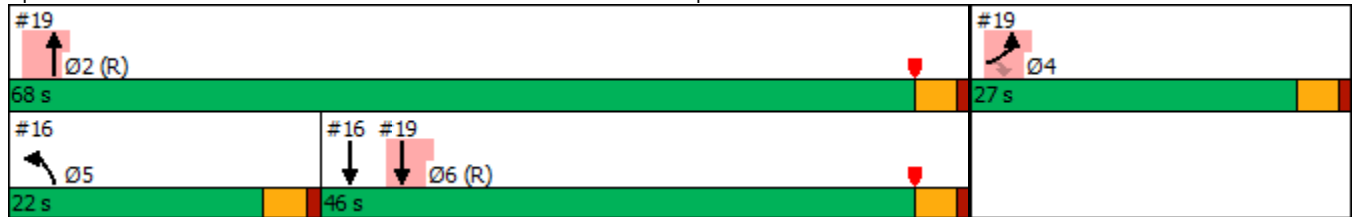


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Starvation Cap Reductn	0	0		0	0		
Spillback Cap Reductn	0	0		0	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	0.04	0.05		0.31	0.18		

Intersection Summary

Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	81 (85%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.51
Intersection Signal Delay:	2.2
Intersection LOS:	A
Intersection Capacity Utilization	36.5%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp



Lanes, Volumes, Timings
20: International Dr & World Gateway Dr

11/14/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↙	↘
Traffic Volume (vph)	177	540	669	177	116	114
Future Volume (vph)	177	540	669	177	116	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.969			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	4928	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	4928	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		1160	1753		946	
Travel Time (s)		17.6	26.6		21.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	186	568	704	186	122	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	568	890	0	122	120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		60	40		36	
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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.1%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 21: World Center Dr & Buena Vista Suites

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	1440	9	24	1867	16	17	3	17	2	2	21
Future Volume (vph)	44	1440	9	24	1867	16	17	3	17	2	2	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.999			0.999			0.938				0.886
Fl _t Protected	0.950			0.950				0.977				0.996
Satd. Flow (prot)	1752	5031	0	1752	5031	0	0	1707	0	0	1644	0
Fl _t Permitted	0.950			0.950				0.977				0.996
Satd. Flow (perm)	1752	5031	0	1752	5031	0	0	1707	0	0	1644	0
Link Speed (mph)		45			45			30				30
Link Distance (ft)		579			933			350				496
Travel Time (s)		8.8			14.1			8.0				11.3
Confl. Peds. (#/hr)			1									
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	46	1516	9	25	1965	17	18	3	18	2	2	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	1525	0	25	1982	0	0	39	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 50.5% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
 22: World Center Dr & Caribe Royale Orlando

11/14/2022





















Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↘	↗
Traffic Volume (vph)	49	1527	1730	43	12	23
Future Volume (vph)	49	1527	1730	43	12	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	270			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.996			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	5036	5016	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	5036	5016	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		933	1492		505	
Travel Time (s)		14.1	22.6		11.5	
Confl. Peds. (#/hr)					1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	52	1607	1821	45	13	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	1607	1866	0	13	24
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.7%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
61: SR 535 & Qd. Rd @ SR 535

11/14/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 		  		 	  
Traffic Volume (vph)	16	567	1961	46	104	1868
Future Volume (vph)	16	567	1961	46	104	1868
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	200	0		200	400	
Storage Lanes	1	1		1	2	
Taper Length (ft)	50				50	
Lane Util. Factor	0.97	0.91	0.86	1.00	0.97	0.91
Ped Bike Factor						
Frt	0.858	0.850		0.850		
Flt Protected	0.997				0.950	
Satd. Flow (prot)	3003	1400	6225	1538	3335	4940
Flt Permitted	0.997				0.950	
Satd. Flow (perm)	3003	1400	6225	1538	3335	4940
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	154	154		48		
Link Speed (mph)	30		45			45
Link Distance (ft)	375		440			510
Travel Time (s)	8.5		6.7			7.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	17	597	2064	48	109	1966
Shared Lane Traffic (%)		50%				
Lane Group Flow (vph)	316	298	2064	48	109	1966
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		24			24
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
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	Prot	Perm	NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	8	1	6
Switch Phase						

Lanes, Volumes, Timings
 61: SR 535 & Qd. Rd @ SR 535

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	24.0
Total Split (s)	25.0	25.0	43.0	25.0	12.0	55.0
Total Split (%)	31.3%	31.3%	53.8%	31.3%	15.0%	68.8%
Maximum Green (s)	19.0	19.0	37.0	19.0	6.0	49.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Min	None	None	C-Min
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)	13.7	13.7	44.0	65.0	6.6	54.3
Actuated g/C Ratio	0.17	0.17	0.55	0.81	0.08	0.68
v/c Ratio	0.49	0.81	0.60	0.04	0.40	0.59
Control Delay	10.2	30.7	17.5	1.0	41.7	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.2	30.7	17.6	1.0	41.7	6.4
LOS	B	C	B	A	D	A
Approach Delay	20.1		17.2			8.2
Approach LOS	C		B			A
90th %ile Green (s)	19.0	19.0	37.0	19.0	6.0	49.0
90th %ile Term Code	Max	Max	Coord	Max	Max	Coord
70th %ile Green (s)	19.0	19.0	37.0	19.0	6.0	49.0
70th %ile Term Code	Max	Max	Coord	Max	Max	Coord
50th %ile Green (s)	14.4	14.4	39.6	14.4	8.0	53.6
50th %ile Term Code	Gap	Gap	Coord	Gap	Gap	Coord
30th %ile Green (s)	10.6	10.6	44.3	10.6	7.1	57.4
30th %ile Term Code	Gap	Gap	Coord	Gap	Gap	Coord
10th %ile Green (s)	5.7	5.7	62.3	5.7	0.0	62.3
10th %ile Term Code	Gap	Gap	Coord	Gap	Skip	Coord
Stops (vph)	121	174	1234	4	94	1000
Fuel Used(gal)	3	5	28	0	2	21
CO Emissions (g/hr)	223	315	1953	13	168	1471
NOx Emissions (g/hr)	43	61	380	3	33	286
VOC Emissions (g/hr)	52	73	453	3	39	341
Dilemma Vehicles (#)	0	0	141	0	0	79
Queue Length 50th (ft)	1	200	242	0	34	139
Queue Length 95th (ft)	22	90	469	m12	m61	186
Internal Link Dist (ft)	295		360			430
Turn Bay Length (ft)	200			200	400	
Base Capacity (vph)	830	449	3427	1306	276	3350



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	157	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.66	0.63	0.04	0.39	0.59

Intersection Summary



























Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	37 (46%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	13.7
Intersection LOS:	B
Intersection Capacity Utilization	61.8%
ICU Level of Service	B
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 61: SR 535 & Qd. Rd @ SR 535



Lanes, Volumes, Timings
62: Qd Rd @ Poly & Polynesian Isle Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 	 					 		 
Traffic Volume (vph)	345	11	20	0	14	119	13	119	0	52	52	46
Future Volume (vph)	345	11	20	0	14	119	13	119	0	52	52	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	250		200	0		0	0		175
Storage Lanes	0		0	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.905			0.866							0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	3335	1638	0	1845	3035	0	1752	1845	0	1719	1810	1538
Flt Permitted	0.950						0.721			0.519		
Satd. Flow (perm)	3335	1638	0	1845	3035	0	1330	1845	0	939	1810	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			125							205
Link Speed (mph)		30			30			30				30
Link Distance (ft)		393			620			419				434
Travel Time (s)		8.9			14.1			9.5				9.9
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	3%	3%	3%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	363	12	21	0	15	125	14	125	0	55	55	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	363	33	0	0	140	0	14	125	0	55	55	48
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	Over
Protected Phases	5	2		1	6		7	4		3	8	5
Permitted Phases							4			8		
Detector Phase	5	2		1	6		7	4		3	8	5
Switch Phase												

Lanes, Volumes, Timings
62: Qd Rd @ Poly & Polynesian Isle Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	24.0		11.0	24.0		11.0	24.0		11.0	24.0	11.0
Total Split (s)	20.0	34.0		11.0	25.0		11.0	24.0		11.0	24.0	20.0
Total Split (%)	25.0%	42.5%		13.8%	31.3%		13.8%	30.0%		13.8%	30.0%	25.0%
Maximum Green (s)	14.0	28.0		5.0	19.0		5.0	18.0		5.0	18.0	14.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		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
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	13.8	52.5		31.4			14.3	10.7		18.3	16.5	13.8
Actuated g/C Ratio	0.17	0.66		0.39			0.18	0.13		0.23	0.21	0.17
v/c Ratio	0.63	0.03		0.11			0.05	0.51		0.19	0.15	0.11
Control Delay	44.4	14.5		7.1			18.2	38.7		8.2	8.1	6.1
Queue Delay	0.0	0.0		0.0			0.0	0.0		0.0	0.0	0.0
Total Delay	44.4	14.5		7.1			18.2	38.7		8.2	8.1	6.1
LOS	D	B		A			B	D		A	A	A
Approach Delay		41.9		7.1				36.7			7.5	
Approach LOS		D		A				D			A	
90th %ile Green (s)	17.5	38.0		0.0	14.5		6.8	14.7		9.3	17.2	17.5
90th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Gap	Hold	Gap
70th %ile Green (s)	15.4	41.4		0.0	20.0		0.0	12.4		8.2	26.6	15.4
70th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Gap		Gap	Hold	Gap
50th %ile Green (s)	13.8	44.0		0.0	24.2		0.0	10.7		7.3	24.0	13.8
50th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Gap		Gap	Hold	Gap
30th %ile Green (s)	12.3	58.9		0.0	40.6		0.0	9.1		0.0	9.1	12.3
30th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Gap		Skip	Hold	Gap
10th %ile Green (s)	10.1	74.0		0.0	57.9		0.0	0.0		0.0	0.0	10.1
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Skip	Skip	Gap
Stops (vph)	406	23		28			11	106		17	17	15
Fuel Used(gal)	6	0		1			0	2		1	1	0
CO Emissions (g/hr)	449	22		69			11	134		36	35	30
NOx Emissions (g/hr)	87	4		13			2	26		7	7	6
VOC Emissions (g/hr)	104	5		16			2	31		8	8	7
Dilemma Vehicles (#)	0	0		0			0	0		0	0	0
Queue Length 50th (ft)	202	30		2			5	59		9	9	0
Queue Length 95th (ft)	256	49		26			16	104		10	13	1
Internal Link Dist (ft)		313		540				339			354	
Turn Bay Length (ft)	175											175
Base Capacity (vph)	624	1081		1301			269	415		287	473	454

Lanes, Volumes, Timings
 62: Qd Rd @ Poly & Polynesian Isle Blvd

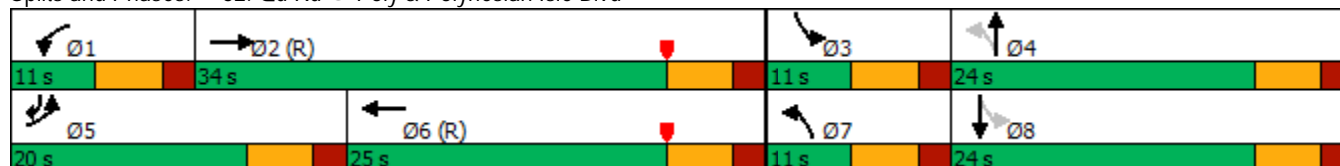
11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.58	0.03			0.11		0.05	0.30		0.19	0.12	0.11

Intersection Summary	
Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.63
Intersection Signal Delay:	28.7
Intersection LOS:	C
Intersection Capacity Utilization	38.6%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 62: Qd Rd @ Poly & Polynesian Isle Blvd



Lanes, Volumes, Timings
81: SR 535 & Intl Dr PDLT EB

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5	Ø6
Lane Configurations	↔↔			↑↑↑	↑↑↑↑	↔				
Traffic Volume (vph)	171	0	0	1920	1691	80				
Future Volume (vph)	171	0	0	1920	1691	80				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	12	12	12	12	12				
Grade (%)	0%			0%	0%					
Storage Length (ft)	0	0	0			250				
Storage Lanes	2	0	0			1				
Taper Length (ft)	50		50							
Lane Util. Factor	0.97	1.00	1.00	0.91	0.81	1.00				
Ped Bike Factor										
Flt						0.850				
Flt Protected	0.950									
Satd. Flow (prot)	3433	0	0	4940	7329	1538				
Flt Permitted	0.950									
Satd. Flow (perm)	3433	0	0	4940	7329	1538				
Right Turn on Red		Yes				Yes				
Satd. Flow (RTOR)						54				
Link Speed (mph)	35			45	45					
Link Distance (ft)	829			143	537					
Travel Time (s)	16.1			2.2	8.1					
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%			0%	0%					
Adj. Flow (vph)	180	0	0	2021	1780	84				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	180	0	0	2021	1780	84				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Left	Left	Right				
Median Width(ft)	24			12	12					
Link Offset(ft)	0			12	-12					
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				
Turning Speed (mph)	15	9	15			9				
Number of Detectors	1			2	2	1				
Detector Template	Left			Thru	Thru	Right				
Leading Detector (ft)	20			100	100	20				
Trailing Detector (ft)	0			0	0	0				
Turn Type	Prot			NA	NA	Free				
Protected Phases	4!			Free!	1 6		1	2	5	6
Permitted Phases						Free				
Detector Phase	4				1 6					
Switch Phase										

Lanes, Volumes, Timings
81: SR 535 & Intl Dr PDLT EB

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5	Ø6
Minimum Initial (s)	5.0						10.0	10.0	5.0	10.0
Minimum Split (s)	55.0						17.5	17.5	11.0	17.5
Total Split (s)	55.0						18.4	66.6	17.0	68.0
Total Split (%)	39.3%						13%	48%	12%	49%
Maximum Green (s)	47.2						10.9	59.1	11.0	60.5
Yellow Time (s)	4.8						5.5	5.5	4.0	5.5
All-Red Time (s)	3.0						2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0									
Total Lost Time (s)	7.8									
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes		
Vehicle Extension (s)	3.0						3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0						3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0						0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0						0.0	0.0	0.0	0.0
Recall Mode	None						None	C-Min	None	C-Min
Walk Time (s)	5.0									
Flash Dont Walk (s)	31.0									
Pedestrian Calls (#/hr)	0									
Act Effct Green (s)	27.9			140.0	88.5	140.0				
Actuated g/C Ratio	0.20			1.00	0.63	1.00				
v/c Ratio	0.26			0.41	0.38	0.05				
Control Delay	33.2			0.9	11.2	0.1				
Queue Delay	0.0			0.0	0.1	0.0				
Total Delay	33.2			0.9	11.2	0.1				
LOS	C			A	B	A				
Approach Delay	33.2			0.9	10.7					
Approach LOS	C			A	B					
90th %ile Green (s)	37.4						20.7	59.1	20.8	60.5
90th %ile Term Code	Gap						Max	Coord	Max	Coord
70th %ile Green (s)	30.9						27.2	59.1	27.3	60.5
70th %ile Term Code	Gap						Max	Coord	Max	Coord
50th %ile Green (s)	27.5						30.6	59.1	30.7	60.5
50th %ile Term Code	Gap						Max	Coord	Max	Coord
30th %ile Green (s)	24.0						31.0	62.2	34.2	60.5
30th %ile Term Code	Gap						Gap	Coord	Max	Coord
10th %ile Green (s)	19.7						23.5	74.0	31.7	67.3
10th %ile Term Code	Gap						Gap	Coord	Gap	Coord
Stops (vph)	94			76	1218	0				
Fuel Used(gal)	3			3	25	0				
CO Emissions (g/hr)	202			215	1740	20				
NOx Emissions (g/hr)	39			42	338	4				
VOC Emissions (g/hr)	47			50	403	5				
Dilemma Vehicles (#)	0			0	85	0				
Queue Length 50th (ft)	51			19	304	0				
Queue Length 95th (ft)	65			0	205	0				
Internal Link Dist (ft)	749			63	457					
Turn Bay Length (ft)						250				
Base Capacity (vph)	1157			4940	4631	1538				

Lanes, Volumes, Timings
 81: SR 535 & Intl Dr PDLT EB

11/14/2022

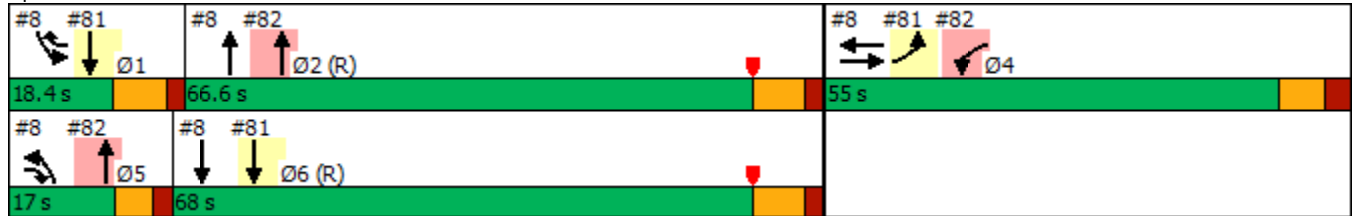


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5	Ø6
Starvation Cap Reductn	0			0	0	0				
Spillback Cap Reductn	0			0	828	0				
Storage Cap Reductn	0			0	0	0				
Reduced v/c Ratio	0.16			0.41	0.47	0.05				

Intersection Summary

















Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.84
Intersection Signal Delay:	6.8
Intersection LOS:	A
Intersection Capacity Utilization	51.8%
ICU Level of Service	A
Analysis Period (min)	15
! Phase conflict between lane groups.	

Splits and Phases: 81: SR 535 & Intl Dr PDLT EB



Lanes, Volumes, Timings
82: SR 535 & Intl Dr PDLT WB

11/14/2022

										
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø5	Ø6
Lane Configurations	 		   			  				
Traffic Volume (vph)	213	0	1980	411	0	1670				
Future Volume (vph)	213	0	1980	411	0	1670				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	12	12	12	12	12				
Grade (%)	0%		0%			0%				
Storage Length (ft)	0	0		300	0					
Storage Lanes	2	0		1	0					
Taper Length (ft)	50				50					
Lane Util. Factor	0.97	1.00	0.81	1.00	1.00	0.91				
Ped Bike Factor										
Frt				0.850						
Flt Protected	0.950									
Satd. Flow (prot)	3433	0	7329	1538	0	4940				
Flt Permitted	0.950									
Satd. Flow (perm)	3433	0	7329	1538	0	4940				
Right Turn on Red		Yes		Yes						
Satd. Flow (RTOR)				281						
Link Speed (mph)	35		45			45				
Link Distance (ft)	850		1944			136				
Travel Time (s)	16.6		29.5			2.1				
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%		0%			0%				
Adj. Flow (vph)	224	0	2084	433	0	1758				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	224	0	2084	433	0	1758				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Right	Left	Left				
Median Width(ft)	24		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				
Turning Speed (mph)	15	9		9	15					
Number of Detectors	1		2	1		2				
Detector Template	Left		Thru	Right		Thru				
Leading Detector (ft)	20		100	20		100				
Trailing Detector (ft)	0		0	0		0				
Turn Type	Prot		NA	Free		NA				
Protected Phases	4!		2 5			Free!	1	2	5	6
Permitted Phases				Free						
Detector Phase	4		2 5							
Switch Phase										

Lanes, Volumes, Timings
82: SR 535 & Intl Dr PDLT WB

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø5	Ø6
Minimum Initial (s)	5.0						10.0	10.0	5.0	10.0
Minimum Split (s)	55.0						17.5	17.5	11.0	17.5
Total Split (s)	55.0						18.4	66.6	17.0	68.0
Total Split (%)	39.3%						13%	48%	12%	49%
Maximum Green (s)	47.2						10.9	59.1	11.0	60.5
Yellow Time (s)	4.8						5.5	5.5	4.0	5.5
All-Red Time (s)	3.0						2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0									
Total Lost Time (s)	7.8									
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes		
Vehicle Extension (s)	3.0						3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0						3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0						0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0						0.0	0.0	0.0	0.0
Recall Mode	None						None	C-Min	None	C-Min
Walk Time (s)	5.0									
Flash Dont Walk (s)	31.0									
Pedestrian Calls (#/hr)	0									
Act Effct Green (s)	27.9		90.1	140.0		140.0				
Actuated g/C Ratio	0.20		0.64	1.00		1.00				
v/c Ratio	0.33		0.44	0.28		0.36				
Control Delay	41.3		10.8	0.5		0.5				
Queue Delay	0.0		0.1	0.0		0.0				
Total Delay	41.3		10.8	0.5		0.5				
LOS	D		B	A		A				
Approach Delay	41.3		9.0			0.5				
Approach LOS	D		A			A				
90th %ile Green (s)	37.4						20.7	59.1	20.8	60.5
90th %ile Term Code	Gap						Max	Coord	Max	Coord
70th %ile Green (s)	30.9						27.2	59.1	27.3	60.5
70th %ile Term Code	Gap						Max	Coord	Max	Coord
50th %ile Green (s)	27.5						30.6	59.1	30.7	60.5
50th %ile Term Code	Gap						Max	Coord	Max	Coord
30th %ile Green (s)	24.0						31.0	62.2	34.2	60.5
30th %ile Term Code	Gap						Gap	Coord	Max	Coord
10th %ile Green (s)	19.7						23.5	74.0	31.7	67.3
10th %ile Term Code	Gap						Gap	Coord	Gap	Coord
Stops (vph)	211		946	0		23				
Fuel Used(gal)	5		41	5		2				
CO Emissions (g/hr)	328		2872	365		134				
NOx Emissions (g/hr)	64		559	71		26				
VOC Emissions (g/hr)	76		666	85		31				
Dilemma Vehicles (#)	0		135	0		0				
Queue Length 50th (ft)	109		184	0		8				
Queue Length 95th (ft)	150		255	0		0				
Internal Link Dist (ft)	770		1864			56				
Turn Bay Length (ft)				300						
Base Capacity (vph)	1157		4718	1538		4940				

Lanes, Volumes, Timings
 82: SR 535 & Intl Dr PDLT WB

11/14/2022

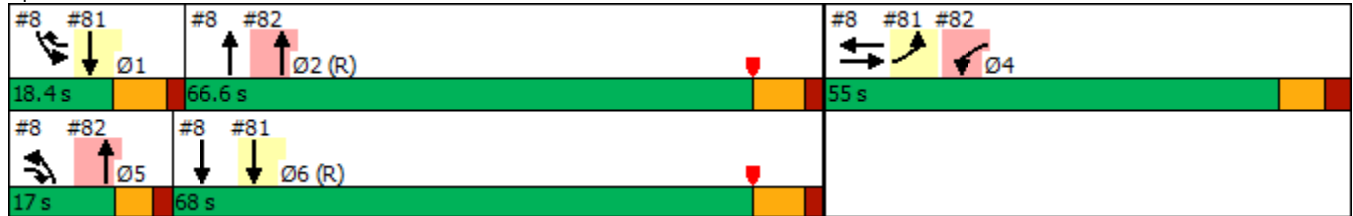


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø5	Ø6
Starvation Cap Reductn	0		0	0		0				
Spillback Cap Reductn	0		801	0		0				
Storage Cap Reductn	0		0	0		0				
Reduced v/c Ratio	0.19		0.53	0.28		0.36				

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.84
Intersection Signal Delay:	7.3
Intersection LOS:	A
Intersection Capacity Utilization	48.2%
ICU Level of Service	A
Analysis Period (min)	15
! Phase conflict between lane groups.	

Splits and Phases: 82: SR 535 & Intl Dr PDLT WB



Lanes, Volumes, Timings
83: Intl Dr PDLT WB & International Dr

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘↘	↑↑↑		↗
Traffic Volume (vph)	506	0	213	706	0	411
Future Volume (vph)	506	0	213	706	0	411
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	300		0	0
Storage Lanes		0	2		0	1
Taper Length (ft)			50		50	
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	1565
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	1565
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	35	
Link Distance (ft)	824			1292	850	
Travel Time (s)	12.5			19.6	16.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	533	0	224	743	0	433
Shared Lane Traffic (%)						
Lane Group Flow (vph)	533	0	224	743	0	433
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	0	
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
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		1
Detector Template	Thru		Left	Thru		Right
Leading Detector (ft)	100		20	100		20
Trailing Detector (ft)	0		0	0		0
Turn Type	NA		Prot	NA		pm+ov
Protected Phases	2		1	6		1
Permitted Phases						6
Detector Phase	2		1	6		1
Switch Phase						

Lanes, Volumes, Timings
83: Intl Dr PDLT WB & International Dr

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0		5.0	5.0		5.0
Minimum Split (s)	24.0		11.0	24.0		11.0
Total Split (s)	33.0		37.0	70.0		37.0
Total Split (%)	47.1%		52.9%	100.0%		52.9%
Maximum Green (s)	27.0		31.0	64.0		31.0
Yellow Time (s)	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0		6.0	6.0		6.0
Lead/Lag	Lead		Lag			Lag
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Minimum Gap (s)	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0		0.0	0.0		0.0
Recall Mode	C-Min		None	C-Min		None
Walk Time (s)	7.0			7.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	47.7		10.3	70.0		70.0
Actuated g/C Ratio	0.68		0.15	1.00		1.00
v/c Ratio	0.15		0.44	0.15		0.28
Control Delay	2.0		29.5	0.1		0.4
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	2.0		29.5	0.1		0.4
LOS	A		C	A		A
Approach Delay	2.0			6.9	0.4	
Approach LOS	A			A	A	
90th %ile Green (s)	44.3		13.7	64.0		13.7
90th %ile Term Code	Coord		Gap	Coord		Gap
70th %ile Green (s)	46.0		12.0	64.0		12.0
70th %ile Term Code	Coord		Gap	Coord		Gap
50th %ile Green (s)	48.1		9.9	64.0		9.9
50th %ile Term Code	Coord		Gap	Coord		Gap
30th %ile Green (s)	49.2		8.8	64.0		8.8
30th %ile Term Code	Coord		Gap	Coord		Gap
10th %ile Green (s)	50.9		7.1	64.0		7.1
10th %ile Term Code	Coord		Gap	Coord		Gap
Stops (vph)	77		184	0		0
Fuel Used(gal)	4		5	6		3
CO Emissions (g/hr)	271		374	415		179
NOx Emissions (g/hr)	53		73	81		35
VOC Emissions (g/hr)	63		87	96		41
Dilemma Vehicles (#)	9		0	0		0
Queue Length 50th (ft)	19		46	0		0
Queue Length 95th (ft)	36		72	0		0
Internal Link Dist (ft)	744			1212	770	
Turn Bay Length (ft)			300			
Base Capacity (vph)	3465		1520	5085		1565

Lanes, Volumes, Timings
 83: Intl Dr PDLT WB & International Dr

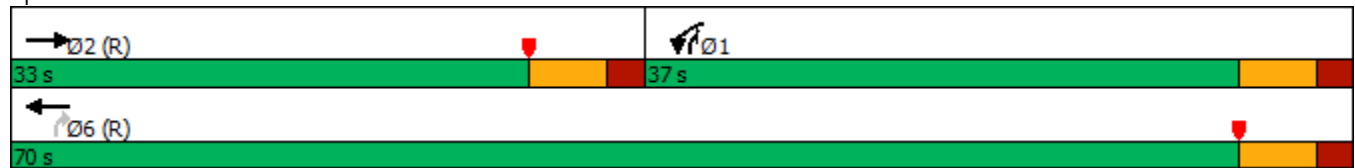
11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.15		0.15	0.15		0.28

Intersection Summary	
Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.44
Intersection Signal Delay:	4.1
Intersection LOS:	A
Intersection Capacity Utilization	45.2%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 83: Intl Dr PDLT WB & International Dr



Lanes, Volumes, Timings

84: International Dr & Intl Dr PDLT EB

11/14/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶↶	↑↑↑	↶↶↶			↷
Traffic Volume (vph)	171	485	766	0	0	80
Future Volume (vph)	171	485	766	0	0	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	300			0	0	0
Storage Lanes	2			0	0	1
Taper Length (ft)	50				50	
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected	0.950					
Satd. Flow (prot)	3433	5085	5085	0	0	1565
Flt Permitted	0.950					
Satd. Flow (perm)	3433	5085	5085	0	0	1565
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						
Link Speed (mph)		45	45		35	
Link Distance (ft)		1021	840		829	
Travel Time (s)		15.5	12.7		16.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	180	511	806	0	0	84
Shared Lane Traffic (%)						
Lane Group Flow (vph)	180	511	806	0	0	84
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		0	
Link Offset(ft)		0	6		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
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2			1
Detector Template	Left	Thru	Thru			Right
Leading Detector (ft)	20	100	100			20
Trailing Detector (ft)	0	0	0			0
Turn Type	Prot	NA	NA			pm+ov
Protected Phases	5	2	6			5
Permitted Phases						2
Detector Phase	5	2	6			5
Switch Phase						

Lanes, Volumes, Timings
84: International Dr & Intl Dr PDLT EB

11/14/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	24.0	24.0	24.0			24.0
Total Split (s)	28.0	70.0	42.0			28.0
Total Split (%)	40.0%	100.0%	60.0%			40.0%
Maximum Green (s)	22.0	64.0	36.0			22.0
Yellow Time (s)	4.0	4.0	4.0			4.0
All-Red Time (s)	2.0	2.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	6.0	6.0	6.0			6.0
Lead/Lag	Lag		Lead			Lag
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	C-Max	C-Max			None
Walk Time (s)	7.0	7.0	7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	22.0	70.0	36.0			70.0
Actuated g/C Ratio	0.31	1.00	0.51			1.00
v/c Ratio	0.17	0.10	0.31			0.05
Control Delay	17.9	0.0	12.2			0.1
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	17.9	0.0	12.2			0.1
LOS	B	A	B			A
Approach Delay		4.7	12.2		0.1	
Approach LOS		A	B		A	
90th %ile Green (s)	22.0	64.0	36.0			22.0
90th %ile Term Code	Hold	Coord	Coord			Hold
70th %ile Green (s)	22.0	64.0	36.0			22.0
70th %ile Term Code	Hold	Coord	Coord			Hold
50th %ile Green (s)	22.0	64.0	36.0			22.0
50th %ile Term Code	Hold	Coord	Coord			Hold
30th %ile Green (s)	22.0	64.0	36.0			22.0
30th %ile Term Code	Hold	Coord	Coord			Hold
10th %ile Green (s)	22.0	64.0	36.0			22.0
10th %ile Term Code	Hold	Coord	Coord			Hold
Stops (vph)	117	0	601			0
Fuel Used(gal)	5	9	14			0
CO Emissions (g/hr)	361	611	947			34
NOx Emissions (g/hr)	70	119	184			7
VOC Emissions (g/hr)	84	142	220			8
Dilemma Vehicles (#)	0	0	34			0
Queue Length 50th (ft)	28	0	198			0
Queue Length 95th (ft)	50	0	216			0
Internal Link Dist (ft)		941	760		749	
Turn Bay Length (ft)	300					
Base Capacity (vph)	1078	5085	2615			1565

Lanes, Volumes, Timings
 84: International Dr & Intl Dr PDLT EB

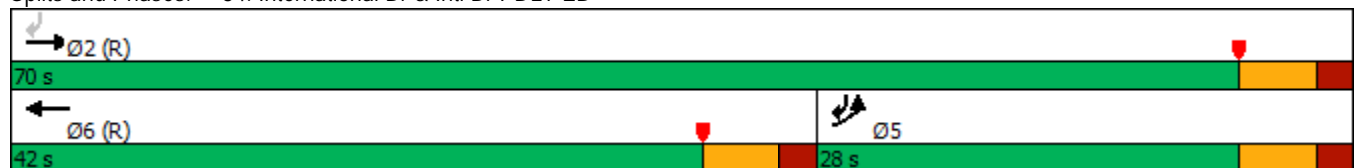
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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.17	0.10	0.31			0.05

Intersection Summary	
Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	50
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.31
Intersection Signal Delay:	8.3
Intersection LOS:	A
Intersection Capacity Utilization	29.8%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 84: International Dr & Intl Dr PDLT EB



Lanes, Volumes, Timings
 91: SR 535 & SR 535 PDLT SB

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗↗		↘↘	↘↘↘
Traffic Volume (vph)	0	570	1493	0	394	1391
Future Volume (vph)	0	570	1493	0	394	1391
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	200	
Storage Lanes	0	1		0	2	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	0.91	1.00	0.97	0.91
Ped Bike Factor						
Frt		0.865				
Flt Protected					0.950	
Satd. Flow (prot)	0	1596	4940	0	3335	4940
Flt Permitted					0.950	
Satd. Flow (perm)	0	1596	4940	0	3335	4940
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		343				
Link Speed (mph)	35		45			45
Link Distance (ft)	1058		841			416
Travel Time (s)	20.6		12.7			6.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	600	1572	0	415	1464
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	600	1572	0	415	1464
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		32			24
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
Turning Speed (mph)	15	9		9	15	
Number of Detectors		1	2		1	2
Detector Template		Right	Thru		Left	Thru
Leading Detector (ft)		20	100		20	100
Trailing Detector (ft)		0	0		0	0
Turn Type		Free	NA		Prot	NA
Protected Phases			2		1	Free
Permitted Phases		Free				
Detector Phase			2		1	
Switch Phase						

Lanes, Volumes, Timings
 91: SR 535 & SR 535 PDLT SB

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)			5.0		5.0	
Minimum Split (s)			24.0		12.5	
Total Split (s)			46.0		24.0	
Total Split (%)			65.7%		34.3%	
Maximum Green (s)			38.5		16.5	
Yellow Time (s)			5.0		5.0	
All-Red Time (s)			2.5		2.5	
Lost Time Adjust (s)			0.0		0.0	
Total Lost Time (s)			7.5		7.5	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)			3.0		3.0	
Minimum Gap (s)			3.0		3.0	
Time Before Reduce (s)			0.0		0.0	
Time To Reduce (s)			0.0		0.0	
Recall Mode			C-Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)		70.0	41.4		13.6	70.0
Actuated g/C Ratio		1.00	0.59		0.19	1.00
v/c Ratio		0.38	0.54		0.64	0.30
Control Delay		0.5	14.4		30.4	0.2
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		0.5	14.4		30.4	0.2
LOS		A	B		C	A
Approach Delay	0.5		14.4			6.8
Approach LOS	A		B			A
90th %ile Green (s)			38.5		16.5	
90th %ile Term Code			Coord		Max	
70th %ile Green (s)			39.6		15.4	
70th %ile Term Code			Coord		Gap	
50th %ile Green (s)			41.2		13.8	
50th %ile Term Code			Coord		Gap	
30th %ile Green (s)			42.7		12.3	
30th %ile Term Code			Coord		Gap	
10th %ile Green (s)			44.9		10.1	
10th %ile Term Code			Coord		Gap	
Stops (vph)		0	1290		345	0
Fuel Used(gal)		4	29		8	9
CO Emissions (g/hr)		309	1996		538	622
NOx Emissions (g/hr)		60	388		105	121
VOC Emissions (g/hr)		72	463		125	144
Dilemma Vehicles (#)		0	20		0	0
Queue Length 50th (ft)		0	494		85	0
Queue Length 95th (ft)		0	560		121	0
Internal Link Dist (ft)	978		761			336
Turn Bay Length (ft)					200	
Base Capacity (vph)		1596	2920		786	4940

Lanes, Volumes, Timings
 91: SR 535 & SR 535 PDLT SB

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.38	0.54		0.53	0.30

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle:	45
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.64
Intersection Signal Delay:	8.8
Intersection LOS:	A
Intersection Capacity Utilization	52.6%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 91: SR 535 & SR 535 PDLT SB



Lanes, Volumes, Timings
92: SR 535 & SR 535 PDLT NB

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗↗	↖↖	↑↑↑	↑↑↑	
Traffic Volume (vph)	0	487	600	1491	1284	0
Future Volume (vph)	0	487	600	1491	1284	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	400	150			0
Storage Lanes	0	1	2			0
Taper Length (ft)	50		75			
Lane Util. Factor	1.00	0.88	0.97	0.91	0.91	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected			0.950			
Satd. Flow (prot)	0	2760	3335	4940	4940	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	2760	3335	4940	4940	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		41				
Link Speed (mph)	35			45	45	
Link Distance (ft)	986			537	738	
Travel Time (s)	19.2			8.1	11.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	513	632	1569	1352	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	513	632	1569	1352	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			36	24	
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
Turning Speed (mph)	15	9	15			9
Number of Detectors		1	1	2	2	
Detector Template		Right	Left	Thru	Thru	
Leading Detector (ft)		20	20	100	100	
Trailing Detector (ft)		0	0	0	0	
Turn Type		Over	Prot	NA	NA	
Protected Phases		1	1	Free	2	
Permitted Phases						
Detector Phase		1	1		2	
Switch Phase						

Lanes, Volumes, Timings
92: SR 535 & SR 535 PDLT NB

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)		5.0	5.0		5.0	
Minimum Split (s)		12.5	12.5		25.5	
Total Split (s)		29.0	29.0		41.0	
Total Split (%)		41.4%	41.4%		58.6%	
Maximum Green (s)		21.5	21.5		33.5	
Yellow Time (s)		5.0	5.0		5.0	
All-Red Time (s)		2.5	2.5		2.5	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		7.5	7.5		7.5	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)		3.0	3.0		3.0	
Minimum Gap (s)		3.0	3.0		3.0	
Time Before Reduce (s)		0.0	0.0		0.0	
Time To Reduce (s)		0.0	0.0		0.0	
Recall Mode		None	None		C-Min	
Walk Time (s)					7.0	
Flash Dont Walk (s)					11.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)		18.9	18.9	70.0	36.1	
Actuated g/C Ratio		0.27	0.27	1.00	0.52	
v/c Ratio		0.66	0.70	0.32	0.53	
Control Delay		36.3	42.8	0.2	21.1	
Queue Delay		0.0	0.0	0.0	0.0	
Total Delay		36.3	42.8	0.2	21.1	
LOS		D	D	A	C	
Approach Delay	36.3			12.4	21.1	
Approach LOS	D			B	C	
90th %ile Green (s)		21.5	21.5		33.5	
90th %ile Term Code		Max	Max		Coord	
70th %ile Green (s)		22.3	22.3		32.7	
70th %ile Term Code		Gap	Gap		Coord	
50th %ile Green (s)		19.9	19.9		35.1	
50th %ile Term Code		Gap	Gap		Coord	
30th %ile Green (s)		17.3	17.3		37.7	
30th %ile Term Code		Gap	Gap		Coord	
10th %ile Green (s)		13.7	13.7		41.3	
10th %ile Term Code		Gap	Gap		Coord	
Stops (vph)		398	655	0	1263	
Fuel Used(gal)		10	15	5	27	
CO Emissions (g/hr)		703	1081	367	1913	
NOx Emissions (g/hr)		137	210	71	372	
VOC Emissions (g/hr)		163	250	85	443	
Dilemma Vehicles (#)		0	0	0	38	
Queue Length 50th (ft)		236	284	0	374	
Queue Length 95th (ft)		282	304	0	447	
Internal Link Dist (ft)	906			457	658	
Turn Bay Length (ft)		400	150			
Base Capacity (vph)		882	1032	4940	2556	

Lanes, Volumes, Timings
 92: SR 535 & SR 535 PDLT NB

11/14/2022

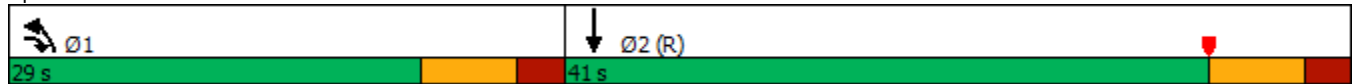


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Starvation Cap Reductn		0	0	0	0	
Spillback Cap Reductn		0	0	0	0	
Storage Cap Reductn		0	0	0	0	
Reduced v/c Ratio		0.58	0.61	0.32	0.53	

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	0 (0%), Referenced to phase 2:SBT, Start of Yellow
Natural Cycle:	50
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.70
Intersection Signal Delay:	18.3
Intersection LOS:	B
Intersection Capacity Utilization	54.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 92: SR 535 & SR 535 PDLT NB



Lanes, Volumes, Timings
 93: World Center Dr & SR 535 PDLT SB

12/29/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3	Ø4	Ø7	Ø8
Lane Configurations		↑↑↑	↑↑↑↑	↗	↘↘					
Traffic Volume (vph)	0	1098	1335	570	394	0				
Future Volume (vph)	0	1098	1335	570	394	0				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	0			400	0	0				
Storage Lanes	0			1	2	0				
Taper Length (ft)	50				50					
Lane Util. Factor	1.00	0.91	0.81	1.00	0.97	1.00				
Frt				0.850						
Flt Protected					0.950					
Satd. Flow (prot)	0	5036	7471	1568	3335	0				
Flt Permitted					0.950					
Satd. Flow (perm)	0	5036	7471	1568	3335	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				600						
Link Speed (mph)		45	45		35					
Link Distance (ft)		251	579		1058					
Travel Time (s)		3.8	8.8		20.6					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Heavy Vehicles (%)	3%	3%	3%	3%	5%	5%				
Adj. Flow (vph)	0	1156	1405	600	415	0				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1156	1405	600	415	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Left	Left	Right	Left	Right				
Median Width(ft)		0	0		24					
Link Offset(ft)		0	0		0					
Crosswalk Width(ft)		16	42		16					
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Turning Speed (mph)	15			9	15	9				
Number of Detectors		2	2	1	1					
Detector Template		Thru	Thru	Right	Left					
Leading Detector (ft)		100	100	20	20					
Trailing Detector (ft)		0	0	0	0					
Detector 1 Position(ft)		0	0	0	0					
Detector 1 Size(ft)		6	6	20	20					
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					
Detector 1 Channel										
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					
Detector 2 Position(ft)		94	94							
Detector 2 Size(ft)		6	6							
Detector 2 Type		Cl+Ex	Cl+Ex							
Detector 2 Channel										
Detector 2 Extend (s)		0.0	0.0							
Turn Type		NA	NA	Over	Prot					
Protected Phases		Free!	4 7	2	2!		3	4	7	8

Lanes, Volumes, Timings
 93: World Center Dr & SR 535 PDLT SB

12/29/2022

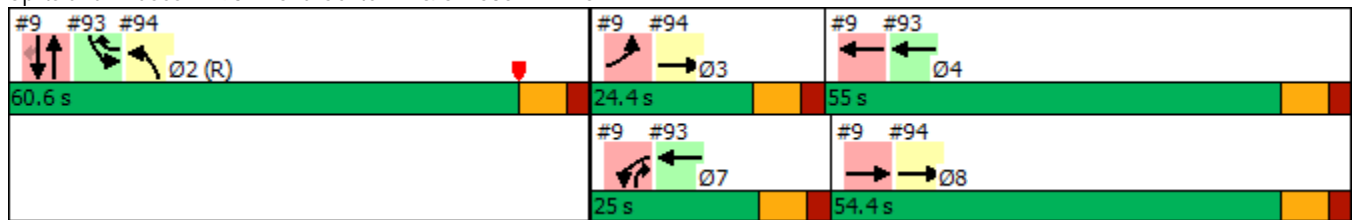


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3	Ø4	Ø7	Ø8
Permitted Phases										
Detector Phase			4 7	2	2					
Switch Phase										
Minimum Initial (s)				5.0	5.0		5.0	10.0	5.0	5.0
Minimum Split (s)				24.0	24.0		13.8	17.6	13.2	24.0
Total Split (s)				60.6	60.6		24.4	55.0	25.0	54.4
Total Split (%)				43.3%	43.3%		17%	39%	18%	39%
Maximum Green (s)				53.1	53.1		16.9	47.5	17.5	46.9
Yellow Time (s)				5.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)				2.5	2.5		2.5	2.5	2.5	2.5
Lost Time Adjust (s)				0.0	0.0					
Total Lost Time (s)				7.5	7.5					
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Vehicle Extension (s)				3.0	3.0		3.0	3.0	3.0	3.0
Recall Mode				C-Min	C-Min		None	None	None	None
Act Effect Green (s)		140.0	65.0	53.1	53.1					
Actuated g/C Ratio		1.00	0.46	0.38	0.38					
v/c Ratio		0.23	0.41	0.62	0.33					
Control Delay		0.2	21.1	5.3	24.0					
Queue Delay		0.0	0.1	0.0	0.0					
Total Delay		0.2	21.2	5.3	24.0					
LOS		A	C	A	C					
Approach Delay		0.2	16.4		24.0					
Approach LOS		A	B		C					

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 50 (36%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 12.1 Intersection LOS: B
 Intersection Capacity Utilization 42.0% ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 93: World Center Dr & SR 535 PDLT SB



Lanes, Volumes, Timings
 94: SR 535 PDLT NB & SR 536

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4	Ø7	Ø8
Lane Configurations	↑↑↑↑	↗		↑↑↑↑	↘					
Traffic Volume (vph)	1100	487	0	1442	600	0				
Future Volume (vph)	1100	487	0	1442	600	0				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	12	12	12	12	12				
Grade (%)	0%			0%	0%					
Storage Length (ft)		300	0		0	0				
Storage Lanes		1	0		2	0				
Taper Length (ft)			50		50					
Lane Util. Factor	0.81	1.00	1.00	0.86	0.97	1.00				
Ped Bike Factor										
Frt		0.850								
Flt Protected					0.950					
Satd. Flow (prot)	7471	1568	0	6346	3335	0				
Flt Permitted					0.950					
Satd. Flow (perm)	7471	1568	0	6346	3335	0				
Right Turn on Red		Yes				Yes				
Satd. Flow (RTOR)		513								
Link Speed (mph)	55			55	35					
Link Distance (ft)	662			266	986					
Travel Time (s)	8.2			3.3	19.2					
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	3%	3%	3%	3%	5%	5%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%			0%	0%					
Adj. Flow (vph)	1158	513	0	1518	632	0				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	1158	513	0	1518	632	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Left	L NA	Right				
Median Width(ft)	0			0	24					
Link Offset(ft)	0			0	0					
Crosswalk Width(ft)	42			24	24					
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Turning Speed (mph)		9	15		15	9				
Number of Detectors	2	1		2	1					
Detector Template	Thru	Right		Thru	Left					
Leading Detector (ft)	100	20		100	20					
Trailing Detector (ft)	0	0		0	0					
Turn Type	NA	Free		NA	Prot					
Protected Phases	3 8			Free!	2!		3	4	7	8
Permitted Phases		Free								
Detector Phase	3 8				2					
Switch Phase										

Lanes, Volumes, Timings
 94: SR 535 PDLT NB & SR 536

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4	Ø7	Ø8
Minimum Initial (s)					5.0		5.0	10.0	5.0	5.0
Minimum Split (s)					24.0		13.8	17.6	13.2	24.0
Total Split (s)					60.6		24.4	55.0	25.0	54.4
Total Split (%)					43.3%		17%	39%	18%	39%
Maximum Green (s)					53.1		16.9	47.5	17.5	46.9
Yellow Time (s)					5.0		5.0	5.0	5.0	5.0
All-Red Time (s)					2.5		2.5	2.5	2.5	2.5
Lost Time Adjust (s)					0.0					
Total Lost Time (s)					7.5					
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Vehicle Extension (s)					3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)					3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)					0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)					0.0		0.0	0.0	0.0	0.0
Recall Mode					C-Min		None	None	None	None
Walk Time (s)										
Flash Dont Walk (s)										
Pedestrian Calls (#/hr)										
Act Effct Green (s)	63.8	140.0		140.0	53.1					
Actuated g/C Ratio	0.46	1.00		1.00	0.38					
v/c Ratio	0.34	0.33		0.24	0.50					
Control Delay	5.5	1.1		0.1	13.7					
Queue Delay	0.0	0.0		0.0	0.0					
Total Delay	5.5	1.1		0.1	13.7					
LOS	A	A		A	B					
Approach Delay	4.2			0.1	13.7					
Approach LOS	A			A	B					
90th %ile Green (s)					53.1		16.9	47.5	17.5	46.9
90th %ile Term Code					Coord		Max	Max	Max	Max
70th %ile Green (s)					53.1		16.9	47.5	17.5	46.9
70th %ile Term Code					Coord		Max	Max	Max	Max
50th %ile Green (s)					53.1		16.9	47.5	17.5	46.9
50th %ile Term Code					Coord		Max	Max	Max	Max
30th %ile Green (s)					53.1		16.9	47.5	17.5	46.9
30th %ile Term Code					Coord		Max	Max	Max	Hold
10th %ile Green (s)					53.1		16.9	47.5	17.5	46.9
10th %ile Term Code					Coord		Max	Max	Max	Hold
Stops (vph)	382	15		0	182					
Fuel Used(gal)	24	7		2	7					
CO Emissions (g/hr)	1660	505		171	511					
NOx Emissions (g/hr)	323	98		33	99					
VOC Emissions (g/hr)	385	117		40	118					
Dilemma Vehicles (#)	109	0		0	0					
Queue Length 50th (ft)	24	0		0	78					
Queue Length 95th (ft)	22	25		0	154					
Internal Link Dist (ft)	582			186	906					
Turn Bay Length (ft)		300								
Base Capacity (vph)	3404	1568		6346	1264					

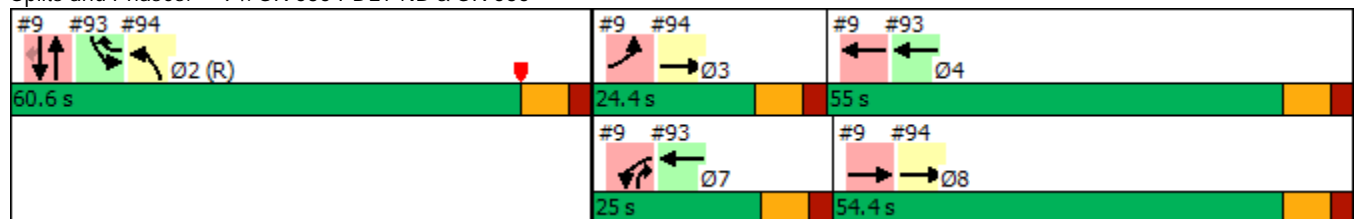


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4	Ø7	Ø8
Starvation Cap Reductn	0	0		0	0					
Spillback Cap Reductn	154	0		0	0					
Storage Cap Reductn	0	0		0	0					
Reduced v/c Ratio	0.36	0.33		0.24	0.50					

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	50 (36%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	4.1
Intersection LOS:	A
Intersection Capacity Utilization	47.6%
ICU Level of Service	A
Analysis Period (min)	15
! Phase conflict between lane groups.	





























Splits and Phases: 94: SR 535 PDLT NB & SR 536



Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  					 		
Traffic Volume (vph)	192	1282	2	3	1125	895	4	2	4	989	1	239
Future Volume (vph)	192	1282	2	3	1125	895	4	2	4	989	1	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	475		0	350		435	0		0	0		400
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor		1.00		1.00		0.99	1.00			1.00	1.00	0.99
Fr _t						0.850		0.900				0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (prot)	3433	5085	0	1736	4988	1553	1719	1629	0	3129	1569	1538
Fl _t Permitted	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (perm)	3433	5085	0	1732	4988	1533	1716	1629	0	3126	1568	1517
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						942		4				160
Link Speed (mph)		45			45			30				45
Link Distance (ft)		3214			1315			1015				958
Travel Time (s)		48.7			19.9			23.1				14.5
Confl. Peds. (#/hr)			3	9		2	3			1		2
Confl. Bikes (#/hr)				4			1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	202	1349	2	3	1184	942	4	2	4	1041	1	252
Shared Lane Traffic (%)										33%		
Lane Group Flow (vph)	202	1351	0	3	1184	942	4	6	0	697	345	252
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				60
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		8	8		4	4	5
Permitted Phases						Free						4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												

Lanes, Volumes, Timings
1: SR 535 & US 192

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	15.0		5.0	15.0		6.0	6.0		6.0	6.0	5.0
Minimum Split (s)	11.8	43.8		11.8	35.8		12.9	12.9		46.8	46.8	11.8
Total Split (s)	22.2	48.5		11.8	38.1		12.9	12.9		46.8	46.8	22.2
Total Split (%)	18.5%	40.4%		9.8%	31.8%		10.8%	10.8%		39.0%	39.0%	18.5%
Maximum Green (s)	15.4	41.7		5.0	31.3		6.0	6.0		40.0	40.0	15.4
Yellow Time (s)	4.8	4.8		4.8	4.8		3.4	3.4		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0		2.0	2.0		3.5	3.5		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.9	6.9		6.8	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	1.5	3.0		2.0	3.0		1.5	1.5		1.5	1.5	1.5
Minimum Gap (s)	1.5	3.0		2.0	3.0		1.5	1.5		1.5	1.5	1.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			10.0					7.0	7.0	
Flash Dont Walk (s)		30.0			19.0					33.0	33.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)	10.9	66.7		5.0	51.3	120.0	6.0	6.0		32.2	32.2	43.1
Actuated g/C Ratio	0.09	0.56		0.04	0.43	1.00	0.05	0.05		0.27	0.27	0.36
v/c Ratio	0.65	0.48		0.04	0.56	0.61	0.05	0.07		0.83	0.82	0.39
Control Delay	62.2	19.8		56.7	29.9	1.9	55.5	40.7		50.2	56.9	7.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	62.2	19.8		56.7	29.9	1.9	55.5	40.7		50.2	56.9	7.8
LOS	E	B		E	C	A	E	D		D	E	A
Approach Delay		25.3			17.5			46.6			43.7	
Approach LOS		C			B			D			D	
90th %ile Green (s)	14.4	41.7		5.0	32.3		6.0	6.0		40.0	40.0	14.4
90th %ile Term Code	Gap	Coord		Max	Coord		Max	Max		Max	Max	Gap
70th %ile Green (s)	12.4	57.5		0.0	38.3		6.0	6.0		36.0	36.0	12.4
70th %ile Term Code	Gap	Coord		Skip	Coord		Min	Min		Gap	Gap	Gap
50th %ile Green (s)	10.9	74.5		0.0	56.8		0.0	0.0		31.9	31.9	10.9
50th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
30th %ile Green (s)	9.5	77.4		0.0	61.1		0.0	0.0		29.0	29.0	9.5
30th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
10th %ile Green (s)	7.5	82.4		0.0	68.1		0.0	0.0		24.0	24.0	7.5
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
Stops (vph)	182	778		6	823	1	6	6		603	301	57
Fuel Used(gal)	9	42		0	27	8	0	0		18	10	3
CO Emissions (g/hr)	608	2909		9	1865	559	8	9		1285	670	180
NOx Emissions (g/hr)	118	566		2	363	109	1	2		250	130	35
VOC Emissions (g/hr)	141	674		2	432	129	2	2		298	155	42
Dilemma Vehicles (#)	0	54		0	46	0	0	0		0	12	0
Queue Length 50th (ft)	79	184		2	226	0	3	2		280	276	44
Queue Length 95th (ft)	115	396		13	#383	0	15	16		325	369	62
Internal Link Dist (ft)		3134			1235			935			878	
Turn Bay Length (ft)	475			350		435						400
Base Capacity (vph)	440	2826		72	2133	1533	85	85		1043	523	700

Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022

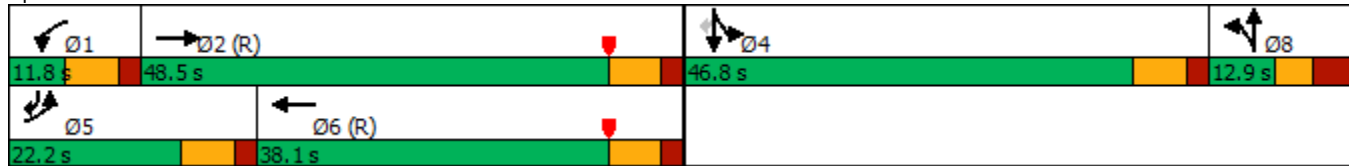


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.46	0.48		0.04	0.56	0.61	0.05	0.07		0.67	0.66	0.36

Intersection Summary
























Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 26.8
 Intersection LOS: C
 Intersection Capacity Utilization 78.0%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 535 & US 192



Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Rd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	27	53	48	21	104	21	1000	68	112	1128	114
Future Volume (vph)	83	27	53	48	21	104	21	1000	68	112	1128	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	150		0	375		0	400		300
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.99		1.00								
Frt		0.900				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1678	0	1787	1881	1599	1719	4940	1538	1719	4940	1538
Flt Permitted	0.743			0.702			0.950			0.950		
Satd. Flow (perm)	1398	1678	0	1318	1881	1599	1719	4940	1538	1719	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56				226			140			140
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1016			992			958			1206	
Travel Time (s)		23.1			22.5			14.5			18.3	
Confl. Peds. (#/hr)				1								
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	87	28	56	51	22	109	22	1053	72	118	1187	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	84	0	51	22	109	22	1053	72	118	1187	120
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			48			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4		4			6			2
Detector Phase	8	8		4	4	4	1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Rd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	11.6	11.6		12.0	12.0	12.0	11.8	34.8	34.8	11.8	34.8	34.8
Total Split (s)	17.0	17.0		18.0	18.0	18.0	12.9	41.0	41.0	25.0	53.1	53.1
Total Split (%)	20.2%	20.2%		21.4%	21.4%	21.4%	15.4%	48.8%	48.8%	29.8%	63.2%	63.2%
Maximum Green (s)	10.4	10.4		11.0	11.0	11.0	6.1	34.2	34.2	18.2	46.3	46.3
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.9	2.9		3.3	3.3	3.3	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6		7.0	7.0	7.0	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag							Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Minimum Gap (s)	2.5	2.5		2.5	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Dont Walk (s)								21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	10.0	10.0		9.6	9.6	9.6	6.2	49.6	49.6	10.6	58.7	58.7
Actuated g/C Ratio	0.12	0.12		0.11	0.11	0.11	0.07	0.59	0.59	0.13	0.70	0.70
v/c Ratio	0.52	0.34		0.34	0.10	0.29	0.17	0.36	0.07	0.55	0.34	0.11
Control Delay	45.1	18.0		39.0	32.3	1.9	39.2	13.1	0.3	43.3	8.3	1.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.1	18.0		39.0	32.3	1.9	39.2	13.1	0.3	43.3	8.3	1.8
LOS	D	B		D	C	A	D	B	A	D	A	A
Approach Delay		31.8			16.0			12.8			10.6	
Approach LOS		C			B			B			B	
90th %ile Green (s)	14.5	14.5		14.1	14.1	14.1	7.8	34.4	34.4	14.9	41.5	41.5
90th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord	Coord	Gap	Coord	Coord
70th %ile Green (s)	11.9	11.9		11.5	11.5	11.5	6.8	39.5	39.5	12.4	45.1	45.1
70th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	10.0	10.0		9.6	9.6	9.6	0.0	43.2	43.2	10.6	60.6	60.6
50th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Skip	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	8.2	8.2		7.8	7.8	7.8	0.0	46.8	46.8	8.8	62.4	62.4
30th %ile Term Code	Gap	Gap		Hold	Hold	Hold	Skip	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	0.0	0.0		0.0	0.0	0.0	0.0	77.2	77.2	0.0	77.2	77.2
10th %ile Term Code	Skip	Skip		Skip	Skip	Skip	Skip	Coord	Coord	Skip	Coord	Coord
Stops (vph)	76	31		43	20	0	22	539	0	102	463	9
Fuel Used(gal)	2	1		1	0	1	1	16	0	3	16	1
CO Emissions (g/hr)	129	77		69	29	59	40	1090	30	219	1153	73
NOx Emissions (g/hr)	25	15		13	6	11	8	212	6	43	224	14
VOC Emissions (g/hr)	30	18		16	7	14	9	253	7	51	267	17
Dilemma Vehicles (#)	0	0		0	0	0	0	51	0	0	57	0
Queue Length 50th (ft)	44	13		25	11	0	11	118	0	59	69	0
Queue Length 95th (ft)	84	51		56	30	0	34	188	2	106	182	20
Internal Link Dist (ft)		936			912			878			1126	
Turn Bay Length (ft)	100			150			375			400		300
Base Capacity (vph)	201	290		183	262	417	134	2915	965	372	3523	1137

Lanes, Volumes, Timings
 2: SR 535 & Kyngs Heath Rd

11/14/2022

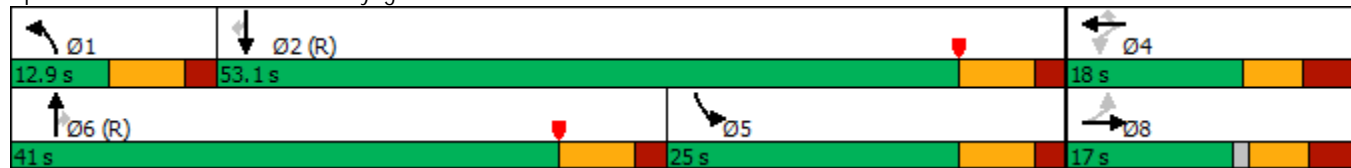


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.29		0.28	0.08	0.26	0.16	0.36	0.07	0.32	0.34	0.11

Intersection Summary

Area Type:	Other
Cycle Length:	84
Actuated Cycle Length:	84
Offset:	50 (60%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.55
Intersection Signal Delay:	13.1
Intersection LOS:	B
Intersection Capacity Utilization	54.1%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 2: SR 535 & Kyngs Heath Rd



Lanes, Volumes, Timings
 3: SR 535 & Calypso Cay Way/Osceola Pkwy On-ramp

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↖	↑↑↑			↑↑↑	↗
Traffic Volume (vph)	0	0	84	0	0	0	26	1071	90	0	1270	36
Future Volume (vph)	0	0	84	0	0	0	26	1071	90	0	1270	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	225		375	0		0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (ft)	0			0			150			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865					0.988				0.850
Flt Protected							0.950					
Satd. Flow (prot)	0	0	1627	0	0	0	1719	4881	0	0	4940	1538
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	1627	0	0	0	1719	4881	0	0	4940	1538
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1258			543			1206			422	
Travel Time (s)		28.6			12.3			18.3			6.4	
Confl. Peds. (#/hr)							1					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	88	0	0	0	27	1127	95	0	1337	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	88	0	0	0	27	1222	0	0	1337	38
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			0			36			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 36.4% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
 4: SR 535 & Osceola Pkwy On-ramp

11/14/2022

	↑	↗	↘	↓	↙	↖
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑↑		↘↘	↑↑↑		
Traffic Volume (vph)	1071	0	415	1306	0	0
Future Volume (vph)	1071	0	415	1306	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	525		0	0
Storage Lanes		0	2		0	0
Taper Length (ft)			75		0	
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	4940	0	3335	4940	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	4940	0	3335	4940	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	30	
Link Distance (ft)	422			1096	1026	
Travel Time (s)	6.4			16.6	23.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1127	0	437	1375	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1127	0	437	1375	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			48	0	
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
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		
Detector Template	Thru		Left	Thru		
Leading Detector (ft)	100		20	100		
Trailing Detector (ft)	0		0	0		
Turn Type	NA		Prot	NA		
Protected Phases	2		1	6		
Permitted Phases						
Detector Phase	2		1	6		
Switch Phase						

Lanes, Volumes, Timings

4: SR 535 & Osceola Pkwy On-ramp

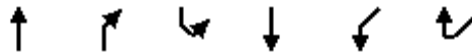
11/14/2022



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	12.0		5.0	12.0		
Minimum Split (s)	24.8		12.5	25.5		
Total Split (s)	57.0		38.0	95.0		
Total Split (%)	60.0%		40.0%	100.0%		
Maximum Green (s)	50.2		30.5	88.2		
Yellow Time (s)	4.8		5.5	4.8		
All-Red Time (s)	2.0		2.0	2.0		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	6.8		7.5	6.8		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		2.0	3.0		
Minimum Gap (s)	3.0		2.0	3.0		
Time Before Reduce (s)	0.0		0.0	0.0		
Time To Reduce (s)	0.0		0.0	0.0		
Recall Mode	C-Min		None	C-Min		
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	63.7		17.0	95.0		
Actuated g/C Ratio	0.67		0.18	1.00		
v/c Ratio	0.34		0.73	0.28		
Control Delay	7.4		49.6	0.1		
Queue Delay	0.0		0.0	0.0		
Total Delay	7.4		49.6	0.1		
LOS	A		D	A		
Approach Delay	7.4			12.0		
Approach LOS	A			B		
90th %ile Green (s)	59.0		21.7	88.2		
90th %ile Term Code	Coord		Gap	Coord		
70th %ile Green (s)	61.8		18.9	88.2		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	63.7		17.0	88.2		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	65.7		15.0	88.2		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	68.5		12.2	88.2		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	428		385	0		
Fuel Used(gal)	10		12	9		
CO Emissions (g/hr)	689		834	652		
NOx Emissions (g/hr)	134		162	127		
VOC Emissions (g/hr)	160		193	151		
Dilemma Vehicles (#)	56		0	0		
Queue Length 50th (ft)	94		171	0		
Queue Length 95th (ft)	137		282	0		
Internal Link Dist (ft)	342			1016	946	
Turn Bay Length (ft)			525			
Base Capacity (vph)	3314		1070	4940		

Lanes, Volumes, Timings
 4: SR 535 & Osceola Pkwy On-ramp

11/14/2022

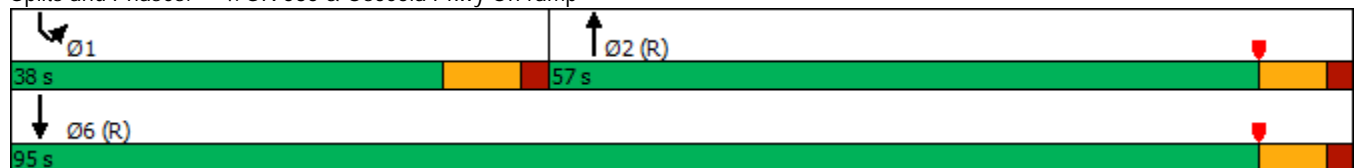


Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.34		0.41	0.28		

Intersection Summary























Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	93 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.73
Intersection Signal Delay:	10.3
Intersection LOS:	B
Intersection Capacity Utilization	44.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 4: SR 535 & Osceola Pkwy On-ramp



Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	515	90	73	219	177	198	95	895	81	49	1429	579
Future Volume (vph)	515	90	73	219	177	198	95	895	81	49	1429	579
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	400		0	300		0	375		250	400		375
Storage Lanes	2		0	2		0	2		1	1		1
Taper Length (ft)	150			100			200			50		
Lane Util. Factor	0.94	1.00	1.00	0.97	0.95	0.95	0.97	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.99			0.99				0.98			
Frt		0.933			0.921				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	4894	1694	0	3433	3237	0	3335	4940	1538	1719	4940	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	4894	1694	0	3433	3237	0	3335	4940	1515	1719	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			121				189			596
Link Speed (mph)		40			30			45			45	
Link Distance (ft)		680			598			1096			992	
Travel Time (s)		11.6			13.6			16.6			15.0	
Confl. Peds. (#/hr)						1			2			
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	542	95	77	231	186	208	100	942	85	52	1504	609
Shared Lane Traffic (%)												
Lane Group Flow (vph)	542	172	0	231	394	0	100	942	85	52	1504	609
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			30			48			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases									6			2
Detector Phase	3	8		7	4		1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	18.0	5.0		5.0	5.0		5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	61.0	64.0		27.0	30.0		18.0	81.0	81.0	18.0	81.0	81.0
Total Split (s)	45.0	42.0		33.0	30.0		18.0	70.0	70.0	45.0	97.0	97.0
Total Split (%)	23.7%	22.1%		17.4%	15.8%		9.5%	36.8%	36.8%	23.7%	51.1%	51.1%
Maximum Green (s)	38.5	34.5		26.1	22.5		10.5	62.5	62.5	37.5	89.5	89.5
Yellow Time (s)	4.4	4.4		4.4	4.4		5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	2.1	3.1		2.5	3.1		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.5		6.9	7.5		7.5	7.5	7.5	7.5	7.5	7.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0		2.5	2.0		2.0	3.0	3.0	2.0	3.0	3.0
Minimum Gap (s)	3.0	2.0		2.5	2.0		2.0	3.0	3.0	2.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	Min		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)					7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)					35.0			28.0	28.0		25.0	25.0
Pedestrian Calls (#/hr)					0			0	0		0	0
Act Effct Green (s)	26.3	29.4		17.6	21.1		10.0	106.0	106.0	10.2	103.6	103.6
Actuated g/C Ratio	0.14	0.15		0.09	0.11		0.05	0.56	0.56	0.05	0.55	0.55
v/c Ratio	0.80	0.62		0.73	0.84		0.57	0.34	0.09	0.57	0.56	0.55
Control Delay	87.3	78.4		97.0	73.4		93.1	21.2	3.3	110.0	30.6	4.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.3	78.4		97.0	73.4		93.1	21.2	3.3	110.0	30.6	4.2
LOS	F	E		F	E		F	C	A	F	C	A
Approach Delay		85.2			82.1			26.2			25.0	
Approach LOS		F			F			C			C	
90th %ile Green (s)	31.3	36.1		22.3	27.5		12.7	87.6	87.6	14.6	89.5	89.5
90th %ile Term Code	Gap	Hold		Gap	Gap		Max	Coord	Coord	Gap	Coord	Coord
70th %ile Green (s)	28.4	32.4		19.5	23.9		11.4	96.8	96.8	11.9	97.3	97.3
70th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	26.4	29.6		17.6	21.2		10.1	103.2	103.2	10.2	103.3	103.3
50th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	24.3	26.7		15.7	18.5		8.8	109.8	109.8	8.4	109.4	109.4
30th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	21.3	22.4		13.0	14.5		6.9	132.7	132.7	0.0	118.3	118.3
10th %ile Term Code	Gap	Hold		Gap	Gap		Gap	Coord	Coord	Skip	Coord	Coord
Stops (vph)	494	215		210	258		91	442	8	47	924	35
Fuel Used(gal)	16	5		7	9		4	16	1	2	30	5
CO Emissions (g/hr)	1145	382		455	612		252	1099	51	140	2068	325
NOx Emissions (g/hr)	223	74		88	119		49	214	10	27	402	63
VOC Emissions (g/hr)	265	89		105	142		58	255	12	32	479	75
Dilemma Vehicles (#)	0	2		0	0		0	19	0	0	38	0
Queue Length 50th (ft)	238	184		147	182		63	239	5	65	443	7
Queue Length 95th (ft)	277	279		194	239		99	252	21	117	571	89
Internal Link Dist (ft)		600			518			1016			912	
Turn Bay Length (ft)	400			300			375		250	400		375
Base Capacity (vph)	991	326		471	511		195	2756	929	339	2692	1109

Lanes, Volumes, Timings
 5: SR 535 & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.55	0.53		0.49	0.77		0.51	0.34	0.09	0.15	0.56	0.55

Intersection Summary













Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	86 (45%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle:	190
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.84
Intersection Signal Delay:	42.3
Intersection LOS:	D
Intersection Capacity Utilization	80.2%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 5: SR 535 & Poinciana Blvd



Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑↑		↑↑			↑↑↑	↑		↑↑↑	↑
Traffic Volume (vph)	0	351	104	0	175	0	0	1547	32	0	2013	367
Future Volume (vph)	0	351	104	0	175	0	0	1547	32	0	2013	367
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		175	500		250	450		125
Storage Lanes	0		2	0		0	0		1	0		1
Taper Length (ft)	0			50			100			50		
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor			0.99									0.99
Frt			0.850						0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	3505	2760	0	3438	0	0	4940	1538	0	4940	1538
Flt Permitted												
Satd. Flow (perm)	0	3505	2724	0	3438	0	0	4940	1538	0	4940	1517
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			32						34			208
Link Speed (mph)		40			30			45			45	
Link Distance (ft)		1180			393			941			440	
Travel Time (s)		20.1			8.9			14.3			6.7	
Confl. Peds. (#/hr)			1									1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	369	109	0	184	0	0	1628	34	0	2119	386
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	369	109	0	184	0	0	1628	34	0	2119	386
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			60			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2			2	1		2	1
Detector Template		Thru	Right		Thru			Thru	Right		Thru	Right
Leading Detector (ft)		100	20		100			100	20		100	20
Trailing Detector (ft)		0	0		0			0	0		0	0
Turn Type		NA	Perm		NA			NA	Perm		NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases			4						2			6
Detector Phase		4	4		8			2	2		6	6
Switch Phase												

Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		10.0	10.0		10.0			25.0	25.0		25.0	25.0
Minimum Split (s)		44.0	44.0		20.0			112.0	112.0		112.0	112.0
Total Split (s)		44.0	44.0		44.0			116.0	116.0		116.0	116.0
Total Split (%)		27.5%	27.5%		27.5%			72.5%	72.5%		72.5%	72.5%
Maximum Green (s)		36.4	36.4		36.1			108.5	108.5		108.3	108.3
Yellow Time (s)		4.4	4.4		4.0			5.5	5.5		5.5	5.5
All-Red Time (s)		3.2	3.2		3.9			2.0	2.0		2.2	2.2
Lost Time Adjust (s)		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		7.6	7.6		7.9			7.5	7.5		7.7	7.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0	2.0		2.0			3.5	3.5		3.5	3.5
Minimum Gap (s)		2.0	2.0		2.0			3.5	3.5		3.5	3.5
Time Before Reduce (s)		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Time To Reduce (s)		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Recall Mode		None	None		None			C-Min	C-Min		C-Min	C-Min
Walk Time (s)		7.0	7.0					7.0	7.0		7.0	7.0
Flash Dont Walk (s)		42.0	42.0					23.0	23.0		25.0	25.0
Pedestrian Calls (#/hr)		0	0					0	0		0	0
Act Effct Green (s)		21.3	21.3		21.0			123.6	123.6		123.4	123.4
Actuated g/C Ratio		0.13	0.13		0.13			0.77	0.77		0.77	0.77
v/c Ratio		0.79	0.28		0.41			0.43	0.03		0.56	0.32
Control Delay		79.8	44.6		65.8			6.8	1.6		6.4	2.8
Queue Delay		0.0	0.0		0.0			0.0	0.0		0.5	0.8
Total Delay		79.8	44.6		65.8			6.8	1.6		6.9	3.6
LOS		E	D		E			A	A		A	A
Approach Delay		71.8			65.8			6.7			6.4	
Approach LOS		E			E			A			A	
90th %ile Green (s)		26.6	26.6		26.3			118.3	118.3		118.1	118.1
90th %ile Term Code		Gap	Gap		Hold			Coord	Coord		Coord	Coord
70th %ile Green (s)		23.5	23.5		23.2			121.4	121.4		121.2	121.2
70th %ile Term Code		Gap	Gap		Hold			Coord	Coord		Coord	Coord
50th %ile Green (s)		21.3	21.3		21.0			123.6	123.6		123.4	123.4
50th %ile Term Code		Gap	Gap		Hold			Coord	Coord		Coord	Coord
30th %ile Green (s)		19.1	19.1		18.8			125.8	125.8		125.6	125.6
30th %ile Term Code		Gap	Gap		Hold			Coord	Coord		Coord	Coord
10th %ile Green (s)		15.9	15.9		15.6			129.0	129.0		128.8	128.8
10th %ile Term Code		Gap	Gap		Hold			Coord	Coord		Coord	Coord
Stops (vph)		334	64		157			494	3		465	40
Fuel Used(gal)		12	2		4			18	0		14	2
CO Emissions (g/hr)		824	168		262			1240	17		989	122
NOx Emissions (g/hr)		160	33		51			241	3		192	24
VOC Emissions (g/hr)		191	39		61			287	4		229	28
Dilemma Vehicles (#)		9	0		0			48	0		119	0
Queue Length 50th (ft)		200	41		94			187	0		107	6
Queue Length 95th (ft)		251	73		131			246	9		148	61
Internal Link Dist (ft)		1100			313			861			360	
Turn Bay Length (ft)			250						250			125
Base Capacity (vph)		797	644		775			3816	1196		3810	1217

Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0		0			0	0		1079	531
Spillback Cap Reductn		0	0		0			0	0		0	0
Storage Cap Reductn		0	0		0			0	0		0	0
Reduced v/c Ratio		0.46	0.17		0.24			0.43	0.03		0.78	0.56

Intersection Summary































Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	39 (24%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	160
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	15.2
Intersection LOS:	B
Intersection Capacity Utilization	62.4%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 6: SR 535 & Polynesian Isle Blvd



Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				  				  		  	  	
Traffic Volume (vph)	20	2	17	206	5	138	20	1763	103	136	2300	117
Future Volume (vph)	20	2	17	206	5	138	20	1763	103	136	2300	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	300		0	525		525	575		575
Storage Lanes	1		0	2		0	1		1	2		1
Taper Length (ft)	0			75			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.94	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor				1.00					0.98			
Frt		0.865			0.855				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1611	0	4990	1593	0	1719	4940	1538	3335	4940	1538
Flt Permitted	0.662			0.950			0.950			0.950		
Satd. Flow (perm)	1233	1611	0	4983	1593	0	1719	4940	1513	3335	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			83				108			127
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1002			1000			774			1944	
Travel Time (s)		22.8			22.7			11.7			29.5	
Confl. Peds. (#/hr)				1					3			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	21	2	18	217	5	145	21	1856	108	143	2421	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	20	0	217	150	0	21	1856	108	143	2421	123
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases		4		3	8		5	2	3	1	6	
Permitted Phases	4								2			6
Detector Phase	4	4		3	8		5	2	3	1	6	6
Switch Phase												

Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	58.1	58.1		12.5	12.3		11.0	38.6	12.5	11.0	38.5	38.5
Total Split (s)	58.1	58.1		18.0	76.1		11.0	68.9	18.0	15.0	72.9	72.9
Total Split (%)	36.3%	36.3%		11.3%	47.6%		6.9%	43.1%	11.3%	9.4%	45.6%	45.6%
Maximum Green (s)	50.0	50.0		10.5	68.8		5.0	61.3	10.5	9.0	65.4	65.4
Yellow Time (s)	4.2	4.2		5.0	3.4		4.0	5.6	5.0	4.0	5.5	5.5
All-Red Time (s)	3.9	3.9		2.5	3.9		2.0	2.0	2.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.1	8.1		7.5	7.3		6.0	7.6	7.5	6.0	7.5	7.5
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	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	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	None	None	C-Min	C-Min
Walk Time (s)	7.0	7.0						7.0			7.0	7.0
Flash Dont Walk (s)	43.0	43.0						24.0			24.0	24.0
Pedestrian Calls (#/hr)	0	0						0			0	0
Act Effct Green (s)	8.3	8.3		10.3	24.2		7.5	102.5	112.8	12.4	112.3	112.3
Actuated g/C Ratio	0.05	0.05		0.06	0.15		0.05	0.64	0.70	0.08	0.70	0.70
v/c Ratio	0.33	0.20		0.68	0.48		0.26	0.59	0.10	0.55	0.70	0.11
Control Delay	85.7	33.4		84.4	31.6		80.0	13.7	2.6	79.0	17.6	1.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.7	33.4		84.4	31.6		80.0	13.7	2.6	79.0	17.6	1.9
LOS	F	C		F	C		E	B	A	E	B	A
Approach Delay		60.2			62.8			13.8			20.2	
Approach LOS		E			E			B			C	
90th %ile Green (s)	11.8	11.8		10.5	30.6		9.9	92.9	10.5	15.6	98.7	98.7
90th %ile Term Code	Gap	Gap		Max	Hold		Gap	Coord	Max	Gap	Coord	Coord
70th %ile Green (s)	9.6	9.6		10.5	28.4		8.4	96.8	10.5	13.9	102.4	102.4
70th %ile Term Code	Gap	Gap		Max	Hold		Gap	Coord	Max	Gap	Coord	Coord
50th %ile Green (s)	8.1	8.1		10.5	26.9		7.4	99.7	10.5	12.5	104.9	104.9
50th %ile Term Code	Gap	Gap		Max	Hold		Gap	Coord	Max	Gap	Coord	Coord
30th %ile Green (s)	6.7	6.7		10.5	25.5		0.0	102.5	10.5	11.1	119.7	119.7
30th %ile Term Code	Gap	Gap		Max	Hold		Skip	Coord	Max	Gap	Coord	Coord
10th %ile Green (s)	0.0	0.0		9.4	9.6		0.0	120.4	9.4	9.1	135.6	135.6
10th %ile Term Code	Skip	Skip		Gap	Hold		Skip	Coord	Gap	Gap	Coord	Coord
Stops (vph)	20	7		199	58		17	832	17	128	1342	7
Fuel Used(gal)	1	0		6	2		1	24	1	5	54	2
CO Emissions (g/hr)	43	22		437	164		45	1686	55	384	3773	112
NOx Emissions (g/hr)	8	4		85	32		9	328	11	75	734	22
VOC Emissions (g/hr)	10	5		101	38		10	391	13	89	874	26
Dilemma Vehicles (#)	0	0		0	0		0	25	0	0	72	0
Queue Length 50th (ft)	22	2		80	62		19	278	13	75	593	0
Queue Length 95th (ft)	53	32		112	133		m42	455	43	112	726	25
Internal Link Dist (ft)		922			920			694			1864	
Turn Bay Length (ft)				300			525		525	575		575
Base Capacity (vph)	385	515		327	732		80	3163	1102	259	3465	1117

Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

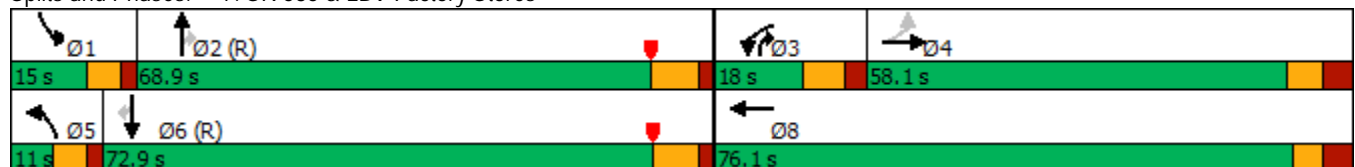
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.04		0.66	0.20		0.26	0.59	0.10	0.55	0.70	0.11

Intersection Summary	
Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	147 (92%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.70
Intersection Signal Delay:	21.1
Intersection LOS:	C
Intersection Capacity Utilization	83.2%
ICU Level of Service	E
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 7: SR 535 & LBV Factory Stores



Lanes, Volumes, Timings
8: SR 535 & International Dr

11/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗	↘	↑↑↑		↘	↑↑↑	
Traffic Volume (vph)	0	634	310	0	415	121	105	1539	0	160	2103	0
Future Volume (vph)	0	634	310	0	415	121	105	1539	0	160	2103	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	0		300	0		0	0		0
Storage Lanes	0		1	0		2	2		0	2		0
Taper Length (ft)	100			50			100			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.88	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850						
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	5085	1583	0	5085	2787	3335	4940	0	3335	4940	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	5085	1583	0	5085	2787	3335	4940	0	3335	4940	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			316			127						
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		840			824			136			143	
Travel Time (s)		12.7			12.5			2.1			2.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	667	326	0	437	127	111	1620	0	168	2214	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	326	0	437	127	111	1620	0	168	2214	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2	1	1	2		1	2	
Detector Template		Thru	Right		Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)		100	20		100	20	20	100		20	100	
Trailing Detector (ft)		0	0		0	0	0	0		0	0	
Turn Type		NA	Over		NA	Over	Prot	NA		Prot	NA	
Protected Phases		4	5		4	1	5	2		1	6	
Permitted Phases												
Detector Phase		4	5		4	1	5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
8: SR 535 & International Dr

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0	5.0		5.0	10.0	5.0	10.0		10.0	10.0	
Minimum Split (s)		55.0	11.0		55.0	17.5	11.0	17.5		17.5	17.5	
Total Split (s)		50.0	19.0		50.0	22.0	19.0	78.0		22.0	81.0	
Total Split (%)		33.3%	12.7%		33.3%	14.7%	12.7%	52.0%		14.7%	54.0%	
Maximum Green (s)		42.2	13.0		42.2	14.5	13.0	70.5		14.5	73.5	
Yellow Time (s)		4.8	4.0		4.8	5.5	4.0	5.5		5.5	5.5	
All-Red Time (s)		3.0	2.0		3.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.8	6.0		7.8	7.5	6.0	7.5		7.5	7.5	
Lead/Lag			Lead			Lead	Lead	Lag		Lead	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	
Minimum Gap (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode		None	None		None	None	None	C-Min		None	C-Min	
Walk Time (s)		5.0			5.0							
Flash Dont Walk (s)		31.0			31.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)		31.5	22.5		31.5	25.2	22.5	70.5		25.2	74.7	
Actuated g/C Ratio		0.21	0.15		0.21	0.17	0.15	0.47		0.17	0.50	
v/c Ratio		0.63	0.64		0.41	0.22	0.22	0.70		0.30	0.90	
Control Delay		56.0	13.6		51.5	10.3	56.3	22.0		52.0	25.7	
Queue Delay		0.0	0.0		0.0	0.0	4.6	0.0		6.0	0.0	
Total Delay		56.0	13.6		51.5	10.3	60.9	22.0		58.0	25.7	
LOS		E	B		D	B	E	C		E	C	
Approach Delay		42.0			42.3			24.5			28.0	
Approach LOS		D			D			C			C	
90th %ile Green (s)		41.2	14.0		41.2	15.5	14.0	70.5		15.5	73.5	
90th %ile Term Code		Gap	Max		Gap	Max	Max	Coord		Max	Coord	
70th %ile Green (s)		34.6	20.6		34.6	22.1	20.6	70.5		22.1	73.5	
70th %ile Term Code		Gap	Max		Gap	Max	Max	Coord		Max	Coord	
50th %ile Green (s)		31.1	24.1		31.1	25.6	24.1	70.5		25.6	73.5	
50th %ile Term Code		Gap	Max		Gap	Max	Max	Coord		Max	Coord	
30th %ile Green (s)		27.5	27.7		27.5	29.2	27.7	70.5		29.2	73.5	
30th %ile Term Code		Gap	Max		Gap	Max	Max	Coord		Max	Coord	
10th %ile Green (s)		23.0	26.1		23.0	33.7	26.1	70.5		33.7	79.6	
10th %ile Term Code		Gap	Gap		Gap	Max	Gap	Coord		Max	Coord	
Stops (vph)		561	39		348	17	67	1179		109	1406	
Fuel Used(gal)		18	3		11	1	2	23		3	30	
CO Emissions (g/hr)		1234	212		762	78	149	1602		224	2127	
NOx Emissions (g/hr)		240	41		148	15	29	312		44	414	
VOC Emissions (g/hr)		286	49		177	18	34	371		52	493	
Dilemma Vehicles (#)		17	0		11	0	0	42		0	96	
Queue Length 50th (ft)		220	8		137	0	32	450		46	535	
Queue Length 95th (ft)		243	117		159	35	67	507		100	621	
Internal Link Dist (ft)		760			744			56			63	
Turn Bay Length (ft)			200			300						
Base Capacity (vph)		1430	506		1430	573	500	2321		560	2460	

Lanes, Volumes, Timings
8: SR 535 & International Dr

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0		0	0	322	0		333	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		0.47	0.64		0.31	0.22	0.62	0.70		0.74	0.90	

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	149 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.90
Intersection Signal Delay:	30.8
Intersection LOS:	C
Intersection Capacity Utilization	74.8%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 8: SR 535 & International Dr



Lanes, Volumes, Timings
9: SR 535 & SR 536/World Center Dr

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔↔	↑↑↑			↑↑↑	↔↔		↑↑↑	↔
Traffic Volume (vph)	211	1131	0	369	978	0	0	1245	88	0	1349	272
Future Volume (vph)	211	1131	0	369	978	0	0	1245	88	0	1349	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	400		400	0		400
Storage Lanes	2		0	2		0	0		2	0		1
Taper Length (ft)	50			200			300			150		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.91	0.88	1.00	0.91	1.00
Frt									0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3400	5036	0	3400	5036	0	0	4940	2707	0	4940	1538
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3400	5036	0	3400	5036	0	0	4940	2707	0	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									93			286
Link Speed (mph)		55			45			45				45
Link Distance (ft)		266			251			738				841
Travel Time (s)		3.3			3.8			11.2				12.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	222	1191	0	388	1029	0	0	1311	93	0	1420	286
Shared Lane Traffic (%)												
Lane Group Flow (vph)	222	1191	0	388	1029	0	0	1311	93	0	1420	286
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			36			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2	1		2	1
Detector Template	Left	Thru		Left	Thru			Thru	Right		Thru	Right
Leading Detector (ft)	20	100		20	100			100	20		100	20
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Detector 1 Position(ft)	0	0		0	0			0	0		0	0
Detector 1 Size(ft)	20	6		20	6			6	20		6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA			NA	Over		NA	Perm
Protected Phases	3	8		7	4			2	7		2	

Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

12/29/2022

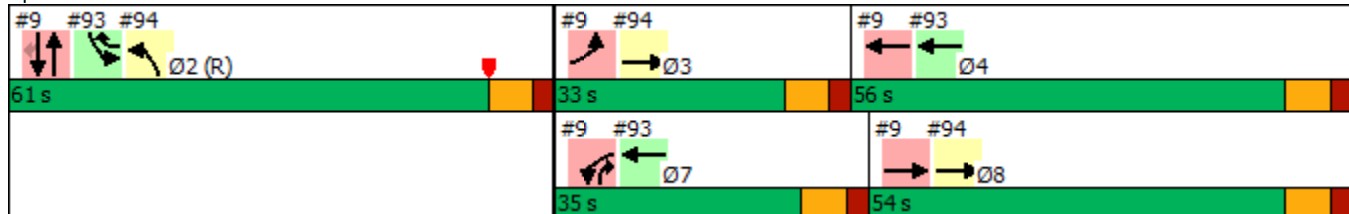


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												2
Detector Phase	3	8		7	4			2	7		2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	10.0			5.0	5.0		5.0	5.0
Minimum Split (s)	13.8	24.0		13.2	17.6			24.0	13.2		24.0	24.0
Total Split (s)	33.0	54.0		35.0	56.0			61.0	35.0		61.0	61.0
Total Split (%)	22.0%	36.0%		23.3%	37.3%			40.7%	23.3%		40.7%	40.7%
Maximum Green (s)	25.5	46.5		27.5	48.5			53.5	27.5		53.5	53.5
Yellow Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	5.0
All-Red Time (s)	2.5	2.5		2.5	2.5			2.5	2.5		2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	7.5		7.5	7.5			7.5	7.5		7.5	7.5
Lead/Lag	Lead	Lag		Lead	Lag			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
Recall Mode	None	None		None	None			C-Min	None		C-Min	C-Min
Act Effect Green (s)	25.1	46.6		27.3	48.8			53.6	27.3		53.6	53.6
Actuated g/C Ratio	0.17	0.31		0.18	0.33			0.36	0.18		0.36	0.36
v/c Ratio	0.39	0.76		0.63	0.63			0.74	0.16		0.80	0.39
Control Delay	30.6	36.4		31.4	29.5			22.8	18.5		47.6	5.0
Queue Delay	1.0	0.0		5.8	0.5			0.0	0.0		0.0	0.0
Total Delay	31.6	36.5		37.2	30.0			22.8	18.5		47.6	5.0
LOS	C	D		D	C			C	B		D	A
Approach Delay		35.7			31.9			22.5			40.5	
Approach LOS		D			C			C			D	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 4 (3%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 33.1
 Intersection LOS: C
 Intersection Capacity Utilization 77.2%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 9: SR 535 & SR 536/World Center Dr



Lanes, Volumes, Timings
 10: SR 535 & Lake Bryan Beach Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↑↑↑	↗	↗	↑↑↑	
Traffic Volume (vph)	2	2	3	58	2	104	49	1793	38	24	2130	1
Future Volume (vph)	2	2	3	58	2	104	49	1793	38	24	2130	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		175	150		0
Storage Lanes	0		0	0		0	1		1	1		0
Taper Length (ft)	0			0			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.942			0.914				0.850			
Flt Protected		0.986			0.983		0.950			0.950		
Satd. Flow (prot)	0	1713	0	0	1657	0	1719	4940	1538	1719	4940	0
Flt Permitted		0.986			0.983		0.950			0.950		
Satd. Flow (perm)	0	1713	0	0	1657	0	1719	4940	1538	1719	4940	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1035			1008			478			2813	
Travel Time (s)		23.5			22.9			7.2			42.6	
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	2	3	61	2	109	52	1887	40	25	2242	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	172	0	52	1887	40	25	2243	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
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	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	61.9%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings

11: International Dr & World Center Dr/SR 536

11/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	331	1207	84	196	1418	324	30	956	415	303	1001	340
Future Volume (vph)	331	1207	84	196	1418	324	30	956	415	303	1001	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	375		275	150		300	400		450
Storage Lanes	1		0	1		1	1		2	2		1
Taper Length (ft)	50			50			125			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.88	0.97	0.91	1.00
Ped Bike Factor												
Frt		0.990				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3470	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3470	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				237			133			358
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1492			2554			919			1719	
Travel Time (s)		22.6			38.7			13.9			26.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	348	1271	88	206	1493	341	32	1006	437	319	1054	358
Shared Lane Traffic (%)												
Lane Group Flow (vph)	348	1359	0	206	1493	341	32	1006	437	319	1054	358
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	Free
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases						Free			4			Free
Detector Phase	1	6		5	2		7	4	5	3	8	
Switch Phase												

Lanes, Volumes, Timings

11: International Dr & World Center Dr/SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.4	37.8		12.6	17.6		11.8	11.8	12.6	11.9	11.9	
Total Split (s)	20.0	62.0		23.0	65.0		12.0	45.0	23.0	20.0	53.0	
Total Split (%)	13.3%	41.3%		15.3%	43.3%		8.0%	30.0%	15.3%	13.3%	35.3%	
Maximum Green (s)	12.6	55.2		15.4	57.4		5.2	38.2	15.4	13.1	46.1	
Yellow Time (s)	4.8	4.8		5.6	5.6		4.8	4.8	5.6	4.9	4.9	
All-Red Time (s)	2.6	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.4	6.8		7.6	7.6		6.8	6.8	7.6	6.9	6.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		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	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		24.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	12.6	55.2		15.4	57.4	150.0	5.2	38.2	60.4	13.1	48.5	150.0
Actuated g/C Ratio	0.08	0.37		0.10	0.38	1.00	0.03	0.25	0.40	0.09	0.32	1.00
v/c Ratio	1.22	1.06		1.15	1.11	0.22	0.53	1.13	0.37	1.08	0.65	0.23
Control Delay	198.4	77.9		170.5	104.6	0.3	101.2	121.5	22.2	136.6	46.2	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	198.4	77.9		170.5	104.6	0.3	101.2	121.5	22.2	136.6	46.2	0.3
LOS	F	E		F	F	A	F	F	C	F	D	A
Approach Delay		102.4			93.8			91.7			53.4	
Approach LOS		F			F			F			D	
90th %ile Green (s)	12.6	55.2		15.4	57.4		5.2	38.2	15.4	13.1	46.1	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Hold	
70th %ile Green (s)	12.6	55.2		15.4	57.4		5.2	38.2	15.4	13.1	46.1	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Hold	
50th %ile Green (s)	12.6	55.2		15.4	57.4		5.2	38.2	15.4	13.1	46.1	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Hold	
30th %ile Green (s)	12.6	55.2		15.4	57.4		5.2	38.2	15.4	13.1	46.1	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Hold	
10th %ile Green (s)	12.6	55.2		15.4	57.4		0.0	38.2	15.4	13.1	58.1	
10th %ile Term Code	Max	Coord		Max	Coord		Skip	Max	Max	Max	Hold	
Stops (vph)	273	1107		159	1235	0	28	827	198	259	843	0
Fuel Used(gal)	20	47		12	69	5	1	40	7	15	31	4
CO Emissions (g/hr)	1396	3267		841	4827	377	80	2771	476	1050	2172	267
NOx Emissions (g/hr)	272	636		164	939	73	16	539	93	204	423	52
VOC Emissions (g/hr)	324	757		195	1119	87	19	642	110	243	503	62
Dilemma Vehicles (#)	0	72		0	42	0	0	28	0	0	27	0
Queue Length 50th (ft)	~220	~752		~235	~877	0	31	~597	115	~178	332	0
Queue Length 95th (ft)	#327	#900		#406	#1017	0	#80	#736	165	#280	385	0
Internal Link Dist (ft)		1412			2474			839			1639	
Turn Bay Length (ft)	250			375		275	150		300	400		450
Base Capacity (vph)	285	1280		179	1341	1568	60	892	1190	296	1628	1568

Lanes, Volumes, Timings
 11: International Dr & World Center Dr/SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.22	1.06		1.15	1.11	0.22	0.53	1.13	0.37	1.08	0.65	0.23

Intersection Summary






























Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.22
Intersection Signal Delay:	85.4
Intersection LOS:	F
Intersection Capacity Utilization	107.6%
ICU Level of Service	G
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 11: International Dr & World Center Dr/SR 536



Lanes, Volumes, Timings
 12: World Gateway Dr & SR 536

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	61	1680	414	166	1462	109	181	30	141	121	61	212
Future Volume (vph)	61	1680	414	166	1462	109	181	30	141	121	61	212
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	700		500	525		575	0		0	250		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			0			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.877				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568	1770	1634	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.441			0.607		
Satd. Flow (perm)	1752	5036	1568	1752	5036	1568	821	1634	0	1131	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			436			186		137				223
Link Speed (mph)		55			55			30				30
Link Distance (ft)		2142			1551			946				1989
Travel Time (s)		26.6			19.2			21.5				45.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	64	1768	436	175	1539	115	191	32	148	127	64	223
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	1768	436	175	1539	115	191	180	0	127	64	223
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Detector Phase	5	2	2	1	6	6	3	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
 12: World Gateway Dr & SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	13.7	42.6	42.6	13.5	18.5	18.5	11.7	12.3		11.1	12.3	12.3
Total Split (s)	29.2	72.2	72.2	24.2	67.2	67.2	26.2	36.0		17.6	27.4	27.4
Total Split (%)	19.5%	48.1%	48.1%	16.1%	44.8%	44.8%	17.5%	24.0%		11.7%	18.3%	18.3%
Maximum Green (s)	20.5	63.6	63.6	15.7	58.7	58.7	19.5	28.7		11.5	20.1	20.1
Yellow Time (s)	5.6	5.6	5.6	5.5	5.5	5.5	3.4	3.4		3.4	3.4	3.4
All-Red Time (s)	3.1	3.0	3.0	3.0	3.0	3.0	3.3	3.9		2.7	3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.7	8.6	8.6	8.5	8.5	8.5	6.7	7.3		6.1	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0	7.0									
Flash Dont Walk (s)		27.0	27.0									
Pedestrian Calls (#/hr)		0	0									
Act Effct Green (s)	10.8	69.6	69.6	21.1	82.8	82.8	34.5	17.6		23.2	10.7	10.7
Actuated g/C Ratio	0.07	0.46	0.46	0.14	0.55	0.55	0.23	0.12		0.15	0.07	0.07
v/c Ratio	0.51	0.76	0.45	0.71	0.55	0.12	0.64	0.58		0.57	0.48	0.70
Control Delay	80.0	36.9	3.9	106.1	9.5	0.4	62.0	29.9		57.0	78.0	19.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	80.0	36.9	3.9	106.1	9.5	0.4	62.0	29.9		57.0	78.0	19.6
LOS	F	D	A	F	A	A	E	C		E	E	B
Approach Delay		31.8			18.2			46.4			40.1	
Approach LOS		C			B			D			D	
90th %ile Green (s)	15.0	63.6	63.6	20.2	68.7	68.7	19.5	24.2		11.5	15.6	15.6
90th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Hold		Max	Gap	Gap
70th %ile Green (s)	12.6	63.6	63.6	23.6	74.5	74.5	19.5	20.8		11.5	12.2	12.2
70th %ile Term Code	Gap	Coord	Coord	Max	Coord	Coord	Max	Hold		Max	Gap	Gap
50th %ile Green (s)	10.8	66.2	66.2	22.9	78.2	78.2	19.3	18.9		11.5	10.5	10.5
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Max	Gap	Gap
30th %ile Green (s)	9.1	72.5	72.5	21.2	84.5	84.5	16.4	13.5		12.3	8.8	8.8
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
10th %ile Green (s)	0.0	82.1	82.1	17.5	108.2	108.2	12.7	10.4		9.5	6.6	6.6
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
Stops (vph)	57	1367	26	157	530	2	160	73		109	57	27
Fuel Used(gal)	3	61	6	9	33	2	5	3		4	2	4
CO Emissions (g/hr)	201	4251	449	617	2319	110	315	189		271	156	299
NOx Emissions (g/hr)	39	827	87	120	451	21	61	37		53	30	58
VOC Emissions (g/hr)	47	985	104	143	538	25	73	44		63	36	69
Dilemma Vehicles (#)	0	56	0	0	90	0	0	0		0	0	0
Queue Length 50th (ft)	61	539	0	179	48	0	171	38		101	61	0
Queue Length 95th (ft)	110	621	65	#272	447	1	246	125		155	109	84
Internal Link Dist (ft)		2062			1471			866			1909	
Turn Bay Length (ft)	700		500	525		575				250		
Base Capacity (vph)	239	2336	961	246	2780	948	317	423		227	249	405

Lanes, Volumes, Timings
 12: World Gateway Dr & SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.76	0.45	0.71	0.55	0.12	0.60	0.43		0.56	0.26	0.55

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	28.5
Intersection LOS:	C
Intersection Capacity Utilization	84.0%
ICU Level of Service	E
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 12: World Gateway Dr & SR 536



Lanes, Volumes, Timings
 13: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↑↑↑		↖	↑↑↑	↖		↕		↖↖	↗	↖
Traffic Volume (vph)	79	2194	0	0	1911	212	0	0	0	326	0	111
Future Volume (vph)	79	2194	0	0	1911	212	0	0	0	326	0	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	530		350	0		0	250		185
Storage Lanes	2		0	1		1	0		0	2		0
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	0.95	0.95
Ped Bike Factor										1.00	0.98	0.98
Fr t						0.850					0.850	0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3367	4988	0	1863	4988	1553	0	1863	0	3433	1481	1504
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3367	4988	0	1863	4988	1553	0	1863	0	3426	1481	1481
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						158					65	65
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1315			1205			229			1017	
Travel Time (s)		19.9			18.3			5.2			23.1	
Confl. Peds. (#/hr)										2		1
Confl. Bikes (#/hr)										1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	83	2309	0	0	2012	223	0	0	0	343	0	117
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	83	2309	0	0	2012	223	0	0	0	343	59	58
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	60		9	60		60	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Perm				Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6	8					4
Detector Phase	5	2		1	6	6	8	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
 13: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	25.0		5.0	25.0	25.0	6.0	6.0		6.0	5.0	5.0
Minimum Split (s)	17.0	95.0		11.0	95.0	95.0	15.0	15.0		28.0	24.0	24.0
Total Split (s)	17.0	101.0		11.0	95.0	95.0	15.0	15.0		63.0	78.0	78.0
Total Split (%)	8.9%	53.2%		5.8%	50.0%	50.0%	7.9%	7.9%		33.2%	41.1%	41.1%
Maximum Green (s)	7.2	92.6		5.0	86.7	86.7	6.0	6.0		54.0	72.0	72.0
Yellow Time (s)	4.8	4.8		4.0	4.8	4.8	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	5.0	3.6		2.0	3.5	3.5	5.0	5.0		5.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	9.8	8.4		6.0	8.3	8.3		9.0		9.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0					7.0	7.0
Flash Dont Walk (s)		29.0			26.0	26.0					11.0	11.0
Pedestrian Calls (#/hr)		0			0	0					0	0
Act Effct Green (s)	10.1	148.1			128.3	128.3				24.5	27.5	27.5
Actuated g/C Ratio	0.05	0.78			0.68	0.68				0.13	0.14	0.14
v/c Ratio	0.46	0.59			0.60	0.20				0.78	0.22	0.22
Control Delay	95.2	9.7			18.3	4.3				92.2	12.9	12.2
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Total Delay	95.2	9.7			18.3	4.3				92.2	12.9	12.2
LOS	F	A			B	A				F	B	B
Approach Delay		12.7			16.9						71.9	
Approach LOS		B			B						E	
90th %ile Green (s)	12.9	142.3		0.0	119.7	119.7	0.0	0.0		30.3	33.3	33.3
90th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
70th %ile Green (s)	11.3	145.7		0.0	124.7	124.7	0.0	0.0		26.9	29.9	29.9
70th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
50th %ile Green (s)	10.2	148.1		0.0	128.2	128.2	0.0	0.0		24.5	27.5	27.5
50th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
30th %ile Green (s)	9.0	150.5		0.0	131.8	131.8	0.0	0.0		22.1	25.1	25.1
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
10th %ile Green (s)	7.3	153.9		0.0	136.9	136.9	0.0	0.0		18.7	21.7	21.7
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
Stops (vph)	76	860			1014	25				311	8	8
Fuel Used(gal)	3	34			35	2				10	1	1
CO Emissions (g/hr)	220	2359			2425	151				728	44	43
NOx Emissions (g/hr)	43	459			472	29				142	9	8
VOC Emissions (g/hr)	51	547			562	35				169	10	10
Dilemma Vehicles (#)	0	58			50	0				0	0	0
Queue Length 50th (ft)	53	393			478	26				217	0	0
Queue Length 95th (ft)	85	486			593	69				269	43	42
Internal Link Dist (ft)		1235			1125			149			937	
Turn Bay Length (ft)	425					350				250		185
Base Capacity (vph)	179	3888			3367	1099				975	601	601

Lanes, Volumes, Timings
 13: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0			0	0				0	0	0
Spillback Cap Reductn	0	0			0	0				0	0	0
Storage Cap Reductn	0	0			0	0				0	0	0
Reduced v/c Ratio	0.46	0.59			0.60	0.20				0.35	0.10	0.10

Intersection Summary

























Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	155
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	19.9
Intersection LOS:	B
Intersection Capacity Utilization	63.9%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 13: US 192 & Storey Lake Blvd



Lanes, Volumes, Timings
14: SR 535 & Median Opening S

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	0	0	146	0	0	98	35	1481	92	39	1911	167
Future Volume (vph)	0	0	146	0	0	98	35	1481	92	39	1911	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	750		275	500		400
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	0			0			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865			0.865			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1611	0	0	1611	1719	4940	1538	1719	4940	1538
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	1719	4940	1538	1719	4940	1538
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		605			604			992			941	
Travel Time (s)		13.8			13.7			15.0			14.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	154	0	0	103	37	1559	97	41	2012	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	154	0	0	103	37	1559	97	41	2012	176
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	52.6%						ICU Level of Service A					
Analysis Period (min)	15											

Lanes, Volumes, Timings
15: SR 535 & Median Opening N

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕↕	↗	↖	↕↕↕
Traffic Volume (vph)	0	72	1813	99	37	2485
Future Volume (vph)	0	72	1813	99	37	2485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		350	550	
Storage Lanes	0	1		1	1	
Taper Length (ft)	0				50	
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Ped Bike Factor						
Frt		0.865		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	1611	4940	1538	1719	4940
Flt Permitted					0.950	
Satd. Flow (perm)	0	1611	4940	1538	1719	4940
Link Speed (mph)	30		45			45
Link Distance (ft)	1012		510			774
Travel Time (s)	23.0		7.7			11.7
Confl. Peds. (#/hr)				3		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	76	1908	104	39	2616
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	76	1908	104	39	2616
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			36
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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	51.3%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Lane Configurations			↙	↕	↕			
Traffic Volume (vph)	0	0	109	678	783	68		
Future Volume (vph)	0	0	109	678	783	68		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	0			0		
Storage Lanes	0	0	1			0		
Taper Length (ft)	0		0					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95		
Ped Bike Factor								
Frt					0.988			
Flt Protected			0.950					
Satd. Flow (prot)	0	0	1736	3471	3429	0		
Flt Permitted			0.950					
Satd. Flow (perm)	0	0	1736	3471	3429	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)					12			
Link Speed (mph)	30			40	40			
Link Distance (ft)	1264			446	680			
Travel Time (s)	28.7			7.6	11.6			
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	4%	4%	4%	4%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	0	0	115	714	824	72		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	115	714	896	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			24	24			
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		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2			
Detector Template			Left	Thru	Thru			
Leading Detector (ft)			20	100	100			
Trailing Detector (ft)			0	0	0			
Turn Type			Prot	NA	NA			
Protected Phases			5	Free	6		2	4
Permitted Phases								
Detector Phase			5		6			
Switch Phase								

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Minimum Initial (s)			5.0		5.0		5.0	5.0
Minimum Split (s)			11.0		30.0		24.0	24.0
Total Split (s)			22.0		46.0		68.0	27.0
Total Split (%)			23.2%		48.4%		72%	28%
Maximum Green (s)			18.0		42.0		64.0	23.0
Yellow Time (s)			3.0		3.0		3.0	3.0
All-Red Time (s)			1.0		1.0		1.0	1.0
Lost Time Adjust (s)			0.0		0.0			
Total Lost Time (s)			4.0		4.0			
Lead/Lag			Lead		Lag			
Lead-Lag Optimize?			Yes		Yes			
Vehicle Extension (s)			3.0		3.0		3.0	3.0
Minimum Gap (s)			3.0		3.0		3.0	3.0
Time Before Reduce (s)			0.0		0.0		0.0	0.0
Time To Reduce (s)			0.0		0.0		0.0	0.0
Recall Mode			None		C-Min		C-Min	None
Walk Time (s)					10.0			
Flash Dont Walk (s)					16.0			
Pedestrian Calls (#/hr)					0			
Act Effct Green (s)			11.6	95.0	64.8			
Actuated g/C Ratio			0.12	1.00	0.68			
v/c Ratio			0.55	0.21	0.38			
Control Delay			46.0	0.1	10.2			
Queue Delay			0.0	0.0	0.0			
Total Delay			46.0	0.1	10.2			
LOS			D	A	B			
Approach Delay				6.5	10.2			
Approach LOS				A	B			
90th %ile Green (s)			16.1		55.2		75.3	11.7
90th %ile Term Code			Gap		Coord		Coord	Gap
70th %ile Green (s)			13.4		59.9		77.3	9.7
70th %ile Term Code			Gap		Coord		Coord	Gap
50th %ile Green (s)			11.6		62.9		78.5	8.5
50th %ile Term Code			Gap		Coord		Coord	Gap
30th %ile Green (s)			9.7		66.1		79.8	7.2
30th %ile Term Code			Gap		Coord		Coord	Gap
10th %ile Green (s)			7.0		80.0		91.0	0.0
10th %ile Term Code			Gap		Coord		Coord	Skip
Stops (vph)			86	0	456			
Fuel Used(gal)			2	2	10			
CO Emissions (g/hr)			153	145	711			
NOx Emissions (g/hr)			30	28	138			
VOC Emissions (g/hr)			36	34	165			
Dilemma Vehicles (#)			0	0	53			
Queue Length 50th (ft)			62	0	271			
Queue Length 95th (ft)			96	0	218			
Internal Link Dist (ft)	1184			366	600			
Turn Bay Length (ft)								
Base Capacity (vph)			328	3471	2343			

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

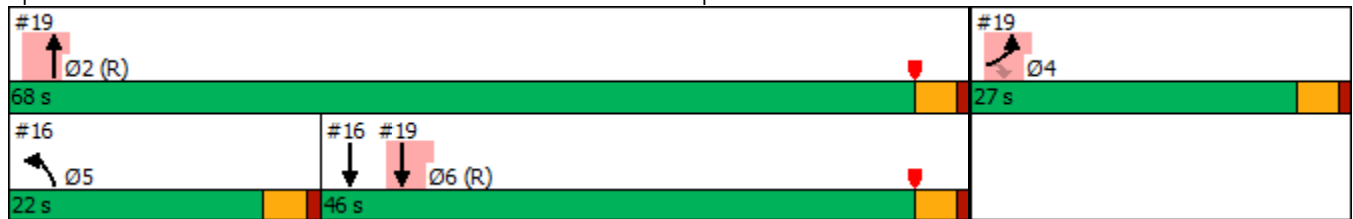
11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Starvation Cap Reductn			0	0	0			
Spillback Cap Reductn			0	0	0			
Storage Cap Reductn			0	0	0			
Reduced v/c Ratio			0.35	0.21	0.38			

Intersection Summary	
Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	30 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.55
Intersection Signal Delay:	8.4
Intersection LOS:	A
Intersection Capacity Utilization	36.5%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 16: Poinciana Blvd & Poinciana Blvd WB On Ramp



Lanes, Volumes, Timings
17: N Poinciana Blvd & US 192

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	1250	813	216	1052	77	312	484	141	91	680	130
Future Volume (vph)	125	1250	813	216	1052	77	312	484	141	91	680	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	390		390	330		330	234		0	475		475
Storage Lanes	2		1	2		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.98			0.99		1.00				
Frt			0.850			0.850		0.966				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3406	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.142			0.402		
Satd. Flow (perm)	3431	5085	1558	3433	5085	1563	265	3406	0	749	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			422			137			22			137
Link Speed (mph)		45			45			30				30
Link Distance (ft)		3747			3214			547				771
Travel Time (s)		56.8			48.7			12.4				17.5
Confl. Peds. (#/hr)	1		3				3		3			
Confl. Bikes (#/hr)				2		1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	132	1316	856	227	1107	81	328	509	148	96	716	137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	1316	856	227	1107	81	328	657	0	96	716	137
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
 17: N Poinciana Blvd & US 192

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	13.4	49.4	49.4	13.4	50.4	50.4	13.8	40.8		13.8	38.8	38.8
Total Split (s)	23.9	72.0	72.0	19.2	67.3	67.3	48.1	74.3		24.5	50.7	50.7
Total Split (%)	12.6%	37.9%	37.9%	10.1%	35.4%	35.4%	25.3%	39.1%		12.9%	26.7%	26.7%
Maximum Green (s)	17.5	65.6	65.6	12.8	60.9	60.9	41.3	67.5		17.7	43.9	43.9
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		36.0	36.0		37.0	37.0		27.0			25.0	25.0
Pedestrian Calls (#/hr)		0	0		0	0		0			0	0
Act Effct Green (s)	12.7	65.6	65.6	12.8	65.7	65.7	92.0	74.1		62.9	51.7	51.7
Actuated g/C Ratio	0.07	0.35	0.35	0.07	0.35	0.35	0.48	0.39		0.33	0.27	0.27
v/c Ratio	0.58	0.75	1.05	0.98	0.63	0.13	0.83	0.49		0.31	0.74	0.26
Control Delay	95.9	58.2	75.1	140.2	54.2	0.4	59.2	44.0		32.6	69.4	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	95.9	58.2	75.1	140.2	54.2	0.4	59.2	44.0		32.6	69.4	8.9
LOS	F	E	E	F	D	A	E	D		C	E	A
Approach Delay		66.6			64.9			49.1			56.9	
Approach LOS		E			E			D			E	
90th %ile Green (s)	16.1	65.6	65.6	12.8	62.3	62.3	41.3	70.6		14.6	43.9	43.9
90th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
70th %ile Green (s)	14.1	65.6	65.6	12.8	64.3	64.3	39.2	72.7		12.5	46.0	46.0
70th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Gap	Coord		Gap	Coord	Coord
50th %ile Green (s)	12.7	65.6	65.6	12.8	65.7	65.7	34.5	74.1		11.1	50.7	50.7
50th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Gap	Coord		Gap	Coord	Coord
30th %ile Green (s)	11.2	65.6	65.6	12.8	67.2	67.2	29.7	75.5		9.7	55.5	55.5
30th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Gap	Coord		Gap	Coord	Coord
10th %ile Green (s)	9.2	65.6	65.6	12.8	69.2	69.2	22.6	77.4		7.8	62.6	62.6
10th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Gap	Coord		Gap	Coord	Coord
Stops (vph)	118	1085	444	194	866	0	219	449		64	605	14
Fuel Used(gal)	7	59	38	13	44	2	6	11		2	17	1
CO Emissions (g/hr)	486	4104	2637	915	3099	113	441	750		105	1191	77
NOx Emissions (g/hr)	95	799	513	178	603	22	86	146		20	232	15
VOC Emissions (g/hr)	113	951	611	212	718	26	102	174		24	276	18
Dilemma Vehicles (#)	0	33	0	0	22	0	0	0		0	0	0
Queue Length 50th (ft)	84	534	~797	148	426	0	288	315		65	437	0
Queue Length 95th (ft)	122	592	#1066	#248	492	0	411	391		104	543	63
Internal Link Dist (ft)		3667			3134			467			691	
Turn Bay Length (ft)	390		390	330		330	234			475		475
Base Capacity (vph)	316	1755	814	231	1759	630	455	1340		368	963	530

Lanes, Volumes, Timings
 17: N Poinciana Blvd & US 192

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.75	1.05	0.98	0.63	0.13	0.72	0.49		0.26	0.74	0.26

Intersection Summary

Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.05
Intersection Signal Delay:	61.5
Intersection LOS:	E
Intersection Capacity Utilization	92.0%
ICU Level of Service	F
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 17: N Poinciana Blvd & US 192

24.5 s	74.3 s	19.2 s	72 s
48.1 s	50.7 s	23.9 s	67.3 s

Lanes, Volumes, Timings
 18: Poinciana Blvd & Westbound Off Ramp

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	264	149	220	0	0	330
Future Volume (vph)	264	149	220	0	0	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1719	1538	3539	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	1719	1538	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	1736		598			432
Travel Time (s)	39.5		13.6			9.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	278	157	232	0	0	347
Shared Lane Traffic (%)						
Lane Group Flow (vph)	278	157	232	0	0	347
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.4%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Lane Configurations	↶	↷		↕	↕		
Traffic Volume (vph)	54	68	0	733	783	0	
Future Volume (vph)	54	68	0	733	783	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	1	0			0	
Taper Length (ft)	0		0				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	
Ped Bike Factor							
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	1752	1568	0	3539	3471	0	
Flt Permitted	0.950						
Satd. Flow (perm)	1752	1568	0	3539	3471	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		72					
Link Speed (mph)	30			40	40		
Link Distance (ft)	1471			395	446		
Travel Time (s)	33.4			6.7	7.6		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	3%	3%	2%	2%	4%	4%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	57	72	0	772	824	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	57	72	0	772	824	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			24	24		
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	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	1		2	2		
Detector Template	Left	Right		Thru	Thru		
Leading Detector (ft)	20	20		100	100		
Trailing Detector (ft)	0	0		0	0		
Turn Type	Prot	Perm		NA	NA		
Protected Phases	4			2	6		5
Permitted Phases		4					
Detector Phase	4	4		2	6		
Switch Phase							

Lanes, Volumes, Timings
 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	24.0	24.0		24.0	30.0		11.0
Total Split (s)	27.0	27.0		68.0	46.0		22.0
Total Split (%)	28.4%	28.4%		71.6%	48.4%		23%
Maximum Green (s)	23.0	23.0		64.0	42.0		18.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		
Total Lost Time (s)	4.0	4.0		4.0	4.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None		C-Min	C-Min		None
Walk Time (s)					10.0		
Flash Dont Walk (s)					16.0		
Pedestrian Calls (#/hr)					0		
Act Effct Green (s)	8.5	8.5		81.2	64.8		
Actuated g/C Ratio	0.09	0.09		0.85	0.68		
v/c Ratio	0.37	0.35		0.26	0.35		
Control Delay	46.4	14.7		2.0	2.8		
Queue Delay	0.0	0.0		0.0	0.0		
Total Delay	46.4	14.7		2.0	2.8		
LOS	D	B		A	A		
Approach Delay	28.7			2.0	2.8		
Approach LOS	C			A	A		
90th %ile Green (s)	11.7	11.7		75.3	55.2		16.1
90th %ile Term Code	Gap	Gap		Coord	Coord		Gap
70th %ile Green (s)	9.7	9.7		77.3	59.9		13.4
70th %ile Term Code	Gap	Gap		Coord	Coord		Gap
50th %ile Green (s)	8.5	8.5		78.5	62.9		11.6
50th %ile Term Code	Gap	Gap		Coord	Coord		Gap
30th %ile Green (s)	7.2	7.2		79.8	66.1		9.7
30th %ile Term Code	Gap	Gap		Coord	Coord		Gap
10th %ile Green (s)	0.0	0.0		91.0	80.0		7.0
10th %ile Term Code	Skip	Skip		Coord	Coord		Gap
Stops (vph)	49	16		127	74		
Fuel Used(gal)	1	1		4	4		
CO Emissions (g/hr)	98	75		246	247		
NOx Emissions (g/hr)	19	15		48	48		
VOC Emissions (g/hr)	23	17		57	57		
Dilemma Vehicles (#)	0	0		33	40		
Queue Length 50th (ft)	33	0		37	23		
Queue Length 95th (ft)	69	39		64	31		
Internal Link Dist (ft)	1391			315	366		
Turn Bay Length (ft)							
Base Capacity (vph)	424	434		3024	2368		

Lanes, Volumes, Timings
 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/14/2022

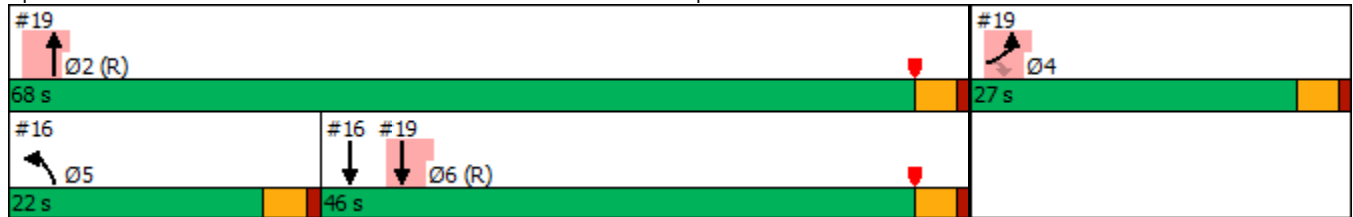


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Starvation Cap Reductn	0	0		0	292		
Spillback Cap Reductn	0	0		0	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	0.13	0.17		0.26	0.40		

Intersection Summary

Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	30 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.55
Intersection Signal Delay:	4.4
Intersection LOS:	A
Intersection Capacity Utilization	36.5%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp



Lanes, Volumes, Timings
20: International Dr & World Gateway Dr

11/14/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵	↑↑↑	↑↑↑		↵	↵
Traffic Volume (vph)	249	642	472	103	461	179
Future Volume (vph)	249	642	472	103	461	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.973			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	4948	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	4948	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		1160	1753		946	
Travel Time (s)		17.6	26.6		21.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	262	676	497	108	485	188
Shared Lane Traffic (%)						
Lane Group Flow (vph)	262	676	605	0	485	188
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		60	40		36	
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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.8%
	ICU Level of Service B
Analysis Period (min)	15

Lanes, Volumes, Timings
 21: World Center Dr & Buena Vista Suites

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑			↕			↕	
Traffic Volume (vph)	38	1730	21	30	1715	9	21	2	35	8	1	35
Future Volume (vph)	38	1730	21	30	1715	9	21	2	35	8	1	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.998			0.999			0.918			0.891	
Fl _t Protected	0.950			0.950				0.982			0.991	
Satd. Flow (prot)	1752	5026	0	1752	5031	0	0	1679	0	0	1645	0
Fl _t Permitted	0.950			0.950				0.982			0.991	
Satd. Flow (perm)	1752	5026	0	1752	5031	0	0	1679	0	0	1645	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		579			933			350			496	
Travel Time (s)		8.8			14.1			8.0			11.3	
Confl. Peds. (#/hr)			1									
Confl. Bikes (#/hr)											1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	40	1821	22	32	1805	9	22	2	37	8	1	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	1843	0	32	1814	0	0	61	0	0	46	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	46.8%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
22: World Center Dr & Caribe Royale Orlando

11/14/2022





















Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↘	↘
Traffic Volume (vph)	28	1596	1769	19	26	44
Future Volume (vph)	28	1596	1769	19	26	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	270			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	5036	5026	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	5036	5026	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		933	1492		505	
Travel Time (s)		14.1	22.6		11.5	
Confl. Peds. (#/hr)					1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	29	1680	1862	20	27	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	1680	1882	0	27	46
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.6%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 61: SR 535 & Qd. Rd @ SR 535

11/14/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 		  		 	  
Traffic Volume (vph)	60	462	1450	97	165	2320
Future Volume (vph)	60	462	1450	97	165	2320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	200	0		200	400	
Storage Lanes	1	1		1	2	
Taper Length (ft)	50				50	
Lane Util. Factor	0.97	0.91	0.86	1.00	0.97	0.91
Ped Bike Factor						
Frt	0.881	0.850		0.850		
Flt Protected	0.990				0.950	
Satd. Flow (prot)	3062	1400	6225	1538	3335	4940
Flt Permitted	0.990				0.950	
Satd. Flow (perm)	3062	1400	6225	1538	3335	4940
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	142	142		25		
Link Speed (mph)	30		45			45
Link Distance (ft)	375		440			510
Travel Time (s)	8.5		6.7			7.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	63	486	1526	102	174	2442
Shared Lane Traffic (%)		50%				
Lane Group Flow (vph)	306	243	1526	102	174	2442
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		24			24
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
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	Prot	Perm	NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	8	1	6
Switch Phase						

Lanes, Volumes, Timings
61: SR 535 & Qd. Rd @ SR 535

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	24.0
Total Split (s)	27.0	27.0	42.0	27.0	11.0	53.0
Total Split (%)	33.8%	33.8%	52.5%	33.8%	13.8%	66.3%
Maximum Green (s)	21.0	21.0	36.0	21.0	5.0	47.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Min	None	None	C-Min
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)	12.6	12.6	41.1	59.6	8.4	55.4
Actuated g/C Ratio	0.16	0.16	0.51	0.74	0.10	0.69
v/c Ratio	0.51	0.72	0.48	0.09	0.50	0.71
Control Delay	18.0	25.1	13.5	2.9	42.4	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	25.1	13.5	2.9	42.4	13.9
LOS	B	C	B	A	D	B
Approach Delay	21.1		12.9			15.8
Approach LOS	C		B			B
90th %ile Green (s)	21.0	21.0	36.0	21.0	5.0	47.0
90th %ile Term Code	Max	Max	Coord	Max	Max	Coord
70th %ile Green (s)	16.0	16.0	36.0	16.0	10.0	52.0
70th %ile Term Code	Gap	Gap	Coord	Gap	Max	Coord
50th %ile Green (s)	11.7	11.7	40.1	11.7	10.2	56.3
50th %ile Term Code	Gap	Gap	Coord	Gap	Gap	Coord
30th %ile Green (s)	8.3	8.3	44.6	8.3	9.1	59.7
30th %ile Term Code	Gap	Gap	Coord	Gap	Gap	Coord
10th %ile Green (s)	5.8	5.8	48.6	5.8	7.6	62.2
10th %ile Term Code	Gap	Gap	Coord	Gap	Gap	Coord
Stops (vph)	133	97	926	22	146	2100
Fuel Used(gal)	4	3	20	1	4	40
CO Emissions (g/hr)	254	222	1374	42	265	2820
NOx Emissions (g/hr)	49	43	267	8	51	549
VOC Emissions (g/hr)	59	51	318	10	61	654
Dilemma Vehicles (#)	0	0	81	0	0	129
Queue Length 50th (ft)	38	51	254	21	58	615
Queue Length 95th (ft)	64	118	172	12	#103	552
Internal Link Dist (ft)	295		360			430
Turn Bay Length (ft)	200			200	400	
Base Capacity (vph)	908	472	3195	1312	349	3423

Lanes, Volumes, Timings
 61: SR 535 & Qd. Rd @ SR 535

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	20
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.51	0.48	0.08	0.50	0.72

Intersection Summary



























Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 48 (60%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 15.4 Intersection LOS: B
 Intersection Capacity Utilization 61.4% ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 61: SR 535 & Qd. Rd @ SR 535



Lanes, Volumes, Timings
62: Qd Rd @ Poly & Polynesian Isle Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 	 					 		 
Traffic Volume (vph)	294	57	32	0	39	114	39	114	0	82	83	97
Future Volume (vph)	294	57	32	0	39	114	39	114	0	82	83	97
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	250		200	0		0	0		175
Storage Lanes	0		0	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.946			0.888							0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	3335	1712	0	1845	3112	0	1752	1845	0	1719	1810	1538
Flt Permitted	0.950						0.701			0.535		
Satd. Flow (perm)	3335	1712	0	1845	3112	0	1293	1845	0	968	1810	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			120							114
Link Speed (mph)		30			30			30				30
Link Distance (ft)		393			620			419				434
Travel Time (s)		8.9			14.1			9.5				9.9
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	3%	3%	3%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	309	60	34	0	41	120	41	120	0	86	87	102
Shared Lane Traffic (%)												
Lane Group Flow (vph)	309	94	0	0	161	0	41	120	0	86	87	102
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	Over
Protected Phases	5	2		1	6		7	4		3	8	5
Permitted Phases							4			8		
Detector Phase	5	2		1	6		7	4		3	8	5
Switch Phase												

Lanes, Volumes, Timings
62: Qd Rd @ Poly & Polynesian Isle Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	24.0		11.0	24.0		11.0	24.0		11.0	24.0	11.0
Total Split (s)	23.0	44.0		11.0	32.0		6.0	25.0		6.0	6.0	23.0
Total Split (%)	26.7%	51.2%		12.8%	37.2%		7.0%	29.1%		7.0%	7.0%	26.7%
Maximum Green (s)	17.0	38.0		5.0	26.0		0.0	19.0		0.0	0.0	17.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		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
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0				
Flash Dont Walk (s)		11.0			11.0			11.0				
Pedestrian Calls (#/hr)		0			0			0				
Act Effct Green (s)	13.2	54.6		34.2			16.5	10.9		20.8	14.8	13.2
Actuated g/C Ratio	0.15	0.63		0.40			0.19	0.13		0.24	0.17	0.15
v/c Ratio	0.60	0.09		0.12			0.14	0.52		0.28	0.28	0.31
Control Delay	38.8	7.3		8.5			21.1	42.2		23.3	32.5	7.8
Queue Delay	0.0	0.0		0.0			0.0	0.0		0.0	0.0	0.0
Total Delay	38.8	7.3		8.5			21.1	42.2		23.3	32.5	7.8
LOS	D	A		A			C	D		C	C	A
Approach Delay		31.5		8.5				36.9			20.5	
Approach LOS		C		A				D			C	
90th %ile Green (s)	16.8	41.7		0.0	18.9		8.5	15.0		11.3	17.8	16.8
90th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Gap	Hold	Gap
70th %ile Green (s)	14.7	45.6		0.0	24.9		7.6	12.6		9.8	14.8	14.7
70th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Gap	Hold	Gap
50th %ile Green (s)	13.2	48.4		0.0	29.2		6.9	10.9		8.7	12.7	13.2
50th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Gap	Hold	Gap
30th %ile Green (s)	11.7	51.2		0.0	33.5		0.0	9.2		7.6	22.8	11.7
30th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Gap		Gap	Hold	Gap
10th %ile Green (s)	9.5	80.0		0.0	64.5		0.0	0.0		0.0	0.0	9.5
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Skip	Skip	Gap
Stops (vph)	264	29		38			29	103		57	69	15
Fuel Used(gal)	5	1		1			0	2		1	1	1
CO Emissions (g/hr)	327	40		85			32	134		85	102	59
NOx Emissions (g/hr)	64	8		17			6	26		17	20	12
VOC Emissions (g/hr)	76	9		20			7	31		20	24	14
Dilemma Vehicles (#)	0	0		0			0	0		0	0	0
Queue Length 50th (ft)	81	14		7			16	62		34	43	0
Queue Length 95th (ft)	116	42		34			34	109		61	80	34
Internal Link Dist (ft)		313		540				339			354	
Turn Bay Length (ft)	175											175
Base Capacity (vph)	659	1098		1366			284	407		309	415	395

Lanes, Volumes, Timings
 62: Qd Rd @ Poly & Polynesian Isle Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.47	0.09			0.12		0.14	0.29		0.28	0.21	0.26

Intersection Summary

Area Type:	Other
Cycle Length:	86
Actuated Cycle Length:	86
Offset:	3 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	25.6
Intersection LOS:	C
Intersection Capacity Utilization	39.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 62: Qd Rd @ Poly & Polynesian Isle Blvd



Lanes, Volumes, Timings
 81: SR 535 & Intl Dr PDLT EB

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5	Ø6
Lane Configurations	↙↘			↑↑↑	↑↑↑↑	↗				
Traffic Volume (vph)	160	0	0	1660	2263	55				
Future Volume (vph)	160	0	0	1660	2263	55				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	12	12	12	12	12				
Grade (%)	0%			0%	0%					
Storage Length (ft)	0	0	0			250				
Storage Lanes	2	0	0			1				
Taper Length (ft)	50		50							
Lane Util. Factor	0.97	1.00	1.00	0.91	0.81	1.00				
Ped Bike Factor										
Flt						0.850				
Flt Protected	0.950									
Satd. Flow (prot)	3433	0	0	4940	7329	1538				
Flt Permitted	0.950									
Satd. Flow (perm)	3433	0	0	4940	7329	1538				
Right Turn on Red		Yes				Yes				
Satd. Flow (RTOR)						26				
Link Speed (mph)	35			45	45					
Link Distance (ft)	829			143	537					
Travel Time (s)	16.1			2.2	8.1					
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%			0%	0%					
Adj. Flow (vph)	168	0	0	1747	2382	58				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	168	0	0	1747	2382	58				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Left	Left	Right				
Median Width(ft)	24			12	12					
Link Offset(ft)	0			12	-12					
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				
Turning Speed (mph)	15	9	15			9				
Number of Detectors	1			2	2	1				
Detector Template	Left			Thru	Thru	Right				
Leading Detector (ft)	20			100	100	20				
Trailing Detector (ft)	0			0	0	0				
Turn Type	Prot			NA	NA	Free				
Protected Phases	4!			Free!	1 6		1	2	5	6
Permitted Phases						Free				
Detector Phase	4				1 6					
Switch Phase										

Lanes, Volumes, Timings
81: SR 535 & Intl Dr PDLT EB

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5	Ø6
Minimum Initial (s)	5.0						10.0	10.0	5.0	10.0
Minimum Split (s)	55.0						17.5	17.5	11.0	17.5
Total Split (s)	50.0						22.0	78.0	19.0	81.0
Total Split (%)	33.3%						15%	52%	13%	54%
Maximum Green (s)	42.2						14.5	70.5	13.0	73.5
Yellow Time (s)	4.8						5.5	5.5	4.0	5.5
All-Red Time (s)	3.0						2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0									
Total Lost Time (s)	7.8									
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes		
Vehicle Extension (s)	3.0						3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0						3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0						0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0						0.0	0.0	0.0	0.0
Recall Mode	None						None	C-Min	None	C-Min
Walk Time (s)	5.0									
Flash Dont Walk (s)	31.0									
Pedestrian Calls (#/hr)	0									
Act Effct Green (s)	31.5			150.0	99.6	150.0				
Actuated g/C Ratio	0.21			1.00	0.66	1.00				
v/c Ratio	0.23			0.35	0.49	0.04				
Control Delay	39.7			0.5	13.3	0.0				
Queue Delay	0.0			0.0	0.1	0.0				
Total Delay	39.7			0.5	13.4	0.0				
LOS	D			A	B	A				
Approach Delay	39.7			0.5	13.1					
Approach LOS	D			A	B					
90th %ile Green (s)	41.2						15.5	70.5	14.0	73.5
90th %ile Term Code	Gap						Max	Coord	Max	Coord
70th %ile Green (s)	34.6						22.1	70.5	20.6	73.5
70th %ile Term Code	Gap						Max	Coord	Max	Coord
50th %ile Green (s)	31.1						25.6	70.5	24.1	73.5
50th %ile Term Code	Gap						Max	Coord	Max	Coord
30th %ile Green (s)	27.5						29.2	70.5	27.7	73.5
30th %ile Term Code	Gap						Max	Coord	Max	Coord
10th %ile Green (s)	23.0						33.7	70.5	26.1	79.6
10th %ile Term Code	Gap						Max	Coord	Gap	Coord
Stops (vph)	141			29	1328	0				
Fuel Used(gal)	3			2	31	0				
CO Emissions (g/hr)	231			144	2135	13				
NOx Emissions (g/hr)	45			28	415	3				
VOC Emissions (g/hr)	54			33	495	3				
Dilemma Vehicles (#)	0			0	148	0				
Queue Length 50th (ft)	45			11	317	0				
Queue Length 95th (ft)	114			0	350	m0				
Internal Link Dist (ft)	749			63	457					
Turn Bay Length (ft)						250				
Base Capacity (vph)	965			4940	4867	1538				

Lanes, Volumes, Timings
 81: SR 535 & Intl Dr PDLT EB

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5	Ø6
Starvation Cap Reductn	0			0	492	0				
Spillback Cap Reductn	0			0	665	0				
Storage Cap Reductn	0			0	0	0				
Reduced v/c Ratio	0.17			0.35	0.57	0.04				

Intersection Summary

















Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 149 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 9.0 Intersection LOS: A
 Intersection Capacity Utilization 46.5% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.
 ! Phase conflict between lane groups.

Splits and Phases: 81: SR 535 & Intl Dr PDLT EB



Lanes, Volumes, Timings
82: SR 535 & Intl Dr PDLT WB

11/14/2022

										
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø5	Ø6
Lane Configurations	 		   			  				
Traffic Volume (vph)	140	0	1644	277	0	2413				
Future Volume (vph)	140	0	1644	277	0	2413				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	12	12	12	12	12				
Grade (%)	0%		0%			0%				
Storage Length (ft)	0	0		300	0					
Storage Lanes	2	0		1	0					
Taper Length (ft)	50				50					
Lane Util. Factor	0.97	1.00	0.81	1.00	1.00	0.91				
Ped Bike Factor										
Flt				0.850						
Flt Protected	0.950									
Satd. Flow (prot)	3433	0	7329	1538	0	4940				
Flt Permitted	0.950									
Satd. Flow (perm)	3433	0	7329	1538	0	4940				
Right Turn on Red		Yes		Yes						
Satd. Flow (RTOR)				213						
Link Speed (mph)	35		45			45				
Link Distance (ft)	850		1944			136				
Travel Time (s)	16.6		29.5			2.1				
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%		0%			0%				
Adj. Flow (vph)	147	0	1731	292	0	2540				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	147	0	1731	292	0	2540				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Right	Left	Left				
Median Width(ft)	24		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				
Turning Speed (mph)	15	9		9	15					
Number of Detectors	1		2	1		2				
Detector Template	Left		Thru	Right		Thru				
Leading Detector (ft)	20		100	20		100				
Trailing Detector (ft)	0		0	0		0				
Turn Type	Prot		NA	Free		NA				
Protected Phases	4!		2 5			Free!	1	2	5	6
Permitted Phases				Free						
Detector Phase	4		2 5							
Switch Phase										

Lanes, Volumes, Timings
82: SR 535 & Intl Dr PDLT WB

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø5	Ø6
Minimum Initial (s)	5.0						10.0	10.0	5.0	10.0
Minimum Split (s)	55.0						17.5	17.5	11.0	17.5
Total Split (s)	50.0						22.0	78.0	19.0	81.0
Total Split (%)	33.3%						15%	52%	13%	54%
Maximum Green (s)	42.2						14.5	70.5	13.0	73.5
Yellow Time (s)	4.8						5.5	5.5	4.0	5.5
All-Red Time (s)	3.0						2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0									
Total Lost Time (s)	7.8									
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes		
Vehicle Extension (s)	3.0						3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0						3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0						0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0						0.0	0.0	0.0	0.0
Recall Mode	None						None	C-Min	None	C-Min
Walk Time (s)	5.0									
Flash Dont Walk (s)	31.0									
Pedestrian Calls (#/hr)	0									
Act Effct Green (s)	31.5		91.5	150.0		150.0				
Actuated g/C Ratio	0.21		0.61	1.00		1.00				
v/c Ratio	0.20		0.39	0.19		0.51				
Control Delay	46.7		11.5	0.3		1.6				
Queue Delay	0.0		0.0	0.0		0.0				
Total Delay	46.7		11.5	0.3		1.6				
LOS	D		B	A		A				
Approach Delay	46.7		9.9			1.6				
Approach LOS	D		A			A				
90th %ile Green (s)	41.2						15.5	70.5	14.0	73.5
90th %ile Term Code	Gap						Max	Coord	Max	Coord
70th %ile Green (s)	34.6						22.1	70.5	20.6	73.5
70th %ile Term Code	Gap						Max	Coord	Max	Coord
50th %ile Green (s)	31.1						25.6	70.5	24.1	73.5
50th %ile Term Code	Gap						Max	Coord	Max	Coord
30th %ile Green (s)	27.5						29.2	70.5	27.7	73.5
30th %ile Term Code	Gap						Max	Coord	Max	Coord
10th %ile Green (s)	23.0						33.7	70.5	26.1	79.6
10th %ile Term Code	Gap						Max	Coord	Gap	Coord
Stops (vph)	141		825	0		185				
Fuel Used(gal)	3		35	4		5				
CO Emissions (g/hr)	227		2436	245		363				
NOx Emissions (g/hr)	44		474	48		71				
VOC Emissions (g/hr)	53		564	57		84				
Dilemma Vehicles (#)	0		105	0		0				
Queue Length 50th (ft)	79		157	0		32				
Queue Length 95th (ft)	115		216	0		4				
Internal Link Dist (ft)	770		1864			56				
Turn Bay Length (ft)				300						
Base Capacity (vph)	965		4470	1538		4940				

Lanes, Volumes, Timings
 82: SR 535 & Intl Dr PDLT WB

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø5	Ø6
Starvation Cap Reductn	0		0	0		0				
Spillback Cap Reductn	0		554	0		0				
Storage Cap Reductn	0		0	0		0				
Reduced v/c Ratio	0.15		0.44	0.19		0.51				

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	149 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.90
Intersection Signal Delay:	6.5
Intersection LOS:	A
Intersection Capacity Utilization	60.6%
ICU Level of Service	B
Analysis Period (min)	15
! Phase conflict between lane groups.	

Splits and Phases: 82: SR 535 & Intl Dr PDLT WB



Lanes, Volumes, Timings
83: Intl Dr PDLT WB & International Dr

11/14/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↖↗	↑↑↑		↗
Traffic Volume (vph)	794	0	140	536	0	277
Future Volume (vph)	794	0	140	536	0	277
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	300		0	0
Storage Lanes		0	2		0	1
Taper Length (ft)			50		50	
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Ped Bike Factor						
Flt						0.865
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	1565
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	1565
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	35	
Link Distance (ft)	824			1292	850	
Travel Time (s)	12.5			19.6	16.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	836	0	147	564	0	292
Shared Lane Traffic (%)						
Lane Group Flow (vph)	836	0	147	564	0	292
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	0	
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
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		1
Detector Template	Thru		Left	Thru		Right
Leading Detector (ft)	100		20	100		20
Trailing Detector (ft)	0		0	0		0
Turn Type	NA		Prot	NA		pm+ov
Protected Phases	2		1	6		1
Permitted Phases						6
Detector Phase	2		1	6		1
Switch Phase						

Lanes, Volumes, Timings
83: Intl Dr PDLT WB & International Dr

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0		5.0	5.0		5.0
Minimum Split (s)	24.0		11.0	24.0		11.0
Total Split (s)	44.0		31.0	75.0		31.0
Total Split (%)	58.7%		41.3%	100.0%		41.3%
Maximum Green (s)	38.0		25.0	69.0		25.0
Yellow Time (s)	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0		6.0	6.0		6.0
Lead/Lag	Lead		Lag			Lag
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Minimum Gap (s)	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0		0.0	0.0		0.0
Recall Mode	C-Min		None	C-Min		None
Walk Time (s)	7.0			7.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	54.4		8.6	75.0		75.0
Actuated g/C Ratio	0.73		0.11	1.00		1.00
v/c Ratio	0.23		0.38	0.11		0.19
Control Delay	2.3		33.0	0.0		0.3
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	2.3		33.0	0.0		0.3
LOS	A		C	A		A
Approach Delay	2.3			6.9	0.3	
Approach LOS	A			A	A	
90th %ile Green (s)	52.1		10.9	69.0		10.9
90th %ile Term Code	Coord		Gap	Coord		Gap
70th %ile Green (s)	53.5		9.5	69.0		9.5
70th %ile Term Code	Coord		Gap	Coord		Gap
50th %ile Green (s)	54.4		8.6	69.0		8.6
50th %ile Term Code	Coord		Gap	Coord		Gap
30th %ile Green (s)	55.4		7.6	69.0		7.6
30th %ile Term Code	Coord		Gap	Coord		Gap
10th %ile Green (s)	56.7		6.3	69.0		6.3
10th %ile Term Code	Coord		Gap	Coord		Gap
Stops (vph)	147		124	0		0
Fuel Used(gal)	6		4	5		2
CO Emissions (g/hr)	450		256	315		120
NOx Emissions (g/hr)	88		50	61		23
VOC Emissions (g/hr)	104		59	73		28
Dilemma Vehicles (#)	17		0	0		0
Queue Length 50th (ft)	45		32	0		0
Queue Length 95th (ft)	74		57	0		0
Internal Link Dist (ft)	744			1212	770	
Turn Bay Length (ft)			300			
Base Capacity (vph)	3689		1144	5085		1565

Lanes, Volumes, Timings
 83: Intl Dr PDLT WB & International Dr

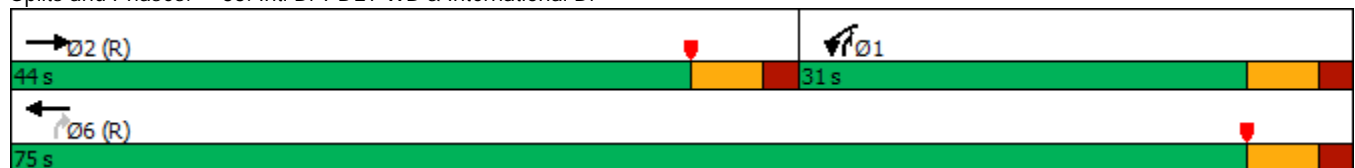
11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.23		0.13	0.11		0.19

Intersection Summary	
Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	2 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.38
Intersection Signal Delay:	3.7
Intersection LOS:	A
Intersection Capacity Utilization	42.5%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 83: Intl Dr PDLT WB & International Dr



Lanes, Volumes, Timings
 84: International Dr & Intl Dr PDLT EB

11/14/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔	↑↑↑	↑↑↑			↔
Traffic Volume (vph)	160	944	520	0	0	55
Future Volume (vph)	160	944	520	0	0	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	300			0	0	0
Storage Lanes	2			0	0	1
Taper Length (ft)	50				50	
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected	0.950					
Satd. Flow (prot)	3433	5085	5085	0	0	1565
Flt Permitted	0.950					
Satd. Flow (perm)	3433	5085	5085	0	0	1565
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						
Link Speed (mph)		45	45		35	
Link Distance (ft)		1021	840		829	
Travel Time (s)		15.5	12.7		16.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	168	994	547	0	0	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	168	994	547	0	0	58
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		0	
Link Offset(ft)		0	6		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
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2			1
Detector Template	Left	Thru	Thru			Right
Leading Detector (ft)	20	100	100			20
Trailing Detector (ft)	0	0	0			0
Turn Type	Prot	NA	NA			pm+ov
Protected Phases	5	2	6			5
Permitted Phases						2
Detector Phase	5	2	6			5
Switch Phase						

Lanes, Volumes, Timings
 84: International Dr & Intl Dr PDLT EB

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	24.0	24.0	24.0			24.0
Total Split (s)	30.0	75.0	45.0			30.0
Total Split (%)	40.0%	100.0%	60.0%			40.0%
Maximum Green (s)	24.0	69.0	39.0			24.0
Yellow Time (s)	4.0	4.0	4.0			4.0
All-Red Time (s)	2.0	2.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	6.0	6.0	6.0			6.0
Lead/Lag	Lag		Lead			Lag
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	C-Max	C-Max			None
Walk Time (s)	7.0	7.0	7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	24.0	75.0	39.0			75.0
Actuated g/C Ratio	0.32	1.00	0.52			1.00
v/c Ratio	0.15	0.20	0.21			0.04
Control Delay	18.7	0.1	4.8			0.0
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	18.7	0.1	4.8			0.0
LOS	B	A	A			A
Approach Delay		2.8	4.8			
Approach LOS		A	A			
90th %ile Green (s)	24.0	69.0	39.0			24.0
90th %ile Term Code	Hold	Coord	Coord			Hold
70th %ile Green (s)	24.0	69.0	39.0			24.0
70th %ile Term Code	Hold	Coord	Coord			Hold
50th %ile Green (s)	24.0	69.0	39.0			24.0
50th %ile Term Code	Hold	Coord	Coord			Hold
30th %ile Green (s)	24.0	69.0	39.0			24.0
30th %ile Term Code	Hold	Coord	Coord			Hold
10th %ile Green (s)	24.0	69.0	39.0			24.0
10th %ile Term Code	Hold	Coord	Coord			Hold
Stops (vph)	110	0	88			0
Fuel Used(gal)	5	17	4			0
CO Emissions (g/hr)	340	1189	310			23
NOx Emissions (g/hr)	66	231	60			4
VOC Emissions (g/hr)	79	276	72			5
Dilemma Vehicles (#)	0	0	23			0
Queue Length 50th (ft)	28	0	42			0
Queue Length 95th (ft)	50	0	54			0
Internal Link Dist (ft)		941	760		749	
Turn Bay Length (ft)	300					
Base Capacity (vph)	1098	5085	2644			1565

Lanes, Volumes, Timings
 84: International Dr & Intl Dr PDLT EB

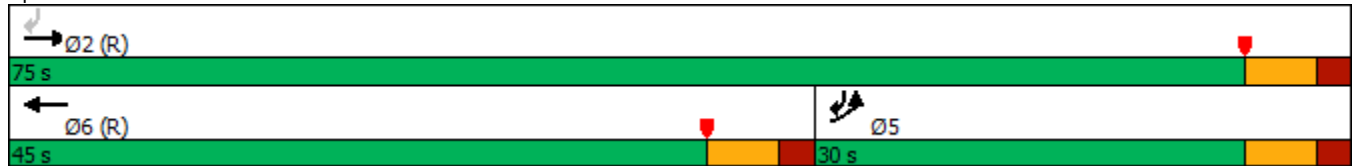
11/14/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.15	0.20	0.21			0.04

Intersection Summary	
Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	58 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	50
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.21
Intersection Signal Delay:	3.3
Intersection LOS:	A
Intersection Capacity Utilization	24.6%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 84: International Dr & Intl Dr PDLT EB



Lanes, Volumes, Timings
 91: SR 535 & SR 535 PDLT SB

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖↖↖		↖↖	↖↖↖
Traffic Volume (vph)	0	424	1456	0	570	1621
Future Volume (vph)	0	424	1456	0	570	1621
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	200	
Storage Lanes	0	1		0	2	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	0.91	1.00	0.97	0.91
Ped Bike Factor						
Frt		0.865				
Flt Protected					0.950	
Satd. Flow (prot)	0	1596	4940	0	3335	4940
Flt Permitted					0.950	
Satd. Flow (perm)	0	1596	4940	0	3335	4940
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		553				
Link Speed (mph)	35		45			45
Link Distance (ft)	1058		841			416
Travel Time (s)	20.6		12.7			6.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	446	1533	0	600	1706
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	446	1533	0	600	1706
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		32			24
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
Turning Speed (mph)	15	9		9	15	
Number of Detectors		1	2		1	2
Detector Template		Right	Thru		Left	Thru
Leading Detector (ft)		20	100		20	100
Trailing Detector (ft)		0	0		0	0
Turn Type		Free	NA		Prot	NA
Protected Phases			2		1	Free
Permitted Phases		Free				
Detector Phase			2		1	
Switch Phase						

Lanes, Volumes, Timings
 91: SR 535 & SR 535 PDLT SB

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)			5.0		5.0	
Minimum Split (s)			24.0		12.5	
Total Split (s)			37.2		37.8	
Total Split (%)			49.6%		50.4%	
Maximum Green (s)			29.7		30.3	
Yellow Time (s)			5.0		5.0	
All-Red Time (s)			2.5		2.5	
Lost Time Adjust (s)			0.0		0.0	
Total Lost Time (s)			7.5		7.5	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)			3.0		3.0	
Minimum Gap (s)			3.0		3.0	
Time Before Reduce (s)			0.0		0.0	
Time To Reduce (s)			0.0		0.0	
Recall Mode			C-Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)		75.0	40.9		19.1	75.0
Actuated g/C Ratio		1.00	0.55		0.25	1.00
v/c Ratio		0.28	0.57		0.71	0.35
Control Delay		0.4	7.3		29.8	0.2
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		0.4	7.3		29.8	0.2
LOS		A	A		C	A
Approach Delay	0.4		7.3			7.9
Approach LOS	A		A			A
90th %ile Green (s)			35.4		24.6	
90th %ile Term Code			Coord		Gap	
70th %ile Green (s)			39.0		21.0	
70th %ile Term Code			Coord		Gap	
50th %ile Green (s)			41.0		19.0	
50th %ile Term Code			Coord		Gap	
30th %ile Green (s)			43.1		16.9	
30th %ile Term Code			Coord		Gap	
10th %ile Green (s)			46.0		14.0	
10th %ile Term Code			Coord		Gap	
Stops (vph)		0	539		490	0
Fuel Used(gal)		3	17		11	10
CO Emissions (g/hr)		229	1174		768	726
NOx Emissions (g/hr)		44	229		149	141
VOC Emissions (g/hr)		53	272		178	168
Dilemma Vehicles (#)		0	105		0	0
Queue Length 50th (ft)		0	109		130	0
Queue Length 95th (ft)		0	190		164	0
Internal Link Dist (ft)	978		761			336
Turn Bay Length (ft)					200	
Base Capacity (vph)		1596	2693		1347	4940

Lanes, Volumes, Timings
 91: SR 535 & SR 535 PDLT SB

11/14/2022

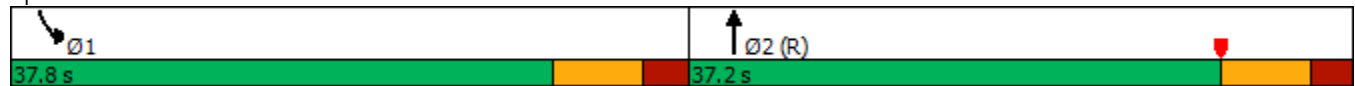


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.28	0.57		0.45	0.35

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	2 (3%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle:	50
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	6.9
Intersection LOS:	A
Intersection Capacity Utilization	56.9%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 91: SR 535 & SR 535 PDLT SB



Lanes, Volumes, Timings
92: SR 535 & SR 535 PDLT NB

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗↗	↖↖	↑↑↑	↑↑↑	
Traffic Volume (vph)	0	600	487	1333	1718	0
Future Volume (vph)	0	600	487	1333	1718	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	400	150			0
Storage Lanes	0	1	2			0
Taper Length (ft)	50		75			
Lane Util. Factor	1.00	0.88	0.97	0.91	0.91	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected			0.950			
Satd. Flow (prot)	0	2760	3335	4940	4940	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	2760	3335	4940	4940	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		13				
Link Speed (mph)	35			45	45	
Link Distance (ft)	986			537	738	
Travel Time (s)	19.2			8.1	11.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	632	513	1403	1808	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	632	513	1403	1808	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			36	24	
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
Turning Speed (mph)	15	9	15			9
Number of Detectors		1	1	2	2	
Detector Template		Right	Left	Thru	Thru	
Leading Detector (ft)		20	20	100	100	
Trailing Detector (ft)		0	0	0	0	
Turn Type		Over	Prot	NA	NA	
Protected Phases		1	1	Free	2	
Permitted Phases						
Detector Phase		1	1		2	
Switch Phase						

Lanes, Volumes, Timings
 92: SR 535 & SR 535 PDLT NB

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)		5.0	5.0		5.0	
Minimum Split (s)		12.5	12.5		25.5	
Total Split (s)		30.0	30.0		45.0	
Total Split (%)		40.0%	40.0%		60.0%	
Maximum Green (s)		22.5	22.5		37.5	
Yellow Time (s)		5.0	5.0		5.0	
All-Red Time (s)		2.5	2.5		2.5	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		7.5	7.5		7.5	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)		3.0	3.0		3.0	
Minimum Gap (s)		3.0	3.0		3.0	
Time Before Reduce (s)		0.0	0.0		0.0	
Time To Reduce (s)		0.0	0.0		0.0	
Recall Mode		None	None		C-Min	
Walk Time (s)					7.0	
Flash Dont Walk (s)					11.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)		20.8	20.8	75.0	39.2	
Actuated g/C Ratio		0.28	0.28	1.00	0.52	
v/c Ratio		0.82	0.56	0.28	0.70	
Control Delay		40.6	30.6	0.1	9.3	
Queue Delay		0.0	0.0	0.0	0.0	
Total Delay		40.6	30.6	0.1	9.3	
LOS		D	C	A	A	
Approach Delay	40.6			8.3	9.3	
Approach LOS	D			A	A	
90th %ile Green (s)		22.5	22.5		37.5	
90th %ile Term Code		Max	Max		Coord	
70th %ile Green (s)		22.5	22.5		37.5	
70th %ile Term Code		Max	Max		Coord	
50th %ile Green (s)		22.5	22.5		37.5	
50th %ile Term Code		Max	Max		Coord	
30th %ile Green (s)		20.4	20.4		39.6	
30th %ile Term Code		Gap	Gap		Coord	
10th %ile Green (s)		16.1	16.1		43.9	
10th %ile Term Code		Gap	Gap		Coord	
Stops (vph)		671	375	0	593	
Fuel Used(gal)		14	9	5	19	
CO Emissions (g/hr)		998	657	327	1318	
NOx Emissions (g/hr)		194	128	64	257	
VOC Emissions (g/hr)		231	152	76	306	
Dilemma Vehicles (#)		0	0	0	142	
Queue Length 50th (ft)		288	170	0	207	
Queue Length 95th (ft)		227	229	0	308	
Internal Link Dist (ft)	906			457	658	
Turn Bay Length (ft)		400	150			
Base Capacity (vph)		837	1000	4940	2582	

Lanes, Volumes, Timings
 92: SR 535 & SR 535 PDLT NB

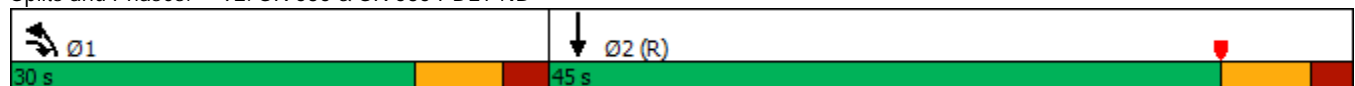
11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Starvation Cap Reductn		0	0	0	0	
Spillback Cap Reductn		0	0	0	0	
Storage Cap Reductn		0	0	0	0	
Reduced v/c Ratio		0.76	0.51	0.28	0.70	

Intersection Summary	
Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	74 (99%), Referenced to phase 2:SBT, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.82
Intersection Signal Delay:	13.4
Intersection LOS:	B
Intersection Capacity Utilization	66.7%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 92: SR 535 & SR 535 PDLT NB



Lanes, Volumes, Timings
 93: World Center Dr & SR 535 PDLT SB

12/29/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3	Ø4	Ø7	Ø8
Lane Configurations		↑↑↑	↑↑↑↑	↗	↘↗					
Traffic Volume (vph)	0	1219	1347	424	570	0				
Future Volume (vph)	0	1219	1347	424	570	0				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	0			400	0	0				
Storage Lanes	0			1	2	0				
Taper Length (ft)	50				50					
Lane Util. Factor	1.00	0.91	0.81	1.00	0.97	1.00				
Frt				0.850						
Flt Protected					0.950					
Satd. Flow (prot)	0	5036	7471	1568	3335	0				
Flt Permitted					0.950					
Satd. Flow (perm)	0	5036	7471	1568	3335	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				446						
Link Speed (mph)		45	45		35					
Link Distance (ft)		251	579		1058					
Travel Time (s)		3.8	8.8		20.6					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Heavy Vehicles (%)	3%	3%	3%	3%	5%	5%				
Adj. Flow (vph)	0	1283	1418	446	600	0				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1283	1418	446	600	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Left	Left	Right	Left	Right				
Median Width(ft)		0	0		24					
Link Offset(ft)		0	0		0					
Crosswalk Width(ft)		16	42		16					
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Turning Speed (mph)	15			9	15	9				
Number of Detectors		2	2	1	1					
Detector Template		Thru	Thru	Right	Left					
Leading Detector (ft)		100	100	20	20					
Trailing Detector (ft)		0	0	0	0					
Detector 1 Position(ft)		0	0	0	0					
Detector 1 Size(ft)		6	6	20	20					
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					
Detector 1 Channel										
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					
Detector 2 Position(ft)		94	94							
Detector 2 Size(ft)		6	6							
Detector 2 Type		Cl+Ex	Cl+Ex							
Detector 2 Channel										
Detector 2 Extend (s)		0.0	0.0							
Turn Type		NA	NA	Over	Prot					
Protected Phases		Free!	4 7	2	2!		3	4	7	8

Lanes, Volumes, Timings
 93: World Center Dr & SR 535 PDLT SB

12/29/2022

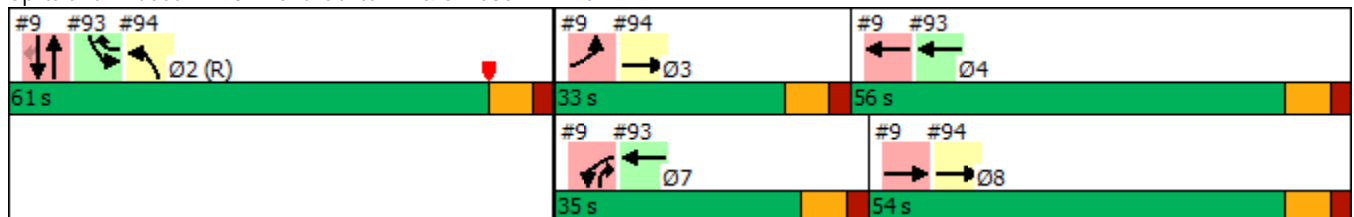


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3	Ø4	Ø7	Ø8
Permitted Phases										
Detector Phase			4 7	2	2					
Switch Phase										
Minimum Initial (s)				5.0	5.0		5.0	10.0	5.0	5.0
Minimum Split (s)				24.0	24.0		13.8	17.6	13.2	24.0
Total Split (s)				61.0	61.0		33.0	56.0	35.0	54.0
Total Split (%)				40.7%	40.7%		22%	37%	23%	36%
Maximum Green (s)				53.5	53.5		25.5	48.5	27.5	46.5
Yellow Time (s)				5.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)				2.5	2.5		2.5	2.5	2.5	2.5
Lost Time Adjust (s)				0.0	0.0					
Total Lost Time (s)				7.5	7.5					
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Vehicle Extension (s)				3.0	3.0		3.0	3.0	3.0	3.0
Recall Mode				C-Min	C-Min		None	None	None	None
Act Effect Green (s)		150.0	76.1	53.6	53.6					
Actuated g/C Ratio		1.00	0.51	0.36	0.36					
v/c Ratio		0.25	0.37	0.53	0.50					
Control Delay		0.1	12.2	20.0	43.9					
Queue Delay		0.0	0.1	0.0	0.0					
Total Delay		0.1	12.3	20.0	43.9					
LOS		A	B	C	D					
Approach Delay		0.1	14.1		43.9					
Approach LOS		A	B		D					

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 4 (3%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 14.1 Intersection LOS: B
 Intersection Capacity Utilization 49.4% ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 93: World Center Dr & SR 535 PDLT SB



Lanes, Volumes, Timings
 94: SR 535 PDLT NB & SR 536

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4	Ø7	Ø8
Lane Configurations	↑↑↑↑	↗		↑↑↑↑	↘					
Traffic Volume (vph)	1342	600	0	1250	487	0				
Future Volume (vph)	1342	600	0	1250	487	0				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	12	12	12	12	12				
Grade (%)	0%			0%	0%					
Storage Length (ft)		300	0		0	0				
Storage Lanes		1	0		2	0				
Taper Length (ft)			50		50					
Lane Util. Factor	0.81	1.00	1.00	0.86	0.97	1.00				
Ped Bike Factor										
Frt		0.850								
Flt Protected					0.950					
Satd. Flow (prot)	7471	1568	0	6346	3335	0				
Flt Permitted					0.950					
Satd. Flow (perm)	7471	1568	0	6346	3335	0				
Right Turn on Red		Yes				Yes				
Satd. Flow (RTOR)		565								
Link Speed (mph)	55			55	35					
Link Distance (ft)	662			266	986					
Travel Time (s)	8.2			3.3	19.2					
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	3%	3%	3%	3%	5%	5%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%			0%	0%					
Adj. Flow (vph)	1413	632	0	1316	513	0				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	1413	632	0	1316	513	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Left	L NA	Right				
Median Width(ft)	0			0	24					
Link Offset(ft)	0			0	0					
Crosswalk Width(ft)	42			24	24					
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Turning Speed (mph)		9	15		15	9				
Number of Detectors	2	1		2	1					
Detector Template	Thru	Right		Thru	Left					
Leading Detector (ft)	100	20		100	20					
Trailing Detector (ft)	0	0		0	0					
Turn Type	NA	Free		NA	Prot					
Protected Phases	3 8			Free!	2!		3	4	7	8
Permitted Phases		Free								
Detector Phase	3 8				2					
Switch Phase										

Lanes, Volumes, Timings
 94: SR 535 PDLT NB & SR 536

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4	Ø7	Ø8
Minimum Initial (s)					5.0		5.0	10.0	5.0	5.0
Minimum Split (s)					24.0		13.8	17.6	13.2	24.0
Total Split (s)					61.0		33.0	56.0	35.0	54.0
Total Split (%)					40.7%		22%	37%	23%	36%
Maximum Green (s)					53.5		25.5	48.5	27.5	46.5
Yellow Time (s)					5.0		5.0	5.0	5.0	5.0
All-Red Time (s)					2.5		2.5	2.5	2.5	2.5
Lost Time Adjust (s)					0.0					
Total Lost Time (s)					7.5					
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Vehicle Extension (s)					3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)					3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)					0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)					0.0		0.0	0.0	0.0	0.0
Recall Mode					C-Min		None	None	None	None
Walk Time (s)										
Flash Dont Walk (s)										
Pedestrian Calls (#/hr)										
Act Effct Green (s)	71.6	150.0		150.0	53.5					
Actuated g/C Ratio	0.48	1.00		1.00	0.36					
v/c Ratio	0.40	0.40		0.21	0.43					
Control Delay	33.0	1.5		0.1	61.5					
Queue Delay	0.1	0.0		0.0	0.0					
Total Delay	33.1	1.5		0.1	61.5					
LOS	C	A		A	E					
Approach Delay	23.3			0.1	61.5					
Approach LOS	C			A	E					
90th %ile Green (s)					53.5		25.5	48.5	27.5	46.5
90th %ile Term Code					Coord		Max	Max	Max	Max
70th %ile Green (s)					53.5		25.5	48.5	27.5	46.5
70th %ile Term Code					Coord		Max	Max	Max	Max
50th %ile Green (s)					53.5		25.5	48.5	27.5	46.5
50th %ile Term Code					Coord		Max	Max	Max	Max
30th %ile Green (s)					53.5		25.5	48.5	27.5	46.5
30th %ile Term Code					Coord		Max	Max	Max	Max
10th %ile Green (s)					53.5		23.3	50.7	27.5	46.5
10th %ile Term Code					Coord		Gap	Hold	Max	Max
Stops (vph)	1248	79		0	476					
Fuel Used(gal)	51	10		2	13					
CO Emissions (g/hr)	3566	703		148	919					
NOx Emissions (g/hr)	694	137		29	179					
VOC Emissions (g/hr)	827	163		34	213					
Dilemma Vehicles (#)	49	0		0	0					
Queue Length 50th (ft)	326	5		0	230					
Queue Length 95th (ft)	352	15		0	331					
Internal Link Dist (ft)	582			186	906					
Turn Bay Length (ft)		300								
Base Capacity (vph)	3586	1568		6346	1189					

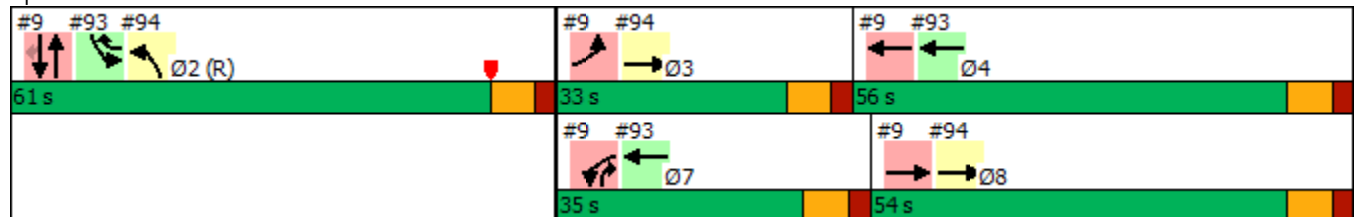


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4	Ø7	Ø8
Starvation Cap Reductn	0	0		0	0					
Spillback Cap Reductn	757	0		0	0					
Storage Cap Reductn	0	0		0	0					
Reduced v/c Ratio	0.50	0.40		0.21	0.43					

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	4 (3%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	20.5
Intersection LOS:	C
Intersection Capacity Utilization	42.0%
ICU Level of Service	A
Analysis Period (min)	15
! Phase conflict between lane groups.	

Splits and Phases: 94: SR 535 PDLT NB & SR 536

































2045

Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  					 	 	
Traffic Volume (vph)	372	1227	11	7	1323	1288	11	4	11	1038	5	366
Future Volume (vph)	372	1227	11	7	1323	1288	11	4	11	1038	5	366
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	475		0	350		435	0		0	0		400
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor		1.00		1.00		0.99	1.00			1.00	1.00	0.99
Frt		0.999				0.850		0.887				0.850
Flt Protected	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (prot)	3433	5079	0	1736	4988	1553	1719	1605	0	3129	1569	1538
Flt Permitted	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (perm)	3433	5079	0	1731	4988	1533	1716	1605	0	3126	1568	1517
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				912		12				159
Link Speed (mph)		45			45			30				45
Link Distance (ft)		3214			1315			1015				958
Travel Time (s)		48.7			19.9			23.1				14.5
Confl. Peds. (#/hr)			3	9		2	3			1		2
Confl. Bikes (#/hr)				4			1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	392	1292	12	7	1393	1356	12	4	12	1093	5	385
Shared Lane Traffic (%)										33%		
Lane Group Flow (vph)	392	1304	0	7	1393	1356	12	16	0	732	366	385
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				60
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		8	8		4	4	5
Permitted Phases						Free						4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												

Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	15.0		5.0	15.0		6.0	6.0		6.0	6.0	5.0
Minimum Split (s)	11.8	43.8		11.8	35.8		12.9	12.9		46.8	46.8	11.8
Total Split (s)	20.4	48.5		11.8	39.9		12.9	12.9		46.8	46.8	20.4
Total Split (%)	17.0%	40.4%		9.8%	33.3%		10.8%	10.8%		39.0%	39.0%	17.0%
Maximum Green (s)	13.6	41.7		5.0	33.1		6.0	6.0		40.0	40.0	13.6
Yellow Time (s)	4.8	4.8		4.8	4.8		3.4	3.4		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0		2.0	2.0		3.5	3.5		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.9	6.9		6.8	6.8	6.8
Lead/Lag	Lag	Lag		Lead	Lead							Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	1.5	3.0		2.0	3.0		1.5	1.5		1.5	1.5	1.5
Minimum Gap (s)	1.5	3.0		2.0	3.0		1.5	1.5		1.5	1.5	1.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			10.0					7.0	7.0	
Flash Dont Walk (s)		30.0			19.0					33.0	33.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)	13.6	63.1		5.1	45.0	120.0	6.0	6.0		33.2	33.2	46.8
Actuated g/C Ratio	0.11	0.53		0.04	0.38	1.00	0.05	0.05		0.28	0.28	0.39
v/c Ratio	1.01	0.49		0.10	0.74	0.88	0.14	0.18		0.85	0.84	0.56
Control Delay	100.6	21.7		58.1	37.6	8.5	58.5	35.3		50.4	58.2	16.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	100.6	21.7		58.1	37.6	8.5	58.5	35.3		50.4	58.2	16.3
LOS	F	C		E	D	A	E	D		D	E	B
Approach Delay		40.0			23.4			45.2			43.5	
Approach LOS		D			C			D			D	
90th %ile Green (s)	13.6	41.7		5.0	33.1		6.0	6.0		40.0	40.0	13.6
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	Max
70th %ile Green (s)	13.6	55.9		0.0	35.5		6.0	6.0		37.6	37.6	13.6
70th %ile Term Code	Max	Coord		Skip	Coord		Min	Min		Gap	Gap	Max
50th %ile Green (s)	13.6	60.3		0.0	39.9		6.0	6.0		33.2	33.2	13.6
50th %ile Term Code	Max	Coord		Skip	Coord		Min	Min		Gap	Gap	Max
30th %ile Green (s)	13.6	76.2		0.0	55.8		0.0	0.0		30.2	30.2	13.6
30th %ile Term Code	Max	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Max
10th %ile Green (s)	13.6	81.2		0.0	60.8		0.0	0.0		25.2	25.2	13.6
10th %ile Term Code	Max	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Max
Stops (vph)	328	791		9	1059	4	12	9		636	320	157
Fuel Used(gal)	19	41		0	35	13	0	0		19	10	5
CO Emissions (g/hr)	1360	2878		18	2418	929	20	19		1353	718	380
NOx Emissions (g/hr)	265	560		3	471	181	4	4		263	140	74
VOC Emissions (g/hr)	315	667		4	561	215	5	4		314	166	88
Dilemma Vehicles (#)	0	52		0	53	0	0	0		0	12	0
Queue Length 50th (ft)	~160	239		5	364	0	9	3		295	294	118
Queue Length 95th (ft)	#264	378		22	#512	0	30	27		345	395	183
Internal Link Dist (ft)		3134			1235			935			878	
Turn Bay Length (ft)	475			350		435						400
Base Capacity (vph)	389	2669		73	1871	1533	85	91		1043	523	691

Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022

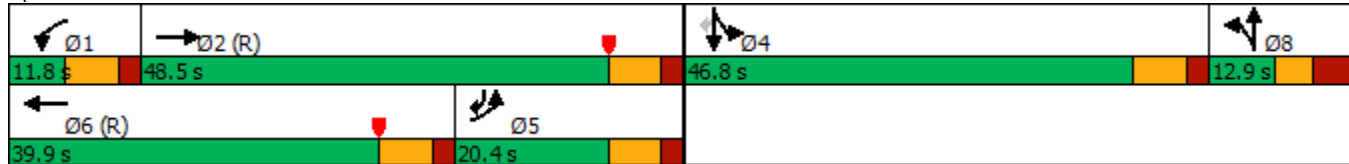


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.01	0.49		0.10	0.74	0.88	0.14	0.18		0.70	0.70	0.56

Intersection Summary
























Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.01
Intersection Signal Delay:	33.2
Intersection LOS:	C
Intersection Capacity Utilization	80.0%
ICU Level of Service	D
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 1: SR 535 & US 192



Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Rd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	20	75	116	14	335	32	1505	127	209	1218	127
Future Volume (vph)	78	20	75	116	14	335	32	1505	127	209	1218	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	150		0	375		0	400		300
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.99		1.00								
Frt		0.881				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1639	0	1787	1881	1599	1719	4940	1538	1719	4940	1538
Flt Permitted	0.748			0.471			0.950			0.950		
Satd. Flow (perm)	1407	1639	0	885	1881	1599	1719	4940	1538	1719	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		79				353			193			193
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1016			992			958			1206	
Travel Time (s)		23.1			22.5			14.5			18.3	
Confl. Peds. (#/hr)				1								
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	82	21	79	122	15	353	34	1584	134	220	1282	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	100	0	122	15	353	34	1584	134	220	1282	134
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			48			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4			6			2
Detector Phase	3	8		7	4	4	1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Rd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	11.0	11.6		11.0	12.0	12.0	11.8	34.8	34.8	11.8	34.8	34.8
Total Split (s)	11.0	17.0		13.0	19.0	19.0	13.1	42.0	42.0	23.0	51.9	51.9
Total Split (%)	11.6%	17.9%		13.7%	20.0%	20.0%	13.8%	44.2%	44.2%	24.2%	54.6%	54.6%
Maximum Green (s)	5.0	10.4		7.0	12.0	12.0	6.3	35.2	35.2	16.2	45.1	45.1
Yellow Time (s)	4.0	3.7		4.0	3.7	3.7	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.9		2.0	3.3	3.3	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.6		6.0	7.0	7.0	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.5		3.0	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Minimum Gap (s)	3.0	2.5		3.0	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Dont Walk (s)								21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	11.9	6.9		15.3	8.5	8.5	6.3	42.0	42.0	14.9	55.4	55.4
Actuated g/C Ratio	0.13	0.07		0.16	0.09	0.09	0.07	0.44	0.44	0.16	0.58	0.58
v/c Ratio	0.42	0.52		0.58	0.09	0.76	0.30	0.73	0.17	0.82	0.45	0.14
Control Delay	37.6	23.8		42.9	39.4	16.1	48.9	25.8	1.4	65.8	16.8	4.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.6	23.8		42.9	39.4	16.1	48.9	25.8	1.4	65.8	16.8	4.4
LOS	D	C		D	D	B	D	C	A	E	B	A
Approach Delay		30.0			23.5			24.4			22.4	
Approach LOS		C			C			C			C	
90th %ile Green (s)	5.0	10.4		7.0	12.0	12.0	6.3	35.2	35.2	16.2	45.1	45.1
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	5.0	8.1		7.0	9.7	9.7	7.8	37.5	37.5	16.2	45.9	45.9
70th %ile Term Code	Max	Gap		Max	Hold	Hold	Gap	Coord	Coord	Max	Coord	Coord
50th %ile Green (s)	5.0	6.2		7.0	7.8	7.8	6.8	39.4	39.4	16.2	48.8	48.8
50th %ile Term Code	Max	Gap		Max	Hold	Hold	Gap	Coord	Coord	Max	Coord	Coord
30th %ile Green (s)	6.4	5.0		8.4	6.6	6.6	0.0	40.6	40.6	14.8	62.2	62.2
30th %ile Term Code	Max	Min		Max	Hold	Hold	Skip	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	0.0	0.0		7.2	6.2	6.2	0.0	57.1	57.1	11.1	75.0	75.0
10th %ile Term Code	Skip	Skip		Gap	Hold	Hold	Skip	Coord	Coord	Gap	Coord	Coord
Stops (vph)	70	31		100	15	45	32	1197	4	197	680	19
Fuel Used(gal)	2	1		2	0	4	1	32	1	7	22	1
CO Emissions (g/hr)	112	97		172	21	275	64	2247	61	481	1548	94
NOx Emissions (g/hr)	22	19		34	4	54	12	437	12	94	301	18
VOC Emissions (g/hr)	26	22		40	5	64	15	521	14	112	359	22
Dilemma Vehicles (#)	0	0		0	0	0	0	78	0	0	80	0
Queue Length 50th (ft)	41	12		63	9	0	20	294	0	174	301	18
Queue Length 95th (ft)	78	59		108	27	84	51	383	13	#253	394	60
Internal Link Dist (ft)		936			912			878			1126	
Turn Bay Length (ft)	100			150			375			400		300
Base Capacity (vph)	197	249		212	237	510	121	2182	786	293	2880	977

Lanes, Volumes, Timings
 2: SR 535 & Kyngs Heath Rd

11/14/2022

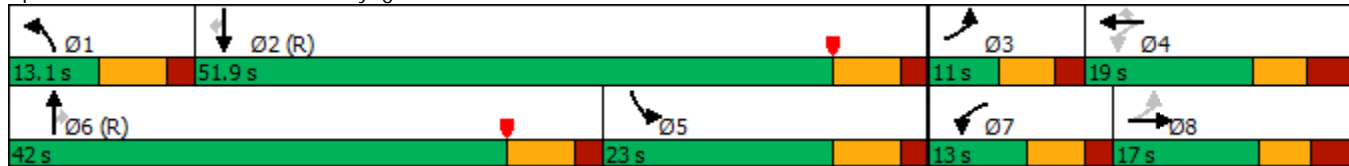


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.40		0.58	0.06	0.69	0.28	0.73	0.17	0.75	0.45	0.14

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 82 (86%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 23.7 Intersection LOS: C
 Intersection Capacity Utilization 70.9% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 2: SR 535 & Kyngs Heath Rd



Lanes, Volumes, Timings 3: SR 535 & Calypso Cay Way/Osceola Pkwy On-ramp

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↘	↑↑↑			↑↑↑	↗
Traffic Volume (vph)	0	0	56	0	0	0	55	1732	131	0	1498	50
Future Volume (vph)	0	0	56	0	0	0	55	1732	131	0	1498	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	225		375	0		0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (ft)	0			0			150			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865					0.989				0.850
Flt Protected							0.950					
Satd. Flow (prot)	0	0	1627	0	0	0	1719	4886	0	0	4940	1538
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	1627	0	0	0	1719	4886	0	0	4940	1538
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1258			543			1206			422	
Travel Time (s)		28.6			12.3			18.3			6.4	
Confl. Peds. (#/hr)							1					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	59	0	0	0	58	1823	138	0	1577	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	59	0	0	0	58	1961	0	0	1577	53
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			0			36			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	39.7%
ICU Level of Service	A
Analysis Period (min)	15

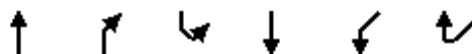
Lanes, Volumes, Timings
 4: SR 535 & Osceola Pkwy On-ramp

11/14/2022

	↑	↗	↘	↓	↙	↖
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑↑		↖↘	↑↑↑		
Traffic Volume (vph)	1732	0	615	1548	0	0
Future Volume (vph)	1732	0	615	1548	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	525		0	0
Storage Lanes		0	2		0	0
Taper Length (ft)			75		0	
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Ped Bike Factor						
Flt						
Flt Protected			0.950			
Satd. Flow (prot)	4940	0	3335	4940	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	4940	0	3335	4940	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	30	
Link Distance (ft)	422			1096	1026	
Travel Time (s)	6.4			16.6	23.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1823	0	647	1629	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1823	0	647	1629	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			48	0	
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
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		
Detector Template	Thru		Left	Thru		
Leading Detector (ft)	100		20	100		
Trailing Detector (ft)	0		0	0		
Turn Type	NA		Prot	NA		
Protected Phases	2		1	6		
Permitted Phases						
Detector Phase	2		1	6		
Switch Phase						

Lanes, Volumes, Timings
4: SR 535 & Osceola Pkwy On-ramp

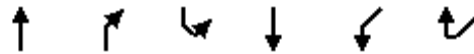
11/14/2022



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	12.0		5.0	12.0		
Minimum Split (s)	24.8		12.5	25.5		
Total Split (s)	57.0		38.0	95.0		
Total Split (%)	60.0%		40.0%	100.0%		
Maximum Green (s)	50.2		30.5	88.2		
Yellow Time (s)	4.8		5.5	4.8		
All-Red Time (s)	2.0		2.0	2.0		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	6.8		7.5	6.8		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		2.0	3.0		
Minimum Gap (s)	3.0		2.0	3.0		
Time Before Reduce (s)	0.0		0.0	0.0		
Time To Reduce (s)	0.0		0.0	0.0		
Recall Mode	C-Min		None	C-Min		
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	57.8		22.9	95.0		
Actuated g/C Ratio	0.61		0.24	1.00		
v/c Ratio	0.61		0.81	0.33		
Control Delay	3.0		64.5	0.1		
Queue Delay	0.0		0.0	0.0		
Total Delay	3.0		64.5	0.1		
LOS	A		E	A		
Approach Delay	3.0			18.4		
Approach LOS	A			B		
90th %ile Green (s)	52.3		28.4	88.2		
90th %ile Term Code	Coord		Gap	Coord		
70th %ile Green (s)	55.5		25.2	88.2		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	57.7		23.0	88.2		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	60.1		20.6	88.2		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	63.5		17.2	88.2		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	226		746	0		
Fuel Used(gal)	9		22	11		
CO Emissions (g/hr)	602		1519	772		
NOx Emissions (g/hr)	117		296	150		
VOC Emissions (g/hr)	139		352	179		
Dilemma Vehicles (#)	44		0	0		
Queue Length 50th (ft)	43		376	0		
Queue Length 95th (ft)	72		413	0		
Internal Link Dist (ft)	342			1016	946	
Turn Bay Length (ft)			525			
Base Capacity (vph)	3006		1070	4940		

Lanes, Volumes, Timings
 4: SR 535 & Osceola Pkwy On-ramp

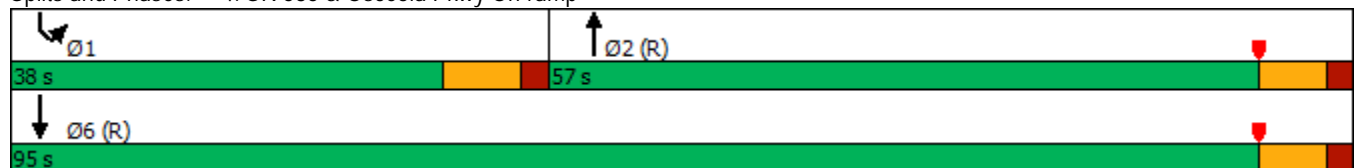
11/14/2022



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.61		0.60	0.33		























Intersection Summary	
Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	22 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	11.6
Intersection LOS:	B
Intersection Capacity Utilization	62.9%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 4: SR 535 & Osceola Pkwy On-ramp



Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	772	69	78	242	155	484	78	1426	228	211	1843	466
Future Volume (vph)	772	69	78	242	155	484	78	1426	228	211	1843	466
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	400		0	300		0	375		250	400		375
Storage Lanes	2		0	2		0	2		1	1		1
Taper Length (ft)	150			100			200			50		
Lane Util. Factor	0.94	1.00	1.00	0.97	0.95	0.95	0.97	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.99			0.99				0.98			
Frt		0.921			0.886				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	4894	1671	0	3433	3104	0	3335	4940	1538	1719	4940	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	4894	1671	0	3433	3104	0	3335	4940	1515	1719	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			268				189			396
Link Speed (mph)		40			30			45			45	
Link Distance (ft)		680			598			1096			992	
Travel Time (s)		11.6			13.6			16.6			15.0	
Confl. Peds. (#/hr)						1			2			
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	813	73	82	255	163	509	82	1501	240	222	1940	491
Shared Lane Traffic (%)												
Lane Group Flow (vph)	813	155	0	255	672	0	82	1501	240	222	1940	491
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			30			48			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases									6			2
Detector Phase	3	8		7	4		1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	18.0	5.0		5.0	5.0		5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	24.5	12.5		11.9	49.5		12.5	42.5	42.5	12.5	39.5	39.5
Total Split (s)	44.0	42.0		33.0	31.0		18.0	70.0	70.0	45.0	97.0	97.0
Total Split (%)	23.2%	22.1%		17.4%	16.3%		9.5%	36.8%	36.8%	23.7%	51.1%	51.1%
Maximum Green (s)	37.5	34.5		26.1	23.5		10.5	62.5	62.5	37.5	89.5	89.5
Yellow Time (s)	4.4	4.4		4.4	4.4		5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	2.1	3.1		2.5	3.1		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.5		6.9	7.5		7.5	7.5	7.5	7.5	7.5	7.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0		2.5	2.0		2.0	3.0	3.0	2.0	3.0	3.0
Minimum Gap (s)	3.0	2.0		2.5	2.0		2.0	3.0	3.0	2.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)				7.0			7.0	7.0		7.0	7.0	
Flash Dont Walk (s)				35.0			28.0	28.0		25.0	25.0	
Pedestrian Calls (#/hr)				0			0	0		0	0	
Act Effct Green (s)	35.5	43.5		18.9	27.4		8.8	69.3	69.3	28.8	89.3	89.3
Actuated g/C Ratio	0.19	0.23		0.10	0.14		0.05	0.36	0.36	0.15	0.47	0.47
v/c Ratio	0.89	0.39		0.75	1.12dr		0.53	0.83	0.36	0.85	0.84	0.53
Control Delay	86.8	58.9		96.6	78.8		78.6	41.4	15.4	106.0	47.9	8.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.8	58.9		96.6	78.8		78.6	41.4	15.4	106.0	47.9	8.4
LOS	F	E		F	E		E	D	B	F	D	A
Approach Delay		82.4			83.7			39.7			45.4	
Approach LOS		F			F			D			D	
90th %ile Green (s)	37.5	36.8		23.8	23.5		10.5	62.5	62.5	37.5	89.5	89.5
90th %ile Term Code	Max	Hold		Gap	Max		Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	37.5	39.7		20.9	23.5		10.3	67.4	67.4	32.6	89.7	89.7
70th %ile Term Code	Max	Hold		Gap	Max		Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	37.4	41.7		18.9	23.6		9.1	71.1	71.1	28.9	90.9	90.9
50th %ile Term Code	Gap	Hold		Gap	Max		Gap	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	34.2	44.0		17.0	27.2		7.9	74.4	74.4	25.2	91.7	91.7
30th %ile Term Code	Gap	Hold		Gap	Max		Gap	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	30.7	55.4		14.1	39.2		6.2	71.3	71.3	19.8	84.9	84.9
10th %ile Term Code	Gap	Hold		Gap	Max		Gap	Coord	Coord	Gap	Coord	Coord
Stops (vph)	741	159		233	329		74	1025	74	202	1573	69
Fuel Used(gal)	24	4		7	15		3	35	3	8	49	5
CO Emissions (g/hr)	1712	280		501	1051		190	2441	228	589	3453	326
NOx Emissions (g/hr)	333	54		98	204		37	475	44	115	672	63
VOC Emissions (g/hr)	397	65		116	244		44	566	53	136	800	75
Dilemma Vehicles (#)	0	3		0	0		0	16	0	0	49	0
Queue Length 50th (ft)	352	137		162	-330		52	411	84	274	756	66
Queue Length 95th (ft)	407	242		210	#468		79	541	153	364	828	174
Internal Link Dist (ft)		600			518			1016			912	
Turn Bay Length (ft)	400			300			375		250	400		375
Base Capacity (vph)	965	402		471	676		184	1802	673	339	2347	938

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022

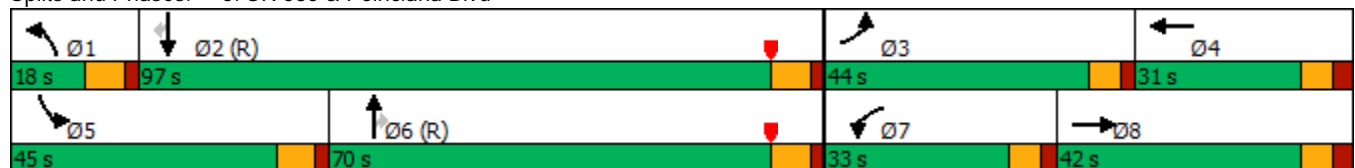


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.39		0.54	0.99		0.45	0.83	0.36	0.65	0.83	0.52

Intersection Summary













Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 28 (15%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 55.0 Intersection LOS: D
 Intersection Capacity Utilization 100.5% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 5: SR 535 & Poinciana Blvd



Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑↑		↑↑			↑↑↑	↑		↑↑↑	↑
Traffic Volume (vph)	0	431	257	0	287	0	0	2482	200	0	2351	278
Future Volume (vph)	0	431	257	0	287	0	0	2482	200	0	2351	278
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		175	500		250	450		125
Storage Lanes	0		2	0		0	0		1	0		1
Taper Length (ft)	0			50			100			50		
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor			0.99									0.99
Frt			0.850						0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	3505	2760	0	3438	0	0	4940	1538	0	4940	1538
Flt Permitted												
Satd. Flow (perm)	0	3505	2724	0	3438	0	0	4940	1538	0	4940	1517
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			32						75			135
Link Speed (mph)		40			30			45			45	
Link Distance (ft)		1180			393			941			440	
Travel Time (s)		20.1			8.9			14.3			6.7	
Confl. Peds. (#/hr)			1									1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	454	271	0	302	0	0	2613	211	0	2475	293
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	454	271	0	302	0	0	2613	211	0	2475	293
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			60			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2			2	1		2	1
Detector Template		Thru	Right		Thru			Thru	Right		Thru	Right
Leading Detector (ft)		100	20		100			100	20		100	20
Trailing Detector (ft)		0	0		0			0	0		0	0
Turn Type		NA	Perm		NA			NA	Perm		NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases			4						2			6
Detector Phase		4	4		8			2	2		6	6
Switch Phase												

Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		10.0	10.0		10.0			25.0	25.0		25.0	25.0
Minimum Split (s)		44.0	44.0		20.0			112.0	112.0		112.0	112.0
Total Split (s)		44.0	44.0		44.0			116.0	116.0		116.0	116.0
Total Split (%)		27.5%	27.5%		27.5%			72.5%	72.5%		72.5%	72.5%
Maximum Green (s)		36.4	36.4		36.1			108.5	108.5		108.3	108.3
Yellow Time (s)		4.4	4.4		4.0			5.5	5.5		5.5	5.5
All-Red Time (s)		3.2	3.2		3.9			2.0	2.0		2.2	2.2
Lost Time Adjust (s)		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		7.6	7.6		7.9			7.5	7.5		7.7	7.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0	2.0		2.0			3.5	3.5		3.5	3.5
Minimum Gap (s)		2.0	2.0		2.0			3.5	3.5		3.5	3.5
Time Before Reduce (s)		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Time To Reduce (s)		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Recall Mode		None	None		None			C-Min	C-Min		C-Min	C-Min
Walk Time (s)		7.0	7.0					7.0	7.0		7.0	7.0
Flash Dont Walk (s)		42.0	42.0					23.0	23.0		25.0	25.0
Pedestrian Calls (#/hr)		0	0					0	0		0	0
Act Effct Green (s)		25.8	25.8		25.5			119.1	119.1		118.9	118.9
Actuated g/C Ratio		0.16	0.16		0.16			0.74	0.74		0.74	0.74
v/c Ratio		0.80	0.58		0.55			0.71	0.18		0.67	0.25
Control Delay		75.7	59.1		53.1			13.0	4.6		11.9	5.4
Queue Delay		0.0	0.0		0.0			0.1	0.0		3.1	0.9
Total Delay		75.7	59.1		53.1			13.1	4.6		14.9	6.3
LOS		E	E		D			B	A		B	A
Approach Delay		69.5			53.1			12.5			14.0	
Approach LOS		E			D			B			B	
90th %ile Green (s)		32.6	32.6		32.3			112.3	112.3		112.1	112.1
90th %ile Term Code		Gap	Gap		Hold			Coord	Coord		Coord	Coord
70th %ile Green (s)		28.4	28.4		28.1			116.5	116.5		116.3	116.3
70th %ile Term Code		Gap	Gap		Hold			Coord	Coord		Coord	Coord
50th %ile Green (s)		26.0	26.0		25.7			118.9	118.9		118.7	118.7
50th %ile Term Code		Gap	Gap		Hold			Coord	Coord		Coord	Coord
30th %ile Green (s)		22.8	22.8		22.5			122.1	122.1		121.9	121.9
30th %ile Term Code		Gap	Gap		Hold			Coord	Coord		Coord	Coord
10th %ile Green (s)		19.2	19.2		18.9			125.7	125.7		125.5	125.5
10th %ile Term Code		Gap	Gap		Hold			Coord	Coord		Coord	Coord
Stops (vph)		406	205		231			1298	37		1011	46
Fuel Used(gal)		14	7		5			38	2		25	2
CO Emissions (g/hr)		984	501		368			2649	131		1745	117
NOx Emissions (g/hr)		191	97		72			515	25		340	23
VOC Emissions (g/hr)		228	116		85			614	30		404	27
Dilemma Vehicles (#)		10	0		0			78	0		120	0
Queue Length 50th (ft)		244	132		130			496	36		198	38
Queue Length 95th (ft)		294	179		175			638	74		728	m81
Internal Link Dist (ft)		1100			313			861			360	
Turn Bay Length (ft)			250						250			125
Base Capacity (vph)		797	644		775			3677	1164		3670	1162

Lanes, Volumes, Timings
 6: SR 535 & Polynesian Isle Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0		0			0	0		1062	608
Spillback Cap Reductn		0	0		0			159	0		0	0
Storage Cap Reductn		0	0		0			0	0		0	0
Reduced v/c Ratio		0.57	0.42		0.39			0.74	0.18		0.95	0.53

Intersection Summary































Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	96 (60%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	160
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	21.2
Intersection LOS:	C
Intersection Capacity Utilization	73.4%
ICU Level of Service	D
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 6: SR 535 & Polynesian Isle Blvd



Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				  				  		  	  	
Traffic Volume (vph)	22	9	15	354	28	261	25	2655	240	155	2407	58
Future Volume (vph)	22	9	15	354	28	261	25	2655	240	155	2407	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	300		0	525		525	575		575
Storage Lanes	1		0	2		0	1		1	2		1
Taper Length (ft)	0			75			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.94	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor				1.00					0.98			
Frt		0.904			0.864				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1684	0	4990	1609	0	1719	4940	1538	3335	4940	1538
Flt Permitted	0.531			0.950			0.950			0.950		
Satd. Flow (perm)	989	1684	0	4983	1609	0	1719	4940	1513	3335	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			77				230			127
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1002			1000			774			1944	
Travel Time (s)		22.8			22.7			11.7			29.5	
Confl. Peds. (#/hr)				1					3			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	23	9	16	373	29	275	26	2795	253	163	2534	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	25	0	373	304	0	26	2795	253	163	2534	61
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases		4		3	8		5	2	3	1	6	
Permitted Phases	4								2			6
Detector Phase	4	4		3	8		5	2	3	1	6	6
Switch Phase												

Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	58.1	58.1		12.5	12.3		11.0	38.6	12.5	11.0	38.5	38.5
Total Split (s)	58.1	58.1		16.0	74.1		11.0	73.9	16.0	12.0	74.9	74.9
Total Split (%)	36.3%	36.3%		10.0%	46.3%		6.9%	46.2%	10.0%	7.5%	46.8%	46.8%
Maximum Green (s)	50.0	50.0		8.5	66.8		5.0	66.3	8.5	6.0	67.4	67.4
Yellow Time (s)	4.2	4.2		5.0	3.4		4.0	5.6	5.0	4.0	5.5	5.5
All-Red Time (s)	3.9	3.9		2.5	3.9		2.0	2.0	2.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.1	8.1		7.5	7.3		6.0	7.6	7.5	6.0	7.5	7.5
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	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	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	None	None	C-Min	C-Min
Walk Time (s)	7.0	7.0						7.0			7.0	7.0
Flash Dont Walk (s)	43.0	43.0						24.0			24.0	24.0
Pedestrian Calls (#/hr)	0	0						0			0	0
Act Effct Green (s)	13.7	13.7		10.4	29.7		8.0	92.2	102.7	17.3	106.4	106.4
Actuated g/C Ratio	0.09	0.09		0.06	0.19		0.05	0.58	0.64	0.11	0.66	0.66
v/c Ratio	0.27	0.16		1.15	0.84		0.31	0.98	0.24	0.45	0.77	0.06
Control Delay	72.6	34.7		158.0	66.2		70.2	35.5	5.0	71.8	23.4	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.6	34.7		158.0	66.2		70.2	35.5	5.0	71.8	23.4	0.1
LOS	E	C		F	E		E	D	A	E	C	A
Approach Delay		52.9			116.8			33.3			25.7	
Approach LOS		D			F			C			C	
90th %ile Green (s)	24.9	24.9		8.5	41.7		10.6	80.7	8.5	16.7	86.9	86.9
90th %ile Term Code	Hold	Hold		Max	Gap		Gap	Coord	Max	Gap	Coord	Coord
70th %ile Green (s)	17.8	17.8		8.5	34.6		9.1	88.5	8.5	16.0	95.5	95.5
70th %ile Term Code	Hold	Hold		Max	Gap		Gap	Coord	Max	Gap	Coord	Coord
50th %ile Green (s)	12.6	12.6		8.5	29.4		7.9	93.6	8.5	16.1	101.9	101.9
50th %ile Term Code	Hold	Hold		Max	Gap		Gap	Coord	Max	Gap	Coord	Coord
30th %ile Green (s)	7.6	7.6		8.5	24.4		0.0	97.7	8.5	17.0	120.8	120.8
30th %ile Term Code	Hold	Hold		Max	Gap		Skip	Coord	Max	Gap	Coord	Coord
10th %ile Green (s)	0.0	0.0		18.0	18.2		0.0	100.4	18.0	20.5	127.0	127.0
10th %ile Term Code	Skip	Skip		Hold	Gap		Skip	Coord	Hold	Gap	Coord	Coord
Stops (vph)	20	12		252	211		23	1961	46	145	1600	0
Fuel Used(gal)	1	0		16	7		1	57	2	6	62	1
CO Emissions (g/hr)	42	30		1086	511		54	3978	141	421	4316	51
NOx Emissions (g/hr)	8	6		211	100		10	774	28	82	840	10
VOC Emissions (g/hr)	10	7		252	119		12	922	33	98	1000	12
Dilemma Vehicles (#)	0	0		0	0		0	76	0	0	74	0
Queue Length 50th (ft)	23	9		~184	238		24	568	47	84	690	0
Queue Length 95th (ft)	51	39		#260	326		m33	#1312	m85	125	963	0
Internal Link Dist (ft)		922			920			694			1864	
Turn Bay Length (ft)				300			525		525	575		575
Base Capacity (vph)	309	537		324	716		85	2845	1054	359	3285	1065

Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.07	0.05		1.15	0.42		0.31	0.98	0.24	0.45	0.77	0.06

Intersection Summary













Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	66 (41%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.15
Intersection Signal Delay:	38.9
Intersection LOS:	D
Intersection Capacity Utilization:	92.1%
ICU Level of Service:	F
Analysis Period (min):	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: SR 535 & LBV Factory Stores

Ø1	Ø2 (R)	Ø3	Ø4
12 s	73.9 s	16 s	58.1 s
Ø5	Ø6 (R)	Ø8	
11 s	74.9 s	74.1 s	

Lanes, Volumes, Timings
8: SR 535 & International Dr

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑		↑↑↑	↑↑	↑↑	↑↑↑		↑↑	↑↑↑	
Traffic Volume (vph)	0	955	161	0	1032	174	272	1910	0	172	2087	0
Future Volume (vph)	0	955	161	0	1032	174	272	1910	0	172	2087	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	0		300	0		0	0		0
Storage Lanes	0		1	0		2	2		0	2		0
Taper Length (ft)	100			50			100			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.88	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850						
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	5085	1583	0	5085	2787	3335	4940	0	3335	4940	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	5085	1583	0	5085	2787	3335	4940	0	3335	4940	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			167						
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		840			824			136			143	
Travel Time (s)		12.7			12.5			2.1			2.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1005	169	0	1086	183	286	2011	0	181	2197	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1005	169	0	1086	183	286	2011	0	181	2197	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2	1	1	2		1	2	
Detector Template		Thru	Right		Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)		100	20		100	20	20	100		20	100	
Trailing Detector (ft)		0	0		0	0	0	0		0	0	
Turn Type		NA	Over		NA	Over	Prot	NA		Prot	NA	
Protected Phases		4	5		4	1	5	2		1	6	
Permitted Phases												
Detector Phase		4	5		4	1	5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
8: SR 535 & International Dr

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0	5.0		5.0	10.0	5.0	10.0		10.0	10.0	
Minimum Split (s)		55.0	11.0		55.0	17.5	11.0	17.5		17.5	17.5	
Total Split (s)		55.0	17.0		55.0	18.4	17.0	66.6		18.4	68.0	
Total Split (%)		39.3%	12.1%		39.3%	13.1%	12.1%	47.6%		13.1%	48.6%	
Maximum Green (s)		47.2	11.0		47.2	10.9	11.0	59.1		10.9	60.5	
Yellow Time (s)		4.8	4.0		4.8	5.5	4.0	5.5		5.5	5.5	
All-Red Time (s)		3.0	2.0		3.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.8	6.0		7.8	7.5	6.0	7.5		7.5	7.5	
Lead/Lag			Lead			Lead	Lead	Lag		Lead	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	
Minimum Gap (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode		None	None		None	None	None	C-Min		None	C-Min	
Walk Time (s)		5.0			5.0							
Flash Dont Walk (s)		31.0			31.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)		46.6	11.6		46.6	11.5	11.6	59.1		11.5	60.5	
Actuated g/C Ratio		0.33	0.08		0.33	0.08	0.08	0.42		0.08	0.43	
v/c Ratio		0.59	0.71		0.64	0.48	1.03	0.96		0.66	1.03	
Control Delay		40.5	39.0		41.6	15.7	131.1	26.7		92.3	42.2	
Queue Delay		0.0	0.0		0.0	0.0	30.3	0.0		67.1	0.0	
Total Delay		40.5	39.0		41.6	15.7	161.4	26.7		159.4	42.2	
LOS		D	D		D	B	F	C		F	D	
Approach Delay		40.3			37.9			43.5			51.1	
Approach LOS		D			D			D			D	
90th %ile Green (s)		47.2	11.0		47.2	10.9	11.0	59.1		10.9	60.5	
90th %ile Term Code		Max	Max		Max	Max	Max	Coord		Max	Coord	
70th %ile Green (s)		47.2	11.0		47.2	10.9	11.0	59.1		10.9	60.5	
70th %ile Term Code		Max	Max		Max	Max	Max	Coord		Max	Coord	
50th %ile Green (s)		47.2	11.0		47.2	10.9	11.0	59.1		10.9	60.5	
50th %ile Term Code		Max	Max		Max	Max	Max	Coord		Max	Coord	
30th %ile Green (s)		47.2	11.0		47.2	10.9	11.0	59.1		10.9	60.5	
30th %ile Term Code		Max	Max		Max	Max	Max	Coord		Max	Coord	
10th %ile Green (s)		44.0	14.2		44.0	14.1	14.2	59.1		14.1	60.5	
10th %ile Term Code		Gap	Max		Gap	Max	Max	Coord		Max	Coord	
Stops (vph)		773	54		852	31	223	1734		156	1888	
Fuel Used(gal)		23	3		25	2	10	34		5	43	
CO Emissions (g/hr)		1586	198		1738	131	718	2352		373	3031	
NOx Emissions (g/hr)		309	38		338	25	140	458		73	590	
VOC Emissions (g/hr)		368	46		403	30	166	545		86	702	
Dilemma Vehicles (#)		33	0		36	0	0	54		0	25	
Queue Length 50th (ft)		276	48		305	7	~142	646		73	~804	
Queue Length 95th (ft)		325	#150		356	50	#238	#765		#115	#860	
Internal Link Dist (ft)		760			744			56			63	
Turn Bay Length (ft)			200			300						
Base Capacity (vph)		1714	237		1714	382	277	2085		274	2134	

Lanes, Volumes, Timings
8: SR 535 & International Dr

11/14/2022

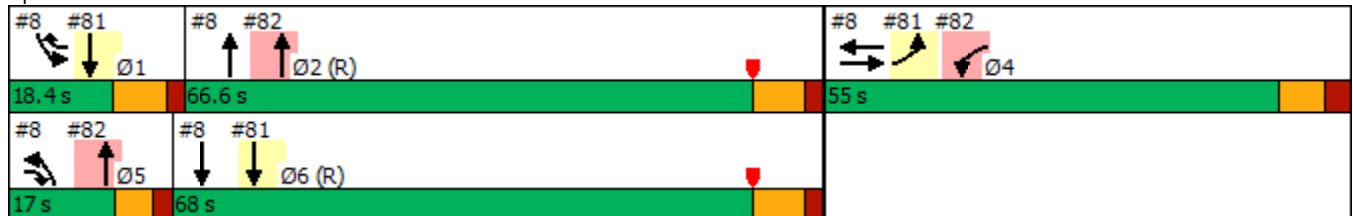


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0		0	0	112	0		128	0	
Spillback Cap Reductn		0	0		0	0	0	0		0	0	
Storage Cap Reductn		0	0		0	0	0	0		0	0	
Reduced v/c Ratio		0.59	0.71		0.63	0.48	1.73	0.96		1.24	1.03	

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	140
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.03
Intersection Signal Delay:	44.5
Intersection LOS:	D
Intersection Capacity Utilization	85.8%
ICU Level of Service	E
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 8: SR 535 & International Dr



Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔↔	↑↑↑			↑↑↑	↔↔		↑↑↑	↔
Traffic Volume (vph)	309	1326	0	321	1476	0	0	1544	130	0	1389	410
Future Volume (vph)	309	1326	0	321	1476	0	0	1544	130	0	1389	410
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	400		400	0		400
Storage Lanes	2		0	2		0	0		2	0		1
Taper Length (ft)	50			200			300			150		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.91	0.88	1.00	0.91	1.00
Frt									0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3400	5036	0	3400	5036	0	0	4940	2707	0	4940	1538
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3400	5036	0	3400	5036	0	0	4940	2707	0	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									115			290
Link Speed (mph)		55			45			45				45
Link Distance (ft)		266			251			738				841
Travel Time (s)		3.3			3.8			11.2				12.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	325	1396	0	338	1554	0	0	1625	137	0	1462	432
Shared Lane Traffic (%)												
Lane Group Flow (vph)	325	1396	0	338	1554	0	0	1625	137	0	1462	432
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			36			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2	1		2	1
Detector Template	Left	Thru		Left	Thru			Thru	Right		Thru	Right
Leading Detector (ft)	20	100		20	100			100	20		100	20
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Detector 1 Position(ft)	0	0		0	0			0	0		0	0
Detector 1 Size(ft)	20	6		20	6			6	20		6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA			NA	Over		NA	Perm
Protected Phases	3	8		7	4			2	7		2	

Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

12/29/2022

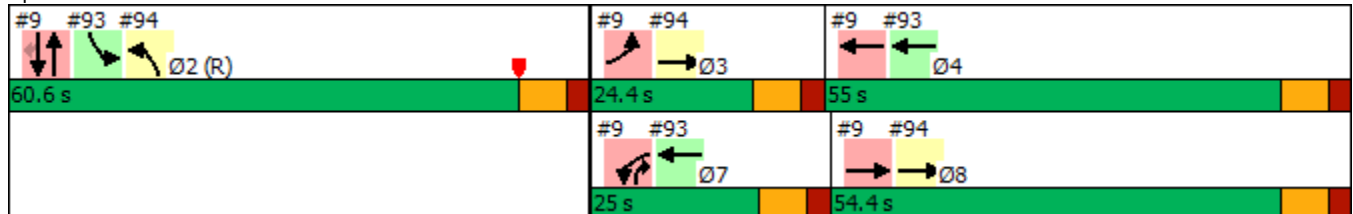


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												2
Detector Phase	3	8		7	4			2	7		2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	10.0			5.0	5.0		5.0	5.0
Minimum Split (s)	13.8	24.0		13.2	17.6			24.0	13.2		24.0	24.0
Total Split (s)	24.4	54.4		25.0	55.0			60.6	25.0		60.6	60.6
Total Split (%)	17.4%	38.9%		17.9%	39.3%			43.3%	17.9%		43.3%	43.3%
Maximum Green (s)	16.9	46.9		17.5	47.5			53.1	17.5		53.1	53.1
Yellow Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	5.0
All-Red Time (s)	2.5	2.5		2.5	2.5			2.5	2.5		2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	7.5		7.5	7.5			7.5	7.5		7.5	7.5
Lead/Lag	Lead	Lag		Lead	Lag			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
Recall Mode	None	None		None	None			C-Min	None		C-Min	C-Min
Act Effect Green (s)	16.9	46.9		17.5	47.5			53.1	17.5		53.1	53.1
Actuated g/C Ratio	0.12	0.34		0.12	0.34			0.38	0.12		0.38	0.38
v/c Ratio	0.79	0.83		0.80	0.91			0.87	0.31		0.78	0.57
Control Delay	77.3	23.4		76.9	28.7			31.6	33.2		41.7	13.5
Queue Delay	2.6	0.0		11.4	0.0			0.0	0.0		0.0	0.0
Total Delay	79.9	23.4		88.3	28.7			31.6	33.2		41.7	13.5
LOS	E	C		F	C			C	C		D	B
Approach Delay		34.1			39.3			31.7			35.3	
Approach LOS		C			D			C			D	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 50 (36%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 35.2 Intersection LOS: D
 Intersection Capacity Utilization 85.9% ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 9: SR 535 & SR 536/World Center Dr



Lanes, Volumes, Timings
 10: SR 535 & Lake Bryan Beach Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↑↑↑	↗	↗	↑↑↑	
Traffic Volume (vph)	7	5	11	26	5	45	30	2426	59	65	2199	4
Future Volume (vph)	7	5	11	26	5	45	30	2426	59	65	2199	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		175	150		0
Storage Lanes	0		0	0		0	1		1	1		0
Taper Length (ft)	0			0			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.932			0.920				0.850			
Flt Protected		0.986			0.983		0.950			0.950		
Satd. Flow (prot)	0	1695	0	0	1668	0	1719	4940	1538	1719	4940	0
Flt Permitted		0.986			0.983		0.950			0.950		
Satd. Flow (perm)	0	1695	0	0	1668	0	1719	4940	1538	1719	4940	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1035			1008			478			2813	
Travel Time (s)		23.5			22.9			7.2			42.6	
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	5	12	27	5	47	32	2554	62	68	2315	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	79	0	32	2554	62	68	2319	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
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	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	66.6%
ICU Level of Service	C
Analysis Period (min)	15

Lanes, Volumes, Timings

11: International Dr & World Center Dr/SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↖↗		↖	↖↖	↖	↖	↖↖	↖↖	↖↖	↖↖↖	↖
Traffic Volume (vph)	586	1327	34	576	1950	469	103	1932	690	558	1646	406
Future Volume (vph)	586	1327	34	576	1950	469	103	1932	690	558	1646	406
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	375		275	150		300	400		450
Storage Lanes	1		0	1		1	1		2	2		1
Taper Length (ft)	50			50			125			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.88	0.97	0.91	1.00
Ped Bike Factor												
Flt		0.996				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3491	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3491	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				292			188			307
Link Speed (mph)		45			45			45				45
Link Distance (ft)		1492			2554			919				1719
Travel Time (s)		22.6			38.7			13.9				26.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	617	1397	36	606	2053	494	108	2034	726	587	1733	427
Shared Lane Traffic (%)												
Lane Group Flow (vph)	617	1433	0	606	2053	494	108	2034	726	587	1733	427
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	Free
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases						Free			4			Free
Detector Phase	1	6		5	2		7	4	5	3	8	
Switch Phase												

Lanes, Volumes, Timings

11: International Dr & World Center Dr/SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.4	37.8		12.6	17.6		11.8	11.8	12.6	11.9	11.9	
Total Split (s)	21.0	52.0		32.0	63.0		13.0	46.0	32.0	20.0	53.0	
Total Split (%)	14.0%	34.7%		21.3%	42.0%		8.7%	30.7%	21.3%	13.3%	35.3%	
Maximum Green (s)	13.6	45.2		24.4	55.4		6.2	39.2	24.4	13.1	46.1	
Yellow Time (s)	4.8	4.8		5.6	5.6		4.8	4.8	5.6	4.9	4.9	
All-Red Time (s)	2.6	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.4	6.8		7.6	7.6		6.8	6.8	7.6	6.9	6.9	
Lead/Lag	Lag	Lag		Lead	Lead		Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		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	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		24.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	13.6	45.2		24.4	55.4	150.0	6.2	39.2	62.8	13.1	46.1	150.0
Actuated g/C Ratio	0.09	0.30		0.16	0.37	1.00	0.04	0.26	0.42	0.09	0.31	1.00
v/c Ratio	2.00	1.36		2.13	1.59	0.32	1.50	2.22	0.57	1.98	1.12	0.27
Control Delay	494.8	208.5		550.6	300.4	0.5	329.1	579.9	15.6	486.7	110.4	0.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	494.8	208.5		550.6	300.4	0.5	329.1	579.9	15.6	486.7	110.4	0.4
LOS	F	F		F	F	A	F	F	B	F	F	A
Approach Delay		294.7			301.5			427.6				173.7
Approach LOS		F			F			F				F
90th %ile Green (s)	13.6	45.2		24.4	55.4		6.2	39.2	24.4	13.1	46.1	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
70th %ile Green (s)	13.6	45.2		24.4	55.4		6.2	39.2	24.4	13.1	46.1	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
50th %ile Green (s)	13.6	45.2		24.4	55.4		6.2	39.2	24.4	13.1	46.1	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
30th %ile Green (s)	13.6	45.2		24.4	55.4		6.2	39.2	24.4	13.1	46.1	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
10th %ile Green (s)	13.6	45.2		24.4	55.4		6.2	39.2	24.4	13.1	46.1	
10th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
Stops (vph)	370	1042		356	1353	0	70	1174	374	353	1441	0
Fuel Used(gal)	69	84		79	168	8	8	254	11	66	73	5
CO Emissions (g/hr)	4845	5866		5490	11773	547	586	17770	766	4607	5122	319
NOx Emissions (g/hr)	943	1141		1068	2291	106	114	3457	149	896	997	62
VOC Emissions (g/hr)	1123	1359		1272	2728	127	136	4118	177	1068	1187	74
Dilemma Vehicles (#)	0	33		0	41	0	0	28	0	0	49	0
Queue Length 50th (ft)	~484	~972		~940	~1501	0	~146	~1682	148	~458	~712	0
Queue Length 95th (ft)	#607	#1114		#1180	#1632	0	#277	#1813	196	#580	#807	0
Internal Link Dist (ft)		1412			2474			839			1639	
Turn Bay Length (ft)	250			375		275	150		300	400		450
Base Capacity (vph)	308	1053		284	1294	1568	72	915	1264	296	1547	1568

Lanes, Volumes, Timings
 11: International Dr & World Center Dr/SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.00	1.36		2.13	1.59	0.32	1.50	2.22	0.57	1.98	1.12	0.27

Intersection Summary






























Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 2.22
 Intersection Signal Delay: 301.2 Intersection LOS: F
 Intersection Capacity Utilization 163.9% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 11: International Dr & World Center Dr/SR 536



Lanes, Volumes, Timings
12: World Gateway Dr & SR 536

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	314	1983	327	312	1962	263	667	44	131	157	107	305
Future Volume (vph)	314	1983	327	312	1962	263	667	44	131	157	107	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	700		500	525		575	0		0	250		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			0			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.887				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568	1770	1652	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.000			0.000		
Satd. Flow (perm)	1752	5036	1568	1752	5036	1568	0	1652	0	0	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			344			277			92			281
Link Speed (mph)		55			55			30				30
Link Distance (ft)		2142			1551			946				1989
Travel Time (s)		26.6			19.2			21.5				45.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	331	2087	344	328	2065	277	702	46	138	165	113	321
Shared Lane Traffic (%)												
Lane Group Flow (vph)	331	2087	344	328	2065	277	702	184	0	165	113	321
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Detector Phase	5	2	2	1	6	6	3	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
 12: World Gateway Dr & SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	13.7	42.6	42.6	13.5	18.5	18.5	11.7	12.3		11.1	12.3	12.3
Total Split (s)	28.0	60.0	60.0	27.0	59.0	59.0	39.0	30.2		22.8	14.0	14.0
Total Split (%)	20.0%	42.9%	42.9%	19.3%	42.1%	42.1%	27.9%	21.6%		16.3%	10.0%	10.0%
Maximum Green (s)	19.3	51.4	51.4	18.5	50.5	50.5	32.3	22.9		16.7	6.7	6.7
Yellow Time (s)	5.6	5.6	5.6	5.5	5.5	5.5	3.4	3.4		3.4	3.4	3.4
All-Red Time (s)	3.1	3.0	3.0	3.0	3.0	3.0	3.3	3.9		2.7	3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.7	8.6	8.6	8.5	8.5	8.5	6.7	7.3		6.1	7.3	7.3
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0	7.0									
Flash Dont Walk (s)		27.0	27.0									
Pedestrian Calls (#/hr)		0	0									
Act Effct Green (s)	19.3	51.4	51.4	18.5	50.5	50.5	32.3	23.8		15.8	6.7	6.7
Actuated g/C Ratio	0.14	0.37	0.37	0.13	0.36	0.36	0.23	0.17		0.11	0.05	0.05
v/c Ratio	1.37	1.13	0.43	1.42	1.14	0.37	1.72	0.52		0.83	1.27	0.94
Control Delay	235.8	106.5	4.7	247.6	104.2	4.3	361.2	19.9		91.5	234.9	46.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	235.8	106.5	4.7	247.6	104.2	4.3	361.2	19.9		91.5	234.9	46.0
LOS	F	F	A	F	F	A	F	B		F	F	D
Approach Delay		109.3			111.5			290.3			94.2	
Approach LOS		F			F			F			F	
90th %ile Green (s)	19.3	51.4	51.4	18.5	50.5	50.5	32.3	22.9		16.7	6.7	6.7
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Hold		Max	Max	Max
70th %ile Green (s)	19.3	51.4	51.4	18.5	50.5	50.5	32.3	22.9		16.7	6.7	6.7
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Hold		Max	Max	Max
50th %ile Green (s)	19.3	51.4	51.4	18.5	50.5	50.5	32.3	22.9		16.7	6.7	6.7
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Hold		Max	Max	Max
30th %ile Green (s)	19.3	51.4	51.4	18.5	50.5	50.5	32.3	23.3		16.3	6.7	6.7
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Hold		Gap	Max	Max
10th %ile Green (s)	19.3	51.4	51.4	18.5	50.5	50.5	32.3	27.1		12.5	6.7	6.7
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Hold		Gap	Max	Max
Stops (vph)	236	1725	25	228	1743	62	429	70		145	80	37
Fuel Used(gal)	24	102	5	24	102	5	56	2		6	7	8
CO Emissions (g/hr)	1658	7126	365	1701	7096	354	3938	167		431	505	545
NOx Emissions (g/hr)	323	1386	71	331	1381	69	766	32		84	98	106
VOC Emissions (g/hr)	384	1651	85	394	1645	82	913	39		100	117	126
Dilemma Vehicles (#)	0	62	0	0	17	0	0	0		0	0	0
Queue Length 50th (ft)	~397	~804	0	~395	~820	35	~922	7		148	~129	36
Queue Length 95th (ft)	#594	#897	65	#592	#909	55	#1172	109		#263	#260	#217
Internal Link Dist (ft)		2062			1471			866			1909	
Turn Bay Length (ft)	700		500	525		575				250		
Base Capacity (vph)	241	1848	793	231	1816	742	408	357		211	89	343

Lanes, Volumes, Timings
 12: World Gateway Dr & SR 536

11/14/2022

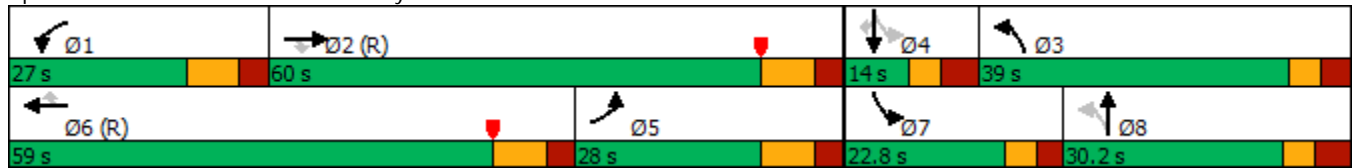


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.37	1.13	0.43	1.42	1.14	0.37	1.72	0.52		0.78	1.27	0.94

Intersection Summary





























Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 44 (31%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.72
 Intersection Signal Delay: 132.0 Intersection LOS: F
 Intersection Capacity Utilization 124.1% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 12: World Gateway Dr & SR 536



Lanes, Volumes, Timings
13: US 192 & Storey Lake Blvd

12/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 		 		
Traffic Volume (vph)	44	2232	0	0	2546	473	0	0	0	353	0	72
Future Volume (vph)	44	2232	0	0	2546	473	0	0	0	353	0	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	530		350	0		0	250		185
Storage Lanes	2		0	1		1	0		0	2		0
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	0.95	0.95
Ped Bike Factor										1.00	0.99	0.98
Fr t						0.850					0.850	0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3367	4988	0	1863	4988	1553	0	1863	0	3433	1485	1504
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3367	4988	0	1863	4988	1553	0	1863	0	3426	1485	1472
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						265					65	442
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1315			1205			229			1017	
Travel Time (s)		19.9			18.3			5.2			23.1	
Confl. Peds. (#/hr)										2		1
Confl. Bikes (#/hr)										1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	46	2349	0	0	2680	498	0	0	0	372	0	76
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	46	2349	0	0	2680	498	0	0	0	372	38	38
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	60		9	60		60	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Perm				Prot	NA	custom
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6	8					8
Detector Phase	5	2		1	6	6	8	8		7	4	8
Switch Phase												

Lanes, Volumes, Timings
 13: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	25.0		5.0	25.0	25.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	17.0	95.0		11.0	95.0	95.0	15.0	15.0		28.0	78.0	15.0
Total Split (s)	17.0	101.0		11.0	95.0	95.0	15.0	15.0		63.0	78.0	15.0
Total Split (%)	8.9%	53.2%		5.8%	50.0%	50.0%	7.9%	7.9%		33.2%	41.1%	7.9%
Maximum Green (s)	7.2	92.6		5.0	86.7	86.7	6.0	6.0		54.0	69.0	6.0
Yellow Time (s)	4.8	4.8		4.0	4.8	4.8	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	5.0	3.6		2.0	3.5	3.5	5.0	5.0		5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	9.8	8.4		6.0	8.3	8.3		9.0		9.0	9.0	9.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		Yes
Vehicle Extension (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0					7.0	
Flash Dont Walk (s)		29.0			26.0	26.0					45.0	
Pedestrian Calls (#/hr)		0			0	0					0	
Act Effct Green (s)	8.0	134.5			119.9	119.9				26.1	38.1	6.0
Actuated g/C Ratio	0.04	0.71			0.63	0.63				0.14	0.20	0.03
v/c Ratio	0.33	0.67			0.85	0.46				0.79	0.11	0.08
Control Delay	94.0	17.6			34.0	10.7				91.4	2.6	0.3
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Total Delay	94.0	17.6			34.0	10.7				91.4	2.6	0.3
LOS	F	B			C	B				F	A	A
Approach Delay		19.1			30.4						76.1	
Approach LOS		B			C						E	
90th %ile Green (s)	10.1	125.4		0.0	105.6	105.6	6.0	6.0		32.2	47.2	6.0
90th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Min	Min		Gap	Hold	Min
70th %ile Green (s)	8.8	129.0		0.0	110.5	110.5	6.0	6.0		28.6	43.6	6.0
70th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Min	Min		Gap	Hold	Min
50th %ile Green (s)	8.0	131.5		0.0	113.8	113.8	6.0	6.0		26.1	41.1	6.0
50th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Min	Min		Gap	Hold	Min
30th %ile Green (s)	7.2	133.9		0.0	117.0	117.0	6.0	6.0		23.7	38.7	6.0
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Min	Min		Gap	Hold	Min
10th %ile Green (s)	0.0	152.5		0.0	152.6	152.6	0.0	0.0		20.1	20.1	0.0
10th %ile Term Code	Skip	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Skip
Stops (vph)	43	1210			1951	124				336	1	0
Fuel Used(gal)	2	42			62	6				11	0	0
CO Emissions (g/hr)	122	2943			4321	438				784	22	20
NOx Emissions (g/hr)	24	573			841	85				153	4	4
VOC Emissions (g/hr)	28	682			1001	102				182	5	5
Dilemma Vehicles (#)	0	59			66	0				0	0	0
Queue Length 50th (ft)	29	593			1034	151				236	0	0
Queue Length 95th (ft)	55	703			1218	270				288	9	0
Internal Link Dist (ft)		1235			1125			149			937	
Turn Bay Length (ft)	425					350				250		185
Base Capacity (vph)	146	3530			3147	1077				975	580	474

Lanes, Volumes, Timings
 13: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0			0	0				0	0	0
Spillback Cap Reductn	0	0			0	0				0	0	0
Storage Cap Reductn	0	0			0	0				0	0	0
Reduced v/c Ratio	0.32	0.67			0.85	0.46				0.38	0.07	0.08

Intersection Summary

























Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	190
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	29.3
Intersection LOS:	C
Intersection Capacity Utilization	74.8%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 13: US 192 & Storey Lake Blvd



Lanes, Volumes, Timings
14: SR 535 & Median Opening S

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	0	0	145	0	0	171	38	2511	133	92	2375	141
Future Volume (vph)	0	0	145	0	0	171	38	2511	133	92	2375	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	750		275	500		400
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	0			0			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865			0.865			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1611	0	0	1611	1719	4940	1538	1719	4940	1538
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	1719	4940	1538	1719	4940	1538
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		605			604			992			941	
Travel Time (s)		13.8			13.7			15.0			14.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	153	0	0	180	40	2643	140	97	2500	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	153	0	0	180	40	2643	140	97	2500	148
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	65.8%						ICU Level of Service C					
Analysis Period (min)	15											

Lanes, Volumes, Timings
15: SR 535 & Median Opening N

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕↕	↘	↖	↕↕↕
Traffic Volume (vph)	0	122	2798	163	72	2704
Future Volume (vph)	0	122	2798	163	72	2704
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		350	550	
Storage Lanes	0	1		1	1	
Taper Length (ft)	0				50	
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Ped Bike Factor						
Frt		0.865		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	1611	4940	1538	1719	4940
Flt Permitted					0.950	
Satd. Flow (perm)	0	1611	4940	1538	1719	4940
Link Speed (mph)	30		45			45
Link Distance (ft)	1012		510			774
Travel Time (s)	23.0		7.7			11.7
Confl. Peds. (#/hr)				3		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	128	2945	172	76	2846
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	128	2945	172	76	2846
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			36
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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	68.3%
ICU Level of Service	C
Analysis Period (min)	15

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Lane Configurations			↙	↕	↕			
Traffic Volume (vph)	0	0	96	919	666	33		
Future Volume (vph)	0	0	96	919	666	33		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	0			0		
Storage Lanes	0	0	1			0		
Taper Length (ft)	0		0					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95		
Ped Bike Factor								
Frt					0.993			
Flt Protected			0.950					
Satd. Flow (prot)	0	0	1736	3471	3447	0		
Flt Permitted			0.950					
Satd. Flow (perm)	0	0	1736	3471	3447	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)					7			
Link Speed (mph)	30			40	40			
Link Distance (ft)	1264			446	680			
Travel Time (s)	28.7			7.6	11.6			
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	4%	4%	4%	4%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	0	0	101	967	701	35		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	101	967	736	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			24	24			
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		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2			
Detector Template			Left	Thru	Thru			
Leading Detector (ft)			20	100	100			
Trailing Detector (ft)			0	0	0			
Turn Type			Prot	NA	NA			
Protected Phases			5	Free	6		2	4
Permitted Phases								
Detector Phase			5		6			
Switch Phase								

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Minimum Initial (s)			5.0		5.0		5.0	5.0
Minimum Split (s)			11.0		30.0		24.0	24.0
Total Split (s)			22.0		46.0		68.0	27.0
Total Split (%)			23.2%		48.4%		72%	28%
Maximum Green (s)			18.0		42.0		64.0	23.0
Yellow Time (s)			3.0		3.0		3.0	3.0
All-Red Time (s)			1.0		1.0		1.0	1.0
Lost Time Adjust (s)			0.0		0.0			
Total Lost Time (s)			4.0		4.0			
Lead/Lag			Lead		Lag			
Lead-Lag Optimize?			Yes		Yes			
Vehicle Extension (s)			3.0		3.0		3.0	3.0
Minimum Gap (s)			3.0		3.0		3.0	3.0
Time Before Reduce (s)			0.0		0.0		0.0	0.0
Time To Reduce (s)			0.0		0.0		0.0	0.0
Recall Mode			None		C-Min		C-Min	None
Walk Time (s)					10.0			
Flash Dont Walk (s)					16.0			
Pedestrian Calls (#/hr)					0			
Act Effct Green (s)			10.8	95.0	69.8			
Actuated g/C Ratio			0.11	1.00	0.73			
v/c Ratio			0.51	0.28	0.29			
Control Delay			51.4	0.2	4.6			
Queue Delay			0.0	0.0	0.0			
Total Delay			51.4	0.2	4.6			
LOS			D	A	A			
Approach Delay				5.0	4.6			
Approach LOS				A	A			
90th %ile Green (s)			15.0		57.9		76.9	10.1
90th %ile Term Code			Gap		Coord		Coord	Gap
70th %ile Green (s)			12.5		62.8		79.3	7.7
70th %ile Term Code			Gap		Coord		Coord	Gap
50th %ile Green (s)			10.8		65.4		80.2	6.8
50th %ile Term Code			Gap		Coord		Coord	Gap
30th %ile Green (s)			9.1		67.9		81.0	6.0
30th %ile Term Code			Gap		Coord		Coord	Gap
10th %ile Green (s)			0.0		91.0		91.0	0.0
10th %ile Term Code			Skip		Coord		Coord	Skip
Stops (vph)			82	0	188			
Fuel Used(gal)			2	3	6			
CO Emissions (g/hr)			147	197	400			
NOx Emissions (g/hr)			29	38	78			
VOC Emissions (g/hr)			34	46	93			
Dilemma Vehicles (#)			0	0	21			
Queue Length 50th (ft)			59	0	57			
Queue Length 95th (ft)			96	0	m135			
Internal Link Dist (ft)	1184			366	600			
Turn Bay Length (ft)								
Base Capacity (vph)			328	3471	2534			

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/14/2022

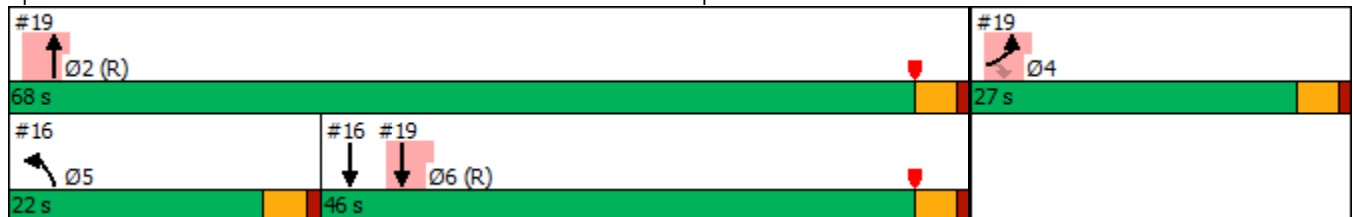


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Starvation Cap Reductn			0	0	0			
Spillback Cap Reductn			0	0	0			
Storage Cap Reductn			0	0	0			
Reduced v/c Ratio			0.31	0.28	0.29			

Intersection Summary

Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	81 (85%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.51
Intersection Signal Delay:	4.8
Intersection LOS:	A
Intersection Capacity Utilization	38.2%
ICU Level of Service	A
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 16: Poinciana Blvd & Poinciana Blvd WB On Ramp



Lanes, Volumes, Timings
17: N Poinciana Blvd & US 192

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	1273	459	159	1391	111	544	870	178	133	756	167
Future Volume (vph)	180	1273	459	159	1391	111	544	870	178	133	756	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	390		390	330		330	234		0	475		475
Storage Lanes	2		1	2		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.98			0.99		1.00				
Frt			0.850			0.850		0.975				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3441	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.099			0.200		
Satd. Flow (perm)	3432	5085	1559	3433	5085	1563	184	3441	0	373	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			476			173		19				170
Link Speed (mph)		45			45			30				30
Link Distance (ft)		3747			3214			547				771
Travel Time (s)		56.8			48.7			12.4				17.5
Confl. Peds. (#/hr)	1		3				3		3			
Confl. Bikes (#/hr)				2		1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	189	1340	483	167	1464	117	573	916	187	140	796	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	1340	483	167	1464	117	573	1103	0	140	796	176
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
 17: N Poinciana Blvd & US 192

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	13.4	49.4	49.4	13.4	50.4	50.4	13.8	40.8		13.8	38.8	38.8
Total Split (s)	14.0	50.0	50.0	14.4	50.4	50.4	45.0	67.4		18.2	40.6	40.6
Total Split (%)	9.3%	33.3%	33.3%	9.6%	33.6%	33.6%	30.0%	44.9%		12.1%	27.1%	27.1%
Maximum Green (s)	7.6	43.6	43.6	8.0	44.0	44.0	38.2	60.6		11.4	33.8	33.8
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		36.0	36.0		37.0	37.0		27.0			25.0	25.0
Pedestrian Calls (#/hr)		0	0		0	0		0			0	0
Act Effct Green (s)	7.6	43.6	43.6	8.0	44.0	44.0	78.8	61.5		44.3	33.8	33.8
Actuated g/C Ratio	0.05	0.29	0.29	0.05	0.29	0.29	0.53	0.41		0.30	0.23	0.23
v/c Ratio	1.09	0.91	0.61	0.91	0.98	0.20	1.15	0.78		0.67	1.00	0.36
Control Delay	158.4	60.9	7.3	116.3	71.6	1.6	127.6	42.4		43.0	88.9	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	158.4	60.9	7.3	116.3	71.6	1.6	127.6	42.4		43.0	88.9	9.3
LOS	F	E	A	F	E	A	F	D		D	F	A
Approach Delay		57.2			71.2			71.5			70.6	
Approach LOS		E			E			E			E	
90th %ile Green (s)	7.6	43.6	43.6	8.0	44.0	44.0	38.2	60.6		11.4	33.8	33.8
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Max	Coord	Coord
70th %ile Green (s)	7.6	43.6	43.6	8.0	44.0	44.0	38.2	60.6		11.4	33.8	33.8
70th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Max	Coord	Coord
50th %ile Green (s)	7.6	43.6	43.6	8.0	44.0	44.0	38.2	60.6		11.4	33.8	33.8
50th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Max	Coord	Coord
30th %ile Green (s)	7.6	43.6	43.6	8.0	44.0	44.0	38.2	61.8		10.2	33.8	33.8
30th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Gap	Coord	Coord
10th %ile Green (s)	7.6	43.6	43.6	8.0	44.0	44.0	38.2	63.8		8.2	33.8	33.8
10th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Gap	Coord	Coord
Stops (vph)	150	1180	41	142	1284	2	410	878		101	688	21
Fuel Used(gal)	12	61	12	9	65	2	19	18		3	22	1
CO Emissions (g/hr)	842	4294	864	618	4562	166	1308	1284		176	1540	100
NOx Emissions (g/hr)	164	836	168	120	888	32	255	250		34	300	20
VOC Emissions (g/hr)	195	995	200	143	1057	38	303	298		41	357	23
Dilemma Vehicles (#)	0	42	0	0	45	0	0	0		0	0	0
Queue Length 50th (ft)	~106	464	5	85	523	0	~605	485		69	413	5
Queue Length 95th (ft)	#191	529	101	#159	#631	8	#843	577		121	#557	69
Internal Link Dist (ft)		3667			3134			467			691	
Turn Bay Length (ft)	390		390	330		330	234			475		475
Base Capacity (vph)	173	1478	790	183	1491	580	500	1421		218	797	488

Lanes, Volumes, Timings
 17: N Poinciana Blvd & US 192

11/14/2022

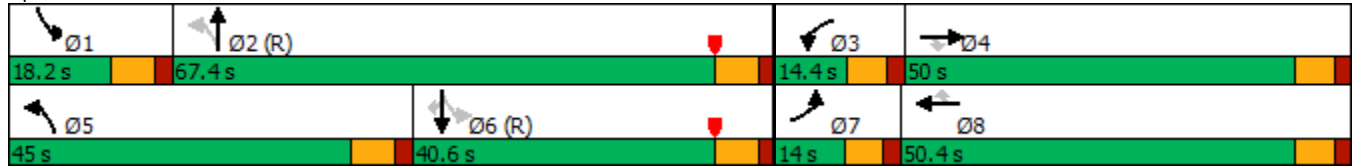


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.91	0.61	0.91	0.98	0.20	1.15	0.78		0.64	1.00	0.36

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 Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.15
 Intersection Signal Delay: 66.9 Intersection LOS: E
 Intersection Capacity Utilization 105.7% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 17: N Poinciana Blvd & US 192



Lanes, Volumes, Timings
 18: Poinciana Blvd & Westbound Off Ramp

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↘	↕		↙	↕
Traffic Volume (vph)	353	146	508	0	0	528
Future Volume (vph)	353	146	508	0	0	528
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1719	1538	3539	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	1719	1538	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	1736		598			432
Travel Time (s)	39.5		13.6			9.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	372	154	535	0	0	556
Shared Lane Traffic (%)						
Lane Group Flow (vph)	372	154	535	0	0	556
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.8%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Lane Configurations							
Traffic Volume (vph)	25	84	0	990	666	0	
Future Volume (vph)	25	84	0	990	666	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	1	0			0	
Taper Length (ft)	0		0				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	
Ped Bike Factor							
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	1752	1568	0	3539	3471	0	
Flt Permitted	0.950						
Satd. Flow (perm)	1752	1568	0	3539	3471	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		88					
Link Speed (mph)	30			40	40		
Link Distance (ft)	1471			395	446		
Travel Time (s)	33.4			6.7	7.6		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	3%	3%	2%	2%	4%	4%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	26	88	0	1042	701	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	26	88	0	1042	701	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			24	24		
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	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	1		2	2		
Detector Template	Left	Right		Thru	Thru		
Leading Detector (ft)	20	20		100	100		
Trailing Detector (ft)	0	0		0	0		
Turn Type	Prot	Perm		NA	NA		
Protected Phases	4			2	6		5
Permitted Phases		4					
Detector Phase	4	4		2	6		
Switch Phase							

Lanes, Volumes, Timings
 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	24.0	24.0		24.0	30.0		11.0
Total Split (s)	27.0	27.0		68.0	46.0		22.0
Total Split (%)	28.4%	28.4%		71.6%	48.4%		23%
Maximum Green (s)	23.0	23.0		64.0	42.0		18.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		
Total Lost Time (s)	4.0	4.0		4.0	4.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None		C-Min	C-Min		None
Walk Time (s)					10.0		
Flash Dont Walk (s)					16.0		
Pedestrian Calls (#/hr)					0		
Act Effct Green (s)	7.2	7.2		82.5	69.8		
Actuated g/C Ratio	0.08	0.08		0.87	0.73		
v/c Ratio	0.20	0.44		0.34	0.27		
Control Delay	43.7	16.4		2.0	1.8		
Queue Delay	0.0	0.0		0.0	0.0		
Total Delay	43.7	16.4		2.0	1.8		
LOS	D	B		A	A		
Approach Delay	22.6			2.0	1.8		
Approach LOS	C			A	A		
90th %ile Green (s)	10.1	10.1		76.9	57.9		15.0
90th %ile Term Code	Gap	Gap		Coord	Coord		Gap
70th %ile Green (s)	7.7	7.7		79.3	62.8		12.5
70th %ile Term Code	Gap	Gap		Coord	Coord		Gap
50th %ile Green (s)	6.8	6.8		80.2	65.4		10.8
50th %ile Term Code	Gap	Gap		Coord	Coord		Gap
30th %ile Green (s)	6.0	6.0		81.0	67.9		9.1
30th %ile Term Code	Gap	Gap		Coord	Coord		Gap
10th %ile Green (s)	0.0	0.0		91.0	91.0		0.0
10th %ile Term Code	Skip	Skip		Coord	Coord		Skip
Stops (vph)	26	18		169	36		
Fuel Used(gal)	1	1		5	3		
CO Emissions (g/hr)	46	94		329	183		
NOx Emissions (g/hr)	9	18		64	36		
VOC Emissions (g/hr)	11	22		76	42		
Dilemma Vehicles (#)	0	0		44	29		
Queue Length 50th (ft)	15	0		47	15		
Queue Length 95th (ft)	40	44		83	24		
Internal Link Dist (ft)	1391			315	366		
Turn Bay Length (ft)							
Base Capacity (vph)	424	446		3072	2550		

Lanes, Volumes, Timings
 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/14/2022

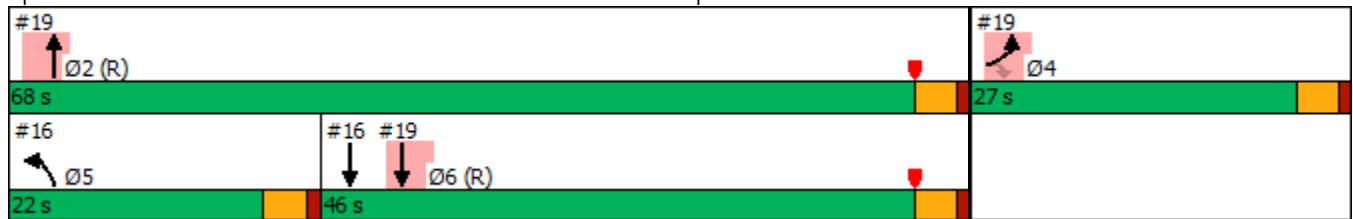


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Starvation Cap Reductn	0	0		0	0		
Spillback Cap Reductn	0	0		0	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	0.06	0.20		0.34	0.27		

Intersection Summary

Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	81 (85%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.51
Intersection Signal Delay:	3.2
Intersection LOS:	A
Intersection Capacity Utilization	38.2%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp



Lanes, Volumes, Timings
20: International Dr & World Gateway Dr

11/14/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↑↑↑	↑↑↑		↷	↷
Traffic Volume (vph)	327	878	876	515	479	267
Future Volume (vph)	327	878	876	515	479	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.944			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	4801	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	4801	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		1160	1753		946	
Travel Time (s)		17.6	26.6		21.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	344	924	922	542	504	281
Shared Lane Traffic (%)						
Lane Group Flow (vph)	344	924	1464	0	504	281
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		60	40		36	
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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	83.1%
ICU Level of Service	E
Analysis Period (min)	15

Lanes, Volumes, Timings
 21: World Center Dr & Buena Vista Suites

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	1819	26	49	2392	19	28	6	32	6	4	38
Future Volume (vph)	48	1819	26	49	2392	19	28	6	32	6	4	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.998			0.999			0.933				0.892
Fl _t Protected	0.950			0.950				0.979				0.994
Satd. Flow (prot)	1752	5026	0	1752	5031	0	0	1701	0	0	1652	0
Fl _t Permitted	0.950			0.950				0.979				0.994
Satd. Flow (perm)	1752	5026	0	1752	5031	0	0	1701	0	0	1652	0
Link Speed (mph)		45			45			30				30
Link Distance (ft)		579			933			350				496
Travel Time (s)		8.8			14.1			8.0				11.3
Confl. Peds. (#/hr)			1									
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	51	1915	27	52	2518	20	29	6	34	6	4	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	1942	0	52	2538	0	0	69	0	0	50	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 62.9% ICU Level of Service B
 Analysis Period (min) 15

Lanes, Volumes, Timings
 22: World Center Dr & Caribe Royale Orlando

11/14/2022





















Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↘	↙
Traffic Volume (vph)	54	1918	2411	47	29	48
Future Volume (vph)	54	1918	2411	47	29	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	270			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.997			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	5036	5021	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	5036	5021	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		933	1492		505	
Travel Time (s)		14.1	22.6		11.5	
Confl. Peds. (#/hr)					1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	57	2019	2538	49	31	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	2019	2587	0	31	51
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.6%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
 61: SR 535 & Qd. Rd @ SR 535

11/14/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 		  		 	  
Traffic Volume (vph)	83	672	2289	193	158	2546
Future Volume (vph)	83	672	2289	193	158	2546
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	200	0		200	400	
Storage Lanes	1	1		1	2	
Taper Length (ft)	50				50	
Lane Util. Factor	0.97	0.91	0.86	1.00	0.97	0.91
Ped Bike Factor						
Frt	0.880	0.850		0.850		
Flt Protected	0.990				0.950	
Satd. Flow (prot)	3058	1400	6225	1538	3335	4940
Flt Permitted	0.990				0.950	
Satd. Flow (perm)	3058	1400	6225	1538	3335	4940
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	153	153		56		
Link Speed (mph)	30		45			45
Link Distance (ft)	375		440			510
Travel Time (s)	8.5		6.7			7.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	87	707	2409	203	166	2680
Shared Lane Traffic (%)		50%				
Lane Group Flow (vph)	441	353	2409	203	166	2680
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		24			24
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
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	Prot	Perm	NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	8	1	6
Switch Phase						

Lanes, Volumes, Timings
 61: SR 535 & Qd. Rd @ SR 535

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	24.0
Total Split (s)	25.0	25.0	43.0	25.0	12.0	55.0
Total Split (%)	31.3%	31.3%	53.8%	31.3%	15.0%	68.8%
Maximum Green (s)	19.0	19.0	37.0	19.0	6.0	49.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Min	None	None	C-Min
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)	16.3	16.3	39.0	61.3	6.7	51.7
Actuated g/C Ratio	0.20	0.20	0.49	0.77	0.08	0.65
v/c Ratio	0.59	0.87	0.79	0.17	0.60	0.84
Control Delay	13.5	32.6	18.1	2.5	51.9	14.9
Queue Delay	0.0	0.0	0.5	0.0	0.0	0.4
Total Delay	13.5	32.6	18.5	2.5	51.9	15.3
LOS	B	C	B	A	D	B
Approach Delay	22.0		17.3			17.5
Approach LOS	C		B			B
90th %ile Green (s)	19.0	19.0	37.0	19.0	6.0	49.0
90th %ile Term Code	Max	Max	Coord	Max	Max	Coord
70th %ile Green (s)	19.0	19.0	37.0	19.0	6.0	49.0
70th %ile Term Code	Max	Max	Coord	Max	Max	Coord
50th %ile Green (s)	19.0	19.0	37.0	19.0	6.0	49.0
50th %ile Term Code	Max	Max	Coord	Max	Max	Coord
30th %ile Green (s)	15.7	15.7	37.9	15.7	8.4	52.3
30th %ile Term Code	Gap	Gap	Coord	Gap	Gap	Coord
10th %ile Green (s)	8.9	8.9	46.2	8.9	6.9	59.1
10th %ile Term Code	Gap	Gap	Coord	Gap	Gap	Coord
Stops (vph)	248	211	1962	43	164	1714
Fuel Used(gal)	5	5	39	1	4	37
CO Emissions (g/hr)	361	384	2751	83	296	2620
NOx Emissions (g/hr)	70	75	535	16	58	510
VOC Emissions (g/hr)	84	89	638	19	69	607
Dilemma Vehicles (#)	0	0	122	0	0	116
Queue Length 50th (ft)	23	38	345	29	62	335
Queue Length 95th (ft)	105	#179	413	22	m82	m679
Internal Link Dist (ft)	295		360			430
Turn Bay Length (ft)	200			200	400	
Base Capacity (vph)	842	449	3036	1241	277	3191



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	226	0	0	0
Spillback Cap Reductn	4	0	0	0	0	147
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.79	0.86	0.16	0.60	0.88

Intersection Summary
























Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	37 (46%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.87
Intersection Signal Delay:	18.0
Intersection LOS:	B
Intersection Capacity Utilization	70.9%
ICU Level of Service	C
Analysis Period (min)	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 61: SR 535 & Qd. Rd @ SR 535



Lanes, Volumes, Timings
62: Qd Rd @ Poly & Polynesian Isle Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 				 							
Traffic Volume (vph)	373	184	74	0	47	227	47	155	0	75	83	193
Future Volume (vph)	373	184	74	0	47	227	47	155	0	75	83	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	250		200	0		0	0		175
Storage Lanes	0		0	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.957			0.876							0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	3335	1732	0	1845	3070	0	1752	1845	0	1719	1810	1538
Flt Permitted	0.950						0.701			0.541		
Satd. Flow (perm)	3335	1732	0	1845	3070	0	1293	1845	0	979	1810	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			239							205
Link Speed (mph)		30			30			30				30
Link Distance (ft)		393			620			419				434
Travel Time (s)		8.9			14.1			9.5				9.9
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	3%	3%	3%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	393	194	78	0	49	239	49	163	0	79	87	203
Shared Lane Traffic (%)												
Lane Group Flow (vph)	393	272	0	0	288	0	49	163	0	79	87	203
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	Over
Protected Phases	5	2		1	6		7	4		3	8	5
Permitted Phases							4			8		
Detector Phase	5	2		1	6		7	4		3	8	5
Switch Phase												

Lanes, Volumes, Timings
62: Qd Rd @ Poly & Polynesian Isle Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	24.0		11.0	24.0		11.0	24.0		11.0	24.0	11.0
Total Split (s)	20.0	34.0		11.0	25.0		11.0	24.0		11.0	24.0	20.0
Total Split (%)	25.0%	42.5%		13.8%	31.3%		13.8%	30.0%		13.8%	30.0%	25.0%
Maximum Green (s)	14.0	28.0		5.0	19.0		5.0	18.0		5.0	18.0	14.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		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
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	14.7	44.1		23.4			18.2	12.3		21.1	15.7	14.7
Actuated g/C Ratio	0.18	0.55		0.29			0.23	0.15		0.26	0.20	0.18
v/c Ratio	0.64	0.28		0.27			0.15	0.58		0.24	0.25	0.45
Control Delay	31.8	5.3		7.8			17.9	39.0		15.1	19.7	12.7
Queue Delay	0.0	0.0		0.0			0.0	0.0		0.0	0.0	0.0
Total Delay	31.8	5.3		7.8			17.9	39.0		15.1	19.7	12.7
LOS	C	A		A			B	D		B	B	B
Approach Delay		21.0		7.8				34.1			14.9	
Approach LOS		C		A				C			B	
90th %ile Green (s)	18.5	35.1		0.0	10.6		8.6	16.9		10.0	18.3	18.5
90th %ile Term Code	Max	Coord		Skip	Coord		Gap	Gap		Gap	Hold	Max
70th %ile Green (s)	16.9	38.8		0.0	15.9		7.7	14.2		9.0	15.5	16.9
70th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Gap	Hold	Gap
50th %ile Green (s)	14.5	41.6		0.0	21.1		7.0	12.3		8.1	13.4	14.5
50th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Gap	Hold	Gap
30th %ile Green (s)	12.9	44.5		0.0	25.6		0.0	10.4		7.1	23.5	12.9
30th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Gap		Gap	Hold	Gap
10th %ile Green (s)	10.6	60.3		0.0	43.7		0.0	7.7		0.0	7.7	10.6
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Gap		Skip	Hold	Gap
Stops (vph)	245	77		58			34	138		36	50	123
Fuel Used(gal)	5	1		2			1	2		1	1	2
CO Emissions (g/hr)	343	105		145			36	175		63	79	167
NOx Emissions (g/hr)	67	20		28			7	34		12	15	33
VOC Emissions (g/hr)	80	24		34			8	40		15	18	39
Dilemma Vehicles (#)	0	0		0			0	0		0	0	0
Queue Length 50th (ft)	131	25		9			17	77		28	35	66
Queue Length 95th (ft)	77	54		46			35	128		m38	83	81
Internal Link Dist (ft)		313		540				339			354	
Turn Bay Length (ft)	175											175
Base Capacity (vph)	649	966		1147			334	415		332	433	464

Lanes, Volumes, Timings
 62: Qd Rd @ Poly & Polynesian Isle Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.61	0.28			0.25		0.15	0.39		0.24	0.20	0.44

Intersection Summary	
Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.64
Intersection Signal Delay:	18.8
Intersection LOS:	B
Intersection Capacity Utilization	51.6%
ICU Level of Service	A
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 62: Qd Rd @ Poly & Polynesian Isle Blvd



Lanes, Volumes, Timings
 81: SR 535 & Intl Dr PDLT EB

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	241	0	0	2084	2259	87				
Future Volume (vph)	241	0	0	2084	2259	87				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	12	12	12	12	12				
Grade (%)	0%			0%	0%					
Storage Length (ft)	0	0	0			250				
Storage Lanes	2	0	0			1				
Taper Length (ft)	50		50							
Lane Util. Factor	0.97	1.00	1.00	0.91	0.81	1.00				
Ped Bike Factor										
Flt						0.850				
Flt Protected	0.950									
Satd. Flow (prot)	3433	0	0	4940	7329	1538				
Flt Permitted	0.950									
Satd. Flow (perm)	3433	0	0	4940	7329	1538				
Right Turn on Red		Yes				Yes				
Satd. Flow (RTOR)						44				
Link Speed (mph)	35			45	45					
Link Distance (ft)	829			143	537					
Travel Time (s)	16.1			2.2	8.1					
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%			0%	0%					
Adj. Flow (vph)	254	0	0	2194	2378	92				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	254	0	0	2194	2378	92				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Left	Left	Right				
Median Width(ft)	24			12	12					
Link Offset(ft)	0			12	-12					
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				
Turning Speed (mph)	15	9	15			9				
Number of Detectors	1			2	2	1				
Detector Template	Left			Thru	Thru	Right				
Leading Detector (ft)	20			100	100	20				
Trailing Detector (ft)	0			0	0	0				
Turn Type	Prot			NA	NA	Free				
Protected Phases	4!			Free!	1 6		1	2	5	6
Permitted Phases						Free				
Detector Phase	4				1 6					
Switch Phase										

Lanes, Volumes, Timings
 81: SR 535 & Intl Dr PDLT EB

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5	Ø6
Minimum Initial (s)	5.0						10.0	10.0	5.0	10.0
Minimum Split (s)	55.0						17.5	17.5	11.0	17.5
Total Split (s)	55.0						18.4	66.6	17.0	68.0
Total Split (%)	39.3%						13%	48%	12%	49%
Maximum Green (s)	47.2						10.9	59.1	11.0	60.5
Yellow Time (s)	4.8						5.5	5.5	4.0	5.5
All-Red Time (s)	3.0						2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0									
Total Lost Time (s)	7.8									
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes		
Vehicle Extension (s)	3.0						3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0						3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0						0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0						0.0	0.0	0.0	0.0
Recall Mode	None						None	C-Min	None	C-Min
Walk Time (s)	5.0									
Flash Dont Walk (s)	31.0									
Pedestrian Calls (#/hr)	0									
Act Effct Green (s)	46.6			140.0	72.0	140.0				
Actuated g/C Ratio	0.33			1.00	0.51	1.00				
v/c Ratio	0.22			0.44	0.63	0.06				
Control Delay	27.1			1.7	20.0	0.0				
Queue Delay	0.0			0.0	0.3	0.0				
Total Delay	27.1			1.7	20.3	0.0				
LOS	C			A	C	A				
Approach Delay	27.1			1.7	19.6					
Approach LOS	C			A	B					
90th %ile Green (s)	47.2						10.9	59.1	11.0	60.5
90th %ile Term Code	Max						Max	Coord	Max	Coord
70th %ile Green (s)	47.2						10.9	59.1	11.0	60.5
70th %ile Term Code	Max						Max	Coord	Max	Coord
50th %ile Green (s)	47.2						10.9	59.1	11.0	60.5
50th %ile Term Code	Max						Max	Coord	Max	Coord
30th %ile Green (s)	47.2						10.9	59.1	11.0	60.5
30th %ile Term Code	Max						Max	Coord	Max	Coord
10th %ile Green (s)	44.0						14.1	59.1	14.2	60.5
10th %ile Term Code	Gap						Max	Coord	Max	Coord
Stops (vph)	122			157	2534	0				
Fuel Used(gal)	4			5	49	0				
CO Emissions (g/hr)	258			321	3395	21				
NOx Emissions (g/hr)	50			62	661	4				
VOC Emissions (g/hr)	60			74	787	5				
Dilemma Vehicles (#)	0			0	158	0				
Queue Length 50th (ft)	63			21	344	0				
Queue Length 95th (ft)	87			m16	341	m0				
Internal Link Dist (ft)	749			63	457					
Turn Bay Length (ft)						250				
Base Capacity (vph)	1157			4940	3771	1538				

Lanes, Volumes, Timings
 81: SR 535 & Intl Dr PDLT EB

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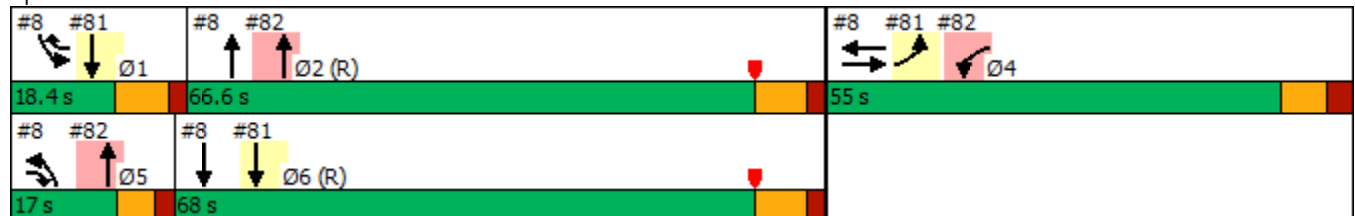


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5	Ø6
Starvation Cap Reductn	0			0	301	0				
Spillback Cap Reductn	0			0	686	0				
Storage Cap Reductn	0			0	0	0				
Reduced v/c Ratio	0.22			0.44	0.77	0.06				

Intersection Summary

















Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 12.0 Intersection LOS: B
 Intersection Capacity Utilization 57.0% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.
 ! Phase conflict between lane groups.

Splits and Phases: 81: SR 535 & Intl Dr PDLT EB



Lanes, Volumes, Timings
82: SR 535 & Intl Dr PDLT WB

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø5	Ø6
Lane Configurations	 		   			  				
Traffic Volume (vph)	372	0	2182	756	0	2248				
Future Volume (vph)	372	0	2182	756	0	2248				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	12	12	12	12	12				
Grade (%)	0%		0%			0%				
Storage Length (ft)	0	0		300	0					
Storage Lanes	2	0		1	0					
Taper Length (ft)	50				50					
Lane Util. Factor	0.97	1.00	0.81	1.00	1.00	0.91				
Ped Bike Factor										
Frt				0.850						
Flt Protected	0.950									
Satd. Flow (prot)	3433	0	7329	1538	0	4940				
Flt Permitted	0.950									
Satd. Flow (perm)	3433	0	7329	1538	0	4940				
Right Turn on Red		Yes		Yes						
Satd. Flow (RTOR)				469						
Link Speed (mph)	35		45			45				
Link Distance (ft)	850		1944			136				
Travel Time (s)	16.6		29.5			2.1				
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%		0%			0%				
Adj. Flow (vph)	392	0	2297	796	0	2366				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	392	0	2297	796	0	2366				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Right	Left	Left				
Median Width(ft)	24		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				
Turning Speed (mph)	15	9		9	15					
Number of Detectors	1		2	1		2				
Detector Template	Left		Thru	Right		Thru				
Leading Detector (ft)	20		100	20		100				
Trailing Detector (ft)	0		0	0		0				
Turn Type	Prot		NA	Free		NA				
Protected Phases	4!		2 5			Free!	1	2	5	6
Permitted Phases				Free						
Detector Phase	4		2 5							
Switch Phase										

Lanes, Volumes, Timings
82: SR 535 & Intl Dr PDLT WB

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø5	Ø6
Minimum Initial (s)	5.0						10.0	10.0	5.0	10.0
Minimum Split (s)	55.0						17.5	17.5	11.0	17.5
Total Split (s)	55.0						18.4	66.6	17.0	68.0
Total Split (%)	39.3%						13%	48%	12%	49%
Maximum Green (s)	47.2						10.9	59.1	11.0	60.5
Yellow Time (s)	4.8						5.5	5.5	4.0	5.5
All-Red Time (s)	3.0						2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0									
Total Lost Time (s)	7.8									
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes		
Vehicle Extension (s)	3.0						3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0						3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0						0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0						0.0	0.0	0.0	0.0
Recall Mode	None						None	C-Min	None	C-Min
Walk Time (s)	5.0									
Flash Dont Walk (s)	31.0									
Pedestrian Calls (#/hr)	0									
Act Effct Green (s)	46.6		69.2	140.0		140.0				
Actuated g/C Ratio	0.33		0.49	1.00		1.00				
v/c Ratio	0.34		0.63	0.52		0.48				
Control Delay	32.4		25.1	1.2		2.5				
Queue Delay	0.0		1.1	0.0		0.0				
Total Delay	32.4		26.2	1.2		2.5				
LOS	C		C	A		A				
Approach Delay	32.4		19.8			2.5				
Approach LOS	C		B			A				
90th %ile Green (s)	47.2						10.9	59.1	11.0	60.5
90th %ile Term Code	Max						Max	Coord	Max	Coord
70th %ile Green (s)	47.2						10.9	59.1	11.0	60.5
70th %ile Term Code	Max						Max	Coord	Max	Coord
50th %ile Green (s)	47.2						10.9	59.1	11.0	60.5
50th %ile Term Code	Max						Max	Coord	Max	Coord
30th %ile Green (s)	47.2						10.9	59.1	11.0	60.5
30th %ile Term Code	Max						Max	Coord	Max	Coord
10th %ile Green (s)	44.0						14.1	59.1	14.2	60.5
10th %ile Term Code	Gap						Max	Coord	Max	Coord
Stops (vph)	271		2105	0		242				
Fuel Used(gal)	7		65	10		6				
CO Emissions (g/hr)	474		4534	680		430				
NOx Emissions (g/hr)	92		882	132		84				
VOC Emissions (g/hr)	110		1051	158		100				
Dilemma Vehicles (#)	0		156	0		0				
Queue Length 50th (ft)	98		324	0		35				
Queue Length 95th (ft)	125		351	0		m15				
Internal Link Dist (ft)	770		1864			56				
Turn Bay Length (ft)				300						
Base Capacity (vph)	1157		3624	1538		4940				

Lanes, Volumes, Timings
82: SR 535 & Intl Dr PDLT WB

11/14/2022

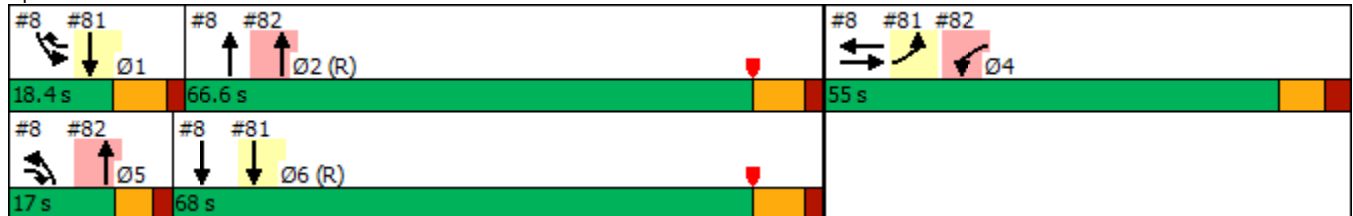


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø5	Ø6
Starvation Cap Reductn	0		0	0		0				
Spillback Cap Reductn	0		985	0		0				
Storage Cap Reductn	0		0	0		0				
Reduced v/c Ratio	0.34		0.87	0.52		0.48				

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	140
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.03
Intersection Signal Delay:	13.6
Intersection LOS:	B
Intersection Capacity Utilization	63.9%
ICU Level of Service	B
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	
! Phase conflict between lane groups.	

Splits and Phases: 82: SR 535 & Intl Dr PDLT WB



Lanes, Volumes, Timings
83: Intl Dr PDLT WB & International Dr

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↖↗	↑↑↑		↖
Traffic Volume (vph)	1127	0	372	1206	0	756
Future Volume (vph)	1127	0	372	1206	0	756
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	300		0	0
Storage Lanes		0	2		0	1
Taper Length (ft)			50		50	
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Ped Bike Factor						
Flt						0.865
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	1565
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	1565
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	35	
Link Distance (ft)	824			1292	850	
Travel Time (s)	12.5			19.6	16.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1186	0	392	1269	0	796
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1186	0	392	1269	0	796
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	0	
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
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		1
Detector Template	Thru		Left	Thru		Right
Leading Detector (ft)	100		20	100		20
Trailing Detector (ft)	0		0	0		0
Turn Type	NA		Prot	NA		pm+ov
Protected Phases	2		1	6		1
Permitted Phases						6
Detector Phase	2		1	6		1
Switch Phase						

Lanes, Volumes, Timings
83: Intl Dr PDLT WB & International Dr

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0		5.0	5.0		5.0
Minimum Split (s)	24.0		11.0	24.0		11.0
Total Split (s)	33.0		37.0	70.0		37.0
Total Split (%)	47.1%		52.9%	100.0%		52.9%
Maximum Green (s)	27.0		31.0	64.0		31.0
Yellow Time (s)	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0		6.0	6.0		6.0
Lead/Lag	Lead		Lag			Lag
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Minimum Gap (s)	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0		0.0	0.0		0.0
Recall Mode	C-Min		None	C-Min		None
Walk Time (s)	7.0			7.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effect Green (s)	42.6		15.4	70.0		70.0
Actuated g/C Ratio	0.61		0.22	1.00		1.00
v/c Ratio	0.38		0.52	0.25		0.51
Control Delay	6.4		25.8	0.1		1.0
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	6.4		25.8	0.1		1.0
LOS	A		C	A		A
Approach Delay	6.4			6.2	1.0	
Approach LOS	A			A	A	
90th %ile Green (s)	36.8		21.2	64.0		21.2
90th %ile Term Code	Coord		Gap	Coord		Gap
70th %ile Green (s)	40.5		17.5	64.0		17.5
70th %ile Term Code	Coord		Gap	Coord		Gap
50th %ile Green (s)	42.9		15.1	64.0		15.1
50th %ile Term Code	Coord		Gap	Coord		Gap
30th %ile Green (s)	45.3		12.7	64.0		12.7
30th %ile Term Code	Coord		Gap	Coord		Gap
10th %ile Green (s)	47.4		10.6	64.0		10.6
10th %ile Term Code	Coord		Gap	Coord		Gap
Stops (vph)	567		307	0		1
Fuel Used(gal)	15		9	10		5
CO Emissions (g/hr)	1017		622	709		336
NOx Emissions (g/hr)	198		121	138		65
VOC Emissions (g/hr)	236		144	164		78
Dilemma Vehicles (#)	25		0	0		0
Queue Length 50th (ft)	80		77	0		0
Queue Length 95th (ft)	367		103	0		0
Internal Link Dist (ft)	744			1212	770	
Turn Bay Length (ft)			300			
Base Capacity (vph)	3093		1520	5085		1565

Lanes, Volumes, Timings
 83: Intl Dr PDLT WB & International Dr

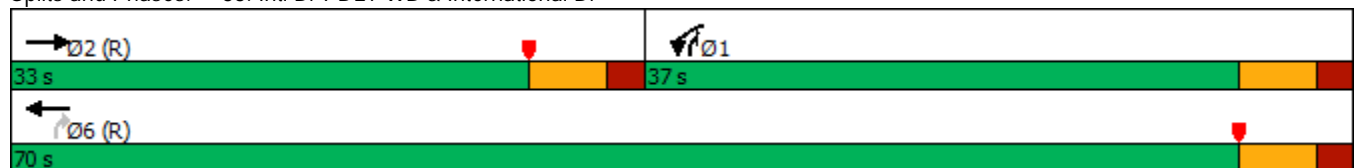
11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.38		0.26	0.25		0.51

Intersection Summary	
Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.52
Intersection Signal Delay:	5.1
Intersection LOS:	A
Intersection Capacity Utilization	78.6%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 83: Intl Dr PDLT WB & International Dr



Lanes, Volumes, Timings
 84: International Dr & Intl Dr PDLT EB

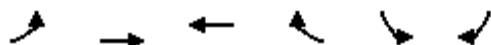
11/14/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙↙	↑↑↑	↑↑↑			↘
Traffic Volume (vph)	241	1116	1304	0	0	87
Future Volume (vph)	241	1116	1304	0	0	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	300			0	0	0
Storage Lanes	2			0	0	1
Taper Length (ft)	50				50	
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected	0.950					
Satd. Flow (prot)	3433	5085	5085	0	0	1565
Flt Permitted	0.950					
Satd. Flow (perm)	3433	5085	5085	0	0	1565
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						
Link Speed (mph)		45	45		35	
Link Distance (ft)		1021	840		829	
Travel Time (s)		15.5	12.7		16.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	254	1175	1373	0	0	92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	254	1175	1373	0	0	92
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		0	
Link Offset(ft)		0	6		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
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2			1
Detector Template	Left	Thru	Thru			Right
Leading Detector (ft)	20	100	100			20
Trailing Detector (ft)	0	0	0			0
Turn Type	Prot	NA	NA			pm+ov
Protected Phases	5	2	6			5
Permitted Phases						2
Detector Phase	5	2	6			5
Switch Phase						

Lanes, Volumes, Timings
 84: International Dr & Intl Dr PDLT EB

11/14/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	24.0	24.0	24.0			24.0
Total Split (s)	28.0	70.0	42.0			28.0
Total Split (%)	40.0%	100.0%	60.0%			40.0%
Maximum Green (s)	22.0	64.0	36.0			22.0
Yellow Time (s)	4.0	4.0	4.0			4.0
All-Red Time (s)	2.0	2.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	6.0	6.0	6.0			6.0
Lead/Lag	Lag		Lead			Lag
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	C-Max	C-Max			None
Walk Time (s)	7.0	7.0	7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	22.0	70.0	36.0			70.0
Actuated g/C Ratio	0.31	1.00	0.51			1.00
v/c Ratio	0.24	0.23	0.53			0.06
Control Delay	18.5	0.1	16.4			0.1
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	18.5	0.1	16.4			0.1
LOS	B	A	B			A
Approach Delay		3.4	16.4		0.1	
Approach LOS		A	B		A	
90th %ile Green (s)	22.0	64.0	36.0			22.0
90th %ile Term Code	Hold	Coord	Coord			Hold
70th %ile Green (s)	22.0	64.0	36.0			22.0
70th %ile Term Code	Hold	Coord	Coord			Hold
50th %ile Green (s)	22.0	64.0	36.0			22.0
50th %ile Term Code	Hold	Coord	Coord			Hold
30th %ile Green (s)	22.0	64.0	36.0			22.0
30th %ile Term Code	Hold	Coord	Coord			Hold
10th %ile Green (s)	22.0	64.0	36.0			22.0
10th %ile Term Code	Hold	Coord	Coord			Hold
Stops (vph)	169	0	1253			0
Fuel Used(gal)	7	20	27			1
CO Emissions (g/hr)	514	1407	1890			36
NOx Emissions (g/hr)	100	274	368			7
VOC Emissions (g/hr)	119	326	438			8
Dilemma Vehicles (#)	0	0	6			0
Queue Length 50th (ft)	41	0	353			0
Queue Length 95th (ft)	67	0	m387			0
Internal Link Dist (ft)		941	760		749	
Turn Bay Length (ft)	300					
Base Capacity (vph)	1078	5085	2615			1565

Lanes, Volumes, Timings
 84: International Dr & Intl Dr PDLT EB

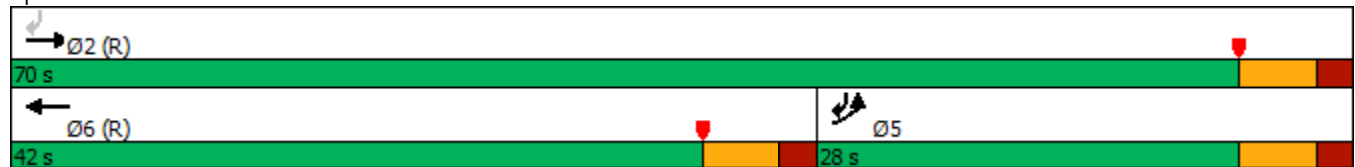
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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.24	0.23	0.53			0.06

Intersection Summary	
Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	50
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.53
Intersection Signal Delay:	9.4
Intersection LOS:	A
Intersection Capacity Utilization	42.1%
ICU Level of Service	A
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 84: International Dr & Intl Dr PDLT EB



Lanes, Volumes, Timings
 91: SR 535 & SR 535 PDLT SB

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↖	↖↖↖		↘↘	↘↘↘
Traffic Volume (vph)	0	662	1853	0	437	1799
Future Volume (vph)	0	662	1853	0	437	1799
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	200	
Storage Lanes	0	1		0	2	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	0.91	1.00	0.97	0.91
Ped Bike Factor						
Frt		0.865				
Flt Protected					0.950	
Satd. Flow (prot)	0	1596	4940	0	3335	4940
Flt Permitted					0.950	
Satd. Flow (perm)	0	1596	4940	0	3335	4940
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		333				
Link Speed (mph)	35		45			45
Link Distance (ft)	1058		841			416
Travel Time (s)	20.6		12.7			6.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	697	1951	0	460	1894
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	697	1951	0	460	1894
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		32			24
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
Turning Speed (mph)	15	9		9	15	
Number of Detectors		1	2		1	2
Detector Template		Right	Thru		Left	Thru
Leading Detector (ft)		20	100		20	100
Trailing Detector (ft)		0	0		0	0
Turn Type		Free	NA		Prot	NA
Protected Phases			2		1	Free
Permitted Phases		Free				
Detector Phase			2		1	
Switch Phase						

Lanes, Volumes, Timings
 91: SR 535 & SR 535 PDLT SB

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)			5.0		5.0	
Minimum Split (s)			24.0		12.5	
Total Split (s)			46.0		24.0	
Total Split (%)			65.7%		34.3%	
Maximum Green (s)			38.5		16.5	
Yellow Time (s)			5.0		5.0	
All-Red Time (s)			2.5		2.5	
Lost Time Adjust (s)			0.0		0.0	
Total Lost Time (s)			7.5		7.5	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)			3.0		3.0	
Minimum Gap (s)			3.0		3.0	
Time Before Reduce (s)			0.0		0.0	
Time To Reduce (s)			0.0		0.0	
Recall Mode			C-Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)		70.0	40.7		14.3	70.0
Actuated g/C Ratio		1.00	0.58		0.20	1.00
v/c Ratio		0.44	0.68		0.68	0.38
Control Delay		0.8	23.5		30.8	0.2
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		0.8	23.5		30.8	0.2
LOS		A	C		C	A
Approach Delay	0.8		23.5			6.2
Approach LOS	A		C			A
90th %ile Green (s)			38.5		16.5	
90th %ile Term Code			Coord		Max	
70th %ile Green (s)			38.7		16.3	
70th %ile Term Code			Coord		Gap	
50th %ile Green (s)			40.3		14.7	
50th %ile Term Code			Coord		Gap	
30th %ile Green (s)			41.9		13.1	
30th %ile Term Code			Coord		Gap	
10th %ile Green (s)			44.2		10.8	
10th %ile Term Code			Coord		Gap	
Stops (vph)		0	2167		386	0
Fuel Used(gal)		5	46		10	11
CO Emissions (g/hr)		361	3211		705	736
NOx Emissions (g/hr)		70	625		137	143
VOC Emissions (g/hr)		84	744		163	170
Dilemma Vehicles (#)		0	41		0	0
Queue Length 50th (ft)		0	579		94	0
Queue Length 95th (ft)		0	700		135	0
Internal Link Dist (ft)	978		761			336
Turn Bay Length (ft)					200	
Base Capacity (vph)		1596	2873		786	4940

Lanes, Volumes, Timings
 91: SR 535 & SR 535 PDLT SB

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.44	0.68		0.59	0.38

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	0 (0%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.68
Intersection Signal Delay:	12.2
Intersection LOS:	B
Intersection Capacity Utilization	60.8%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 91: SR 535 & SR 535 PDLT SB



Lanes, Volumes, Timings
92: SR 535 & SR 535 PDLT NB

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗↗	↘↘	↑↑↑	↑↑↑	
Traffic Volume (vph)	0	636	651	1674	1710	0
Future Volume (vph)	0	636	651	1674	1710	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	400	150			0
Storage Lanes	0	1	2			0
Taper Length (ft)	50		75			
Lane Util. Factor	1.00	0.88	0.97	0.91	0.91	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected			0.950			
Satd. Flow (prot)	0	2760	3335	4940	4940	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	2760	3335	4940	4940	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		11				
Link Speed (mph)	35			45	45	
Link Distance (ft)	986			537	738	
Travel Time (s)	19.2			8.1	11.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	669	685	1762	1800	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	669	685	1762	1800	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			36	24	
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
Turning Speed (mph)	15	9	15			9
Number of Detectors		1	1	2	2	
Detector Template		Right	Left	Thru	Thru	
Leading Detector (ft)		20	20	100	100	
Trailing Detector (ft)		0	0	0	0	
Turn Type		Over	Prot	NA	NA	
Protected Phases		1	1	Free	2	
Permitted Phases						
Detector Phase		1	1		2	
Switch Phase						

Lanes, Volumes, Timings
92: SR 535 & SR 535 PDLT NB

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)		5.0	5.0		5.0	
Minimum Split (s)		12.5	12.5		25.5	
Total Split (s)		29.0	29.0		41.0	
Total Split (%)		41.4%	41.4%		58.6%	
Maximum Green (s)		21.5	21.5		33.5	
Yellow Time (s)		5.0	5.0		5.0	
All-Red Time (s)		2.5	2.5		2.5	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		7.5	7.5		7.5	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)		3.0	3.0		3.0	
Minimum Gap (s)		3.0	3.0		3.0	
Time Before Reduce (s)		0.0	0.0		0.0	
Time To Reduce (s)		0.0	0.0		0.0	
Recall Mode		None	None		C-Min	
Walk Time (s)					7.0	
Flash Dont Walk (s)					11.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)		20.5	20.5	70.0	34.5	
Actuated g/C Ratio		0.29	0.29	1.00	0.49	
v/c Ratio		0.82	0.70	0.36	0.74	
Control Delay		31.1	37.9	0.2	35.1	
Queue Delay		0.0	0.0	0.0	0.0	
Total Delay		31.1	37.9	0.2	35.1	
LOS		C	D	A	D	
Approach Delay	31.1			10.8	35.1	
Approach LOS	C			B	D	
90th %ile Green (s)		21.5	21.5		33.5	
90th %ile Term Code		Max	Max		Coord	
70th %ile Green (s)		21.5	21.5		33.5	
70th %ile Term Code		Max	Max		Coord	
50th %ile Green (s)		21.5	21.5		33.5	
50th %ile Term Code		Max	Max		Coord	
30th %ile Green (s)		21.1	21.1		33.9	
30th %ile Term Code		Gap	Gap		Coord	
10th %ile Green (s)		17.0	17.0		38.0	
10th %ile Term Code		Gap	Gap		Coord	
Stops (vph)		497	662	1	2203	
Fuel Used(gal)		12	16	6	48	
CO Emissions (g/hr)		859	1085	413	3342	
NOx Emissions (g/hr)		167	211	80	650	
VOC Emissions (g/hr)		199	252	96	775	
Dilemma Vehicles (#)		0	0	0	80	
Queue Length 50th (ft)		161	273	0	612	
Queue Length 95th (ft)		244	325	0	678	
Internal Link Dist (ft)	906			457	658	
Turn Bay Length (ft)		400	150			
Base Capacity (vph)		855	1024	4940	2433	

Lanes, Volumes, Timings
 92: SR 535 & SR 535 PDLT NB

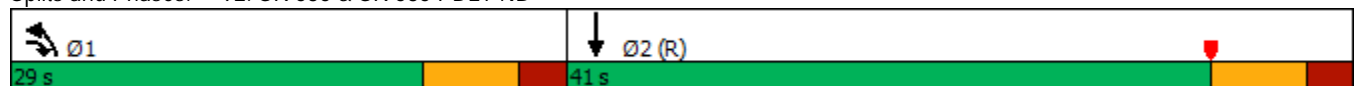
11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Starvation Cap Reductn		0	0	0	0	
Spillback Cap Reductn		0	0	0	0	
Storage Cap Reductn		0	0	0	0	
Reduced v/c Ratio		0.78	0.67	0.36	0.74	

Intersection Summary	
Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	0 (0%), Referenced to phase 2:SBT, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.82
Intersection Signal Delay:	22.4
Intersection LOS:	C
Intersection Capacity Utilization	67.8%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 92: SR 535 & SR 535 PDLT NB



Lanes, Volumes, Timings
 93: World Center Dr & SR 535 PDLT SB

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3	Ø4	Ø7	Ø8
Lane Configurations		↑↑↑	↑↑↑↑	↗	↘↘					
Traffic Volume (vph)	0	1456	1797	662	437	0				
Future Volume (vph)	0	1456	1797	662	437	0				
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	0			400	0	0				
Storage Lanes	0			1	2	0				
Taper Length (ft)	50				50					
Lane Util. Factor	1.00	0.91	0.81	1.00	0.97	1.00				
Frt				0.850						
Flt Protected					0.950					
Satd. Flow (prot)	0	5036	7471	1568	3335	0				
Flt Permitted					0.950					
Satd. Flow (perm)	0	5036	7471	1568	3335	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				652						
Link Speed (mph)		45	45		35					
Link Distance (ft)		251	579		1058					
Travel Time (s)		3.8	8.8		20.6					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Heavy Vehicles (%)	3%	3%	3%	3%	5%	5%				
Adj. Flow (vph)	0	1533	1892	697	460	0				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1533	1892	697	460	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Left	Left	Right	Left	Right				
Median Width(ft)		0	0		24					
Link Offset(ft)		0	0		0					
Crosswalk Width(ft)		16	42		16					
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Turning Speed (mph)	15			9	15	9				
Number of Detectors		2	2	1	1					
Detector Template		Thru	Thru	Right	Left					
Leading Detector (ft)		100	100	20	20					
Trailing Detector (ft)		0	0	0	0					
Detector 1 Position(ft)		0	0	0	0					
Detector 1 Size(ft)		6	6	20	20					
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					
Detector 1 Channel										
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					
Detector 2 Position(ft)		94	94							
Detector 2 Size(ft)		6	6							
Detector 2 Type		Cl+Ex	Cl+Ex							
Detector 2 Channel										
Detector 2 Extend (s)		0.0	0.0							
Turn Type		NA	NA	Free	Prot					
Protected Phases		Free!	4 7		2!		3	4	7	8

Lanes, Volumes, Timings
 93: World Center Dr & SR 535 PDLT SB

12/29/2022

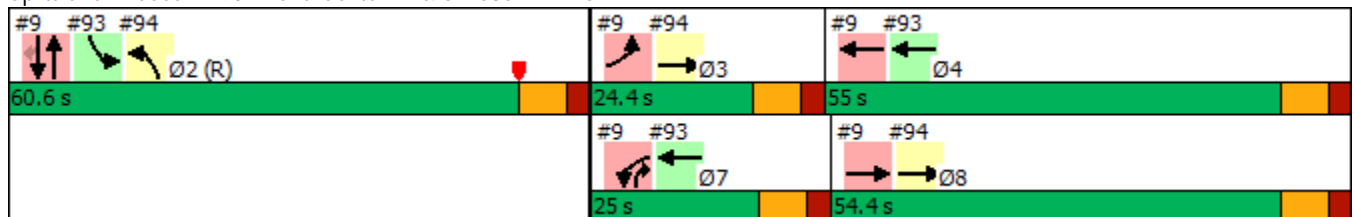


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3	Ø4	Ø7	Ø8	
Permitted Phases	Free										
Detector Phase	4 7			2							
Switch Phase											
Minimum Initial (s)					5.0	5.0	10.0	5.0	5.0		
Minimum Split (s)					24.0	13.8	17.6	13.2	24.0		
Total Split (s)					60.6	24.4	55.0	25.0	54.4		
Total Split (%)					43.3%	17%	39%	18%	39%		
Maximum Green (s)					53.1	16.9	47.5	17.5	46.9		
Yellow Time (s)					5.0	5.0	5.0	5.0	5.0		
All-Red Time (s)					2.5	2.5	2.5	2.5	2.5		
Lost Time Adjust (s)	0.0										
Total Lost Time (s)	7.5										
Lead/Lag							Lead	Lag	Lead	Lag	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	
Vehicle Extension (s)					3.0	3.0	3.0	3.0	3.0		
Recall Mode					C-Min	None	None	None	None		
Act Effect Green (s)	140.0	65.0	140.0	53.1							
Actuated g/C Ratio	1.00	0.46	1.00	0.38							
v/c Ratio	0.30	0.55	0.44	0.36							
Control Delay	0.3	24.2	0.9	21.2							
Queue Delay	0.0	0.2	0.0	0.0							
Total Delay	0.3	24.4	0.9	21.2							
LOS	A	C	A	C							
Approach Delay	0.3	18.1	21.2								
Approach LOS	A	B	C								

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 50 (36%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 12.4 Intersection LOS: B
 Intersection Capacity Utilization 50.2% ICU Level of Service A
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 93: World Center Dr & SR 535 PDLT SB



Lanes, Volumes, Timings
 94: SR 535 PDLT NB & SR 536

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4	Ø7	Ø8
Lane Configurations	↑↑↑↑	↗		↑↑↑	↘					
Traffic Volume (vph)	1635	636	0	1886	651	0				
Future Volume (vph)	1635	636	0	1886	651	0				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	12	12	12	12	12				
Grade (%)	0%			0%	0%					
Storage Length (ft)		300	0		0	0				
Storage Lanes		1	0		2	0				
Taper Length (ft)			50		50					
Lane Util. Factor	0.81	1.00	1.00	0.86	0.97	1.00				
Ped Bike Factor										
Flt		0.850								
Flt Protected					0.950					
Satd. Flow (prot)	7471	1568	0	6346	3335	0				
Flt Permitted					0.950					
Satd. Flow (perm)	7471	1568	0	6346	3335	0				
Right Turn on Red		Yes				Yes				
Satd. Flow (RTOR)		526								
Link Speed (mph)	55			55	35					
Link Distance (ft)	662			266	986					
Travel Time (s)	8.2			3.3	19.2					
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	3%	3%	3%	3%	5%	5%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%			0%	0%					
Adj. Flow (vph)	1721	669	0	1985	685	0				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	1721	669	0	1985	685	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Left	L NA	Right				
Median Width(ft)	0			0	24					
Link Offset(ft)	0			0	0					
Crosswalk Width(ft)	42			24	24					
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Turning Speed (mph)		9	15		15	9				
Number of Detectors	2	1		2	1					
Detector Template	Thru	Right		Thru	Left					
Leading Detector (ft)	100	20		100	20					
Trailing Detector (ft)	0	0		0	0					
Turn Type	NA	Free		NA	Prot					
Protected Phases	3 8			Free!	2!		3	4	7	8
Permitted Phases		Free								
Detector Phase	3 8				2					
Switch Phase										

Lanes, Volumes, Timings
 94: SR 535 PDLT NB & SR 536

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4	Ø7	Ø8
Minimum Initial (s)					5.0		5.0	10.0	5.0	5.0
Minimum Split (s)					24.0		13.8	17.6	13.2	24.0
Total Split (s)					60.6		24.4	55.0	25.0	54.4
Total Split (%)					43.3%		17%	39%	18%	39%
Maximum Green (s)					53.1		16.9	47.5	17.5	46.9
Yellow Time (s)					5.0		5.0	5.0	5.0	5.0
All-Red Time (s)					2.5		2.5	2.5	2.5	2.5
Lost Time Adjust (s)					0.0					
Total Lost Time (s)					7.5					
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Vehicle Extension (s)					3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)					3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)					0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)					0.0		0.0	0.0	0.0	0.0
Recall Mode					C-Min		None	None	None	None
Walk Time (s)										
Flash Dont Walk (s)										
Pedestrian Calls (#/hr)										
Act Effct Green (s)	63.8	140.0		140.0	53.1					
Actuated g/C Ratio	0.46	1.00		1.00	0.38					
v/c Ratio	0.51	0.43		0.31	0.54					
Control Delay	6.2	2.5		0.1	12.4					
Queue Delay	0.1	0.0		0.0	0.0					
Total Delay	6.4	2.5		0.1	12.4					
LOS	A	A		A	B					
Approach Delay	5.3			0.1	12.4					
Approach LOS	A			A	B					
90th %ile Green (s)					53.1		16.9	47.5	17.5	46.9
90th %ile Term Code					Coord		Max	Max	Max	Max
70th %ile Green (s)					53.1		16.9	47.5	17.5	46.9
70th %ile Term Code					Coord		Max	Max	Max	Max
50th %ile Green (s)					53.1		16.9	47.5	17.5	46.9
50th %ile Term Code					Coord		Max	Max	Max	Max
30th %ile Green (s)					53.1		16.9	47.5	17.5	46.9
30th %ile Term Code					Coord		Max	Max	Max	Max
10th %ile Green (s)					53.1		16.9	47.5	17.5	46.9
10th %ile Term Code					Coord		Max	Max	Max	Max
Stops (vph)	980	63		0	206					
Fuel Used(gal)	43	10		3	8					
CO Emissions (g/hr)	3020	728		224	547					
NOx Emissions (g/hr)	588	142		44	107					
VOC Emissions (g/hr)	700	169		52	127					
Dilemma Vehicles (#)	152	0		0	0					
Queue Length 50th (ft)	96	0		0	86					
Queue Length 95th (ft)	m82	m0		0	181					
Internal Link Dist (ft)	582			186	906					
Turn Bay Length (ft)		300								
Base Capacity (vph)	3404	1568		6346	1264					

Lanes, Volumes, Timings
 94: SR 535 PDLT NB & SR 536

11/14/2022

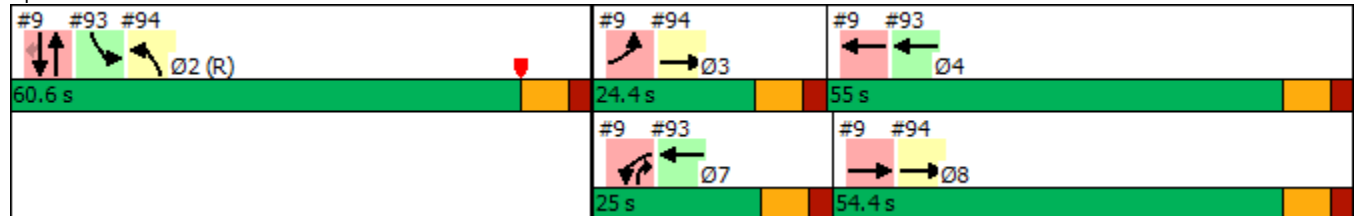


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4	Ø7	Ø8
Starvation Cap Reductn	0	0		0	0					
Spillback Cap Reductn	520	0		0	0					
Storage Cap Reductn	0	0		0	0					
Reduced v/c Ratio	0.60	0.43		0.31	0.54					

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	50 (36%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.91
Intersection Signal Delay:	4.2
Intersection LOS:	A
Intersection Capacity Utilization	55.5%
ICU Level of Service	B
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	
! Phase conflict between lane groups.	





























Splits and Phases: 94: SR 535 PDLT NB & SR 536



Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  					 		
Traffic Volume (vph)	388	1443	5	6	1129	1042	7	4	6	1161	3	365
Future Volume (vph)	388	1443	5	6	1129	1042	7	4	6	1161	3	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	475		0	350		435	0		0	0		400
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor		1.00		1.00		0.99	1.00			1.00	1.00	0.99
Fr _t						0.850		0.910				0.850
Fl _t Protected	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (prot)	3433	5085	0	1736	4988	1553	1719	1647	0	3129	1569	1538
Fl _t Permitted	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (perm)	3433	5085	0	1733	4988	1533	1716	1647	0	3126	1568	1517
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						976		6				148
Link Speed (mph)		45			45			30				45
Link Distance (ft)		3214			1315			1015				958
Travel Time (s)		48.7			19.9			23.1				14.5
Confl. Peds. (#/hr)			3	9		2	3			1		2
Confl. Bikes (#/hr)				4			1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	408	1519	5	6	1188	1097	7	4	6	1222	3	384
Shared Lane Traffic (%)										33%		
Lane Group Flow (vph)	408	1524	0	6	1188	1097	7	10	0	819	406	384
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				60
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		8	8		4	4	5
Permitted Phases						Free						4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												

Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	15.0		5.0	15.0		6.0	6.0		6.0	6.0	5.0
Minimum Split (s)	11.8	43.8		11.8	35.8		12.9	12.9		46.8	46.8	11.8
Total Split (s)	22.2	48.5		11.8	38.1		12.9	12.9		46.8	46.8	22.2
Total Split (%)	18.5%	40.4%		9.8%	31.8%		10.8%	10.8%		39.0%	39.0%	18.5%
Maximum Green (s)	15.4	41.7		5.0	31.3		6.0	6.0		40.0	40.0	15.4
Yellow Time (s)	4.8	4.8		4.8	4.8		3.4	3.4		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0		2.0	2.0		3.5	3.5		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.9	6.9		6.8	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	1.5	3.0		2.0	3.0		1.5	1.5		1.5	1.5	1.5
Minimum Gap (s)	1.5	3.0		2.0	3.0		1.5	1.5		1.5	1.5	1.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			10.0					7.0	7.0	
Flash Dont Walk (s)		30.0			19.0					33.0	33.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)	16.6	63.0		5.0	42.0	120.0	6.0	6.0		35.8	35.8	52.5
Actuated g/C Ratio	0.14	0.52		0.04	0.35	1.00	0.05	0.05		0.30	0.30	0.44
v/c Ratio	0.86	0.57		0.08	0.68	0.72	0.08	0.11		0.88	0.87	0.51
Control Delay	68.9	23.1		57.8	37.6	2.9	56.6	40.6		51.1	58.8	12.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	68.9	23.1		57.8	37.6	2.9	56.6	40.6		51.1	58.8	12.0
LOS	E	C		E	D	A	E	D		D	E	B
Approach Delay		32.7			21.0			47.2			43.7	
Approach LOS		C			C			D			D	
90th %ile Green (s)	15.4	41.7		5.0	31.3		6.0	6.0		40.0	40.0	15.4
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max		Max	Max	Max
70th %ile Green (s)	15.4	53.5		0.0	31.3		6.0	6.0		40.0	40.0	15.4
70th %ile Term Code	Max	Coord		Skip	Coord		Max	Max		Max	Max	Max
50th %ile Green (s)	19.5	69.4		0.0	43.1		0.0	0.0		37.0	37.0	19.5
50th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
30th %ile Green (s)	17.8	73.1		0.0	48.5		0.0	0.0		33.3	33.3	17.8
30th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
10th %ile Green (s)	15.0	77.5		0.0	55.7		0.0	0.0		28.9	28.9	15.0
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
Stops (vph)	346	971		7	923	1	9	8		718	353	148
Fuel Used(gal)	18	49		0	30	10	0	0		22	11	5
CO Emissions (g/hr)	1247	3431		15	2080	665	13	14		1528	797	350
NOx Emissions (g/hr)	243	668		3	405	129	3	3		297	155	68
VOC Emissions (g/hr)	289	795		3	482	154	3	3		354	185	81
Dilemma Vehicles (#)	0	60		0	46	0	0	0		0	14	0
Queue Length 50th (ft)	156	246		5	281	0	5	3		326	321	102
Queue Length 95th (ft)	#258	465		19	#412	0	21	21		396	#458	135
Internal Link Dist (ft)		3134			1235			935			878	
Turn Bay Length (ft)	475			350		435						400
Base Capacity (vph)	477	2671		72	1745	1533	85	88		1043	523	750

Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.86	0.57		0.08	0.68	0.72	0.08	0.11		0.79	0.78	0.51

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 31.2 Intersection LOS: C

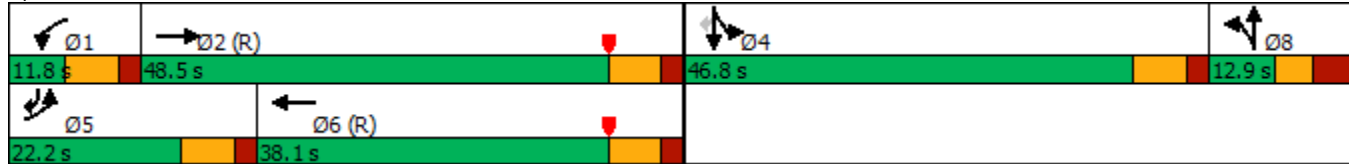
Intersection Capacity Utilization 81.3% ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.
























Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 535 & US 192



Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Rd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	37	59	108	33	212	29	1263	142	194	1362	120
Future Volume (vph)	92	37	59	108	33	212	29	1263	142	194	1362	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	150		0	375		0	400		300
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.99		1.00								
Frt		0.908				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1693	0	1787	1881	1599	1719	4940	1538	1719	4940	1538
Flt Permitted	0.734			0.512			0.950			0.950		
Satd. Flow (perm)	1381	1693	0	962	1881	1599	1719	4940	1538	1719	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62				269			193			193
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1016			992			958			1206	
Travel Time (s)		23.1			22.5			14.5			18.3	
Confl. Peds. (#/hr)				1								
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	97	39	62	114	35	223	31	1329	149	204	1434	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	101	0	114	35	223	31	1329	149	204	1434	126
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			48			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4			6			2
Detector Phase	3	8		7	4	4	1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Rd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	11.0	11.6		11.0	12.0	12.0	11.8	34.8	34.8	11.8	34.8	34.8
Total Split (s)	11.0	17.0		12.0	18.0	18.0	12.9	41.0	41.0	25.0	53.1	53.1
Total Split (%)	11.6%	17.9%		12.6%	18.9%	18.9%	13.6%	43.2%	43.2%	26.3%	55.9%	55.9%
Maximum Green (s)	5.0	10.4		6.0	11.0	11.0	6.1	34.2	34.2	18.2	46.3	46.3
Yellow Time (s)	4.0	3.7		4.0	3.7	3.7	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.9		2.0	3.3	3.3	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.6		6.0	7.0	7.0	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.5		3.0	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Minimum Gap (s)	3.0	2.5		3.0	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Dont Walk (s)								21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	13.2	7.4		14.8	8.0	8.0	6.2	41.3	41.3	15.2	55.2	55.2
Actuated g/C Ratio	0.14	0.08		0.16	0.08	0.08	0.07	0.43	0.43	0.16	0.58	0.58
v/c Ratio	0.44	0.54		0.54	0.22	0.59	0.28	0.62	0.19	0.74	0.50	0.13
Control Delay	38.3	29.5		41.4	42.9	9.1	48.6	24.0	2.0	52.8	16.7	3.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.3	29.5		41.4	42.9	9.1	48.6	24.0	2.0	52.8	16.7	3.6
LOS	D	C		D	D	A	D	C	A	D	B	A
Approach Delay		33.8			22.2			22.3			19.9	
Approach LOS		C			C			C			B	
90th %ile Green (s)	5.0	10.4		6.0	11.0	11.0	6.1	34.2	34.2	18.2	46.3	46.3
90th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	5.0	9.0		6.0	9.6	9.6	7.5	35.6	35.6	18.2	46.3	46.3
70th %ile Term Code	Max	Gap		Max	Hold	Hold	Max	Coord	Coord	Max	Coord	Coord
50th %ile Green (s)	7.2	7.2		8.2	7.8	7.8	6.6	37.4	37.4	16.0	46.8	46.8
50th %ile Term Code	Max	Gap		Max	Hold	Hold	Gap	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	8.2	5.4		8.9	5.7	5.7	0.0	41.0	41.0	13.5	61.3	61.3
30th %ile Term Code	Gap	Hold		Gap	Gap	Gap	Skip	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	0.0	0.0		7.0	6.0	6.0	0.0	58.5	58.5	9.9	75.2	75.2
10th %ile Term Code	Skip	Skip		Gap	Hold	Hold	Skip	Coord	Coord	Gap	Coord	Coord
Stops (vph)	84	42		98	32	14	29	962	7	168	755	13
Fuel Used(gal)	2	2		2	1	2	1	26	1	6	25	1
CO Emissions (g/hr)	134	110		160	50	147	58	1816	72	398	1725	83
NOx Emissions (g/hr)	26	21		31	10	29	11	353	14	77	336	16
VOC Emissions (g/hr)	31	25		37	12	34	13	421	17	92	400	19
Dilemma Vehicles (#)	0	0		0	0	0	0	67	0	0	88	0
Queue Length 50th (ft)	48	23		57	20	0	18	238	0	149	348	13
Queue Length 95th (ft)	90	71		103	49	39	47	308	21	210	410	42
Internal Link Dist (ft)		936			912			878			1126	
Turn Bay Length (ft)	100			150			375			400		300
Base Capacity (vph)	219	240		213	217	423	117	2149	778	329	2869	974

Lanes, Volumes, Timings
 2: SR 535 & Kyngs Heath Rd

11/14/2022

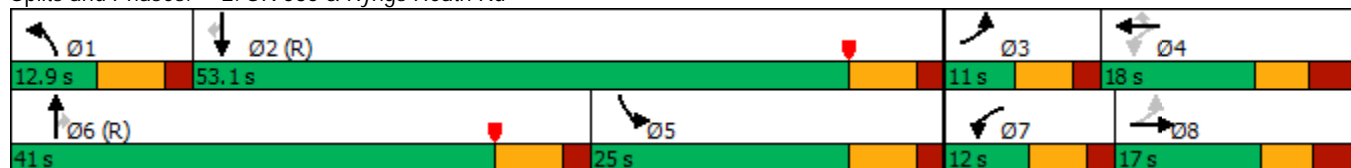


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.42		0.54	0.16	0.53	0.26	0.62	0.19	0.62	0.50	0.13

Intersection Summary

Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	50 (53%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	21.8
Intersection LOS:	C
Intersection Capacity Utilization	65.0%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 2: SR 535 & Kyngs Heath Rd



Lanes, Volumes, Timings
 3: SR 535 & Calypso Cay Way/Osceola Pkwy On-ramp

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↖	↑↑↑			↑↑↑	↗
Traffic Volume (vph)	0	0	84	0	0	0	29	1405	133	0	1592	39
Future Volume (vph)	0	0	84	0	0	0	29	1405	133	0	1592	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	225		375	0		0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (ft)	0			0			150			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865					0.987				0.850
Flt Protected							0.950					
Satd. Flow (prot)	0	0	1627	0	0	0	1719	4876	0	0	4940	1538
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	1627	0	0	0	1719	4876	0	0	4940	1538
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1258			543			1206			422	
Travel Time (s)		28.6			12.3			18.3			6.4	
Confl. Peds. (#/hr)							1					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	88	0	0	0	31	1479	140	0	1676	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	88	0	0	0	31	1619	0	0	1676	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			0			36			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 42.6% ICU Level of Service A
 Analysis Period (min) 15

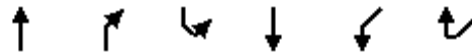
Lanes, Volumes, Timings
 4: SR 535 & Osceola Pkwy On-ramp

11/14/2022

	↑	↗	↘	↓	↙	↖
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑↑		↖↘	↑↑↑		
Traffic Volume (vph)	1405	0	500	1631	0	0
Future Volume (vph)	1405	0	500	1631	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	525		0	0
Storage Lanes		0	2		0	0
Taper Length (ft)			75		0	
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Ped Bike Factor						
Flt						
Flt Protected			0.950			
Satd. Flow (prot)	4940	0	3335	4940	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	4940	0	3335	4940	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	30	
Link Distance (ft)	422			1096	1026	
Travel Time (s)	6.4			16.6	23.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1479	0	526	1717	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1479	0	526	1717	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			48	0	
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
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		
Detector Template	Thru		Left	Thru		
Leading Detector (ft)	100		20	100		
Trailing Detector (ft)	0		0	0		
Turn Type	NA		Prot	NA		
Protected Phases	2		1	6		
Permitted Phases						
Detector Phase	2		1	6		
Switch Phase						

Lanes, Volumes, Timings
4: SR 535 & Osceola Pkwy On-ramp

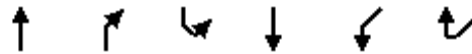
11/14/2022



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	12.0		5.0	12.0		
Minimum Split (s)	24.8		12.5	25.5		
Total Split (s)	57.0		38.0	95.0		
Total Split (%)	60.0%		40.0%	100.0%		
Maximum Green (s)	50.2		30.5	88.2		
Yellow Time (s)	4.8		5.5	4.8		
All-Red Time (s)	2.0		2.0	2.0		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	6.8		7.5	6.8		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		2.0	3.0		
Minimum Gap (s)	3.0		2.0	3.0		
Time Before Reduce (s)	0.0		0.0	0.0		
Time To Reduce (s)	0.0		0.0	0.0		
Recall Mode	C-Min		None	C-Min		
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	61.2		19.5	95.0		
Actuated g/C Ratio	0.64		0.21	1.00		
v/c Ratio	0.46		0.77	0.35		
Control Delay	2.0		61.6	0.1		
Queue Delay	0.0		0.0	0.0		
Total Delay	2.0		61.6	0.1		
LOS	A		E	A		
Approach Delay	2.0			14.5		
Approach LOS	A			B		
90th %ile Green (s)	56.1		24.6	88.2		
90th %ile Term Code	Coord		Gap	Coord		
70th %ile Green (s)	59.1		21.6	88.2		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	61.2		19.5	88.2		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	63.3		17.4	88.2		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	66.4		14.3	88.2		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	138		583	0		
Fuel Used(gal)	6		17	12		
CO Emissions (g/hr)	429		1194	814		
NOx Emissions (g/hr)	83		232	158		
VOC Emissions (g/hr)	99		277	189		
Dilemma Vehicles (#)	39		0	0		
Queue Length 50th (ft)	30		292	0		
Queue Length 95th (ft)	29		338	0		
Internal Link Dist (ft)	342			1016	946	
Turn Bay Length (ft)			525			
Base Capacity (vph)	3183		1070	4940		

Lanes, Volumes, Timings
 4: SR 535 & Osceola Pkwy On-ramp

11/14/2022

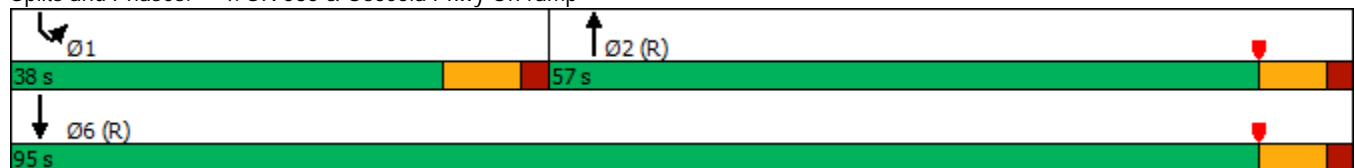


Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.46		0.49	0.35		

Intersection Summary
































Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	93 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	45
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	9.6
Intersection LOS:	A
Intersection Capacity Utilization	53.3%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 4: SR 535 & Osceola Pkwy On-ramp



Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	  			 	 		 	  			  	
Traffic Volume (vph)	803	106	75	245	177	533	102	1162	141	247	1811	579
Future Volume (vph)	803	106	75	245	177	533	102	1162	141	247	1811	579
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	400		0	300		0	375		250	400		375
Storage Lanes	2		0	2		0	2		1	1		1
Taper Length (ft)	150			100			200			50		
Lane Util. Factor	0.94	1.00	1.00	0.97	0.95	0.95	0.97	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.99			0.99				0.98			
Frt		0.938			0.887				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	4894	1704	0	3433	3108	0	3335	4940	1538	1719	4940	1538
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	4894	1704	0	3433	3108	0	3335	4940	1515	1719	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			268				189			500
Link Speed (mph)		40			30			45			45	
Link Distance (ft)		680			598			1096			992	
Travel Time (s)		11.6			13.6			16.6			15.0	
Confl. Peds. (#/hr)						1			2			
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	845	112	79	258	186	561	107	1223	148	260	1906	609
Shared Lane Traffic (%)												
Lane Group Flow (vph)	845	191	0	258	747	0	107	1223	148	260	1906	609
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		40			30			48			60	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases									6			2
Detector Phase	3	8		7	4		1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	18.0	5.0		5.0	5.0		5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	61.0	64.0		27.0	30.0		18.0	81.0	81.0	18.0	81.0	81.0
Total Split (s)	45.0	42.0		33.0	30.0		18.0	70.0	70.0	45.0	97.0	97.0
Total Split (%)	23.7%	22.1%		17.4%	15.8%		9.5%	36.8%	36.8%	23.7%	51.1%	51.1%
Maximum Green (s)	38.5	34.5		26.1	22.5		10.5	62.5	62.5	37.5	89.5	89.5
Yellow Time (s)	4.4	4.4		4.4	4.4		5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)	2.1	3.1		2.5	3.1		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	7.5		6.9	7.5		7.5	7.5	7.5	7.5	7.5	7.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.0		2.5	2.0		2.0	3.0	3.0	2.0	3.0	3.0
Minimum Gap (s)	3.0	2.0		2.5	2.0		2.0	3.0	3.0	2.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	Min		None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)					7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)					35.0			28.0	28.0		25.0	25.0
Pedestrian Calls (#/hr)					0			0	0		0	0
Act Effct Green (s)	36.7	43.0		19.1	25.8		9.6	66.3	66.3	32.2	88.9	88.9
Actuated g/C Ratio	0.19	0.23		0.10	0.14		0.05	0.35	0.35	0.17	0.47	0.47
v/c Ratio	0.89	0.48		0.75	1.27dr		0.64	0.71	0.23	0.89	0.82	0.62
Control Delay	86.4	69.4		96.5	124.1		85.5	39.8	8.9	108.0	47.5	9.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.4	69.4		96.5	124.1		85.5	39.8	8.9	108.0	47.5	9.0
LOS	F	E		F	F		F	D	A	F	D	A
Approach Delay		83.3			117.0			40.0			44.7	
Approach LOS		F			F			D			D	
90th %ile Green (s)	38.5	36.6		24.0	22.5		10.5	62.5	62.5	37.5	89.5	89.5
90th %ile Term Code	Max	Hold		Gap	Max		Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	38.5	39.5		21.1	22.5		10.5	62.7	62.7	37.3	89.5	89.5
70th %ile Term Code	Max	Hold		Gap	Max		Max	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	38.5	41.5		19.1	22.5		10.5	66.7	66.7	33.3	89.5	89.5
50th %ile Term Code	Max	Hold		Gap	Max		Max	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	36.3	43.5		17.1	24.7		9.1	70.7	70.7	29.3	90.9	90.9
30th %ile Term Code	Gap	Hold		Gap	Max		Gap	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	31.9	53.9		14.2	36.6		7.2	69.0	69.0	23.5	85.3	85.3
10th %ile Term Code	Gap	Hold		Gap	Max		Gap	Coord	Coord	Gap	Coord	Coord
Stops (vph)	771	222		234	352		97	733	32	238	1535	91
Fuel Used(gal)	25	6		7	23		4	27	2	10	48	6
CO Emissions (g/hr)	1776	390		507	1622		259	1873	116	698	3373	414
NOx Emissions (g/hr)	346	76		99	315		50	364	23	136	656	81
VOC Emissions (g/hr)	412	90		117	376		60	434	27	162	782	96
Dilemma Vehicles (#)	0	3		0	0		0	22	0	0	48	0
Queue Length 50th (ft)	368	191		164	-443		67	345	36	321	746	84
Queue Length 95th (ft)	423	319		213	#583		98	385	75	428	805	213
Internal Link Dist (ft)		600			518			1016			912	
Turn Bay Length (ft)	400			300			375		250	400		375
Base Capacity (vph)	991	397		471	653		184	1724	651	339	2334	990

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.85	0.48		0.55	1.14		0.58	0.71	0.23	0.77	0.82	0.62

Intersection Summary













Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset: 86 (45%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow	
Natural Cycle:	190
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.14
Intersection Signal Delay:	61.5
Intersection LOS:	E
Intersection Capacity Utilization	104.9%
ICU Level of Service	G
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	
dr Defacto Right Lane. Recode with 1 though lane as a right lane.	

Splits and Phases: 5: SR 535 & Poinciana Blvd



Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑↑		↑↑			↑↑↑	↑		↑↑↑	↑
Traffic Volume (vph)	0	411	253	0	354	0	0	2276	180	0	2492	367
Future Volume (vph)	0	411	253	0	354	0	0	2276	180	0	2492	367
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		250	0		175	500		250	450		125
Storage Lanes	0		2	0		0	0		1	0		1
Taper Length (ft)	0			50			100			50		
Lane Util. Factor	1.00	0.95	0.88	1.00	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor			0.99									0.99
Frt			0.850						0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	3505	2760	0	3438	0	0	4940	1538	0	4940	1538
Flt Permitted												
Satd. Flow (perm)	0	3505	2724	0	3438	0	0	4940	1538	0	4940	1517
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			32						86			123
Link Speed (mph)		40			30			45			45	
Link Distance (ft)		1180			393			941			440	
Travel Time (s)		20.1			8.9			14.3			6.7	
Confl. Peds. (#/hr)			1									1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	433	266	0	373	0	0	2396	189	0	2623	386
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	433	266	0	373	0	0	2396	189	0	2623	386
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			60			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2			2	1		2	1
Detector Template		Thru	Right		Thru			Thru	Right		Thru	Right
Leading Detector (ft)		100	20		100			100	20		100	20
Trailing Detector (ft)		0	0		0			0	0		0	0
Turn Type		NA	Perm		NA			NA	Perm		NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases			4						2			6
Detector Phase		4	4		8			2	2		6	6
Switch Phase												

Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		10.0	10.0		10.0			25.0	25.0		25.0	25.0
Minimum Split (s)		44.0	44.0		20.0			112.0	112.0		112.0	112.0
Total Split (s)		44.0	44.0		44.0			116.0	116.0		116.0	116.0
Total Split (%)		27.5%	27.5%		27.5%			72.5%	72.5%		72.5%	72.5%
Maximum Green (s)		36.4	36.4		36.1			108.5	108.5		108.3	108.3
Yellow Time (s)		4.4	4.4		4.0			5.5	5.5		5.5	5.5
All-Red Time (s)		3.2	3.2		3.9			2.0	2.0		2.2	2.2
Lost Time Adjust (s)		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		7.6	7.6		7.9			7.5	7.5		7.7	7.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		2.0	2.0		2.0			3.5	3.5		3.5	3.5
Minimum Gap (s)		2.0	2.0		2.0			3.5	3.5		3.5	3.5
Time Before Reduce (s)		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Time To Reduce (s)		0.0	0.0		0.0			0.0	0.0		0.0	0.0
Recall Mode		None	None		None			C-Min	C-Min		C-Min	C-Min
Walk Time (s)		7.0	7.0					7.0	7.0		7.0	7.0
Flash Dont Walk (s)		42.0	42.0					23.0	23.0		25.0	25.0
Pedestrian Calls (#/hr)		0	0					0	0		0	0
Act Effct Green (s)		24.7	24.7		24.4			120.2	120.2		120.0	120.0
Actuated g/C Ratio		0.15	0.15		0.15			0.75	0.75		0.75	0.75
v/c Ratio		0.80	0.59		0.71			0.65	0.16		0.71	0.33
Control Delay		76.6	60.2		63.5			11.1	3.7		6.7	2.9
Queue Delay		0.0	0.0		0.0			0.0	0.0		3.9	1.3
Total Delay		76.6	60.2		63.5			11.1	3.7		10.6	4.1
LOS		E	E		E			B	A		B	A
Approach Delay		70.3			63.5			10.6			9.7	
Approach LOS		E			E			B			A	
90th %ile Green (s)		30.8	30.8		30.5			114.1	114.1		113.9	113.9
90th %ile Term Code		Gap	Gap		Hold			Coord	Coord		Coord	Coord
70th %ile Green (s)		27.4	27.4		27.1			117.5	117.5		117.3	117.3
70th %ile Term Code		Gap	Gap		Hold			Coord	Coord		Coord	Coord
50th %ile Green (s)		25.1	25.1		24.8			119.8	119.8		119.6	119.6
50th %ile Term Code		Gap	Gap		Hold			Coord	Coord		Coord	Coord
30th %ile Green (s)		21.9	21.9		21.6			123.0	123.0		122.8	122.8
30th %ile Term Code		Gap	Gap		Hold			Coord	Coord		Coord	Coord
10th %ile Green (s)		18.4	18.4		18.1			126.5	126.5		126.3	126.3
10th %ile Term Code		Gap	Gap		Hold			Coord	Coord		Coord	Coord
Stops (vph)		388	204		338			1053	28		758	45
Fuel Used(gal)		14	7		8			32	2		20	2
CO Emissions (g/hr)		944	498		526			2246	111		1394	127
NOx Emissions (g/hr)		184	97		102			437	22		271	25
VOC Emissions (g/hr)		219	116		122			521	26		323	30
Dilemma Vehicles (#)		10	0		0			71	0		73	0
Queue Length 50th (ft)		232	131		208			405	26		16	1
Queue Length 95th (ft)		284	178		256			514	56		723	m66
Internal Link Dist (ft)		1100			313			861			360	
Turn Bay Length (ft)			250						250			125
Base Capacity (vph)		797	644		775			3710	1176		3704	1168

Lanes, Volumes, Timings
6: SR 535 & Polynesian Isle Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0		0			0	0		983	556
Spillback Cap Reductn		0	0		0			90	0		0	0
Storage Cap Reductn		0	0		0			0	0		0	0
Reduced v/c Ratio		0.54	0.41		0.48			0.66	0.16		0.96	0.63

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	39 (24%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	160
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	19.4
Intersection LOS:	B
Intersection Capacity Utilization	73.2%
ICU Level of Service	D
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 6: SR 535 & Polynesian Isle Blvd



Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

11/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	5	34	409	13	150	60	2333	123	250	2551	121
Future Volume (vph)	22	5	34	409	13	150	60	2333	123	250	2551	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	300		0	525		525	575		575
Storage Lanes	1		0	2		0	1		1	2		1
Taper Length (ft)	0			75			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.94	1.00	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor				1.00					0.98			
Frt		0.868			0.862				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1617	0	4990	1606	0	1719	4940	1538	3335	4940	1538
Flt Permitted	0.649			0.950			0.950			0.950		
Satd. Flow (perm)	1209	1617	0	4983	1606	0	1719	4940	1513	3335	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			82				129			127
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1002			1000			774			1944	
Travel Time (s)		22.8			22.7			11.7			29.5	
Confl. Peds. (#/hr)				1					3			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	23	5	36	431	14	158	63	2456	129	263	2685	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	41	0	431	172	0	63	2456	129	263	2685	127
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turn Type	Perm	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases		4		3	8		5	2	3	1	6	
Permitted Phases	4								2			6
Detector Phase	4	4		3	8		5	2	3	1	6	6
Switch Phase												

Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	58.1	58.1		12.5	12.3		11.0	38.6	12.5	11.0	38.5	38.5
Total Split (s)	58.1	58.1		18.0	76.1		11.0	68.9	18.0	15.0	72.9	72.9
Total Split (%)	36.3%	36.3%		11.3%	47.6%		6.9%	43.1%	11.3%	9.4%	45.6%	45.6%
Maximum Green (s)	50.0	50.0		10.5	68.8		5.0	61.3	10.5	9.0	65.4	65.4
Yellow Time (s)	4.2	4.2		5.0	3.4		4.0	5.6	5.0	4.0	5.5	5.5
All-Red Time (s)	3.9	3.9		2.5	3.9		2.0	2.0	2.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	8.1	8.1		7.5	7.3		6.0	7.6	7.5	6.0	7.5	7.5
Lead/Lag	Lag	Lag		Lead			Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	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	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Min	None	None	C-Min	C-Min
Walk Time (s)	7.0	7.0						7.0			7.0	7.0
Flash Dont Walk (s)	43.0	43.0						24.0			24.0	24.0
Pedestrian Calls (#/hr)	0	0						0			0	0
Act Effct Green (s)	8.6	8.6		10.5	24.7		14.5	89.7	100.3	24.7	99.9	99.9
Actuated g/C Ratio	0.05	0.05		0.07	0.15		0.09	0.56	0.63	0.15	0.62	0.62
v/c Ratio	0.35	0.34		1.32	0.54		0.40	0.89	0.13	0.51	0.87	0.13
Control Delay	86.7	31.6		217.0	37.3		76.2	28.2	3.7	66.9	29.8	2.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.7	31.6		217.0	37.3		76.2	28.2	3.7	66.9	29.8	2.5
LOS	F	C		F	D		E	C	A	E	C	A
Approach Delay		51.4			165.7			28.2			31.8	
Approach LOS		D			F			C			C	
90th %ile Green (s)	12.3	12.3		10.5	31.1		15.5	85.7	10.5	22.3	92.6	92.6
90th %ile Term Code	Gap	Gap		Max	Hold		Gap	Coord	Max	Gap	Coord	Coord
70th %ile Green (s)	10.0	10.0		10.5	28.8		14.4	88.6	10.5	21.7	96.0	96.0
70th %ile Term Code	Gap	Gap		Max	Hold		Gap	Coord	Max	Gap	Coord	Coord
50th %ile Green (s)	8.5	8.5		10.5	27.3		13.9	89.4	10.5	22.4	98.0	98.0
50th %ile Term Code	Gap	Gap		Max	Hold		Gap	Coord	Max	Gap	Coord	Coord
30th %ile Green (s)	6.9	6.9		10.5	25.7		13.9	88.7	10.5	24.7	99.6	99.6
30th %ile Term Code	Gap	Gap		Max	Hold		Gap	Coord	Max	Gap	Coord	Coord
10th %ile Green (s)	0.0	0.0		10.5	10.7		15.0	96.0	10.5	32.4	113.5	113.5
10th %ile Term Code	Skip	Skip		Max	Hold		Gap	Coord	Max	Gap	Coord	Coord
Stops (vph)	22	12		319	77		50	1653	27	227	2008	8
Fuel Used(gal)	1	1		23	3		2	46	1	9	73	2
CO Emissions (g/hr)	48	43		1609	205		130	3193	73	656	5076	118
NOx Emissions (g/hr)	9	8		313	40		25	621	14	128	988	23
VOC Emissions (g/hr)	11	10		373	48		30	740	17	152	1177	27
Dilemma Vehicles (#)	0	0		0	0		0	46	0	0	79	0
Queue Length 50th (ft)	24	5		~205	85		59	572	23	134	839	0
Queue Length 95th (ft)	56	47		#284	162		m82	660	m44	185	993	30
Internal Link Dist (ft)		922			920			694			1864	
Turn Bay Length (ft)				300			525		525	575		575
Base Capacity (vph)	377	530		327	737		156	2768	997	514	3085	1008

Lanes, Volumes, Timings
7: SR 535 & LBV Factory Stores

11/14/2022

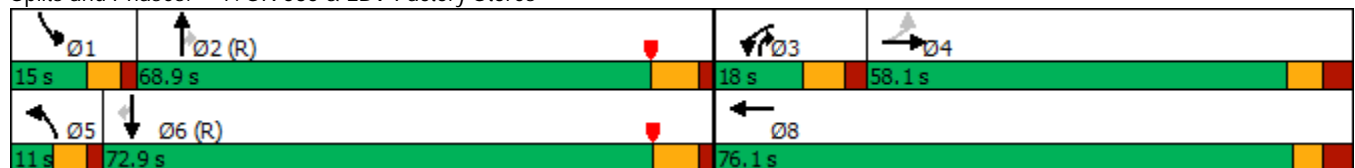


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.08		1.32	0.23		0.40	0.89	0.13	0.51	0.87	0.13

Intersection Summary













Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	147 (92%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.32
Intersection Signal Delay:	43.1
Intersection LOS:	D
Intersection Capacity Utilization	89.7%
ICU Level of Service	E
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: SR 535 & LBV Factory Stores



Lanes, Volumes, Timings
8: SR 535 & International Dr

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗	↘	↑↑↑		↘	↑↑↑	
Traffic Volume (vph)	0	1032	342	0	955	172	161	1828	0	174	2357	0
Future Volume (vph)	0	1032	342	0	955	172	161	1828	0	174	2357	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	0		300	0		0	0		0
Storage Lanes	0		1	0		2	2		0	2		0
Taper Length (ft)	100			50			100			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.88	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt			0.850			0.850						
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	5085	1583	0	5085	2787	3335	4940	0	3335	4940	0
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	5085	1583	0	5085	2787	3335	4940	0	3335	4940	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			214			170						
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		840			824			136			143	
Travel Time (s)		12.7			12.5			2.1			2.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1086	360	0	1005	181	169	1924	0	183	2481	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1086	360	0	1005	181	169	1924	0	183	2481	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2	1	1	2		1	2	
Detector Template		Thru	Right		Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)		100	20		100	20	20	100		20	100	
Trailing Detector (ft)		0	0		0	0	0	0		0	0	
Turn Type		NA	Over		NA	Over	Prot	NA		Prot	NA	
Protected Phases		4	5		4	1	5	2		1	6	
Permitted Phases												
Detector Phase		4	5		4	1	5	2		1	6	
Switch Phase												

Lanes, Volumes, Timings
8: SR 535 & International Dr

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0	5.0		5.0	10.0	5.0	10.0		10.0	10.0	
Minimum Split (s)		55.0	11.0		55.0	17.5	11.0	17.5		17.5	17.5	
Total Split (s)		50.0	19.0		50.0	22.0	19.0	78.0		22.0	81.0	
Total Split (%)		33.3%	12.7%		33.3%	14.7%	12.7%	52.0%		14.7%	54.0%	
Maximum Green (s)		42.2	13.0		42.2	14.5	13.0	70.5		14.5	73.5	
Yellow Time (s)		4.8	4.0		4.8	5.5	4.0	5.5		5.5	5.5	
All-Red Time (s)		3.0	2.0		3.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.8	6.0		7.8	7.5	6.0	7.5		7.5	7.5	
Lead/Lag			Lead			Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Minimum Gap (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode		None	None		None	None	None	C-Min		None	C-Min	
Walk Time (s)		5.0			5.0							
Flash Dont Walk (s)		31.0			31.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)		42.2	13.0		42.2	14.5	13.0	70.5		14.5	73.5	
Actuated g/C Ratio		0.28	0.09		0.28	0.10	0.09	0.47		0.10	0.49	
v/c Ratio		0.76	1.08		0.70	0.43	0.58	0.83		0.57	1.03	
Control Delay		53.3	97.5		51.4	13.7	86.0	19.1		84.5	40.9	
Queue Delay		0.0	0.0		0.0	0.0	69.9	0.0		70.3	0.0	
Total Delay		53.3	97.5		51.4	13.7	155.9	19.1		154.8	40.9	
LOS		D	F		D	B	F	B		F	D	
Approach Delay		64.3			45.7			30.2			48.8	
Approach LOS		E			D			C			D	
90th %ile Green (s)		42.2	13.0		42.2	14.5	13.0	70.5		14.5	73.5	
90th %ile Term Code		Max	Max		Max	Max	Max	Coord		Max	Coord	
70th %ile Green (s)		42.2	13.0		42.2	14.5	13.0	70.5		14.5	73.5	
70th %ile Term Code		Max	Max		Max	Max	Max	Coord		Max	Coord	
50th %ile Green (s)		42.2	13.0		42.2	14.5	13.0	70.5		14.5	73.5	
50th %ile Term Code		Max	Max		Max	Max	Max	Coord		Max	Coord	
30th %ile Green (s)		42.2	13.0		42.2	14.5	13.0	70.5		14.5	73.5	
30th %ile Term Code		Max	Max		Max	Max	Max	Coord		Max	Coord	
10th %ile Green (s)		42.2	13.0		42.2	14.5	13.0	70.5		14.5	73.5	
10th %ile Term Code		Max	Max		Max	Max	Max	Coord		Max	Coord	
Stops (vph)		924	106		838	27	139	1547		152	1735	
Fuel Used(gal)		28	10		26	2	5	28		5	43	
CO Emissions (g/hr)		1979	697		1784	121	328	1955		353	3035	
NOx Emissions (g/hr)		385	136		347	24	64	380		69	590	
VOC Emissions (g/hr)		459	162		414	28	76	453		82	703	
Dilemma Vehicles (#)		34	0		32	0	0	50		0	112	
Queue Length 50th (ft)		357	~190		324	5	67	589		76	~926	
Queue Length 95th (ft)		414	#400		378	47	105	654		116	#1016	
Internal Link Dist (ft)		760			744			56			63	
Turn Bay Length (ft)			200			300						
Base Capacity (vph)		1430	332		1430	422	289	2321		322	2420	

Lanes, Volumes, Timings
8: SR 535 & International Dr

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0		0	0	155	0		188	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		0.76	1.08		0.70	0.43	1.26	0.83		1.37	1.03	

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	149 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.08
Intersection Signal Delay:	46.0
Intersection LOS:	D
Intersection Capacity Utilization	87.8%
ICU Level of Service	E
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 8: SR 535 & International Dr



Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔↔	↑↑↑			↑↑↑	↔↔		↑↑↑	↔
Traffic Volume (vph)	245	1476	0	516	1185	0	0	1499	97	0	1474	315
Future Volume (vph)	245	1476	0	516	1185	0	0	1499	97	0	1474	315
Ideal Flow (vphp)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	400		400	0		400
Storage Lanes	2		0	2		0	0		2	0		1
Taper Length (ft)	50			200			300			150		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.91	0.88	1.00	0.91	1.00
Frt									0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3400	5036	0	3400	5036	0	0	4940	2707	0	4940	1538
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3400	5036	0	3400	5036	0	0	4940	2707	0	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)									88			332
Link Speed (mph)		55			45			45				45
Link Distance (ft)		266			251			738				841
Travel Time (s)		3.3			3.8			11.2				12.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Adj. Flow (vph)	258	1554	0	543	1247	0	0	1578	102	0	1552	332
Shared Lane Traffic (%)												
Lane Group Flow (vph)	258	1554	0	543	1247	0	0	1578	102	0	1552	332
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			36			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2			2	1		2	1
Detector Template	Left	Thru		Left	Thru			Thru	Right		Thru	Right
Leading Detector (ft)	20	100		20	100			100	20		100	20
Trailing Detector (ft)	0	0		0	0			0	0		0	0
Detector 1 Position(ft)	0	0		0	0			0	0		0	0
Detector 1 Size(ft)	20	6		20	6			6	20		6	20
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA			NA	Over		NA	Perm
Protected Phases	3	8		7	4			2	7		2	

Lanes, Volumes, Timings
 9: SR 535 & SR 536/World Center Dr

12/29/2022

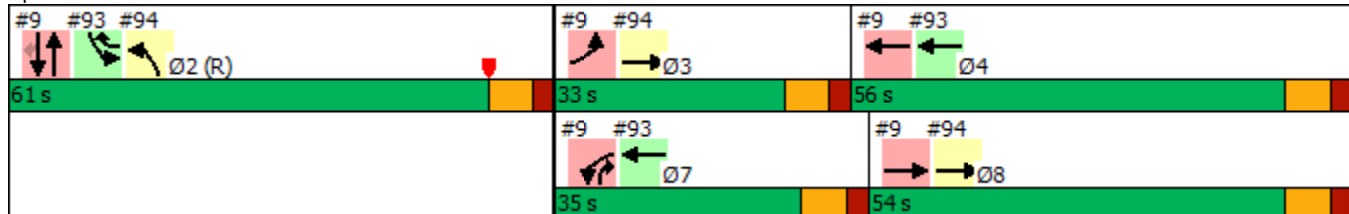


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases												2
Detector Phase	3	8		7	4			2	7		2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	10.0			5.0	5.0		5.0	5.0
Minimum Split (s)	13.8	24.0		13.2	17.6			24.0	13.2		24.0	24.0
Total Split (s)	33.0	54.0		35.0	56.0			61.0	35.0		61.0	61.0
Total Split (%)	22.0%	36.0%		23.3%	37.3%			40.7%	23.3%		40.7%	40.7%
Maximum Green (s)	25.5	46.5		27.5	48.5			53.5	27.5		53.5	53.5
Yellow Time (s)	5.0	5.0		5.0	5.0			5.0	5.0		5.0	5.0
All-Red Time (s)	2.5	2.5		2.5	2.5			2.5	2.5		2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)	7.5	7.5		7.5	7.5			7.5	7.5		7.5	7.5
Lead/Lag	Lead	Lag		Lead	Lag			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
Recall Mode	None	None		None	None			C-Min	None		C-Min	C-Min
Act Effect Green (s)	25.5	46.5		27.5	48.5			53.5	27.5		53.5	53.5
Actuated g/C Ratio	0.17	0.31		0.18	0.32			0.36	0.18		0.36	0.36
v/c Ratio	0.45	1.00		0.87	0.77			0.90	0.18		0.88	0.44
Control Delay	45.7	53.1		54.5	30.9			33.1	16.2		51.9	5.0
Queue Delay	1.3	0.0		38.3	0.1			0.0	0.0		0.0	0.0
Total Delay	47.1	53.1		92.8	31.0			33.1	16.2		51.9	5.0
LOS	D	D		F	C			C	B		D	A
Approach Delay		52.3			49.8			32.1			43.6	
Approach LOS		D			D			C			D	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 4 (3%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 44.6
 Intersection LOS: D
 Intersection Capacity Utilization 91.0%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 9: SR 535 & SR 536/World Center Dr



Lanes, Volumes, Timings
 10: SR 535 & Lake Bryan Beach Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑↑↑	↗	↕	↑↑↑	
Traffic Volume (vph)	6	6	8	62	5	106	53	2254	40	27	2381	4
Future Volume (vph)	6	6	8	62	5	106	53	2254	40	27	2381	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		175	150		0
Storage Lanes	0		0	0		0	1		1	1		0
Taper Length (ft)	0			0			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.946			0.917				0.850			
Flt Protected		0.985			0.982		0.950			0.950		
Satd. Flow (prot)	0	1719	0	0	1661	0	1719	4940	1538	1719	4940	0
Flt Permitted		0.985			0.982		0.950			0.950		
Satd. Flow (perm)	0	1719	0	0	1661	0	1719	4940	1538	1719	4940	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1035			1008			478			2813	
Travel Time (s)		23.5			22.9			7.2			42.6	
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	6	6	8	65	5	112	56	2373	42	28	2506	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	182	0	56	2373	42	28	2510	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
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	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
































Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	67.2%
ICU Level of Service	C
Analysis Period (min)	15

Lanes, Volumes, Timings

11: International Dr & World Center Dr/SR 536

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 	 	 	  	
Traffic Volume (vph)	439	1601	128	304	1713	558	74	1646	800	469	1932	586
Future Volume (vph)	439	1601	128	304	1713	558	74	1646	800	469	1932	586
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	375		275	150		300	400		450
Storage Lanes	1		0	1		1	1		2	2		1
Taper Length (ft)	50			50			125			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.88	0.97	0.91	1.00
Ped Bike Factor												
Fr _t		0.989				0.850			0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3466	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Fl _t Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3466	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				237			133			378
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1492			2554			919			1719	
Travel Time (s)		22.6			38.7			13.9			26.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	462	1685	135	320	1803	587	78	1733	842	494	2034	617
Shared Lane Traffic (%)												
Lane Group Flow (vph)	462	1820	0	320	1803	587	78	1733	842	494	2034	617
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	Free
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases						Free			4			Free
Detector Phase	1	6		5	2		7	4	5	3	8	
Switch Phase												

Lanes, Volumes, Timings

11: International Dr & World Center Dr/SR 536

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.4	37.8		12.6	17.6		11.8	11.8	12.6	11.9	11.9	
Total Split (s)	20.0	62.0		23.0	65.0		12.0	45.0	23.0	20.0	53.0	
Total Split (%)	13.3%	41.3%		15.3%	43.3%		8.0%	30.0%	15.3%	13.3%	35.3%	
Maximum Green (s)	12.6	55.2		15.4	57.4		5.2	38.2	15.4	13.1	46.1	
Yellow Time (s)	4.8	4.8		5.6	5.6		4.8	4.8	5.6	4.9	4.9	
All-Red Time (s)	2.6	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.4	6.8		7.6	7.6		6.8	6.8	7.6	6.9	6.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		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	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		24.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	12.6	55.2		15.4	57.4	150.0	5.2	38.2	60.4	13.1	46.1	150.0
Actuated g/C Ratio	0.08	0.37		0.10	0.38	1.00	0.03	0.25	0.40	0.09	0.31	1.00
v/c Ratio	1.62	1.42		1.79	1.34	0.37	1.30	1.94	0.71	1.67	1.31	0.39
Control Delay	344.0	222.7		411.8	197.1	0.7	268.5	458.2	34.9	354.5	187.3	0.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	344.0	222.7		411.8	197.1	0.7	268.5	458.2	34.9	354.5	187.3	0.7
LOS	F	F		F	F	A	F	F	C	F	F	A
Approach Delay		247.2			179.9			318.3				177.0
Approach LOS		F			F			F				F
90th %ile Green (s)	12.6	55.2		15.4	57.4		5.2	38.2	15.4	13.1	46.1	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
70th %ile Green (s)	12.6	55.2		15.4	57.4		5.2	38.2	15.4	13.1	46.1	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
50th %ile Green (s)	12.6	55.2		15.4	57.4		5.2	38.2	15.4	13.1	46.1	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
30th %ile Green (s)	12.6	55.2		15.4	57.4		5.2	38.2	15.4	13.1	46.1	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
10th %ile Green (s)	12.6	55.2		15.4	57.4		5.2	38.2	15.4	13.1	46.1	
10th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
Stops (vph)	310	1217		200	1319	0	53	1042	566	320	1515	0
Fuel Used(gal)	39	110		33	114	9	5	176	17	43	114	7
CO Emissions (g/hr)	2716	7707		2308	7937	652	360	12324	1223	3010	7974	463
NOx Emissions (g/hr)	528	1499		449	1544	127	70	2398	238	586	1551	90
VOC Emissions (g/hr)	629	1786		535	1840	151	83	2856	283	698	1848	107
Dilemma Vehicles (#)	0	63		0	43	0	0	28	0	0	49	0
Queue Length 50th (ft)	~342	~1256		~467	~1208	0	~97	~1373	332	~361	~936	0
Queue Length 95th (ft)	#458	#1361		#665	#1345	0	#210	#1510	419	#478	#1027	0
Internal Link Dist (ft)		1412			2474			839			1639	
Turn Bay Length (ft)	250			375		275	150		300	400		450
Base Capacity (vph)	285	1279		179	1341	1568	60	892	1190	296	1547	1568

Lanes, Volumes, Timings
 11: International Dr & World Center Dr/SR 536

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.62	1.42		1.79	1.34	0.37	1.30	1.94	0.71	1.67	1.31	0.39

Intersection Summary






























Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.94
Intersection Signal Delay:	227.3
Intersection LOS:	F
Intersection Capacity Utilization	147.5%
ICU Level of Service	H
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 11: International Dr & World Center Dr/SR 536



Lanes, Volumes, Timings
12: World Gateway Dr & SR 536

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	226	1949	580	170	1742	224	379	110	248	175	83	357
Future Volume (vph)	226	1949	580	170	1742	224	379	110	248	175	83	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	700		500	525		575	0		0	250		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			0			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.896				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568	1770	1669	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.525			0.199		
Satd. Flow (perm)	1752	5036	1568	1752	5036	1568	978	1669	0	371	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			526			236			67			213
Link Speed (mph)		55			55			30				30
Link Distance (ft)		2142			1551			946				1989
Travel Time (s)		26.6			19.2			21.5				45.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	238	2052	611	179	1834	236	399	116	261	184	87	376
Shared Lane Traffic (%)												
Lane Group Flow (vph)	238	2052	611	179	1834	236	399	377	0	184	87	376
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Detector Phase	5	2	2	1	6	6	3	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
 12: World Gateway Dr & SR 536

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	13.7	42.6	42.6	13.5	18.5	18.5	11.7	12.3		11.1	12.3	12.3
Total Split (s)	29.2	72.2	72.2	24.2	67.2	67.2	26.2	36.0		17.6	27.4	27.4
Total Split (%)	19.5%	48.1%	48.1%	16.1%	44.8%	44.8%	17.5%	24.0%		11.7%	18.3%	18.3%
Maximum Green (s)	20.5	63.6	63.6	15.7	58.7	58.7	19.5	28.7		11.5	20.1	20.1
Yellow Time (s)	5.6	5.6	5.6	5.5	5.5	5.5	3.4	3.4		3.4	3.4	3.4
All-Red Time (s)	3.1	3.0	3.0	3.0	3.0	3.0	3.3	3.9		2.7	3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.7	8.6	8.6	8.5	8.5	8.5	6.7	7.3		6.1	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0	7.0									
Flash Dont Walk (s)		27.0	27.0									
Pedestrian Calls (#/hr)		0	0									
Act Effct Green (s)	20.5	63.6	63.6	15.7	58.7	58.7	46.9	28.7		32.8	20.1	20.1
Actuated g/C Ratio	0.14	0.42	0.42	0.10	0.39	0.39	0.31	0.19		0.22	0.13	0.13
v/c Ratio	1.00	0.96	0.63	0.98	0.93	0.31	0.98	1.01		0.98	0.35	0.95
Control Delay	120.6	54.2	8.0	151.3	33.7	3.1	95.6	106.3		103.5	63.5	61.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	120.6	54.2	8.0	151.3	33.7	3.1	95.6	106.3		103.5	63.5	61.5
LOS	F	D	A	F	C	A	F	F		F	E	E
Approach Delay		49.9			39.9			100.8			73.7	
Approach LOS		D			D			F			E	
90th %ile Green (s)	20.5	63.6	63.6	15.7	58.7	58.7	19.5	28.7		11.5	20.1	20.1
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Max		Max	Max	Max
70th %ile Green (s)	20.5	63.6	63.6	15.7	58.7	58.7	19.5	28.7		11.5	20.1	20.1
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Max		Max	Max	Max
50th %ile Green (s)	20.5	63.6	63.6	15.7	58.7	58.7	19.5	28.7		11.5	20.1	20.1
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Max		Max	Max	Max
30th %ile Green (s)	20.5	63.6	63.6	15.7	58.7	58.7	19.5	28.7		11.5	20.1	20.1
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Max		Max	Max	Max
10th %ile Green (s)	20.5	63.6	63.6	15.7	58.7	58.7	19.5	28.7		11.5	20.1	20.1
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Max		Max	Hold	Hold
Stops (vph)	198	1778	86	145	1421	44	327	270		133	74	142
Fuel Used(gal)	12	81	10	10	63	4	12	12		7	3	11
CO Emissions (g/hr)	859	5661	728	721	4388	286	837	830		499	194	754
NOx Emissions (g/hr)	167	1102	142	140	854	56	163	162		97	38	147
VOC Emissions (g/hr)	199	1312	169	167	1017	66	194	192		116	45	175
Dilemma Vehicles (#)	0	63	0	0	85	0	0	0		0	0	0
Queue Length 50th (ft)	236	708	50	177	530	30	382	~330		138	79	172
Queue Length 95th (ft)	#418	#822	171	#336	638	40	#616	#547		#289	136	#380
Internal Link Dist (ft)		2062			1471			866			1909	
Turn Bay Length (ft)	700		500	525		575				250		
Base Capacity (vph)	239	2135	967	183	1970	757	408	373		188	249	396

Lanes, Volumes, Timings
 12: World Gateway Dr & SR 536

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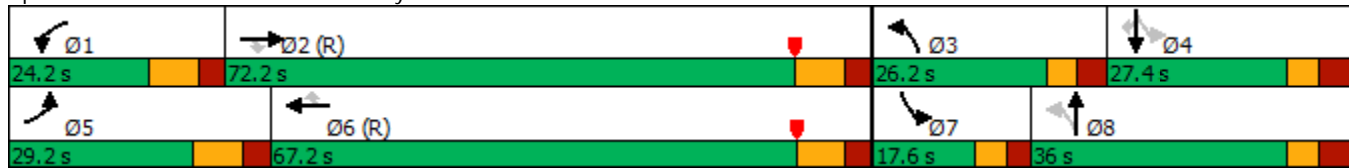


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.00	0.96	0.63	0.98	0.93	0.31	0.98	1.01		0.98	0.35	0.95

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.01
Intersection Signal Delay:	54.8
Intersection LOS:	D
Intersection Capacity Utilization	103.2%
ICU Level of Service	G
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 12: World Gateway Dr & SR 536



Lanes, Volumes, Timings
 13: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑↑		↔	↑↑↑	↔		↔		↔↔	↔	↔
Traffic Volume (vph)	86	2524	0	0	2064	326	0	0	0	413	0	113
Future Volume (vph)	86	2524	0	0	2064	326	0	0	0	413	0	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	530		350	0		0	250		185
Storage Lanes	2		0	1		1	0		0	2		0
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	0.95	0.95
Ped Bike Factor										1.00	0.99	0.99
Fr t						0.850					0.850	0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3367	4988	0	1863	4988	1553	0	1863	0	3433	1485	1504
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3367	4988	0	1863	4988	1553	0	1863	0	3426	1485	1485
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						225					65	65
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1315			1205			229			1017	
Travel Time (s)		19.9			18.3			5.2			23.1	
Confl. Peds. (#/hr)										2		1
Confl. Bikes (#/hr)										1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	91	2657	0	0	2173	343	0	0	0	435	0	119
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	91	2657	0	0	2173	343	0	0	0	435	60	59
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Perm				Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6	8					4
Detector Phase	5	2		1	6	6	8	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
13: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	25.0		5.0	25.0	25.0	6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	17.0	95.0		11.0	95.0	95.0	15.0	15.0		28.0	78.0	78.0
Total Split (s)	17.0	101.0		11.0	95.0	95.0	15.0	15.0		63.0	78.0	78.0
Total Split (%)	8.9%	53.2%		5.8%	50.0%	50.0%	7.9%	7.9%		33.2%	41.1%	41.1%
Maximum Green (s)	7.2	92.6		5.0	86.7	86.7	6.0	6.0		54.0	69.0	69.0
Yellow Time (s)	4.8	4.8		4.0	4.8	4.8	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	5.0	3.6		2.0	3.5	3.5	5.0	5.0		5.0	5.0	5.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	9.8	8.4		6.0	8.3	8.3		9.0		9.0	9.0	9.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0					7.0	7.0
Flash Dont Walk (s)		29.0			26.0	26.0					45.0	45.0
Pedestrian Calls (#/hr)		0			0	0					0	0
Act Effct Green (s)	10.7	142.9			122.5	122.5				29.7	29.7	29.7
Actuated g/C Ratio	0.06	0.75			0.64	0.64				0.16	0.16	0.16
v/c Ratio	0.48	0.71			0.68	0.32				0.81	0.21	0.21
Control Delay	95.1	14.3			23.4	6.1				89.6	12.6	12.3
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Total Delay	95.1	14.3			23.4	6.1				89.6	12.6	12.3
LOS	F	B			C	A				F	B	B
Approach Delay		17.0			21.0						73.0	
Approach LOS		B			C						E	
90th %ile Green (s)	13.4	136.4		0.0	113.3	113.3	0.0	0.0		36.2	36.2	36.2
90th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
70th %ile Green (s)	12.0	140.2		0.0	118.5	118.5	0.0	0.0		32.4	32.4	32.4
70th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
50th %ile Green (s)	10.7	142.9		0.0	122.5	122.5	0.0	0.0		29.7	29.7	29.7
50th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
30th %ile Green (s)	9.5	145.6		0.0	126.4	126.4	0.0	0.0		27.0	27.0	27.0
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
10th %ile Green (s)	7.8	149.4		0.0	131.9	131.9	0.0	0.0		23.2	23.2	23.2
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
Stops (vph)	81	1295			1273	49				394	8	8
Fuel Used(gal)	3	45			42	4				13	1	1
CO Emissions (g/hr)	238	3146			2921	249				908	45	44
NOx Emissions (g/hr)	46	612			568	48				177	9	9
VOC Emissions (g/hr)	55	729			677	58				210	10	10
Dilemma Vehicles (#)	0	66			54	0				0	0	0
Queue Length 50th (ft)	58	594			602	55				275	0	0
Queue Length 95th (ft)	91	727			741	125				328	43	42
Internal Link Dist (ft)		1235			1125			149			937	
Turn Bay Length (ft)	425					350				250		185
Base Capacity (vph)	189	3751			3216	1081				975	580	580

Lanes, Volumes, Timings
 13: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0			0	0				0	0	0
Spillback Cap Reductn	0	0			0	0				0	0	0
Storage Cap Reductn	0	0			0	0				0	0	0
Reduced v/c Ratio	0.48	0.71			0.68	0.32				0.45	0.10	0.10

Intersection Summary

























Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	190
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	24.1
Intersection LOS:	C
Intersection Capacity Utilization	76.1%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 13: US 192 & Storey Lake Blvd


















Lanes, Volumes, Timings
 14: SR 535 & Median Opening S

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	0	0	150	0	0	140	39	2316	143	88	2487	170
Future Volume (vph)	0	0	150	0	0	140	39	2316	143	88	2487	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	750		275	500		400
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	0			0			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865			0.865			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	0	1611	0	0	1611	1719	4940	1538	1719	4940	1538
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	1719	4940	1538	1719	4940	1538
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		605			604			992			941	
Travel Time (s)		13.8			13.7			15.0			14.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	158	0	0	147	41	2438	151	93	2618	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	158	0	0	147	41	2438	151	93	2618	179
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			48			48	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	64.0%						ICU Level of Service C					
Analysis Period (min)	15											

Lanes, Volumes, Timings
15: SR 535 & Median Opening N

11/14/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			  			  
Traffic Volume (vph)	0	109	2407	109	66	2928
Future Volume (vph)	0	109	2407	109	66	2928
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		350	550	
Storage Lanes	0	1		1	1	
Taper Length (ft)	0				50	
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Ped Bike Factor						
Frt		0.865		0.850		
Flt Protected					0.950	
Satd. Flow (prot)	0	1611	4940	1538	1719	4940
Flt Permitted					0.950	
Satd. Flow (perm)	0	1611	4940	1538	1719	4940
Link Speed (mph)	30		45			45
Link Distance (ft)	1012		510			774
Travel Time (s)	23.0		7.7			11.7
Confl. Peds. (#/hr)				3		
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	115	2534	115	69	3082
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	115	2534	115	69	3082
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		24			36
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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	59.9%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Lane Configurations			↙	↑↑	↑↑			
Traffic Volume (vph)	0	0	111	984	868	82		
Future Volume (vph)	0	0	111	984	868	82		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	0			0		
Storage Lanes	0	0	1			0		
Taper Length (ft)	0		0					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95		
Ped Bike Factor								
Frt					0.987			
Flt Protected			0.950					
Satd. Flow (prot)	0	0	1736	3471	3426	0		
Flt Permitted			0.950					
Satd. Flow (perm)	0	0	1736	3471	3426	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)					13			
Link Speed (mph)	30			40	40			
Link Distance (ft)	1264			446	680			
Travel Time (s)	28.7			7.6	11.6			
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	4%	4%	4%	4%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	0	0	117	1036	914	86		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	117	1036	1000	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			24	24			
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		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2			
Detector Template			Left	Thru	Thru			
Leading Detector (ft)			20	100	100			
Trailing Detector (ft)			0	0	0			
Turn Type			Prot	NA	NA			
Protected Phases			5	Free	6		2	4
Permitted Phases								
Detector Phase			5		6			
Switch Phase								

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Minimum Initial (s)			5.0		5.0		5.0	5.0
Minimum Split (s)			11.0		30.0		24.0	24.0
Total Split (s)			22.0		46.0		68.0	27.0
Total Split (%)			23.2%		48.4%		72%	28%
Maximum Green (s)			18.0		42.0		64.0	23.0
Yellow Time (s)			3.0		3.0		3.0	3.0
All-Red Time (s)			1.0		1.0		1.0	1.0
Lost Time Adjust (s)			0.0		0.0			
Total Lost Time (s)			4.0		4.0			
Lead/Lag			Lead		Lag			
Lead-Lag Optimize?			Yes		Yes			
Vehicle Extension (s)			3.0		3.0		3.0	3.0
Minimum Gap (s)			3.0		3.0		3.0	3.0
Time Before Reduce (s)			0.0		0.0		0.0	0.0
Time To Reduce (s)			0.0		0.0		0.0	0.0
Recall Mode			None		C-Min		C-Min	None
Walk Time (s)					10.0			
Flash Dont Walk (s)					16.0			
Pedestrian Calls (#/hr)					0			
Act Effct Green (s)			11.7	95.0	64.6			
Actuated g/C Ratio			0.12	1.00	0.68			
v/c Ratio			0.55	0.30	0.43			
Control Delay			50.6	0.2	6.7			
Queue Delay			0.0	0.0	0.0			
Total Delay			50.6	0.2	6.7			
LOS			D	A	A			
Approach Delay				5.3	6.7			
Approach LOS				A	A			
90th %ile Green (s)			16.2		54.9		75.1	11.9
90th %ile Term Code			Gap		Coord		Coord	Gap
70th %ile Green (s)			13.5		59.5		77.0	10.0
70th %ile Term Code			Gap		Coord		Coord	Gap
50th %ile Green (s)			11.7		62.7		78.4	8.6
50th %ile Term Code			Gap		Coord		Coord	Gap
30th %ile Green (s)			9.8		65.9		79.7	7.3
30th %ile Term Code			Gap		Coord		Coord	Gap
10th %ile Green (s)			7.2		79.8		91.0	0.0
10th %ile Term Code			Gap		Coord		Coord	Skip
Stops (vph)			94	0	357			
Fuel Used(gal)			2	3	9			
CO Emissions (g/hr)			168	211	643			
NOx Emissions (g/hr)			33	41	125			
VOC Emissions (g/hr)			39	49	149			
Dilemma Vehicles (#)			0	0	40			
Queue Length 50th (ft)			67	0	96			
Queue Length 95th (ft)			105	0	m186			
Internal Link Dist (ft)	1184			366	600			
Turn Bay Length (ft)								
Base Capacity (vph)			328	3471	2332			

Lanes, Volumes, Timings
 16: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/14/2022

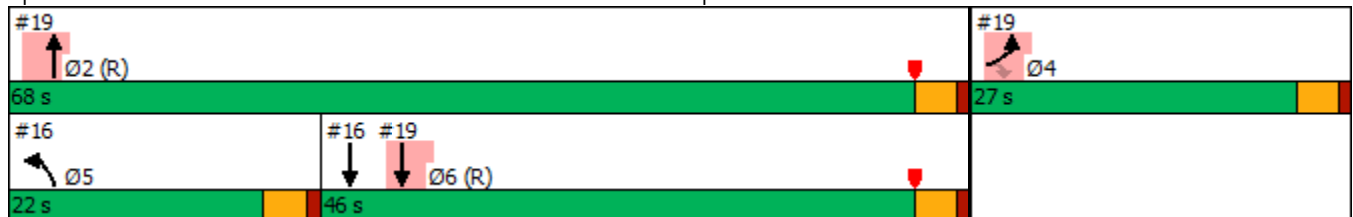


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Starvation Cap Reductn			0	0	0			
Spillback Cap Reductn			0	0	0			
Storage Cap Reductn			0	0	0			
Reduced v/c Ratio			0.36	0.30	0.43			

Intersection Summary

































Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	30 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.55
Intersection Signal Delay:	6.0
Intersection LOS:	A
Intersection Capacity Utilization	39.5%
ICU Level of Service	A
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 16: Poinciana Blvd & Poinciana Blvd WB On Ramp



Lanes, Volumes, Timings
17: N Poinciana Blvd & US 192

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  			 			 	
Traffic Volume (vph)	189	1438	816	220	1118	117	446	715	214	167	751	235
Future Volume (vph)	189	1438	816	220	1118	117	446	715	214	167	751	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	390		390	330		330	234		0	475		475
Storage Lanes	2		1	2		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.98			0.99		1.00				
Frt			0.850			0.850		0.965				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3402	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.079			0.187		
Satd. Flow (perm)	3432	5085	1558	3433	5085	1563	147	3402	0	348	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			419			137			23			158
Link Speed (mph)		45			45			30				30
Link Distance (ft)		3747			3214			547				771
Travel Time (s)		56.8			48.7			12.4				17.5
Confl. Peds. (#/hr)	1		3				3		3			
Confl. Bikes (#/hr)				2		1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	199	1514	859	232	1177	123	469	753	225	176	791	247
Shared Lane Traffic (%)												
Lane Group Flow (vph)	199	1514	859	232	1177	123	469	978	0	176	791	247
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
17: N Poinciana Blvd & US 192

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	13.4	49.4	49.4	13.4	50.4	50.4	13.8	40.8		13.8	38.8	38.8
Total Split (s)	23.9	72.0	72.0	19.2	67.3	67.3	48.1	74.3		24.5	50.7	50.7
Total Split (%)	12.6%	37.9%	37.9%	10.1%	35.4%	35.4%	25.3%	39.1%		12.9%	26.7%	26.7%
Maximum Green (s)	17.5	65.6	65.6	12.8	60.9	60.9	41.3	67.5		17.7	43.9	43.9
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		36.0	36.0		37.0	37.0		27.0			25.0	25.0
Pedestrian Calls (#/hr)		0	0		0	0		0			0	0
Act Effct Green (s)	15.6	65.6	65.6	12.8	62.8	62.8	92.0	69.5		59.6	43.9	43.9
Actuated g/C Ratio	0.08	0.35	0.35	0.07	0.33	0.33	0.48	0.37		0.31	0.23	0.23
v/c Ratio	0.71	0.86	1.06	1.00	0.70	0.20	1.11	0.78		0.78	0.97	0.51
Control Delay	98.9	64.2	77.3	145.0	58.4	5.1	130.6	57.5		59.1	95.8	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	98.9	64.2	77.3	145.0	58.4	5.1	130.6	57.5		59.1	95.8	26.0
LOS	F	E	E	F	E	A	F	E		E	F	C
Approach Delay		71.3			67.2			81.2			76.3	
Approach LOS		E			E			F			E	
90th %ile Green (s)	17.5	65.6	65.6	12.8	60.9	60.9	41.3	67.5		17.7	43.9	43.9
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Max	Coord	Coord
70th %ile Green (s)	17.5	65.6	65.6	12.8	60.9	60.9	41.3	67.5		17.7	43.9	43.9
70th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Coord		Max	Coord	Coord
50th %ile Green (s)	16.3	65.6	65.6	12.8	62.1	62.1	41.3	68.5		16.7	43.9	43.9
50th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
30th %ile Green (s)	14.6	65.6	65.6	12.8	63.8	63.8	41.3	70.6		14.6	43.9	43.9
30th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
10th %ile Green (s)	12.0	65.6	65.6	12.8	66.4	66.4	41.3	73.4		11.8	43.9	43.9
10th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
Stops (vph)	182	1319	448	194	959	8	347	798		125	696	75
Fuel Used(gal)	11	70	38	13	49	3	16	19		4	23	3
CO Emissions (g/hr)	745	4905	2674	944	3393	186	1096	1346		259	1608	215
NOx Emissions (g/hr)	145	954	520	184	660	36	213	262		50	313	42
VOC Emissions (g/hr)	173	1137	620	219	786	43	254	312		60	373	50
Dilemma Vehicles (#)	0	38	0	0	25	0	0	0		0	0	0
Queue Length 50th (ft)	126	649	~810	~153	475	0	~614	565		125	521	95
Queue Length 95th (ft)	174	712	#1079	#254	536	40	#857	660		202	#658	195
Internal Link Dist (ft)		3667			3134			467			691	
Turn Bay Length (ft)	390		390	330		330	234			475		475
Base Capacity (vph)	316	1755	812	231	1681	608	423	1259		245	817	487

Lanes, Volumes, Timings
 17: N Poinciana Blvd & US 192

11/14/2022

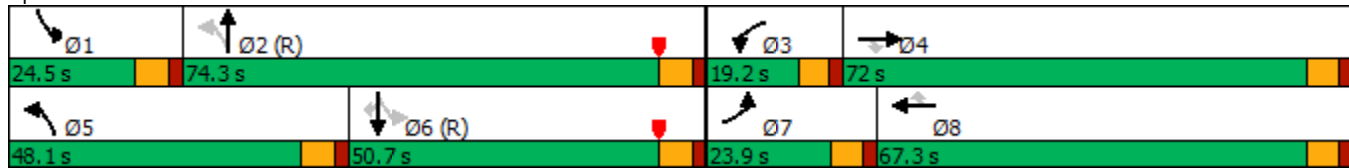


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.86	1.06	1.00	0.70	0.20	1.11	0.78		0.72	0.97	0.51

Intersection Summary

Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.11
Intersection Signal Delay:	73.4
Intersection LOS:	E
Intersection Capacity Utilization	102.3%
ICU Level of Service	G
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 17: N Poinciana Blvd & US 192



Lanes, Volumes, Timings
 18: Poinciana Blvd & Westbound Off Ramp

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	380	152	494	0	0	575
Future Volume (vph)	380	152	494	0	0	575
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1719	1538	3539	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	1719	1538	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	1736		598			432
Travel Time (s)	39.5		13.6			9.8
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	400	160	520	0	0	605
Shared Lane Traffic (%)						
Lane Group Flow (vph)	400	160	520	0	0	605
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.6%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Lane Configurations	↶	↷		↕	↕		
Traffic Volume (vph)	57	100	0	1038	868	0	
Future Volume (vph)	57	100	0	1038	868	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	1	0			0	
Taper Length (ft)	0		0				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	
Ped Bike Factor							
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	1752	1568	0	3539	3471	0	
Flt Permitted	0.950						
Satd. Flow (perm)	1752	1568	0	3539	3471	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		105					
Link Speed (mph)	30			40	40		
Link Distance (ft)	1471			395	446		
Travel Time (s)	33.4			6.7	7.6		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	3%	3%	2%	2%	4%	4%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	60	105	0	1093	914	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	60	105	0	1093	914	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			24	24		
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	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	1		2	2		
Detector Template	Left	Right		Thru	Thru		
Leading Detector (ft)	20	20		100	100		
Trailing Detector (ft)	0	0		0	0		
Turn Type	Prot	Perm		NA	NA		
Protected Phases	4			2	6	5	
Permitted Phases		4					
Detector Phase	4	4		2	6		
Switch Phase							

Lanes, Volumes, Timings
 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	24.0	24.0		24.0	30.0		11.0
Total Split (s)	27.0	27.0		68.0	46.0		22.0
Total Split (%)	28.4%	28.4%		71.6%	48.4%		23%
Maximum Green (s)	23.0	23.0		64.0	42.0		18.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		
Total Lost Time (s)	4.0	4.0		4.0	4.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None		C-Min	C-Min		None
Walk Time (s)					10.0		
Flash Dont Walk (s)					16.0		
Pedestrian Calls (#/hr)					0		
Act Effct Green (s)	8.7	8.7		81.0	64.6		
Actuated g/C Ratio	0.09	0.09		0.85	0.68		
v/c Ratio	0.38	0.44		0.36	0.39		
Control Delay	46.5	14.2		2.5	2.8		
Queue Delay	0.0	0.0		0.0	0.0		
Total Delay	46.5	14.2		2.5	2.8		
LOS	D	B		A	A		
Approach Delay	26.0			2.5	2.8		
Approach LOS	C			A	A		
90th %ile Green (s)	11.9	11.9		75.1	54.9		16.2
90th %ile Term Code	Gap	Gap		Coord	Coord		Gap
70th %ile Green (s)	10.0	10.0		77.0	59.5		13.5
70th %ile Term Code	Gap	Gap		Coord	Coord		Gap
50th %ile Green (s)	8.6	8.6		78.4	62.7		11.7
50th %ile Term Code	Gap	Gap		Coord	Coord		Gap
30th %ile Green (s)	7.3	7.3		79.7	65.9		9.8
30th %ile Term Code	Gap	Gap		Coord	Coord		Gap
10th %ile Green (s)	0.0	0.0		91.0	79.8		7.2
10th %ile Term Code	Skip	Skip		Coord	Coord		Gap
Stops (vph)	51	20		207	69		
Fuel Used(gal)	1	2		5	4		
CO Emissions (g/hr)	103	108		373	265		
NOx Emissions (g/hr)	20	21		73	52		
VOC Emissions (g/hr)	24	25		86	61		
Dilemma Vehicles (#)	0	0		46	55		
Queue Length 50th (ft)	35	0		61	34		
Queue Length 95th (ft)	72	47		102	41		
Internal Link Dist (ft)	1391			315	366		
Turn Bay Length (ft)							
Base Capacity (vph)	424	459		3019	2358		

Lanes, Volumes, Timings
 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp

11/14/2022

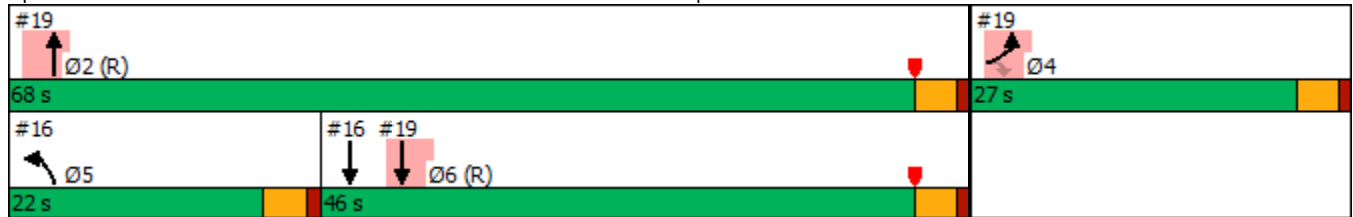


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Starvation Cap Reductn	0	0		0	196		
Spillback Cap Reductn	0	0		0	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	0.14	0.23		0.36	0.42		

Intersection Summary

Area Type:	Other
Cycle Length:	95
Actuated Cycle Length:	95
Offset:	30 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.55
Intersection Signal Delay:	4.4
Intersection LOS:	A
Intersection Capacity Utilization	39.5%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 19: Poinciana Blvd & Poinciana Blvd EB Off Ramp



Lanes, Volumes, Timings
20: International Dr & World Gateway Dr

11/14/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↶	↑↑↑	↑↑↑		↷	↷
Traffic Volume (vph)	393	1045	882	344	561	272
Future Volume (vph)	393	1045	882	344	561	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.958			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	4872	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	4872	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		1160	1753		946	
Travel Time (s)		17.6	26.6		21.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	414	1100	928	362	591	286
Shared Lane Traffic (%)						
Lane Group Flow (vph)	414	1100	1290	0	591	286
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		60	40		36	
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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	87.6%
ICU Level of Service	E
Analysis Period (min)	15

Lanes, Volumes, Timings
21: World Center Dr & Buena Vista Suites

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗↖↗		↖	↗↖↗			↕			↕	
Traffic Volume (vph)	40	2166	29	38	2233	14	27	6	46	13	4	44
Future Volume (vph)	40	2166	29	38	2233	14	27	6	46	13	4	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	250		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.998			0.999			0.921				0.903
Fl _t Protected	0.950			0.950				0.983				0.989
Satd. Flow (prot)	1752	5026	0	1752	5031	0	0	1686	0	0	1664	0
Fl _t Permitted	0.950			0.950				0.983				0.989
Satd. Flow (perm)	1752	5026	0	1752	5031	0	0	1686	0	0	1664	0
Link Speed (mph)		45			45			30				30
Link Distance (ft)		579			933			350				496
Travel Time (s)		8.8			14.1			8.0				11.3
Confl. Peds. (#/hr)			1									
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	42	2280	31	40	2351	15	28	6	48	14	4	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	2311	0	40	2366	0	0	82	0	0	64	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.7%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
 22: World Center Dr & Caribe Royale Orlando

11/14/2022





















Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↘	↘
Traffic Volume (vph)	42	2132	2340	33	36	55
Future Volume (vph)	42	2132	2340	33	36	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	270			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	5036	5026	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	5036	5026	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		933	1492		505	
Travel Time (s)		14.1	22.6		11.5	
Confl. Peds. (#/hr)					1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	44	2244	2463	35	38	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	2244	2498	0	38	58
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	56.0%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
61: SR 535 & Qd. Rd @ SR 535

11/14/2022

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 		  		 	  
Traffic Volume (vph)	159	483	2033	243	228	2700
Future Volume (vph)	159	483	2033	243	228	2700
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	200	0		200	400	
Storage Lanes	1	1		1	2	
Taper Length (ft)	50				50	
Lane Util. Factor	0.97	0.91	0.86	1.00	0.97	0.91
Ped Bike Factor						
Frt	0.910	0.850		0.850		
Flt Protected	0.981				0.950	
Satd. Flow (prot)	3134	1400	6225	1538	3335	4940
Flt Permitted	0.981				0.950	
Satd. Flow (perm)	3134	1400	6225	1538	3335	4940
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	134	134		5		
Link Speed (mph)	30		45			45
Link Distance (ft)	375		440			510
Travel Time (s)	8.5		6.7			7.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	167	508	2140	256	240	2842
Shared Lane Traffic (%)		50%				
Lane Group Flow (vph)	421	254	2140	256	240	2842
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	24		24			24
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
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	Prot	Perm	NA	pm+ov	Prot	NA
Protected Phases	8		2	8	1	6
Permitted Phases		8		2		
Detector Phase	8	8	2	8	1	6
Switch Phase						

Lanes, Volumes, Timings
61: SR 535 & Qd. Rd @ SR 535

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	24.0	24.0	11.0	24.0
Total Split (s)	27.0	27.0	42.0	27.0	11.0	53.0
Total Split (%)	33.8%	33.8%	52.5%	33.8%	13.8%	66.3%
Maximum Green (s)	21.0	21.0	36.0	21.0	5.0	47.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	C-Min	None	None	C-Min
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)	14.6	14.6	36.9	57.5	10.5	53.4
Actuated g/C Ratio	0.18	0.18	0.46	0.72	0.13	0.67
v/c Ratio	0.62	0.70	0.75	0.23	0.55	0.86
Control Delay	15.2	19.2	14.7	3.1	43.8	13.1
Queue Delay	0.0	0.0	0.2	0.0	0.0	0.5
Total Delay	15.2	19.2	14.9	3.1	43.8	13.6
LOS	B	B	B	A	D	B
Approach Delay	16.7		13.6			16.0
Approach LOS	B		B			B
90th %ile Green (s)	21.0	21.0	36.0	21.0	5.0	47.0
90th %ile Term Code	Max	Max	Coord	Max	Max	Coord
70th %ile Green (s)	18.0	18.0	36.0	18.0	8.0	50.0
70th %ile Term Code	Gap	Gap	Coord	Gap	Max	Coord
50th %ile Green (s)	13.8	13.8	36.0	13.8	12.2	54.2
50th %ile Term Code	Gap	Gap	Coord	Gap	Max	Coord
30th %ile Green (s)	12.0	12.0	36.9	12.0	13.1	56.0
30th %ile Term Code	Gap	Gap	Coord	Gap	Gap	Coord
10th %ile Green (s)	8.3	8.3	39.5	8.3	14.2	59.7
10th %ile Term Code	Gap	Gap	Coord	Gap	Gap	Coord
Stops (vph)	296	139	1242	53	192	1997
Fuel Used(gal)	5	3	27	2	5	41
CO Emissions (g/hr)	377	226	1911	105	362	2865
NOx Emissions (g/hr)	73	44	372	20	70	557
VOC Emissions (g/hr)	87	52	443	24	84	664
Dilemma Vehicles (#)	0	0	88	0	0	119
Queue Length 50th (ft)	120	146	250	38	85	473
Queue Length 95th (ft)	46	35	382	33	m#117	m574
Internal Link Dist (ft)	295		360			430
Turn Bay Length (ft)	200			200	400	
Base Capacity (vph)	921	466	2869	1229	437	3296

Lanes, Volumes, Timings
 61: SR 535 & Qd. Rd @ SR 535

11/14/2022

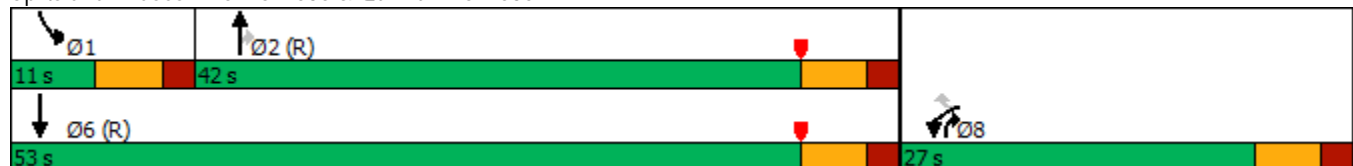


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	139	0	0	0
Spillback Cap Reductn	3	0	0	0	0	140
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.55	0.78	0.21	0.55	0.90

Intersection Summary





























Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	48 (60%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.86
Intersection Signal Delay:	15.1
Intersection LOS:	B
Intersection Capacity Utilization	71.8%
ICU Level of Service	C
Analysis Period (min)	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 61: SR 535 & Qd. Rd @ SR 535



Lanes, Volumes, Timings
62: Qd Rd @ Poly & Polynesian Isle Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 	 		 			 	 	 
Traffic Volume (vph)	297	114	180	0	56	200	55	145	0	114	114	243
Future Volume (vph)	297	114	180	0	56	200	55	145	0	114	114	243
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	175		0	250		200	0		0	0		175
Storage Lanes	0		0	1		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.908			0.883							0.850
Flt Protected	0.950						0.950			0.950		
Satd. Flow (prot)	3335	1643	0	1845	3095	0	1752	1845	0	1719	1810	1538
Flt Permitted	0.950						0.680			0.522		
Satd. Flow (perm)	3335	1643	0	1845	3095	0	1254	1845	0	945	1810	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		107			211							256
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		393			620			419			434	
Travel Time (s)		8.9			14.1			9.5			9.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	3%	3%	3%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	313	120	189	0	59	211	58	153	0	120	120	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	313	309	0	0	270	0	58	153	0	120	120	256
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	Over
Protected Phases	5	2		1	6		7	4		3	8	5
Permitted Phases							4			8		
Detector Phase	5	2		1	6		7	4		3	8	5
Switch Phase												

Lanes, Volumes, Timings
62: Qd Rd @ Poly & Polynesian Isle Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	11.0	24.0		11.0	24.0		11.0	24.0		11.0	24.0	11.0
Total Split (s)	19.0	33.0		11.0	25.0		11.0	24.0		12.0	25.0	19.0
Total Split (%)	23.8%	41.3%		13.8%	31.3%		13.8%	30.0%		15.0%	31.3%	23.8%
Maximum Green (s)	13.0	27.0		5.0	19.0		5.0	18.0		6.0	19.0	13.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		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
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	12.7	43.3		24.6			18.0	11.9		22.6	16.3	12.7
Actuated g/C Ratio	0.16	0.54		0.31			0.22	0.15		0.28	0.20	0.16
v/c Ratio	0.59	0.33		0.25			0.18	0.56		0.34	0.33	0.56
Control Delay	49.9	12.8		8.3			17.7	39.0		19.9	24.8	10.9
Queue Delay	0.0	0.0		0.0			0.0	0.0		0.0	0.0	0.0
Total Delay	49.9	12.8		8.3			17.7	39.0		19.9	24.8	10.9
LOS	D	B		A			B	D		B	C	B
Approach Delay		31.5		8.3				33.2			16.5	
Approach LOS		C		A				C			B	
90th %ile Green (s)	16.3	33.9		0.0	11.6		8.9	16.3		11.8	19.2	16.3
90th %ile Term Code	Max	Coord		Skip	Coord		Gap	Gap		Gap	Hold	Max
70th %ile Green (s)	14.1	37.7		0.0	17.6		8.0	13.7		10.6	16.3	14.1
70th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Gap	Hold	Gap
50th %ile Green (s)	12.7	40.6		0.0	21.9		7.3	11.9		9.5	14.1	12.7
50th %ile Term Code	Gap	Coord		Skip	Coord		Gap	Gap		Gap	Hold	Gap
30th %ile Green (s)	11.3	43.7		0.0	26.4		0.0	10.0		8.3	24.3	11.3
30th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Gap		Gap	Hold	Gap
10th %ile Green (s)	9.2	60.6		0.0	45.4		0.0	7.4		0.0	7.4	9.2
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Gap		Skip	Hold	Gap
Stops (vph)	295	160		59			39	129		63	63	124
Fuel Used(gal)	6	3		2			1	2		2	2	3
CO Emissions (g/hr)	388	178		140			42	163		107	115	193
NOx Emissions (g/hr)	76	35		27			8	32		21	22	38
VOC Emissions (g/hr)	90	41		32			10	38		25	27	45
Dilemma Vehicles (#)	0	0		0			0	0		0	0	0
Queue Length 50th (ft)	150	112		11			19	72		39	45	79
Queue Length 95th (ft)	196	146		47			38	121		54	69	94
Internal Link Dist (ft)		313		540				339			354	
Turn Bay Length (ft)	175											175
Base Capacity (vph)	578	938		1160			327	415		358	454	478

Lanes, Volumes, Timings
 62: Qd Rd @ Poly & Polynesian Isle Blvd

11/14/2022

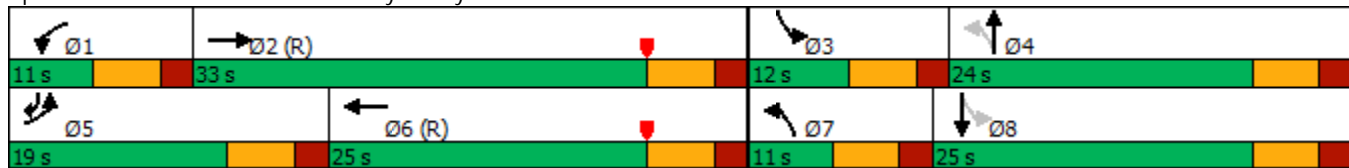


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0			0		0	0		0	0	0
Spillback Cap Reductn	0	0			0		0	0		0	0	0
Storage Cap Reductn	0	0			0		0	0		0	0	0
Reduced v/c Ratio	0.54	0.33			0.23		0.18	0.37		0.34	0.26	0.54

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.59
Intersection Signal Delay:	23.1
Intersection LOS:	C
Intersection Capacity Utilization	55.2%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 62: Qd Rd @ Poly & Polynesian Isle Blvd



Lanes, Volumes, Timings
81: SR 535 & Intl Dr PDLT EB

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	232	0	0	2000	2531	110				
Future Volume (vph)	232	0	0	2000	2531	110				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	12	12	12	12	12				
Grade (%)	0%			0%	0%					
Storage Length (ft)	0	0	0			250				
Storage Lanes	2	0	0			1				
Taper Length (ft)	50		50							
Lane Util. Factor	0.97	1.00	1.00	0.91	0.81	1.00				
Ped Bike Factor										
Flt						0.850				
Flt Protected	0.950									
Satd. Flow (prot)	3433	0	0	4940	7329	1538				
Flt Permitted	0.950									
Satd. Flow (perm)	3433	0	0	4940	7329	1538				
Right Turn on Red		Yes				Yes				
Satd. Flow (RTOR)						47				
Link Speed (mph)	35			45	45					
Link Distance (ft)	829			143	537					
Travel Time (s)	16.1			2.2	8.1					
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%			0%	0%					
Adj. Flow (vph)	244	0	0	2105	2664	116				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	244	0	0	2105	2664	116				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Left	Left	Right				
Median Width(ft)	24			12	12					
Link Offset(ft)	0			12	-12					
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				
Turning Speed (mph)	15	9	15			9				
Number of Detectors	1			2	2	1				
Detector Template	Left			Thru	Thru	Right				
Leading Detector (ft)	20			100	100	20				
Trailing Detector (ft)	0			0	0	0				
Turn Type	Prot			NA	NA	Free				
Protected Phases	4!			Free!	1 6		1	2	5	6
Permitted Phases						Free				
Detector Phase	4				1 6					
Switch Phase										

Lanes, Volumes, Timings
81: SR 535 & Intl Dr PDLT EB

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5	Ø6
Minimum Initial (s)	5.0						10.0	10.0	5.0	10.0
Minimum Split (s)	55.0						17.5	17.5	11.0	17.5
Total Split (s)	50.0						22.0	78.0	19.0	81.0
Total Split (%)	33.3%						15%	52%	13%	54%
Maximum Green (s)	42.2						14.5	70.5	13.0	73.5
Yellow Time (s)	4.8						5.5	5.5	4.0	5.5
All-Red Time (s)	3.0						2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0									
Total Lost Time (s)	7.8									
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?										
Vehicle Extension (s)	3.0						3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0						3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0						0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0						0.0	0.0	0.0	0.0
Recall Mode	None						None	C-Min	None	C-Min
Walk Time (s)	5.0									
Flash Dont Walk (s)	31.0									
Pedestrian Calls (#/hr)	0									
Act Effct Green (s)	42.2			150.0	88.0	150.0				
Actuated g/C Ratio	0.28			1.00	0.59	1.00				
v/c Ratio	0.25			0.43	0.62	0.08				
Control Delay	40.5			0.8	19.0	0.1				
Queue Delay	0.0			0.0	0.2	0.0				
Total Delay	40.5			0.8	19.2	0.1				
LOS	D			A	B	A				
Approach Delay	40.5			0.8	18.4					
Approach LOS	D			A	B					
90th %ile Green (s)	42.2						14.5	70.5	13.0	73.5
90th %ile Term Code	Max						Max	Coord	Max	Coord
70th %ile Green (s)	42.2						14.5	70.5	13.0	73.5
70th %ile Term Code	Max						Max	Coord	Max	Coord
50th %ile Green (s)	42.2						14.5	70.5	13.0	73.5
50th %ile Term Code	Max						Max	Coord	Max	Coord
30th %ile Green (s)	42.2						14.5	70.5	13.0	73.5
30th %ile Term Code	Max						Max	Coord	Max	Coord
10th %ile Green (s)	42.2						14.5	70.5	13.0	73.5
10th %ile Term Code	Max						Max	Coord	Max	Coord
Stops (vph)	209			54	1967	0				
Fuel Used(gal)	5			3	43	0				
CO Emissions (g/hr)	341			201	3012	27				
NOx Emissions (g/hr)	66			39	586	5				
VOC Emissions (g/hr)	79			46	698	6				
Dilemma Vehicles (#)	0			0	219	0				
Queue Length 50th (ft)	114			20	382	0				
Queue Length 95th (ft)	160			0	415	m0				
Internal Link Dist (ft)	749			63	457					
Turn Bay Length (ft)						250				
Base Capacity (vph)	965			4940	4299	1538				

Lanes, Volumes, Timings
 81: SR 535 & Intl Dr PDLT EB

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø1	Ø2	Ø5	Ø6
Starvation Cap Reductn	0			0	510	0				
Spillback Cap Reductn	0			0	617	0				
Storage Cap Reductn	0			0	0	0				
Reduced v/c Ratio	0.25			0.43	0.72	0.08				

Intersection Summary











Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 149 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 12.2 Intersection LOS: B
 Intersection Capacity Utilization 55.1% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.
 ! Phase conflict between lane groups.

Splits and Phases: 81: SR 535 & Intl Dr PDLT EB



Lanes, Volumes, Timings
82: SR 535 & Intl Dr PDLT WB

11/14/2022

							Ø1	Ø2	Ø5	Ø6
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT				
Lane Configurations										
Traffic Volume (vph)	223	0	1989	516	0	2699				
Future Volume (vph)	223	0	1989	516	0	2699				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	12	12	12	12	12				
Grade (%)	0%		0%			0%				
Storage Length (ft)	0	0		300	0					
Storage Lanes	2	0		1	0					
Taper Length (ft)	50				50					
Lane Util. Factor	0.97	1.00	0.81	1.00	1.00	0.91				
Ped Bike Factor										
Frt				0.850						
Flt Protected	0.950									
Satd. Flow (prot)	3433	0	7329	1538	0	4940				
Flt Permitted	0.950									
Satd. Flow (perm)	3433	0	7329	1538	0	4940				
Right Turn on Red		Yes		Yes						
Satd. Flow (RTOR)				328						
Link Speed (mph)	35		45			45				
Link Distance (ft)	850		1944			136				
Travel Time (s)	16.6		29.5			2.1				
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%		0%			0%				
Adj. Flow (vph)	235	0	2094	543	0	2841				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	235	0	2094	543	0	2841				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Right	Left	Left				
Median Width(ft)	24		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				
Turning Speed (mph)	15	9		9	15					
Number of Detectors	1		2	1		2				
Detector Template	Left		Thru	Right		Thru				
Leading Detector (ft)	20		100	20		100				
Trailing Detector (ft)	0		0	0		0				
Turn Type	Prot		NA	Free		NA				
Protected Phases	4!		2 5			Free!	1	2	5	6
Permitted Phases				Free						
Detector Phase	4		2 5							
Switch Phase										

Lanes, Volumes, Timings
82: SR 535 & Intl Dr PDLT WB

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø5	Ø6
Minimum Initial (s)	5.0						10.0	10.0	5.0	10.0
Minimum Split (s)	55.0						17.5	17.5	11.0	17.5
Total Split (s)	50.0						22.0	78.0	19.0	81.0
Total Split (%)	33.3%						15%	52%	13%	54%
Maximum Green (s)	42.2						14.5	70.5	13.0	73.5
Yellow Time (s)	4.8						5.5	5.5	4.0	5.5
All-Red Time (s)	3.0						2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0									
Total Lost Time (s)	7.8									
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?										
Vehicle Extension (s)	3.0						3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0						3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0						0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0						0.0	0.0	0.0	0.0
Recall Mode	None						None	C-Min	None	C-Min
Walk Time (s)	5.0									
Flash Dont Walk (s)	31.0									
Pedestrian Calls (#/hr)	0									
Act Effct Green (s)	42.2		82.0	150.0		150.0				
Actuated g/C Ratio	0.28		0.55	1.00		1.00				
v/c Ratio	0.24		0.52	0.35		0.58				
Control Delay	39.8		19.4	0.6		3.3				
Queue Delay	0.0		0.1	0.0		0.0				
Total Delay	39.8		19.5	0.6		3.3				
LOS	D		B	A		A				
Approach Delay	39.8		15.6			3.3				
Approach LOS	D		B			A				
90th %ile Green (s)	42.2						14.5	70.5	13.0	73.5
90th %ile Term Code	Max						Max	Coord	Max	Coord
70th %ile Green (s)	42.2						14.5	70.5	13.0	73.5
70th %ile Term Code	Max						Max	Coord	Max	Coord
50th %ile Green (s)	42.2						14.5	70.5	13.0	73.5
50th %ile Term Code	Max						Max	Coord	Max	Coord
30th %ile Green (s)	42.2						14.5	70.5	13.0	73.5
30th %ile Term Code	Max						Max	Coord	Max	Coord
10th %ile Green (s)	42.2						14.5	70.5	13.0	73.5
10th %ile Term Code	Max						Max	Coord	Max	Coord
Stops (vph)	189		1550	0		346				
Fuel Used(gal)	5		52	7		9				
CO Emissions (g/hr)	321		3650	460		595				
NOx Emissions (g/hr)	63		710	89		116				
VOC Emissions (g/hr)	74		846	107		138				
Dilemma Vehicles (#)	0		133	0		0				
Queue Length 50th (ft)	121		259	0		62				
Queue Length 95th (ft)	86		281	0		m33				
Internal Link Dist (ft)	770		1864			56				
Turn Bay Length (ft)				300						
Base Capacity (vph)	965		4006	1538		4940				

Lanes, Volumes, Timings
 82: SR 535 & Intl Dr PDLT WB

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø2	Ø5	Ø6
Starvation Cap Reductn	0		0	0		0				
Spillback Cap Reductn	0		732	0		0				
Storage Cap Reductn	0		0	0		0				
Reduced v/c Ratio	0.24		0.64	0.35		0.58				

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	149 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.08
Intersection Signal Delay:	10.5
Intersection LOS:	B
Intersection Capacity Utilization	68.3%
ICU Level of Service	C
Analysis Period (min)	15
m	Volume for 95th percentile queue is metered by upstream signal.
!	Phase conflict between lane groups.

Splits and Phases: 82: SR 535 & Intl Dr PDLT WB



Lanes, Volumes, Timings
83: Intl Dr PDLT WB & International Dr

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↖↗	↑↑↑		↖
Traffic Volume (vph)	1206	0	223	1127	0	516
Future Volume (vph)	1206	0	223	1127	0	516
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	300		0	0
Storage Lanes		0	2		0	1
Taper Length (ft)			50		50	
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected			0.950			
Satd. Flow (prot)	5085	0	3433	5085	0	1565
Flt Permitted			0.950			
Satd. Flow (perm)	5085	0	3433	5085	0	1565
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	35	
Link Distance (ft)	824			1292	850	
Travel Time (s)	12.5			19.6	16.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1269	0	235	1186	0	543
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1269	0	235	1186	0	543
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	0	
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
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		1
Detector Template	Thru		Left	Thru		Right
Leading Detector (ft)	100		20	100		20
Trailing Detector (ft)	0		0	0		0
Turn Type	NA		Prot	NA		pm+ov
Protected Phases	2		1	6		1
Permitted Phases						6
Detector Phase	2		1	6		1
Switch Phase						

Lanes, Volumes, Timings
83: Intl Dr PDLT WB & International Dr

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0		5.0	5.0		5.0
Minimum Split (s)	24.0		11.0	24.0		11.0
Total Split (s)	44.0		31.0	75.0		31.0
Total Split (%)	58.7%		41.3%	100.0%		41.3%
Maximum Green (s)	38.0		25.0	69.0		25.0
Yellow Time (s)	4.0		4.0	4.0		4.0
All-Red Time (s)	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0
Total Lost Time (s)	6.0		6.0	6.0		6.0
Lead/Lag	Lead		Lag			Lag
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Minimum Gap (s)	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0		0.0	0.0		0.0
Recall Mode	C-Min		None	C-Min		None
Walk Time (s)	7.0			7.0		
Flash Dont Walk (s)	11.0			11.0		
Pedestrian Calls (#/hr)	0			0		
Act Effct Green (s)	51.8		11.2	75.0		75.0
Actuated g/C Ratio	0.69		0.15	1.00		1.00
v/c Ratio	0.36		0.46	0.23		0.35
Control Delay	2.4		31.4	0.1		0.6
Queue Delay	0.0		0.0	0.0		0.0
Total Delay	2.4		31.4	0.1		0.6
LOS	A		C	A		A
Approach Delay	2.4			5.3	0.6	
Approach LOS	A			A	A	
90th %ile Green (s)	47.8		15.2	69.0		15.2
90th %ile Term Code	Coord		Gap	Coord		Gap
70th %ile Green (s)	50.4		12.6	69.0		12.6
70th %ile Term Code	Coord		Gap	Coord		Gap
50th %ile Green (s)	51.6		11.4	69.0		11.4
50th %ile Term Code	Coord		Gap	Coord		Gap
30th %ile Green (s)	53.7		9.3	69.0		9.3
30th %ile Term Code	Coord		Gap	Coord		Gap
10th %ile Green (s)	55.5		7.5	69.0		7.5
10th %ile Term Code	Coord		Gap	Coord		Gap
Stops (vph)	190		194	0		0
Fuel Used(gal)	9		6	9		3
CO Emissions (g/hr)	657		399	662		226
NOx Emissions (g/hr)	128		78	129		44
VOC Emissions (g/hr)	152		93	154		52
Dilemma Vehicles (#)	23		0	0		0
Queue Length 50th (ft)	76		52	0		0
Queue Length 95th (ft)	76		79	0		0
Internal Link Dist (ft)	744			1212	770	
Turn Bay Length (ft)			300			
Base Capacity (vph)	3511		1144	5085		1565

Lanes, Volumes, Timings
 83: Intl Dr PDLT WB & International Dr

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0		0	0		0
Spillback Cap Reductn	0		0	0		0
Storage Cap Reductn	0		0	0		0
Reduced v/c Ratio	0.36		0.21	0.23		0.35

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	2 (3%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.46
Intersection Signal Delay:	3.3
Intersection LOS:	A
Intersection Capacity Utilization	65.3%
ICU Level of Service	C
Analysis Period (min)	15

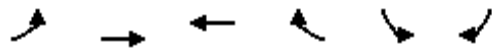
Splits and Phases: 83: Intl Dr PDLT WB & International Dr



Lanes, Volumes, Timings

84: International Dr & Intl Dr PDLT EB

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔	↑↑↑	↑↑↑			↔
Traffic Volume (vph)	232	1374	1116	0	0	110
Future Volume (vph)	232	1374	1116	0	0	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	300			0	0	0
Storage Lanes	2			0	0	1
Taper Length (ft)	50				50	
Lane Util. Factor	0.97	0.91	0.91	1.00	1.00	1.00
Ped Bike Factor						
Frt						0.865
Flt Protected	0.950					
Satd. Flow (prot)	3433	5085	5085	0	0	1565
Flt Permitted	0.950					
Satd. Flow (perm)	3433	5085	5085	0	0	1565
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						
Link Speed (mph)		45	45		35	
Link Distance (ft)		1021	840		829	
Travel Time (s)		15.5	12.7		16.1	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	244	1446	1175	0	0	116
Shared Lane Traffic (%)						
Lane Group Flow (vph)	244	1446	1175	0	0	116
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		0	
Link Offset(ft)		0	6		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
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	2	2			1
Detector Template	Left	Thru	Thru			Right
Leading Detector (ft)	20	100	100			20
Trailing Detector (ft)	0	0	0			0
Turn Type	Prot	NA	NA			pm+ov
Protected Phases	5	2	6			5
Permitted Phases						2
Detector Phase	5	2	6			5
Switch Phase						

Lanes, Volumes, Timings
 84: International Dr & Intl Dr PDLT EB

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)	5.0	5.0	5.0			5.0
Minimum Split (s)	24.0	24.0	24.0			24.0
Total Split (s)	30.0	75.0	45.0			30.0
Total Split (%)	40.0%	100.0%	60.0%			40.0%
Maximum Green (s)	24.0	69.0	39.0			24.0
Yellow Time (s)	4.0	4.0	4.0			4.0
All-Red Time (s)	2.0	2.0	2.0			2.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0
Total Lost Time (s)	6.0	6.0	6.0			6.0
Lead/Lag	Lag		Lead			Lag
Lead-Lag Optimize?	Yes		Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Minimum Gap (s)	3.0	3.0	3.0			3.0
Time Before Reduce (s)	0.0	0.0	0.0			0.0
Time To Reduce (s)	0.0	0.0	0.0			0.0
Recall Mode	None	C-Max	C-Max			None
Walk Time (s)	7.0	7.0	7.0			7.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	24.0	75.0	39.0			75.0
Actuated g/C Ratio	0.32	1.00	0.52			1.00
v/c Ratio	0.22	0.28	0.44			0.07
Control Delay	19.4	0.1	4.5			0.1
Queue Delay	0.0	0.0	0.0			0.0
Total Delay	19.4	0.1	4.5			0.1
LOS	B	A	A			A
Approach Delay		2.9	4.5		0.1	
Approach LOS		A	A		A	
90th %ile Green (s)	24.0	69.0	39.0			24.0
90th %ile Term Code	Hold	Coord	Coord			Hold
70th %ile Green (s)	24.0	69.0	39.0			24.0
70th %ile Term Code	Hold	Coord	Coord			Hold
50th %ile Green (s)	24.0	69.0	39.0			24.0
50th %ile Term Code	Hold	Coord	Coord			Hold
30th %ile Green (s)	24.0	69.0	39.0			24.0
30th %ile Term Code	Hold	Coord	Coord			Hold
10th %ile Green (s)	24.0	69.0	39.0			24.0
10th %ile Term Code	Hold	Coord	Coord			Hold
Stops (vph)	162	0	187			0
Fuel Used(gal)	7	25	9			1
CO Emissions (g/hr)	497	1732	660			46
NOx Emissions (g/hr)	97	337	128			9
VOC Emissions (g/hr)	115	401	153			11
Dilemma Vehicles (#)	0	0	32			0
Queue Length 50th (ft)	42	0	73			0
Queue Length 95th (ft)	69	0	81			0
Internal Link Dist (ft)		941	760		749	
Turn Bay Length (ft)	300					
Base Capacity (vph)	1098	5085	2644			1565

Lanes, Volumes, Timings
 84: International Dr & Intl Dr PDLT EB

11/14/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Starvation Cap Reductn	0	0	0			0
Spillback Cap Reductn	0	0	0			0
Storage Cap Reductn	0	0	0			0
Reduced v/c Ratio	0.22	0.28	0.44			0.07

Intersection Summary	
Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	58 (77%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	50
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.44
Intersection Signal Delay:	3.4
Intersection LOS:	A
Intersection Capacity Utilization	38.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 84: International Dr & Intl Dr PDLT EB



Lanes, Volumes, Timings
 91: SR 535 & SR 535 PDLT SB

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗↗↗		↘↘	↘↘↘
Traffic Volume (vph)	0	603	1744	0	662	1789
Future Volume (vph)	0	603	1744	0	662	1789
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	200	
Storage Lanes	0	1		0	2	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	1.00	0.91	1.00	0.97	0.91
Ped Bike Factor						
Frt		0.865				
Flt Protected					0.950	
Satd. Flow (prot)	0	1596	4940	0	3335	4940
Flt Permitted					0.950	
Satd. Flow (perm)	0	1596	4940	0	3335	4940
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		552				
Link Speed (mph)	35		45			45
Link Distance (ft)	1058		841			416
Travel Time (s)	20.6		12.7			6.3
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	635	1836	0	697	1883
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	635	1836	0	697	1883
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		32			24
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
Turning Speed (mph)	15	9		9	15	
Number of Detectors		1	2		1	2
Detector Template		Right	Thru		Left	Thru
Leading Detector (ft)		20	100		20	100
Trailing Detector (ft)		0	0		0	0
Turn Type		Free	NA		Prot	NA
Protected Phases			2		1	Free
Permitted Phases		Free				
Detector Phase			2		1	
Switch Phase						

Lanes, Volumes, Timings
 91: SR 535 & SR 535 PDLT SB

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)			5.0		5.0	
Minimum Split (s)			24.0		12.5	
Total Split (s)			37.2		37.8	
Total Split (%)			49.6%		50.4%	
Maximum Green (s)			29.7		30.3	
Yellow Time (s)			5.0		5.0	
All-Red Time (s)			2.5		2.5	
Lost Time Adjust (s)			0.0		0.0	
Total Lost Time (s)			7.5		7.5	
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)			3.0		3.0	
Minimum Gap (s)			3.0		3.0	
Time Before Reduce (s)			0.0		0.0	
Time To Reduce (s)			0.0		0.0	
Recall Mode			C-Min		None	
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)		75.0	38.6		21.4	75.0
Actuated g/C Ratio		1.00	0.51		0.29	1.00
v/c Ratio		0.40	0.72		0.73	0.38
Control Delay		0.6	13.7		28.8	0.2
Queue Delay		0.0	0.0		0.0	0.0
Total Delay		0.6	13.7		28.8	0.2
LOS		A	B		C	A
Approach Delay	0.6		13.7			7.9
Approach LOS	A		B			A
90th %ile Green (s)			33.1		26.9	
90th %ile Term Code			Coord		Gap	
70th %ile Green (s)			36.0		24.0	
70th %ile Term Code			Coord		Gap	
50th %ile Green (s)			38.8		21.2	
50th %ile Term Code			Coord		Gap	
30th %ile Green (s)			41.0		19.0	
30th %ile Term Code			Coord		Gap	
10th %ile Green (s)			44.2		15.8	
10th %ile Term Code			Coord		Gap	
Stops (vph)		0	1093		566	0
Fuel Used(gal)		5	28		13	11
CO Emissions (g/hr)		327	1957		881	802
NOx Emissions (g/hr)		64	381		171	156
VOC Emissions (g/hr)		76	453		204	186
Dilemma Vehicles (#)		0	126		0	0
Queue Length 50th (ft)		0	221		151	0
Queue Length 95th (ft)		0	333		185	0
Internal Link Dist (ft)	978		761			336
Turn Bay Length (ft)					200	
Base Capacity (vph)		1596	2543		1347	4940

Lanes, Volumes, Timings
 91: SR 535 & SR 535 PDLT SB

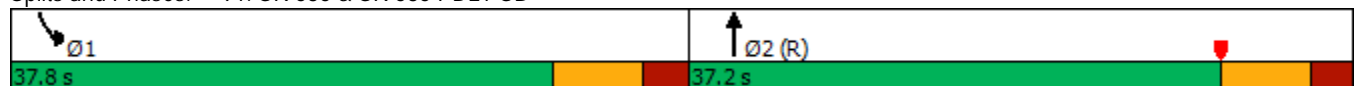
11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn		0	0		0	0
Spillback Cap Reductn		0	0		0	0
Storage Cap Reductn		0	0		0	0
Reduced v/c Ratio		0.40	0.72		0.52	0.38

Intersection Summary	
Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	2 (3%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.73
Intersection Signal Delay:	9.1
Intersection LOS:	A
Intersection Capacity Utilization	65.1%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 91: SR 535 & SR 535 PDLT SB



Lanes, Volumes, Timings
92: SR 535 & SR 535 PDLT NB

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗↗	↖↖	↑↑↑	↑↑↑	
Traffic Volume (vph)	0	651	636	1596	1990	0
Future Volume (vph)	0	651	636	1596	1990	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	0	400	150			0
Storage Lanes	0	1	2			0
Taper Length (ft)	50		75			
Lane Util. Factor	1.00	0.88	0.97	0.91	0.91	1.00
Ped Bike Factor						
Frt		0.850				
Flt Protected			0.950			
Satd. Flow (prot)	0	2760	3335	4940	4940	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	2760	3335	4940	4940	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		6				
Link Speed (mph)	35			45	45	
Link Distance (ft)	986			537	738	
Travel Time (s)	19.2			8.1	11.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	685	669	1680	2095	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	685	669	1680	2095	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			36	24	
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
Turning Speed (mph)	15	9	15			9
Number of Detectors		1	1	2	2	
Detector Template		Right	Left	Thru	Thru	
Leading Detector (ft)		20	20	100	100	
Trailing Detector (ft)		0	0	0	0	
Turn Type		Over	Prot	NA	NA	
Protected Phases		1	1	Free	2	
Permitted Phases						
Detector Phase		1	1		2	
Switch Phase						

Lanes, Volumes, Timings
 92: SR 535 & SR 535 PDLT NB

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)		5.0	5.0		5.0	
Minimum Split (s)		12.5	12.5		25.5	
Total Split (s)		30.0	30.0		45.0	
Total Split (%)		40.0%	40.0%		60.0%	
Maximum Green (s)		22.5	22.5		37.5	
Yellow Time (s)		5.0	5.0		5.0	
All-Red Time (s)		2.5	2.5		2.5	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		7.5	7.5		7.5	
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)		3.0	3.0		3.0	
Minimum Gap (s)		3.0	3.0		3.0	
Time Before Reduce (s)		0.0	0.0		0.0	
Time To Reduce (s)		0.0	0.0		0.0	
Recall Mode		None	None		C-Min	
Walk Time (s)					7.0	
Flash Dont Walk (s)					11.0	
Pedestrian Calls (#/hr)					0	
Act Effct Green (s)		21.7	21.7	75.0	38.3	
Actuated g/C Ratio		0.29	0.29	1.00	0.51	
v/c Ratio		0.85	0.69	0.34	0.83	
Control Delay		33.3	34.2	0.2	12.6	
Queue Delay		0.0	0.0	0.0	0.0	
Total Delay		33.3	34.2	0.2	12.6	
LOS		C	C	A	B	
Approach Delay	33.3			9.9	12.6	
Approach LOS	C			A	B	
90th %ile Green (s)		22.5	22.5		37.5	
90th %ile Term Code		Max	Max		Coord	
70th %ile Green (s)		22.5	22.5		37.5	
70th %ile Term Code		Max	Max		Coord	
50th %ile Green (s)		22.5	22.5		37.5	
50th %ile Term Code		Max	Max		Coord	
30th %ile Green (s)		22.5	22.5		37.5	
30th %ile Term Code		Max	Max		Coord	
10th %ile Green (s)		18.7	18.7		41.3	
10th %ile Term Code		Gap	Gap		Coord	
Stops (vph)		620	543	0	839	
Fuel Used(gal)		14	13	6	25	
CO Emissions (g/hr)		958	937	393	1752	
NOx Emissions (g/hr)		186	182	76	341	
VOC Emissions (g/hr)		222	217	91	406	
Dilemma Vehicles (#)		0	0	0	146	
Queue Length 50th (ft)		195	259	0	331	
Queue Length 95th (ft)		225	316	0	409	
Internal Link Dist (ft)	906			457	658	
Turn Bay Length (ft)		400	150			
Base Capacity (vph)		832	1000	4940	2520	

Lanes, Volumes, Timings
 92: SR 535 & SR 535 PDLT NB

11/14/2022

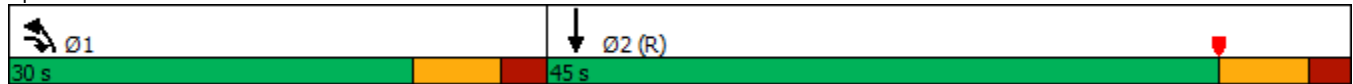


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Starvation Cap Reductn		0	0	0	0	
Spillback Cap Reductn		0	0	0	0	
Storage Cap Reductn		0	0	0	0	
Reduced v/c Ratio		0.82	0.67	0.34	0.83	

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	75
Offset:	74 (99%), Referenced to phase 2:SBT, Start of Yellow
Natural Cycle:	65
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	14.1
Intersection LOS:	B
Intersection Capacity Utilization	73.7%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 92: SR 535 & SR 535 PDLT NB



Lanes, Volumes, Timings
 93: World Center Dr & SR 535 PDLT SB

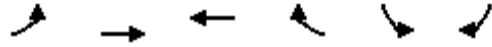
12/29/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3	Ø4	Ø7	Ø8
Lane Configurations		↑↑↑	↑↑↑↑	↗	↘↘					
Traffic Volume (vph)	0	1573	1701	603	662	0				
Future Volume (vph)	0	1573	1701	603	662	0				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)	0			400	0	0				
Storage Lanes	0			1	2	0				
Taper Length (ft)	50				50					
Lane Util. Factor	1.00	0.91	0.81	1.00	0.97	1.00				
Frt				0.850						
Flt Protected					0.950					
Satd. Flow (prot)	0	5036	7471	1568	3335	0				
Flt Permitted					0.950					
Satd. Flow (perm)	0	5036	7471	1568	3335	0				
Right Turn on Red				Yes		Yes				
Satd. Flow (RTOR)				635						
Link Speed (mph)		45	45		35					
Link Distance (ft)		251	579		1058					
Travel Time (s)		3.8	8.8		20.6					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Heavy Vehicles (%)	3%	3%	3%	3%	5%	5%				
Adj. Flow (vph)	0	1656	1791	635	697	0				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	0	1656	1791	635	697	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Left	Left	Right	Left	Right				
Median Width(ft)		0	0		24					
Link Offset(ft)		0	0		0					
Crosswalk Width(ft)		16	42		16					
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Turning Speed (mph)	15			9	15	9				
Number of Detectors		2	2	1	1					
Detector Template		Thru	Thru	Right	Left					
Leading Detector (ft)		100	100	20	20					
Trailing Detector (ft)		0	0	0	0					
Detector 1 Position(ft)		0	0	0	0					
Detector 1 Size(ft)		6	6	20	20					
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					
Detector 1 Channel										
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					
Detector 2 Position(ft)		94	94							
Detector 2 Size(ft)		6	6							
Detector 2 Type		Cl+Ex	Cl+Ex							
Detector 2 Channel										
Detector 2 Extend (s)		0.0	0.0							
Turn Type		NA	NA	Over	Prot					
Protected Phases		Free!	4 7	2	2!		3	4	7	8

Lanes, Volumes, Timings
 93: World Center Dr & SR 535 PDLT SB

12/29/2022

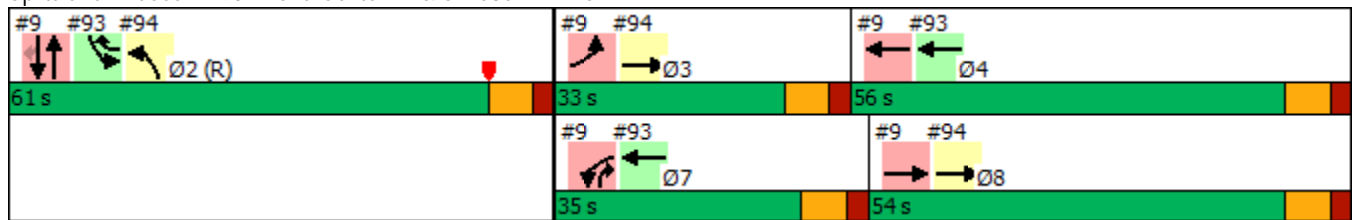


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø3	Ø4	Ø7	Ø8
Permitted Phases										
Detector Phase			4 7	2	2					
Switch Phase										
Minimum Initial (s)				5.0	5.0		5.0	10.0	5.0	5.0
Minimum Split (s)				24.0	24.0		13.8	17.6	13.2	24.0
Total Split (s)				61.0	61.0		33.0	56.0	35.0	54.0
Total Split (%)				40.7%	40.7%		22%	37%	23%	36%
Maximum Green (s)				53.5	53.5		25.5	48.5	27.5	46.5
Yellow Time (s)				5.0	5.0		5.0	5.0	5.0	5.0
All-Red Time (s)				2.5	2.5		2.5	2.5	2.5	2.5
Lost Time Adjust (s)				0.0	0.0					
Total Lost Time (s)				7.5	7.5					
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Vehicle Extension (s)				3.0	3.0		3.0	3.0	3.0	3.0
Recall Mode				C-Min	C-Min		None	None	None	None
Act Effect Green (s)		150.0	76.0	53.5	53.5					
Actuated g/C Ratio		1.00	0.51	0.36	0.36					
v/c Ratio		0.33	0.47	0.66	0.59					
Control Delay		1.2	14.7	18.1	42.8					
Queue Delay		0.0	0.1	0.0	0.0					
Total Delay		1.2	14.9	18.1	42.8					
LOS		A	B	B	D					
Approach Delay		1.2	15.7		42.8					
Approach LOS		A	B		D					

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 4 (3%), Referenced to phase 2:NBSB, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 14.6 Intersection LOS: B
 Intersection Capacity Utilization 58.9% ICU Level of Service B
 Analysis Period (min) 15
 ! Phase conflict between lane groups.

Splits and Phases: 93: World Center Dr & SR 535 PDLT SB



Lanes, Volumes, Timings
94: SR 535 PDLT NB & SR 536

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4	Ø7	Ø8
Lane Configurations	↑↑↑↑	↗		↑↑↑↑	↘					
Traffic Volume (vph)	1721	651	0	1500	636	0				
Future Volume (vph)	1721	651	0	1500	636	0				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Lane Width (ft)	12	12	12	12	12	12				
Grade (%)	0%			0%	0%					
Storage Length (ft)		300	0		0	0				
Storage Lanes		1	0		2	0				
Taper Length (ft)			50		50					
Lane Util. Factor	0.81	1.00	1.00	0.86	0.97	1.00				
Ped Bike Factor										
Frt		0.850								
Flt Protected					0.950					
Satd. Flow (prot)	7471	1568	0	6346	3335	0				
Flt Permitted					0.950					
Satd. Flow (perm)	7471	1568	0	6346	3335	0				
Right Turn on Red		Yes				Yes				
Satd. Flow (RTOR)		478								
Link Speed (mph)	55			55	35					
Link Distance (ft)	662			266	986					
Travel Time (s)	8.2			3.3	19.2					
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	3%	3%	3%	3%	5%	5%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%			0%	0%					
Adj. Flow (vph)	1812	685	0	1579	669	0				
Shared Lane Traffic (%)										
Lane Group Flow (vph)	1812	685	0	1579	669	0				
Enter Blocked Intersection	No	No	No	No	No	No				
Lane Alignment	Left	Right	Left	Left	L NA	Right				
Median Width(ft)	0			0	24					
Link Offset(ft)	0			0	0					
Crosswalk Width(ft)	42			24	24					
Two way Left Turn Lane										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00				
Turning Speed (mph)		9	15		15	9				
Number of Detectors	2	1		2	1					
Detector Template	Thru	Right		Thru	Left					
Leading Detector (ft)	100	20		100	20					
Trailing Detector (ft)	0	0		0	0					
Turn Type	NA	Free		NA	Prot					
Protected Phases	3 8			Free!	2!		3	4	7	8
Permitted Phases		Free								
Detector Phase	3 8				2					
Switch Phase										

Lanes, Volumes, Timings
94: SR 535 PDLT NB & SR 536

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4	Ø7	Ø8
Minimum Initial (s)					5.0		5.0	10.0	5.0	5.0
Minimum Split (s)					24.0		13.8	17.6	13.2	24.0
Total Split (s)					61.0		33.0	56.0	35.0	54.0
Total Split (%)					40.7%		22%	37%	23%	36%
Maximum Green (s)					53.5		25.5	48.5	27.5	46.5
Yellow Time (s)					5.0		5.0	5.0	5.0	5.0
All-Red Time (s)					2.5		2.5	2.5	2.5	2.5
Lost Time Adjust (s)					0.0					
Total Lost Time (s)					7.5					
Lead/Lag							Lead	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes
Vehicle Extension (s)					3.0		3.0	3.0	3.0	3.0
Minimum Gap (s)					3.0		3.0	3.0	3.0	3.0
Time Before Reduce (s)					0.0		0.0	0.0	0.0	0.0
Time To Reduce (s)					0.0		0.0	0.0	0.0	0.0
Recall Mode					C-Min		None	None	None	None
Walk Time (s)										
Flash Dont Walk (s)										
Pedestrian Calls (#/hr)										
Act Effct Green (s)	72.0	150.0		150.0	53.5					
Actuated g/C Ratio	0.48	1.00		1.00	0.36					
v/c Ratio	0.51	0.44		0.25	0.56					
Control Delay	29.5	0.7		0.1	58.6					
Queue Delay	0.2	0.0		0.0	0.0					
Total Delay	29.7	0.7		0.1	58.6					
LOS	C	A		A	E					
Approach Delay	21.8			0.1	58.6					
Approach LOS	C			A	E					
90th %ile Green (s)					53.5		25.5	48.5	27.5	46.5
90th %ile Term Code					Coord		Max	Max	Max	Max
70th %ile Green (s)					53.5		25.5	48.5	27.5	46.5
70th %ile Term Code					Coord		Max	Max	Max	Max
50th %ile Green (s)					53.5		25.5	48.5	27.5	46.5
50th %ile Term Code					Coord		Max	Max	Max	Max
30th %ile Green (s)					53.5		25.5	48.5	27.5	46.5
30th %ile Term Code					Coord		Max	Max	Max	Max
10th %ile Green (s)					53.5		25.5	48.5	27.5	46.5
10th %ile Term Code					Coord		Max	Max	Max	Max
Stops (vph)	1796	44		0	633					
Fuel Used(gal)	68	10		3	17					
CO Emissions (g/hr)	4742	701		178	1179					
NOx Emissions (g/hr)	923	136		35	229					
VOC Emissions (g/hr)	1099	163		41	273					
Dilemma Vehicles (#)	41	0		0	0					
Queue Length 50th (ft)	388	0		0	359					
Queue Length 95th (ft)	m403	m0		0	423					
Internal Link Dist (ft)	582			186	906					
Turn Bay Length (ft)		300								
Base Capacity (vph)	3586	1568		6346	1189					

Lanes, Volumes, Timings
 94: SR 535 PDLT NB & SR 536

11/14/2022

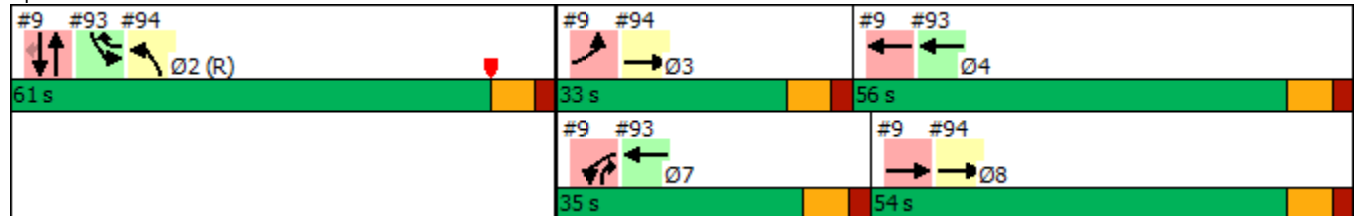


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø3	Ø4	Ø7	Ø8
Starvation Cap Reductn	0	0		0	0					
Spillback Cap Reductn	761	0		0	0					
Storage Cap Reductn	0	0		0	0					
Reduced v/c Ratio	0.64	0.44		0.25	0.56					

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	4 (3%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle:	100
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.00
Intersection Signal Delay:	19.7
Intersection LOS:	B
Intersection Capacity Utilization	50.6%
ICU Level of Service	A
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	
! Phase conflict between lane groups.	

Splits and Phases: 94: SR 535 PDLT NB & SR 536



Unsignalized Intersections

2025

HCM 6th TWSC
 3: SR 535 & Calypso Cay Way/Osceola Pkwy On-ramp

11/14/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↙ ↑↑↑				↑↑↑	↗
Traffic Vol, veh/h	0	0	44	0	0	0	52	1272	73	0	982	32
Future Vol, veh/h	0	0	44	0	0	0	52	1272	73	0	982	32
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	225	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	0	0	0	5	5	5	5	5	5
Mvmt Flow	0	0	46	0	0	0	55	1339	77	0	1034	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	-	518	1035	0	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	7.12	5.4	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.91	3.15	-	-
Pot Cap-1 Maneuver	0	0	432	368	-	0
Stage 1	0	0	-	-	0	0
Stage 2	0	0	-	-	0	0
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	432	368	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	368	-	432	-
HCM Lane V/C Ratio	0.149	-	0.107	-
HCM Control Delay (s)	16.5	-	14.3	-
HCM Lane LOS	C	-	B	-
HCM 95th %tile Q(veh)	0.5	-	0.4	-

HCM 6th TWSC
10: SR 535 & Lake Bryan Beach Blvd

11/14/2022

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↑↑↑	↑↑↑	↑	↕ ↑↑↑		
Traffic Vol, veh/h	2	2	2	24	2	43	28	1979	56	62	1759	1
Future Vol, veh/h	2	2	2	24	2	43	28	1979	56	62	1759	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	175	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	5	5	5	5	5	5
Mvmt Flow	2	2	2	25	2	45	29	2083	59	65	1852	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2875	4184	927	3014	4125	1043	1853	0	0	2143	0	0
Stage 1	1983	1983	-	2142	2142	-	-	-	-	-	-	-
Stage 2	892	2201	-	872	1983	-	-	-	-	-	-	-
Critical Hdwy	6.46	6.56	7.16	6.46	6.56	7.16	5.4	-	-	5.4	-	-
Critical Hdwy Stg 1	7.36	5.56	-	7.36	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.56	-	6.76	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4.03	3.93	3.83	4.03	3.93	3.15	-	-	3.15	-	-
Pot Cap-1 Maneuver	17	~ 2	230	~ 14	~ 2	193	143	-	-	102	-	-
Stage 1	39	104	-	30	86	-	-	-	-	-	-	-
Stage 2	273	80	-	281	104	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 1	230	-	~ 1	193	143	-	-	102	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	31	38	-	~ 24	68	-	-	-	-	-	-	-
Stage 2	161	64	-	95	38	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB		
HCM Control Delay, s							0.5		3
HCM LOS									

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	143	-	-	-	-	102	-	-
HCM Lane V/C Ratio	0.206	-	-	-	-	0.64	-	-
HCM Control Delay (s)	36.6	-	-	-	-	88.6	-	-
HCM Lane LOS	E	-	-	-	-	F	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-	-	3.2	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 14: SR 535 & Median Opening S

11/14/2022

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Vol, veh/h	0	0	44	0	0	71	25	1956	61	57	1638	88
Future Vol, veh/h	0	0	44	0	0	71	25	1956	61	57	1638	88
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	0	750	-	275	500	-	400
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	5	5	5
Mvmt Flow	0	0	46	0	0	75	26	2059	64	60	1724	93

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	862	-	-	1030	1724	0	0	2123	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.4	-	-	5.4	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.15	-	-	3.15	-	-
Pot Cap-1 Maneuver	0	0	256	0	0	198	167	-	-	104	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	256	-	-	198	167	-	-	104	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	22.1		33.8		0.4		2.6	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	167	-	-	256	198	104	-
HCM Lane V/C Ratio	0.158	-	-	0.181	0.377	0.577	-
HCM Control Delay (s)	30.5	-	-	22.1	33.8	78.8	-
HCM Lane LOS	D	-	-	C	D	F	-
HCM 95th %tile Q(veh)	0.5	-	-	0.6	1.6	2.7	-

HCM 6th TWSC
 15: SR 535 & Median Opening N

11/14/2022

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↑↑↑	↗	↘	↑↑↑
Traffic Vol, veh/h	0	2	2448	80	24	1972
Future Vol, veh/h	0	2	2448	80	24	1972
Conflicting Peds, #/hr	0	0	0	3	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	350	550	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	5	5	5	5
Mvmt Flow	0	2	2577	84	25	2076

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	1292	0	0	2664
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.4
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	3.15
Pot Cap-1 Maneuver	0	132	-	-	54
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	132	-	-	54
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.7	0	1.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	132	54
HCM Lane V/C Ratio	-	-	0.016	0.468
HCM Control Delay (s)	-	-	32.7	120.4
HCM Lane LOS	-	-	D	F
HCM 95th %tile Q(veh)	-	-	0	1.8

HCM 6th TWSC
 18: Poinciana Blvd & Westbound Off Ramp

11/14/2022

Intersection						
Int Delay, s/veh	6.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵	↵	↕↕			↕↕
Traffic Vol, veh/h	229	144	273	0	0	104
Future Vol, veh/h	229	144	273	0	0	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	241	152	287	0	0	109

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	342	144	0	-	-	-
Stage 1	287	-	-	-	-	-
Stage 2	55	-	-	-	-	-
Critical Hdwy	6.9	7	-	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	-	-	-	-
Pot Cap-1 Maneuver	620	868	-	0	0	-
Stage 1	727	-	-	0	0	-
Stage 2	952	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	620	868	-	-	-	-
Mov Cap-2 Maneuver	620	-	-	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	952	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1WBLn2	SBT
Capacity (veh/h)	- 620 868	-
HCM Lane V/C Ratio	- 0.389 0.175	-
HCM Control Delay (s)	- 14.5 10	-
HCM Lane LOS	- B B	-
HCM 95th %tile Q(veh)	- 1.8 0.6	-

Intersection						
Int Delay, s/veh	14.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	↗
Traffic Vol, veh/h	177	540	669	177	116	114
Future Vol, veh/h	177	540	669	177	116	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	186	568	704	186	122	120

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	890	0	-	0	1396 445
Stage 1	-	-	-	-	797 -
Stage 2	-	-	-	-	599 -
Critical Hdwy	5.34	-	-	-	5.74 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	3.12	-	-	-	3.82 3.92
Pot Cap-1 Maneuver	442	-	-	-	195 479
Stage 1	-	-	-	-	321 -
Stage 2	-	-	-	-	466 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	442	-	-	-	~ 113 479
Mov Cap-2 Maneuver	-	-	-	-	~ 113 -
Stage 1	-	-	-	-	186 -
Stage 2	-	-	-	-	466 -

Approach	EB	WB	SB
HCM Control Delay, s	4.7	0	98.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	442	-	-	-	113	479
HCM Lane V/C Ratio	0.422	-	-	-	1.081	0.251
HCM Control Delay (s)	18.9	-	-	-	180.8	15
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	2.1	-	-	-	7.4	1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 21: World Center Dr & Buena Vista Suites

11/14/2022

Intersection												
Int Delay, s/veh	16.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	44	1440	9	24	1867	16	17	3	17	2	2	21
Future Vol, veh/h	44	1440	9	24	1867	16	17	3	17	2	2	21
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	2	2	2	2	2	2
Mvmt Flow	46	1516	9	25	1965	17	18	3	18	2	2	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1982	0	0	1526	0	0	2451	3646	764	2724	3642	991
Stage 1	-	-	-	-	-	-	1614	1614	-	2024	2024	-
Stage 2	-	-	-	-	-	-	837	2032	-	700	1618	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	126	-	-	214	-	-	33	5	297	22	5	210
Stage 1	-	-	-	-	-	-	73	161	-	37	100	-
Stage 2	-	-	-	-	-	-	297	99	-	360	161	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	126	-	-	214	-	-	~ 9	~ 3	297	-	3	210
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 9	~ 3	-	-	3	-
Stage 1	-	-	-	-	-	-	46	102	-	23	88	-
Stage 2	-	-	-	-	-	-	229	87	-	208	102	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0.3			\$ 1489.3					
HCM LOS							F			-		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	13	126	-	-	214	-	-	-
HCM Lane V/C Ratio	2.996	0.368	-	-	0.118	-	-	-
HCM Control Delay (s)	\$ 1489.3	49.3	-	-	24.1	-	-	-
HCM Lane LOS	F	E	-	-	C	-	-	-
HCM 95th %tile Q(veh)	5.8	1.5	-	-	0.4	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	↘
Traffic Vol, veh/h	49	1527	1730	43	12	23
Future Vol, veh/h	49	1527	1730	43	12	23
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	270	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	52	1607	1821	45	13	24

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1866	0	0 2592 933
Stage 1	-	-	- 1844 -
Stage 2	-	-	- 748 -
Critical Hdwy	5.36	-	- 5.74 7.14
Critical Hdwy Stg 1	-	-	- 6.64 -
Critical Hdwy Stg 2	-	-	- 6.04 -
Follow-up Hdwy	3.13	-	- 3.82 3.92
Pot Cap-1 Maneuver	144	-	- 44 230
Stage 1	-	-	- 72 -
Stage 2	-	-	- 389 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	144	-	- 28 230
Mov Cap-2 Maneuver	-	-	- 28 -
Stage 1	-	-	- 46 -
Stage 2	-	-	- 389 -

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	88
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	144	-	-	-	28	230
HCM Lane V/C Ratio	0.358	-	-	-	0.451	0.105
HCM Control Delay (s)	43.3	-	-	-	213.4	22.5
HCM Lane LOS	E	-	-	-	F	C
HCM 95th %tile Q(veh)	1.5	-	-	-	1.4	0.3

HCM 6th TWSC
 3: SR 535 & Calypso Cay Way/Osceola Pkwy On-ramp

11/14/2022

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↙ ↑↑↑ ↘				↑↑↑	↗
Traffic Vol, veh/h	0	0	84	0	0	0	26	1071	90	0	1270	36
Future Vol, veh/h	0	0	84	0	0	0	26	1071	90	0	1270	36
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	225	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	0	0	0	5	5	5	5	5	5
Mvmt Flow	0	0	88	0	0	0	27	1127	95	0	1337	38

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	-	-	670	1338	0	-	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.12	5.4	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.91	3.15	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	344	261	-	0	0	-	0
Stage 1	0	0	-	-	-	0	0	-	0
Stage 2	0	0	-	-	-	0	0	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	-	0	344	261	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	261	-	344	-
HCM Lane V/C Ratio	0.105	-	0.257	-
HCM Control Delay (s)	20.4	-	19	-
HCM Lane LOS	C	-	C	-
HCM 95th %tile Q(veh)	0.3	-	1	-

HCM 6th TWSC
10: SR 535 & Lake Bryan Beach Blvd

11/14/2022

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↑↑↑	↑↑↑	↑	↕ ↑↑↑		
Traffic Vol, veh/h	2	2	3	58	2	104	49	1793	38	24	2130	1
Future Vol, veh/h	2	2	3	58	2	104	49	1793	38	24	2130	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	175	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	5	5	5	5	5	5
Mvmt Flow	2	2	3	61	2	109	52	1887	40	25	2242	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3153	4325	1122	2940	4285	945	2243	0	0	1928	0	0
Stage 1	2293	2293	-	1992	1992	-	-	-	-	-	-	-
Stage 2	860	2032	-	948	2293	-	-	-	-	-	-	-
Critical Hdwy	6.46	6.56	7.16	6.46	6.56	7.16	5.4	-	-	5.4	-	-
Critical Hdwy Stg 1	7.36	5.56	-	7.36	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.56	-	6.76	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4.03	3.93	3.83	4.03	3.93	3.15	-	-	3.15	-	-
Pot Cap-1 Maneuver	11	~2	171	~16	~2	224	90	-	-	131	-	-
Stage 1	23	72	-	~39	103	-	-	-	-	-	-	-
Stage 2	285	98	-	252	72	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~1	171	-	~1	224	90	-	-	131	-	-
Mov Cap-2 Maneuver	-	~1	-	-	~1	-	-	-	-	-	-	-
Stage 1	10	58	-	~16	43	-	-	-	-	-	-	-
Stage 2	59	41	-	193	58	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB		
HCM Control Delay, s					2.3		0.4		
HCM LOS	-		-						

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	90	-	-	-	-	131	-	-
HCM Lane V/C Ratio	0.573	-	-	-	-	0.193	-	-
HCM Control Delay (s)	88.7	-	-	-	-	38.9	-	-
HCM Lane LOS	F	-	-	-	-	E	-	-
HCM 95th %tile Q(veh)	2.6	-	-	-	-	0.7	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 14: SR 535 & Median Opening S

11/14/2022

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Vol, veh/h	0	0	146	0	0	98	35	1481	92	39	1911	167
Future Vol, veh/h	0	0	146	0	0	98	35	1481	92	39	1911	167
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	0	750	-	275	500	-	400
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	5	5	5
Mvmt Flow	0	0	154	0	0	103	37	1559	97	41	2012	176

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	1006	-	-	780	2012	0	0	1656	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.4	-	-	5.4	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.15	-	-	3.15	-	-
Pot Cap-1 Maneuver	0	0	206	0	0	290	119	-	-	181	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	206	-	-	290	119	-	-	181	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	60.9		24.1		1.1		0.6	
HCM LOS	F		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	119	-	-	206	290	181	-
HCM Lane V/C Ratio	0.31	-	-	0.746	0.356	0.227	-
HCM Control Delay (s)	48.3	-	-	60.9	24.1	30.6	-
HCM Lane LOS	E	-	-	F	C	D	-
HCM 95th %tile Q(veh)	1.2	-	-	5	1.6	0.8	-

HCM 6th TWSC
 15: SR 535 & Median Opening N

11/14/2022

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↘ ↘ ↘	↗ ↘ ↘ ↘	↗ ↘	↗ ↘ ↘ ↘	
Traffic Vol, veh/h	0	72	1813	99	37	2485
Future Vol, veh/h	0	72	1813	99	37	2485
Conflicting Peds, #/hr	0	0	0	3	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	350	550	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	5	5	5	5
Mvmt Flow	0	76	1908	104	39	2616

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	957	0	0	2015
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.4
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	3.15
Pot Cap-1 Maneuver	0	222	-	-	118
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	-	221	-	-	118
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.6	0	0.7
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	221	118
HCM Lane V/C Ratio	-	-	0.343	0.33
HCM Control Delay (s)	-	-	29.6	49.9
HCM Lane LOS	-	-	D	E
HCM 95th %tile Q(veh)	-	-	1.4	1.3

HCM 6th TWSC
 18: Poinciana Blvd & Westbound Off Ramp

11/14/2022

Intersection						
Int Delay, s/veh	6.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵	↵	↕↕			↕↕
Traffic Vol, veh/h	264	149	220	0	0	330
Future Vol, veh/h	264	149	220	0	0	330
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	278	157	232	0	0	347

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	406	116	0	-	-	-
Stage 1	232	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Critical Hdwy	6.9	7	-	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	-	-	-	-
Pot Cap-1 Maneuver	565	905	-	0	0	-
Stage 1	776	-	-	0	0	-
Stage 2	830	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	565	905	-	-	-	-
Mov Cap-2 Maneuver	565	-	-	-	-	-
Stage 1	776	-	-	-	-	-
Stage 2	830	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1WBLn2	SBT
Capacity (veh/h)	- 565 905	-
HCM Lane V/C Ratio	- 0.492 0.173	-
HCM Control Delay (s)	- 17.4 9.8	-
HCM Lane LOS	- C A	-
HCM 95th %tile Q(veh)	- 2.7 0.6	-

HCM 6th TWSC
 20: International Dr & World Gateway Dr

11/14/2022

Intersection						
Int Delay, s/veh	329.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	↗
Traffic Vol, veh/h	249	642	472	103	461	179
Future Vol, veh/h	249	642	472	103	461	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	262	676	497	108	485	188

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	605	0	-	0	1345 303
Stage 1	-	-	-	-	551 -
Stage 2	-	-	-	-	794 -
Critical Hdwy	5.34	-	-	-	5.74 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	3.12	-	-	-	3.82 3.92
Pot Cap-1 Maneuver	604	-	-	-	~ 207 591
Stage 1	-	-	-	-	~ 450 -
Stage 2	-	-	-	-	~ 368 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	604	-	-	-	~ 117 591
Mov Cap-2 Maneuver	-	-	-	-	~ 117 -
Stage 1	-	-	-	-	~ 255 -
Stage 2	-	-	-	-	~ 368 -

Approach	EB	WB	SB
HCM Control Delay, s	4.3	0	\$ 1078.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	604	-	-	-	117	591
HCM Lane V/C Ratio	0.434	-	-	-	4.148	0.319
HCM Control Delay (s)	15.4	-	-	-	\$ 1491.6	13.9
HCM Lane LOS	C	-	-	-	F	B
HCM 95th %tile Q(veh)	2.2	-	-	-	49.7	1.4

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 21: World Center Dr & Buena Vista Suites

11/14/2022

Intersection												
Int Delay, s/veh	30.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	38	1730	21	30	1715	9	21	2	35	8	1	35
Future Vol, veh/h	38	1730	21	30	1715	9	21	2	35	8	1	35
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	2	2	2	2	2	2
Mvmt Flow	40	1821	22	32	1805	9	22	2	37	8	1	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1814	0	0	1844	0	0	2700	3791	923	2683	3798	907
Stage 1	-	-	-	-	-	-	1913	1913	-	1874	1874	-
Stage 2	-	-	-	-	-	-	787	1878	-	809	1924	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	154	-	-	148	-	-	23	4	233	23	4	239
Stage 1	-	-	-	-	-	-	45	114	-	48	120	-
Stage 2	-	-	-	-	-	-	319	119	-	309	113	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	154	-	-	148	-	-	~ 8	~ 2	233	-	2	239
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 8	~ 2	-	-	2	-
Stage 1	-	-	-	-	-	-	33	84	-	36	94	-
Stage 2	-	-	-	-	-	-	209	93	-	188	84	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.6			\$ 1893.3					
HCM LOS							F			-		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	15	154	-	-	148	-	-	-
HCM Lane V/C Ratio	4.07	0.26	-	-	0.213	-	-	-
HCM Control Delay (s)	\$ 1893.3	36.4	-	-	35.8	-	-	-
HCM Lane LOS	F	E	-	-	E	-	-	-
HCM 95th %tile Q(veh)	8.5	1	-	-	0.8	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 22: World Center Dr & Caribe Royale Orlando

11/14/2022

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵	↑↑↑	↑↑↑		↵	↵
Traffic Vol, veh/h	28	1596	1769	19	26	44
Future Vol, veh/h	28	1596	1769	19	26	44
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	270	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	29	1680	1862	20	27	46

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1882	0	-	0	2603 941
Stage 1	-	-	-	-	1872 -
Stage 2	-	-	-	-	731 -
Critical Hdwy	5.36	-	-	-	5.74 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	3.13	-	-	-	3.82 3.92
Pot Cap-1 Maneuver	142	-	-	-	44 227
Stage 1	-	-	-	-	69 -
Stage 2	-	-	-	-	397 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	142	-	-	-	35 227
Mov Cap-2 Maneuver	-	-	-	-	35 -
Stage 1	-	-	-	-	55 -
Stage 2	-	-	-	-	397 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	110.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	142	-	-	-	35	227
HCM Lane V/C Ratio	0.208	-	-	-	0.782	0.204
HCM Control Delay (s)	36.9	-	-	-	255.3	24.9
HCM Lane LOS	E	-	-	-	F	C
HCM 95th %tile Q(veh)	0.7	-	-	-	2.8	0.7

2045

HCM 6th TWSC
 3: SR 535 & Calypso Cay Way/Osceola Pkwy On-ramp

11/14/2022

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↙ ↑↑↑				↑↑↑	↗
Traffic Vol, veh/h	0	0	56	0	0	0	55	1732	131	0	1498	50
Future Vol, veh/h	0	0	56	0	0	0	55	1732	131	0	1498	50
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	225	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	0	0	0	5	5	5	5	5	5
Mvmt Flow	0	0	59	0	0	0	58	1823	138	0	1577	53

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	-	-	790	1578	0	-	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.12	5.4	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.91	3.15	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	288	198	-	0	0	-	0
Stage 1	0	0	-	-	-	0	0	-	0
Stage 2	0	0	-	-	-	0	0	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	-	0	288	198	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.7	0.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	198	-	288	-
HCM Lane V/C Ratio	0.292	-	0.205	-
HCM Control Delay (s)	30.5	-	20.7	-
HCM Lane LOS	D	-	C	-
HCM 95th %tile Q(veh)	1.2	-	0.8	-

HCM 6th TWSC
 10: SR 535 & Lake Bryan Beach Blvd

11/14/2022

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↑↑↑	↑↑↑	↑	↕ ↑↑↑		
Traffic Vol, veh/h	7	5	11	26	5	45	30	2426	59	65	2199	4
Future Vol, veh/h	7	5	11	26	5	45	30	2426	59	65	2199	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	175	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	5	5	5	5	5	5
Mvmt Flow	7	5	12	27	5	47	32	2554	62	68	2315	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3541	5134	1160	3684	5074	1278	2319	0	0	2617	0	0
Stage 1	2453	2453	-	2619	2619	-	-	-	-	-	-	-
Stage 2	1088	2681	-	1065	2455	-	-	-	-	-	-	-
Critical Hdwy	6.46	6.56	7.16	6.46	6.56	7.16	5.4	-	-	5.4	-	-
Critical Hdwy Stg 1	7.36	5.56	-	7.36	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.56	-	6.76	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4.03	3.93	3.83	4.03	3.93	3.15	-	-	3.15	-	-
Pot Cap-1 Maneuver	~ 6	0	161	~ 5	0	134	82	-	-	~ 57	-	-
Stage 1	18	59	-	~ 13	48	-	-	-	-	-	-	-
Stage 2	206	45	-	213	59	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	0	161	-	0	134	82	-	-	~ 57	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	11	0	-	~ 8	29	-	-	-	-	-	-	-
Stage 2	66	27	-	-	0	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s						0.9		8.7
HCM LOS								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	82	-	-	-	~ 57	-	-
HCM Lane V/C Ratio	0.385	-	-	-	1.2	-	-
HCM Control Delay (s)	74.1	-	-	-	\$ 303.4	-	-
HCM Lane LOS	F	-	-	-	F	-	-
HCM 95th %tile Q(veh)	1.5	-	-	-	5.8	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 14: SR 535 & Median Opening S

11/14/2022

Intersection												
Int Delay, s/veh	25.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Vol, veh/h	0	0	145	0	0	171	38	2511	133	92	2375	141
Future Vol, veh/h	0	0	145	0	0	171	38	2511	133	92	2375	141
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	0	750	-	275	500	-	400
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	5	5	5
Mvmt Flow	0	0	153	0	0	180	40	2643	140	97	2500	148

Major/Minor	Minor2	Minor1	Major1	Major2
Conflicting Flow All	-	- 1250	-	- 1322 2500
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	- 7.14	-	- 7.14 5.4
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	- 3.92	-	- 3.92 3.15
Pot Cap-1 Maneuver	0	0 ~ 141	0	0 ~ 126 66
Stage 1	0	0	0	0
Stage 2	0	0	0	0
Platoon blocked, %				
Mov Cap-1 Maneuver	-	- ~ 141	-	- ~ 126 66
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	162.1	296.3	1.7	25.3
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT
Capacity (veh/h)	66	-	-	141 126	~ 47	-
HCM Lane V/C Ratio	0.606	-	-	1.082 1.429	2.06	-
HCM Control Delay (s)	121.7	-	-	162.1 296.3	677.9	-
HCM Lane LOS	F	-	-	F F	F	-
HCM 95th %tile Q(veh)	2.6	-	-	8.3 12.3	9.9	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 15: SR 535 & Median Opening N

11/14/2022

Intersection						
Int Delay, s/veh	17					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↑↑↑	↗ ↑↑↑	↗	↘ ↑↑↑	↘ ↑↑↑
Traffic Vol, veh/h	0	122	2798	163	72	2704
Future Vol, veh/h	0	122	2798	163	72	2704
Conflicting Peds, #/hr	0	0	0	3	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	350	550	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	5	5	5	5
Mvmt Flow	0	128	2945	172	76	2846

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	1476	0 0 3120 0
Stage 1	-	-	- - - -
Stage 2	-	-	- - - -
Critical Hdwy	-	7.14	- - 5.4 -
Critical Hdwy Stg 1	-	-	- - - -
Critical Hdwy Stg 2	-	-	- - - -
Follow-up Hdwy	-	3.92	- - 3.15 -
Pot Cap-1 Maneuver	0	~ 99	- - ~ 31 -
Stage 1	0	-	- - - -
Stage 2	0	-	- - - -
Platoon blocked, %			- - - -
Mov Cap-1 Maneuver	-	~ 99	- - ~ 31 -
Mov Cap-2 Maneuver	-	-	- - - -
Stage 1	-	-	- - - -
Stage 2	-	-	- - - -

Approach	WB	NB	SB
HCM Control Delay, s	268.5	0	24.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	99 ~ 31	-
HCM Lane V/C Ratio	-	-	1.297 2.445	-
HCM Control Delay (s)	-	-	268.5\$ 929.4	-
HCM Lane LOS	-	-	F F	-
HCM 95th %tile Q(veh)	-	-	9 8.8	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 18: Poinciana Blvd & Westbound Off Ramp

11/14/2022

Intersection						
Int Delay, s/veh	36.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑			↑↑
Traffic Vol, veh/h	353	146	508	0	0	528
Future Vol, veh/h	353	146	508	0	0	528
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	372	154	535	0	0	556

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	813	268	0	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	278	-	-	-	-	-
Critical Hdwy	6.9	7	-	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	-	-	-	-
Pot Cap-1 Maneuver	~ 310	721	-	0	0	-
Stage 1	543	-	-	0	0	-
Stage 2	735	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	~ 310	721	-	-	-	-
Mov Cap-2 Maneuver	~ 310	-	-	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	735	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	111	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBTWBLn1WBLn2	SBT
Capacity (veh/h)	- 310 721	-
HCM Lane V/C Ratio	- 1.199 0.213	-
HCM Control Delay (s)	- 152.2 11.3	-
HCM Lane LOS	- F B	-
HCM 95th %tile Q(veh)	- 16.3 0.8	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	27.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	↗
Traffic Vol, veh/h	327	878	876	515	479	267
Future Vol, veh/h	327	878	876	515	479	267
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	344	924	922	542	504	281

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1464	0	-	0	2251 732
Stage 1	-	-	-	-	1193 -
Stage 2	-	-	-	-	1058 -
Critical Hdwy	5.34	-	-	-	5.74 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	3.12	-	-	-	3.82 3.92
Pot Cap-1 Maneuver	~ 232	-	-	-	~ 68 312
Stage 1	-	-	-	-	~ 184 -
Stage 2	-	-	-	-	~ 266 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	~ 232	-	-	-	0 312
Mov Cap-2 Maneuver	-	-	-	-	0 -
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	~ 266 -

Approach	EB	WB	SB
HCM Control Delay, s	75.5	0	
HCM LOS			-

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	~ 232	-	-	-	-	312
HCM Lane V/C Ratio	1.484	-	-	-	-	0.901
HCM Control Delay (s)	278.3	-	-	-	-	66.2
HCM Lane LOS	F	-	-	-	-	F
HCM 95th %tile Q(veh)	20.4	-	-	-	-	8.5

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
21: World Center Dr & Buena Vista Suites

11/14/2022

Intersection												
Int Delay, s/veh	157.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	48	1819	26	49	2392	19	28	6	32	6	4	38
Future Vol, veh/h	48	1819	26	49	2392	19	28	6	32	6	4	38
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	2	2	2	2	2	2
Mvmt Flow	51	1915	27	52	2518	20	29	6	34	6	4	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2538	0	0	1943	0	0	3145	4674	972	3503	4677	1269
Stage 1	-	-	-	-	-	-	2032	2032	-	2632	2632	-
Stage 2	-	-	-	-	-	-	1113	2642	-	871	2045	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	65	-	-	132	-	-	~ 12	~ 1	217	7	~ 1	137
Stage 1	-	-	-	-	-	-	36	99	-	13	48	-
Stage 2	-	-	-	-	-	-	200	48	-	283	98	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	65	-	-	132	-	-	~ 2	0	217	~ 2	0	137
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	0	-	~ 2	0	-
Stage 1	-	-	-	-	-	-	~ 8	21	-	~ 3	29	-
Stage 2	-	-	-	-	-	-	73	29	-	36	21	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4	1	\$ 9126.4	\$ 1883.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	4	65	-	-	132	-	-	13
HCM Lane V/C Ratio	17.368	0.777	-	-	0.391	-	-	3.887
HCM Control Delay (s)	\$ 9126.4	158.2	-	-	48.8	-	-	\$ 1883.4
HCM Lane LOS	F	F	-	-	E	-	-	F
HCM 95th %tile Q(veh)	10.6	3.5	-	-	1.7	-	-	7.3

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	131.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	↗
Traffic Vol, veh/h	54	1918	2411	47	29	48
Future Vol, veh/h	54	1918	2411	47	29	48
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	270	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	57	2019	2538	49	31	51

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2587	0	-	0	3486 1294
Stage 1	-	-	-	-	2563 -
Stage 2	-	-	-	-	923 -
Critical Hdwy	5.36	-	-	-	5.74 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	3.13	-	-	-	3.82 3.92
Pot Cap-1 Maneuver	61	-	-	-	~ 14 132
Stage 1	-	-	-	-	~ 24 -
Stage 2	-	-	-	-	314 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	61	-	-	-	~ 1 132
Mov Cap-2 Maneuver	-	-	-	-	~ 1 -
Stage 1	-	-	-	-	~ 2 -
Stage 2	-	-	-	-	314 -

Approach	EB	WB	SB
HCM Control Delay, s	5.7	0	\$ 7533.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	61	-	-	-	1	132
HCM Lane V/C Ratio	0.932	-	-	-	30.526	0.383
HCM Control Delay (s)	206.7	-	-	-	\$ 19922.5	48.3
HCM Lane LOS	F	-	-	-	F	E
HCM 95th %tile Q(veh)	4.4	-	-	-	5.7	1.6

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 3: SR 535 & Calypso Cay Way/Osceola Pkwy On-ramp

11/14/2022

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↙ ↑↑↑ ↘				↑↑↑	↗
Traffic Vol, veh/h	0	0	84	0	0	0	29	1405	133	0	1592	39
Future Vol, veh/h	0	0	84	0	0	0	29	1405	133	0	1592	39
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	225	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	0	0	0	5	5	5	5	5	5
Mvmt Flow	0	0	88	0	0	0	31	1479	140	0	1676	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	-	839	1677	0	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	7.12	5.4	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.91	3.15	-	-
Pot Cap-1 Maneuver	0	0	267	176	-	0
Stage 1	0	0	-	-	0	0
Stage 2	0	0	-	-	0	0
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	267	176	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	176	-	267	-
HCM Lane V/C Ratio	0.173	-	0.331	-
HCM Control Delay (s)	29.7	-	25	-
HCM Lane LOS	D	-	D	-
HCM 95th %tile Q(veh)	0.6	-	1.4	-

HCM 6th TWSC
10: SR 535 & Lake Bryan Beach Blvd

11/14/2022

Intersection												
Int Delay, s/veh	1024											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↑↑↑	↑↑↑	↑	↕ ↑↑↑		
Traffic Vol, veh/h	6	6	8	62	5	106	53	2254	40	27	2381	4
Future Vol, veh/h	6	6	8	62	5	106	53	2254	40	27	2381	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	175	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	5	5	5	5	5	5
Mvmt Flow	6	6	8	65	5	112	56	2373	42	28	2506	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3628	5092	1255	3547	5052	1188	2510	0	0	2416	0	0
Stage 1	2564	2564	-	2486	2486	-	-	-	-	-	-	-
Stage 2	1064	2528	-	1061	2566	-	-	-	-	-	-	-
Critical Hdwy	6.46	6.56	7.16	6.46	6.56	7.16	5.4	-	-	5.4	-	-
Critical Hdwy Stg 1	7.36	5.56	-	7.36	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.56	-	6.76	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4.03	3.93	3.83	4.03	3.93	3.15	-	-	3.15	-	-
Pot Cap-1 Maneuver	~ 6	0	139	~ 6	~ 1	154	65	-	-	73	-	-
Stage 1	15	52	-	~ 17	57	-	-	-	-	-	-	-
Stage 2	213	54	-	214	52	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	0	0	139	~ 1	0	154	65	-	-	73	-	-
Mov Cap-2 Maneuver	0	0	-	~ 1	0	-	-	-	-	-	-	-
Stage 1	~ 2	32	-	~ 2	8	-	-	-	-	-	-	-
Stage 2	~ 3	7	-	99	32	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.5	\$ 29240	4	0.9
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	65	-	-	139	3	73	-	-
HCM Lane V/C Ratio	0.858	-	-	0.151	60.702	0.389	-	-
HCM Control Delay (s)	178.2	-	-	35.5	\$ 29240	82.8	-	-
HCM Lane LOS	F	-	-	E	F	F	-	-
HCM 95th %tile Q(veh)	4	-	-	0.5	25.1	1.5	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 14: SR 535 & Median Opening S

11/14/2022

Intersection												
Int Delay, s/veh	18											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↘	↑↑↑	↗	↘	↑↑↑	↗
Traffic Vol, veh/h	0	0	150	0	0	140	39	2316	143	88	2487	170
Future Vol, veh/h	0	0	150	0	0	140	39	2316	143	88	2487	170
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	0	750	-	275	500	-	400
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	5	5	5	5	5	5
Mvmt Flow	0	0	158	0	0	147	41	2438	151	93	2618	179

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	1309	-	-	1219	2618	0	0	2589	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.14	5.4	-	-	5.4	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.92	3.15	-	-	3.15	-	-
Pot Cap-1 Maneuver	0	0	~ 128	0	0	148	57	-	-	~ 59	-	0
Stage 1	0	0	-	0	0	-	-	-	-	-	-	0
Stage 2	0	0	-	0	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-	-		
Mov Cap-1 Maneuver	-	-	~ 128	-	-	148	57	-	-	~ 59	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	221.2		132.8		2.5		15	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT
Capacity (veh/h)	57	-	-	128	148	~ 59	-
HCM Lane V/C Ratio	0.72	-	-	1.234	0.996	1.57	-
HCM Control Delay (s)	161.5	-	-	221.2	132.8	438.3	-
HCM Lane LOS	F	-	-	F	F	F	-
HCM 95th %tile Q(veh)	3.1	-	-	9.8	7.4	8.4	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 15: SR 535 & Median Opening N

11/14/2022

Intersection						
Int Delay, s/veh	5.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↘ ↘ ↘	↗ ↘ ↘ ↘	↗ ↘	↗ ↘ ↘ ↘	
Traffic Vol, veh/h	0	109	2407	109	66	2928
Future Vol, veh/h	0	109	2407	109	66	2928
Conflicting Peds, #/hr	0	0	0	3	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	350	550	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	5	5	5	5
Mvmt Flow	0	115	2534	115	69	3082

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	1270	0	0	2652	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.4	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	3.15	-
Pot Cap-1 Maneuver	0	137	-	-	~ 55	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	137	-	-	~ 55	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	100.7	0	7.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	137	~ 55
HCM Lane V/C Ratio	-	-	0.837	1.263
HCM Control Delay (s)	-	-	100.7\$	331.4
HCM Lane LOS	-	-	F	F
HCM 95th %tile Q(veh)	-	-	5.3	6.1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 18: Poinciana Blvd & Westbound Off Ramp

11/14/2022

Intersection						
Int Delay, s/veh	47.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑			↑↑
Traffic Vol, veh/h	380	152	494	0	0	575
Future Vol, veh/h	380	152	494	0	0	575
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	400	160	520	0	0	605

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	823	260	0	-	-	-
Stage 1	520	-	-	-	-	-
Stage 2	303	-	-	-	-	-
Critical Hdwy	6.9	7	-	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	-	-	-	-
Pot Cap-1 Maneuver	~ 306	730	-	0	0	-
Stage 1	553	-	-	0	0	-
Stage 2	714	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	~ 306	730	-	-	-	-
Mov Cap-2 Maneuver	~ 306	-	-	-	-	-
Stage 1	553	-	-	-	-	-
Stage 2	714	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	141.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBTWBLn1WBLn2	SBT
Capacity (veh/h)	- 306 730	-
HCM Lane V/C Ratio	- 1.307 0.219	-
HCM Control Delay (s)	- 194 11.3	-
HCM Lane LOS	- F B	-
HCM 95th %tile Q(veh)	- 19.5 0.8	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	29.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	↗
Traffic Vol, veh/h	393	1045	882	344	561	272
Future Vol, veh/h	393	1045	882	344	561	272
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	414	1100	928	362	591	286

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1290	0	-	0	2377 645
Stage 1	-	-	-	-	1109 -
Stage 2	-	-	-	-	1268 -
Critical Hdwy	5.34	-	-	-	5.74 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	3.12	-	-	-	3.82 3.92
Pot Cap-1 Maneuver	~ 283	-	-	-	~ 58 356
Stage 1	-	-	-	-	~ 207 -
Stage 2	-	-	-	-	~ 204 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	~ 283	-	-	-	0 356
Mov Cap-2 Maneuver	-	-	-	-	0 -
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	~ 204 -

Approach	EB	WB	SB
HCM Control Delay, s	71.1	0	
HCM LOS			-

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	~ 283	-	-	-	-	356
HCM Lane V/C Ratio	1.462	-	-	-	-	0.804
HCM Control Delay (s)	260.1	-	-	-	-	45.9
HCM Lane LOS	F	-	-	-	-	E
HCM 95th %tile Q(veh)	23.1	-	-	-	-	6.9

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 21: World Center Dr & Buena Vista Suites

11/14/2022

Intersection												
Int Delay, s/veh	198											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	40	2166	29	38	2233	14	27	6	46	13	4	44
Future Vol, veh/h	40	2166	29	38	2233	14	27	6	46	13	4	44
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	2	2	2	2	2	2
Mvmt Flow	42	2280	31	40	2351	15	28	6	48	14	4	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2366	0	0	2312	0	0	3403	4827	1157	3438	4835	1183
Stage 1	-	-	-	-	-	-	2381	2381	-	2439	2439	-
Stage 2	-	-	-	-	-	-	1022	2446	-	999	2396	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	80	-	-	85	-	-	~ 8	~ 1	163	~ 8	~ 1	156
Stage 1	-	-	-	-	-	-	~ 20	66	-	18	61	-
Stage 2	-	-	-	-	-	-	228	61	-	236	64	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	80	-	-	85	-	-	~ 2	0	163	~ 2	0	156
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	0	-	~ 2	0	-
Stage 1	-	-	-	-	-	-	~ 10	31	-	~ 9	32	-
Stage 2	-	-	-	-	-	-	74	32	-	63	30	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			1.3			\$ 8456.2			\$ 4066.8		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)		5	80	-	-	85	-	8
HCM Lane V/C Ratio	16.632	0.526	-	-	0.471	-	-	8.026
HCM Control Delay (s)	\$ 8456.2	91.8	-	-	80.4	-	-	\$ 4066.8
HCM Lane LOS		F	F	-	-	F	-	F
HCM 95th %tile Q(veh)		12.3	2.3	-	-	2	-	9.5

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 22: World Center Dr & Caribe Royale Orlando

11/14/2022

Intersection						
Int Delay, s/veh	35.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	↘
Traffic Vol, veh/h	42	2132	2340	33	36	55
Future Vol, veh/h	42	2132	2340	33	36	55
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	270	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	44	2244	2463	35	38	58

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2498	0	-	0	3468 1249
Stage 1	-	-	-	-	2481 -
Stage 2	-	-	-	-	987 -
Critical Hdwy	5.36	-	-	-	5.74 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	3.13	-	-	-	3.82 3.92
Pot Cap-1 Maneuver	68	-	-	-	~ 14 141
Stage 1	-	-	-	-	~ 28 -
Stage 2	-	-	-	-	290 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	68	-	-	-	~ 5 141
Mov Cap-2 Maneuver	-	-	-	-	~ 5 -
Stage 1	-	-	-	-	~ 10 -
Stage 2	-	-	-	-	290 -

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	\$ 1753.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	68	-	-	-	5	141
HCM Lane V/C Ratio	0.65	-	-	-	7.579	0.411
HCM Control Delay (s)	126.5	-	-	-	\$ 4360.9	47.3
HCM Lane LOS	F	-	-	-	F	E
HCM 95th %tile Q(veh)	2.8	-	-	-	6.3	1.8

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Arterial Level of Service

Arterial Level of Service: EB Polynesian Isle Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	II	40	25.7	79.5	105.2	0.22	7.6	F
Qd Rd @ Poly	II	30	11.5	14.5	26.0	0.07	10.3	F
Total	II		37.2	94.0	131.2	0.30	8.2	F

Arterial Level of Service: WB Polynesian Isle Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Qd Rd @ Poly	IV	30	21.1	7.1	28.2	0.12	15.0	C
SR 535	IV	30	16.9	68.7	85.6	0.07	3.1	F
Total	IV		38.0	75.8	113.8	0.19	6.1	F

Arterial Level of Service: NB Qd Rd @ Poly

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Polynesian Isle Blvd	IV	30	14.3	38.7	53.0	0.08	5.4	F
Total	IV		14.3	38.7	53.0	0.08	5.4	F

Arterial Level of Service: SB Qd Rd @ Poly

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Polynesian Isle Blvd	III	30	20.5	8.1	28.6	0.15	19.3	C
Total	III		20.5	8.1	28.6	0.15	19.3	C

Arterial Level of Service: WB Qd. Rd @ SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	III	30	20.5	10.2	30.7	0.15	18.0	D
Total	III		20.5	10.2	30.7	0.15	18.0	D

Arterial Level of Service: NB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 192	II	30	24.4	42.6	67.0	0.19	10.3	F
Kyns Heath Rd	II	45	19.8	10.9	30.7	0.18	21.3	D
Osceola Pkwy On-ramp	II	45	30.5	6.5	37.0	0.31	30.0	B
Poinciana Blvd	II	45	22.6	28.5	51.1	0.21	14.6	E
Polynesian Isle Blvd	II	45	35.1	8.3	43.4	0.37	30.4	B
Qd. Rd @ SR 535	II	45	9.1	17.5	26.6	0.08	11.3	F
LBV Factory Stores	II	45	25.3	10.5	35.8	0.24	24.5	C
Intl Dr PDLT WB	II	45	35.3	10.8	46.1	0.37	28.8	B
International Dr	II	45	2.8	28.5	31.3	0.03	3.0	F
Intl Dr PDLT EB	II	45	3.0	0.9	3.9	0.03	25.0	C
SR 535 PDLT NB	II	45	11.1	0.2	11.3	0.10	32.4	B
World Center Dr	II	45	15.2	30.8	46.0	0.14	10.9	F
SR 535 PDLT SB	II	45	17.4	14.4	31.8	0.16	18.0	D
Total	II		251.6	210.4	462.0	2.40	18.7	D

Arterial Level of Service: SB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535 PDLT SB	II	42	59.8	0.2	60.0	0.70	42.1	A
SR 536	II	45	17.4	36.7	54.1	0.16	10.6	F
SR 535 PDLT NB	II	45	15.2	21.1	36.3	0.14	13.9	E
Intl Dr PDLT EB	II	45	11.1	11.2	22.3	0.10	16.4	E
International Dr	II	45	3.0	34.8	37.8	0.03	2.6	F
Intl Dr PDLT WB	II	45	2.8	0.5	3.3	0.03	28.1	B
LBV Factory Stores	II	45	35.3	11.8	47.1	0.37	28.1	B
Qd. Rd @ SR 535	II	45	25.3	6.4	31.7	0.24	27.6	C
Polynesian Isle Blvd	II	45	9.1	6.8	15.9	0.08	18.9	D
Poinciana Blvd	II	45	35.1	25.9	61.0	0.37	21.6	D
Osceola Pkwy On-ramp	II	45	22.6	0.1	22.7	0.21	32.9	B
Kyns Heath Rd	II	45	30.5	6.4	36.9	0.31	30.1	B
US 192	II	45	19.8	61.1	80.9	0.18	8.1	F
Total	II		287.0	223.0	510.0	2.91	20.6	D

Arterial Level of Service: EB Polynesian Isle Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	II	40	25.7	75.7	101.4	0.22	7.9	F
Qd Rd @ Poly	II	30	11.5	5.3	16.8	0.07	15.9	E
Total	II		37.2	81.0	118.2	0.30	9.1	F

Arterial Level of Service: WB Polynesian Isle Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Qd Rd @ Poly	IV	30	21.1	7.8	28.9	0.12	14.6	C
SR 535	IV	30	16.9	53.1	70.0	0.07	3.8	F
Total	IV		38.0	60.9	98.9	0.19	7.0	F

Arterial Level of Service: NB Qd Rd @ Poly

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Polynesian Isle Blvd	IV	30	14.3	39.0	53.3	0.08	5.4	F
Total	IV		14.3	39.0	53.3	0.08	5.4	F

Arterial Level of Service: SB Qd Rd @ Poly

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Polynesian Isle Blvd	III	30	20.5	19.7	40.2	0.15	13.7	E
Total	III		20.5	19.7	40.2	0.15	13.7	E

Arterial Level of Service: WB Qd. Rd @ SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	III	30	20.5	13.5	34.0	0.15	16.2	D
Total	III		20.5	13.5	34.0	0.15	16.2	D

Arterial Level of Service: NB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 192	II	30	24.4	35.3	59.7	0.19	11.6	F
Kyngs Heath Rd	II	45	19.8	25.8	45.6	0.18	14.3	E
Osceola Pkwy On-ramp	II	45	30.5	3.0	33.5	0.31	33.1	B
Poinciana Blvd	II	45	22.6	41.4	64.0	0.21	11.7	F
Polynesian Isle Blvd	II	45	35.1	13.0	48.1	0.37	27.4	C
Qd. Rd @ SR 535	II	45	9.1	18.1	27.2	0.08	11.0	F
LBV Factory Stores	II	45	25.3	35.5	60.8	0.24	14.4	E
Intl Dr PDLT WB	II	45	35.3	25.1	60.4	0.37	21.9	D
International Dr	II	45	2.8	26.7	29.5	0.03	3.1	F
Intl Dr PDLT EB	II	45	3.0	1.7	4.7	0.03	20.7	D
SR 535 PDLT NB	II	45	11.1	0.2	11.3	0.10	32.4	B
World Center Dr	II	45	15.2	31.6	46.8	0.14	10.8	F
SR 535 PDLT SB	II	45	17.4	23.5	40.9	0.16	14.0	E
Total	II		251.6	280.9	532.5	2.40	16.3	E

Arterial Level of Service: SB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535 PDLT SB	II	45	56.1	0.2	56.3	0.70	44.9	A
SR 536	II	45	17.4	41.7	59.1	0.16	9.7	F
SR 535 PDLT NB	II	45	15.2	35.1	50.3	0.14	10.0	F
Intl Dr PDLT EB	II	45	11.1	20.0	31.1	0.10	11.8	F
International Dr	II	45	3.0	42.2	45.2	0.03	2.2	F
Intl Dr PDLT WB	II	45	2.8	2.5	5.3	0.03	17.5	D
LBV Factory Stores	II	45	35.3	23.4	58.7	0.37	22.6	C
Qd. Rd @ SR 535	II	45	25.3	14.9	40.2	0.24	21.8	D
Polynesian Isle Blvd	II	45	9.1	11.9	21.0	0.08	14.3	E
Poinciana Blvd	II	45	35.1	47.9	83.0	0.37	15.9	E
Osceola Pkwy On-ramp	II	45	22.6	0.1	22.7	0.21	32.9	B
Kyngs Heath Rd	II	45	30.5	16.8	47.3	0.31	23.5	C
US 192	II	45	19.8	58.2	78.0	0.18	8.4	F
Total	II		283.3	314.9	598.2	2.91	17.5	D

Arterial Level of Service: EB Polynesian Isle Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	II	40	25.7	79.8	105.5	0.22	7.6	F
Qd Rd @ Poly	II	30	11.5	7.3	18.8	0.07	14.3	E
Total	II		37.2	87.1	124.3	0.30	8.6	F

Arterial Level of Service: WB Polynesian Isle Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Qd Rd @ Poly	IV	30	21.1	8.5	29.6	0.12	14.3	C
SR 535	IV	30	16.9	65.8	82.7	0.07	3.2	F
Total	IV		38.0	74.3	112.3	0.19	6.2	F

Arterial Level of Service: NB Qd Rd @ Poly

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Polynesian Isle Blvd	IV	30	14.3	42.2	56.5	0.08	5.1	F
Total	IV		14.3	42.2	56.5	0.08	5.1	F

Arterial Level of Service: SB Qd Rd @ Poly

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Polynesian Isle Blvd	III	30	20.5	32.5	53.0	0.15	10.4	E
Total	III		20.5	32.5	53.0	0.15	10.4	E

Arterial Level of Service: WB Qd. Rd @ SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	III	30	20.5	18.0	38.5	0.15	14.3	D
Total	III		20.5	18.0	38.5	0.15	14.3	D

Arterial Level of Service: NB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 192	II	30	24.4	40.7	65.1	0.19	10.6	F
Kyngs Heath Rd	II	45	19.8	13.1	32.9	0.18	19.9	D
Osceola Pkwy On-ramp	II	45	30.5	7.4	37.9	0.31	29.3	B
Poinciana Blvd	II	45	22.6	21.2	43.8	0.21	17.1	D
Polynesian Isle Blvd	II	45	35.1	6.8	41.9	0.37	31.5	B
Qd. Rd @ SR 535	II	45	9.1	13.5	22.6	0.08	13.3	E
LBV Factory Stores	II	45	25.3	13.7	39.0	0.24	22.4	C
Intl Dr PDLT WB	II	45	35.3	11.5	46.8	0.37	28.3	B
International Dr	II	45	2.8	22.0	24.8	0.03	3.7	F
Intl Dr PDLT EB	II	45	3.0	0.5	3.5	0.03	27.9	C
SR 535 PDLT NB	II	45	11.1	0.1	11.2	0.10	32.7	B
World Center Dr	II	45	15.2	22.8	38.0	0.14	13.2	E
SR 535 PDLT SB	II	45	17.4	7.3	24.7	0.16	23.2	C
Total	II		251.6	180.6	432.2	2.40	20.0	D

Arterial Level of Service: SB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535 PDLT SB	II	42	59.8	0.2	60.0	0.70	42.1	A
SR 536	II	45	17.4	47.8	65.2	0.16	8.8	F
SR 535 PDLT NB	II	45	15.2	9.3	24.5	0.14	20.5	D
Intl Dr PDLT EB	II	45	11.1	13.3	24.4	0.10	15.0	E
International Dr	II	45	3.0	25.7	28.7	0.03	3.4	F
Intl Dr PDLT WB	II	45	2.8	1.6	4.4	0.03	21.1	D
LBV Factory Stores	II	45	35.3	17.6	52.9	0.37	25.1	C
Qd. Rd @ SR 535	II	45	25.3	13.9	39.2	0.24	22.3	C
Polynesian Isle Blvd	II	45	9.1	6.4	15.5	0.08	19.4	D
Poinciana Blvd	II	45	35.1	30.6	65.7	0.37	20.1	D
Osceola Pkwy On-ramp	II	45	22.6	0.1	22.7	0.21	32.9	B
Kyngs Heath Rd	II	45	30.5	8.3	38.8	0.31	28.6	B
US 192	II	45	19.8	56.9	76.7	0.18	8.5	F
Total	II		287.0	231.7	518.7	2.91	20.2	D

Arterial Level of Service: EB Polynesian Isle Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	II	40	25.7	76.6	102.3	0.22	7.9	F
Qd Rd @ Poly	II	30	11.5	12.8	24.3	0.07	11.0	F
Total	II		37.2	89.4	126.6	0.30	8.5	F

Arterial Level of Service: WB Polynesian Isle Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Qd Rd @ Poly	IV	30	21.1	8.3	29.4	0.12	14.4	C
SR 535	IV	30	16.9	63.5	80.4	0.07	3.3	F
Total	IV		38.0	71.8	109.8	0.19	6.3	F

Arterial Level of Service: NB Qd Rd @ Poly

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Polynesian Isle Blvd	IV	30	14.3	39.0	53.3	0.08	5.4	F
Total	IV		14.3	39.0	53.3	0.08	5.4	F

Arterial Level of Service: SB Qd Rd @ Poly

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Polynesian Isle Blvd	III	30	20.5	24.8	45.3	0.15	12.2	E
Total	III		20.5	24.8	45.3	0.15	12.2	E

Arterial Level of Service: WB Qd. Rd @ SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	III	30	20.5	15.2	35.7	0.15	15.5	D
Total	III		20.5	15.2	35.7	0.15	15.5	D

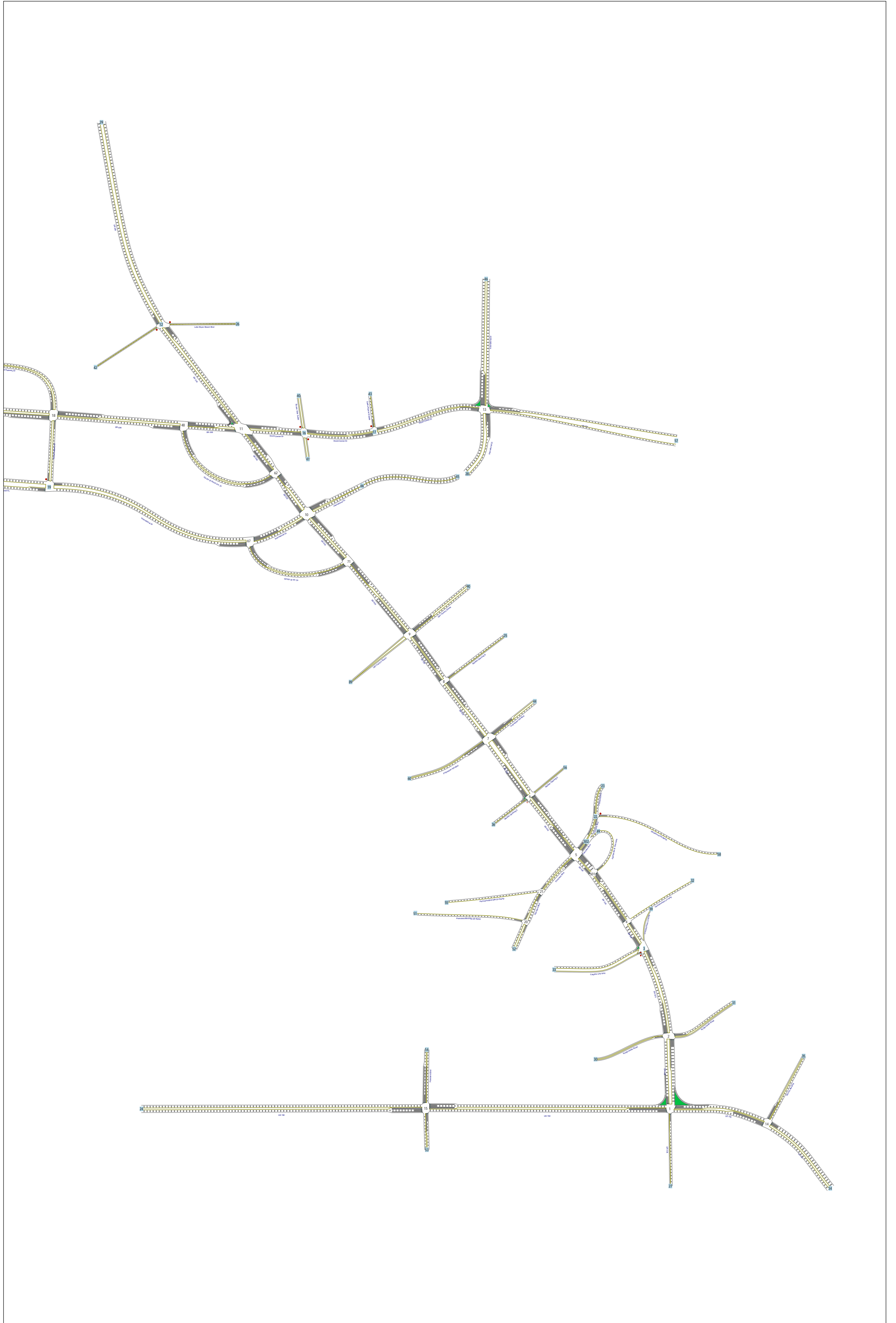
Arterial Level of Service: NB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 192	II	30	24.4	40.6	65.0	0.19	10.6	F
Kyngs Heath Rd	II	45	19.8	24.0	43.8	0.18	14.9	E
Osceola Pkwy On-ramp	II	45	30.5	2.0	32.5	0.31	34.2	B
Poinciana Blvd	II	45	22.6	39.8	62.4	0.21	12.0	F
Polynesian Isle Blvd	II	45	35.1	11.1	46.2	0.37	28.5	B
Qd. Rd @ SR 535	II	45	9.1	14.7	23.8	0.08	12.6	F
LBV Factory Stores	II	45	25.3	28.2	53.5	0.24	16.4	E
Intl Dr PDLT WB	II	45	35.3	19.4	54.7	0.37	24.2	C
International Dr	II	45	2.8	19.1	21.9	0.03	4.2	F
Intl Dr PDLT EB	II	45	3.0	0.8	3.8	0.03	25.7	C
SR 535 PDLT NB	II	45	11.1	0.2	11.3	0.10	32.4	B
World Center Dr	II	45	15.2	33.1	48.3	0.14	10.4	F
SR 535 PDLT SB	II	45	17.4	13.7	31.1	0.16	18.4	D
Total	II		251.6	246.7	498.3	2.40	17.4	D

Arterial Level of Service: SB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535 PDLT SB	II	42	59.8	0.2	60.0	0.70	42.1	A
SR 536	II	45	17.4	51.9	69.3	0.16	8.3	F
SR 535 PDLT NB	II	45	15.2	12.6	27.8	0.14	18.1	D
Intl Dr PDLT EB	II	45	11.1	19.0	30.1	0.10	12.2	F
International Dr	II	45	3.0	40.9	43.9	0.03	2.2	F
Intl Dr PDLT WB	II	45	2.8	3.3	6.1	0.03	15.2	E
LBV Factory Stores	II	45	35.3	29.8	65.1	0.37	20.4	D
Qd. Rd @ SR 535	II	45	25.3	13.1	38.4	0.24	22.8	C
Polynesian Isle Blvd	II	45	9.1	6.7	15.8	0.08	19.0	D
Poinciana Blvd	II	45	35.1	47.5	82.6	0.37	16.0	E
Osceola Pkwy On-ramp	II	45	22.6	0.1	22.7	0.21	32.9	B
Kyngs Heath Rd	II	45	30.5	16.7	47.2	0.31	23.5	C
US 192	II	45	19.8	58.8	78.6	0.18	8.3	F
Total	II		287.0	300.6	587.6	2.91	17.9	D

Alternative 2

































Signalized Intersections

2025

Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 		 	 	
Traffic Volume (vph)	160	854	8	3	1310	1174	7	2	3	741	3	202
Future Volume (vph)	160	854	8	3	1310	1174	7	2	3	741	3	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	475		0	350		435	0		0	0		400
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor		1.00		0.99		0.99	1.00			1.00	1.00	0.99
Frt		0.999				0.850		0.910				0.850
Flt Protected	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (prot)	3433	5079	0	1736	4988	1553	1719	1647	0	3129	1569	1538
Flt Permitted	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (perm)	3433	5079	0	1726	4988	1533	1715	1647	0	3125	1567	1516
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				1013		3				213
Link Speed (mph)		45			45			50				45
Link Distance (ft)		3214			1315			1015				958
Travel Time (s)		48.7			19.9			13.8				14.5
Confl. Peds. (#/hr)			3	9		2	3			1		2
Confl. Bikes (#/hr)				4			1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	168	899	8	3	1379	1236	7	2	3	780	3	213
Shared Lane Traffic (%)										33%		
Lane Group Flow (vph)	168	907	0	3	1379	1236	7	5	0	523	260	213
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				60
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		4	4		8	8	5
Permitted Phases						Free						8
Detector Phase	5	2		1	6		4	4		8	8	5
Switch Phase												

Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	15.0		5.0	15.0		6.0	6.0		6.0	6.0	5.0
Minimum Split (s)	11.8	43.8		11.8	35.8		46.8	46.8		12.8	12.8	11.8
Total Split (s)	17.6	62.4		11.8	56.6		46.8	46.8		39.0	39.0	17.6
Total Split (%)	11.0%	39.0%		7.4%	35.4%		29.3%	29.3%		24.4%	24.4%	11.0%
Maximum Green (s)	10.8	55.6		5.0	49.8		40.0	40.0		32.2	32.2	10.8
Yellow Time (s)	4.8	4.8		4.8	4.8		4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	1.5	3.0		2.0	3.0		1.5	1.5		1.5	1.5	1.5
Minimum Gap (s)	1.5	3.0		2.0	3.0		1.5	1.5		1.5	1.5	1.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			10.0		7.0	7.0				
Flash Dont Walk (s)		30.0			19.0		33.0	33.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	11.8	106.8		5.2	90.7	160.0	6.0	6.0		31.9	31.9	43.8
Actuated g/C Ratio	0.07	0.67		0.03	0.57	1.00	0.04	0.04		0.20	0.20	0.27
v/c Ratio	0.66	0.27		0.05	0.49	0.81	0.11	0.08		0.84	0.83	0.37
Control Delay	84.6	13.0		77.0	23.6	4.6	78.1	57.8		71.1	80.3	16.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	84.6	13.0		77.0	23.6	4.6	78.1	57.8		71.1	80.3	16.9
LOS	F	B		E	C	A	E	E		E	F	B
Approach Delay		24.2			14.7			69.7				61.9
Approach LOS		C			B			E				E
90th %ile Green (s)	15.3	80.9		5.7	71.3		6.1	6.1		40.1	40.1	15.3
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap		Gap	Gap	Gap
70th %ile Green (s)	13.4	97.6		0.0	77.4		6.0	6.0		36.0	36.0	13.4
70th %ile Term Code	Gap	Coord		Skip	Coord		Min	Min		Gap	Gap	Gap
50th %ile Green (s)	11.9	115.0		0.0	96.3		0.0	0.0		31.4	31.4	11.9
50th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
30th %ile Green (s)	10.4	118.3		0.0	101.1		0.0	0.0		28.1	28.1	10.4
30th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
10th %ile Green (s)	8.2	122.4		0.0	107.4		0.0	0.0		24.0	24.0	8.2
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
Stops (vph)	153	347		5	780	2	8	5		482	239	108
Fuel Used(gal)	8	25		0	27	11	0	0		16	9	3
CO Emissions (g/hr)	559	1718		9	1900	780	20	12		1138	597	230
NOx Emissions (g/hr)	109	334		2	370	152	4	2		221	116	45
VOC Emissions (g/hr)	130	398		2	440	181	5	3		264	138	53
Dilemma Vehicles (#)	0	27		0	41	0	0	0		0	3	0
Queue Length 50th (ft)	89	109		3	279	0	7	2		295	293	17
Queue Length 95th (ft)	129	239		16	452	0	26	18		378	416	148
Internal Link Dist (ft)		3134			1235			935			878	
Turn Bay Length (ft)	475			350		435						400
Base Capacity (vph)	266	3391		56	2827	1533	429	414		675	338	576

Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022

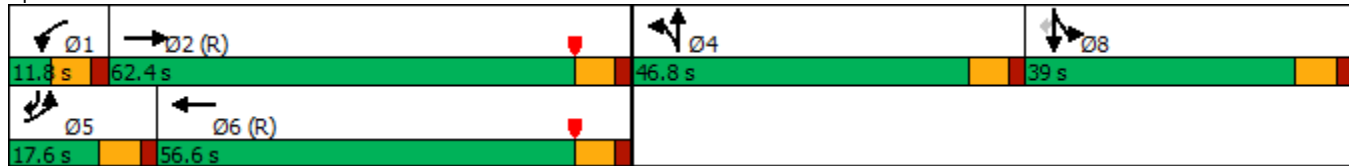


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.63	0.27		0.05	0.49	0.81	0.02	0.01		0.77	0.77	0.37

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	35 (22%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.84
Intersection Signal Delay:	27.0
Intersection LOS:	C
Intersection Capacity Utilization	72.8%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 1: SR 535 & US 192



Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Road

11/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	6	31	35	5	86	21	1265	50	69	880	77
Future Volume (vph)	40	6	31	35	5	86	21	1265	50	69	880	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	150		0	375		0	400		300
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.99		1.00								
Frt		0.873				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1621	0	1787	1881	1599	1719	4940	1538	1719	4940	1538
Flt Permitted	0.870			0.833			0.950			0.950		
Satd. Flow (perm)	1637	1621	0	1564	1881	1599	1719	4940	1538	1719	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				319			229			229
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1016			992			958			1206	
Travel Time (s)		23.1			22.5			14.5			18.3	
Confl. Peds. (#/hr)				1								
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	42	6	33	37	5	91	22	1332	53	73	926	81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	39	0	37	5	91	22	1332	53	73	926	81
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			48			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4			6			2
Detector Phase	3	8		7	4	4	1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Road

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	11.0	11.6		11.6	12.0	12.0	11.8	34.8	34.8	11.8	34.8	34.8
Total Split (s)	11.0	12.6		12.0	13.6	13.6	12.0	39.4	39.4	16.0	43.4	43.4
Total Split (%)	13.8%	15.8%		15.0%	17.0%	17.0%	15.0%	49.3%	49.3%	20.0%	54.3%	54.3%
Maximum Green (s)	5.0	6.0		5.4	6.6	6.6	5.2	32.6	32.6	9.2	36.6	36.6
Yellow Time (s)	4.0	3.7		3.7	3.7	3.7	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.9		2.9	3.3	3.3	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.6		6.6	7.0	7.0	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.5		2.5	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Minimum Gap (s)	3.0	2.5		2.5	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Dont Walk (s)								21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	9.6	5.6		9.5	5.7	5.7	5.3	45.2	45.2	7.7	52.5	52.5
Actuated g/C Ratio	0.12	0.07		0.12	0.07	0.07	0.07	0.56	0.56	0.10	0.66	0.66
v/c Ratio	0.20	0.27		0.18	0.04	0.22	0.19	0.48	0.05	0.44	0.29	0.07
Control Delay	27.9	20.4		27.9	34.6	1.3	39.6	13.2	0.1	42.1	9.5	0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	20.4		27.9	34.6	1.3	39.6	13.2	0.1	42.1	9.5	0.1
LOS	C	C		C	C	A	D	B	A	D	A	A
Approach Delay		24.3			9.9			13.1			11.0	
Approach LOS		C			A			B			B	
90th %ile Green (s)	5.0	6.0		5.4	6.6	6.6	5.2	32.6	32.6	9.2	36.6	36.6
90th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	5.0	6.0		5.4	6.6	6.6	5.2	32.6	32.6	9.2	36.6	36.6
70th %ile Term Code	Max	Max		Max	Hold	Hold	Max	Coord	Coord	Max	Coord	Coord
50th %ile Green (s)	6.9	5.6		6.3	5.2	5.2	0.0	33.1	33.1	8.2	48.1	48.1
50th %ile Term Code	Gap	Hold		Gap	Gap	Gap	Skip	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	0.0	5.4		0.0	5.0	5.0	0.0	47.5	47.5	6.9	61.2	61.2
30th %ile Term Code	Skip	Hold		Skip	Min	Min	Skip	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	0.0	0.0		0.0	0.0	0.0	0.0	73.2	73.2	0.0	73.2	73.2
10th %ile Term Code	Skip	Skip		Skip	Skip	Skip	Skip	Coord	Coord	Skip	Coord	Coord
Stops (vph)	35	16		31	7	0	21	680	0	63	392	0
Fuel Used(gal)	1	1		1	0	1	1	20	0	2	13	1
CO Emissions (g/hr)	52	37		45	8	48	39	1378	22	134	942	42
NOx Emissions (g/hr)	10	7		9	2	9	8	268	4	26	183	8
VOC Emissions (g/hr)	12	9		10	2	11	9	319	5	31	218	10
Dilemma Vehicles (#)	0	0		0	0	0	0	63	0	0	47	0
Queue Length 50th (ft)	16	3		15	2	0	11	245	0	35	75	0
Queue Length 95th (ft)	42	32		39	13	0	m16	184	m0	74	140	0
Internal Link Dist (ft)		936			912			878			1126	
Turn Bay Length (ft)	100			150			375			400		300
Base Capacity (vph)	206	152		202	155	424	114	2788	968	197	3242	1088

Lanes, Volumes, Timings
 2: SR 535 & Kyngs Heath Road

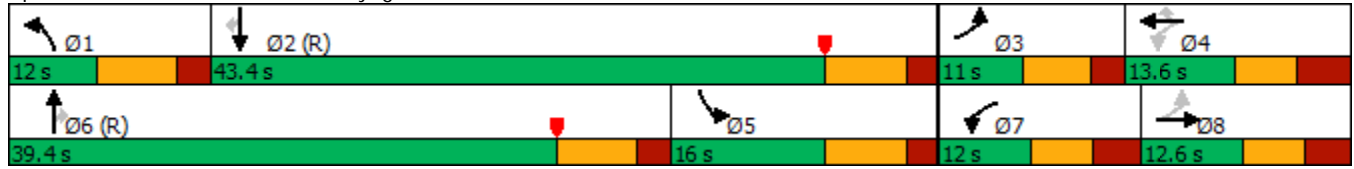
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.26		0.18	0.03	0.21	0.19	0.48	0.05	0.37	0.29	0.07

Intersection Summary	
Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	48 (60%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	12.5
Intersection LOS:	B
Intersection Capacity Utilization	54.4%
ICU Level of Service	A
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 2: SR 535 & Kyngs Heath Road



Lanes, Volumes, Timings
 3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↘	↑↑↑			↑↑↑	↗
Traffic Volume (vph)	0	0	44	0	0	0	52	1272	73	0	982	32
Future Volume (vph)	0	0	44	0	0	0	52	1272	73	0	982	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	225		375	0		0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (ft)	0			0			150			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865					0.992				0.850
Flt Protected							0.950					
Satd. Flow (prot)	0	0	1627	0	0	0	1719	4900	0	0	4940	1538
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	1627	0	0	0	1719	4900	0	0	4940	1538
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1258			543			1206			422	
Travel Time (s)		28.6			12.3			18.3			6.4	
Confl. Peds. (#/hr)							1					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	46	0	0	0	55	1339	77	0	1034	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	46	0	0	0	55	1416	0	0	1034	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			0			36			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.5%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
4: SR 535 & Osceola Pkwy on-ramp

11/14/2022

	↑	↗	↘	↓	↙	↖
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑↑		↖↘	↑↑↑		
Traffic Volume (vph)	1272	0	318	1014	0	0
Future Volume (vph)	1272	0	318	1014	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	500		0	0
Storage Lanes		0	2		0	0
Taper Length (ft)			75		0	
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	4940	0	3335	4940	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	4940	0	3335	4940	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	30	
Link Distance (ft)	422			770	1026	
Travel Time (s)	6.4			11.7	23.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1339	0	335	1067	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1339	0	335	1067	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			36	0	
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
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		
Detector Template	Thru		Left	Thru		
Leading Detector (ft)	100		20	100		
Trailing Detector (ft)	0		0	0		
Turn Type	NA		Prot	NA		
Protected Phases	2		1	6		
Permitted Phases						
Detector Phase	2		1	6		
Switch Phase						

Lanes, Volumes, Timings
4: SR 535 & Osceola Pkwy on-ramp

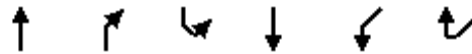
11/14/2022



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	12.0		5.0	12.0		
Minimum Split (s)	24.8		12.5	25.5		
Total Split (s)	51.0		29.0	80.0		
Total Split (%)	63.8%		36.3%	100.0%		
Maximum Green (s)	44.2		21.5	73.2		
Yellow Time (s)	4.8		5.5	4.8		
All-Red Time (s)	2.0		2.0	2.0		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	6.8		7.5	6.8		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		2.0	3.0		
Minimum Gap (s)	3.0		2.0	3.0		
Time Before Reduce (s)	0.0		0.0	0.0		
Time To Reduce (s)	0.0		0.0	0.0		
Recall Mode	C-Min		None	C-Min		
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	53.3		12.4	80.0		
Actuated g/C Ratio	0.67		0.16	1.00		
v/c Ratio	0.41		0.65	0.22		
Control Delay	1.5		37.5	0.1		
Queue Delay	0.0		0.0	0.0		
Total Delay	1.5		37.5	0.1		
LOS	A		D	A		
Approach Delay	1.5			9.0		
Approach LOS	A			A		
90th %ile Green (s)	49.6		16.1	73.2		
90th %ile Term Code	Coord		Gap	Coord		
70th %ile Green (s)	51.8		13.9	73.2		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	53.3		12.4	73.2		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	54.8		10.9	73.2		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	57.0		8.7	73.2		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	123		287	0		
Fuel Used(gal)	5		8	5		
CO Emissions (g/hr)	377		530	356		
NOx Emissions (g/hr)	73		103	69		
VOC Emissions (g/hr)	87		123	82		
Dilemma Vehicles (#)	27		0	0		
Queue Length 50th (ft)	5		81	0		
Queue Length 95th (ft)	13		117	0		
Internal Link Dist (ft)	342			690	946	
Turn Bay Length (ft)			500			
Base Capacity (vph)	3291		896	4940		

Lanes, Volumes, Timings
 4: SR 535 & Osceola Pkwy on-ramp

11/14/2022

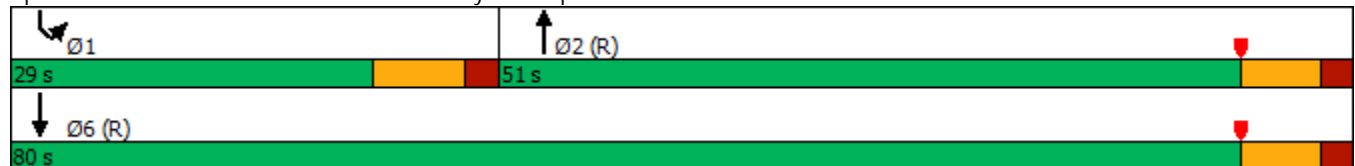


Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.41		0.37	0.22		

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	12 (15%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	5.3
Intersection LOS:	A
Intersection Capacity Utilization	53.0%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 4: SR 535 & Osceola Pkwy on-ramp



Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑	↗↗	↘↘	↑↑↑	↗	↘↘	↑↑↑	↗
Traffic Volume (vph)	0	796	53	0	64	269	69	1857	81	131	1280	355
Future Volume (vph)	0	796	53	0	64	269	69	1857	81	131	1280	355
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		150	0		200	0		200	400		400
Storage Lanes	1		1	0		0	2		1	2		1
Taper Length (ft)	75			100			200			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	0.88	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor			0.99			0.99			0.99			
Frt			0.850			0.850			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	4988	1553	0	1863	2787	3335	4940	1538	3335	4940	1538
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	4988	1533	0	1863	2750	3335	4940	1515	3335	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			77			29			77			374
Link Speed (mph)		40			30			45				45
Link Distance (ft)		669			220			336				978
Travel Time (s)		11.4			5.0			5.1				14.8
Confl. Peds. (#/hr)							1		2			
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	0	838	56	0	67	283	73	1955	85	138	1347	374
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	838	56	0	67	283	73	1955	85	138	1347	374
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2	1	1	2	1	1	2	1
Detector Template		Thru	Right		Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)		100	20		100	20	20	100	20	20	100	20
Trailing Detector (ft)		0	0		0	0	0	0	0	0	0	0
Turn Type		NA	Perm		NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4	5	1	6		5	2	
Permitted Phases			8			4			6			2
Detector Phase		8	8		4	5	1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0	5.0		5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)		64.0	64.0		64.0	18.0	18.0	81.0	81.0	18.0	81.0	81.0
Total Split (s)		64.0	64.0		64.0	20.0	18.0	86.0	86.0	20.0	88.0	88.0
Total Split (%)		37.6%	37.6%		37.6%	11.8%	10.6%	50.6%	50.6%	11.8%	51.8%	51.8%
Maximum Green (s)		56.5	56.5		56.5	12.5	10.5	78.5	78.5	12.5	80.5	80.5
Yellow Time (s)		4.4	4.4		4.4	5.5	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)		3.1	3.1		3.1	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.5	7.5		7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Lead/Lag						Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)		2.0	2.0		2.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0
Minimum Gap (s)		2.0	2.0		2.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0
Time Before Reduce (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode		None	None		None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)					7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)					35.0			28.0	28.0		25.0	25.0
Pedestrian Calls (#/hr)					0			0	0		0	0
Act Effct Green (s)		34.7	34.7		34.7	46.1	8.1	101.4	101.4	11.4	104.6	104.6
Actuated g/C Ratio		0.20	0.20		0.20	0.27	0.05	0.60	0.60	0.07	0.62	0.62
v/c Ratio		0.82	0.15		0.18	0.37	0.46	0.66	0.09	0.62	0.44	0.34
Control Delay		70.0	6.2		55.5	40.0	98.6	17.2	1.2	96.9	10.5	1.1
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0
Total Delay		70.0	6.2		55.5	40.0	98.6	18.0	1.2	96.9	10.5	1.1
LOS		E	A		E	D	F	B	A	F	B	A
Approach Delay		66.0			43.0			20.1			15.0	
Approach LOS		E			D			C			B	
90th %ile Green (s)		41.1	41.1		41.1	14.9	10.6	91.5	91.5	14.9	95.8	95.8
90th %ile Term Code		Gap	Gap		Hold	Gap	Gap	Coord	Coord	Gap	Coord	Coord
70th %ile Green (s)		37.7	37.7		37.7	12.8	9.2	97.0	97.0	12.8	100.6	100.6
70th %ile Term Code		Gap	Gap		Hold	Gap	Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)		34.4	34.4		34.4	11.4	8.1	101.7	101.7	11.4	105.0	105.0
50th %ile Term Code		Gap	Gap		Hold	Gap	Gap	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)		32.0	32.0		32.0	10.0	7.1	105.5	105.5	10.0	108.4	108.4
30th %ile Term Code		Gap	Gap		Hold	Gap	Gap	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)		28.5	28.5		28.5	7.9	5.6	111.1	111.1	7.9	113.4	113.4
10th %ile Term Code		Gap	Gap		Hold	Gap	Gap	Coord	Coord	Gap	Coord	Coord
Stops (vph)		716	7		52	184	66	1062	6	130	262	4
Fuel Used(gal)		22	0		1	4	2	24	0	5	14	2
CO Emissions (g/hr)		1538	26		78	257	165	1660	19	352	987	167
NOx Emissions (g/hr)		299	5		15	50	32	323	4	68	192	32
VOC Emissions (g/hr)		356	6		18	59	38	385	4	82	229	39
Dilemma Vehicles (#)		17	0		0	0	0	36	0	0	40	0
Queue Length 50th (ft)		313	0		63	122	42	435	2	83	112	0
Queue Length 95th (ft)		332	21		106	154	m68	452	m13	122	166	16
Internal Link Dist (ft)		589			140			256			898	
Turn Bay Length (ft)			150			200			200	400		400
Base Capacity (vph)		1657	560		619	796	205	2945	934	256	3040	1090

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0		0	0	0	620	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		0.51	0.10		0.11	0.36	0.36	0.84	0.09	0.54	0.44	0.34

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 59 (35%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 165
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 27.7
 Intersection LOS: C
 Intersection Capacity Utilization 74.2%
 ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: SR 535 & Poinciana Blvd



Lanes, Volumes, Timings
6: SR 535 & Median Opening S

11/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	0	0	44	0	0	71	84	25	1956	61	104	57
Future Volume (vph)	0	0	44	0	0	71	84	25	1956	61	104	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%				0%			
Storage Length (ft)	0		0	0		0		650		275		500
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	0			0				50				50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865			0.865				0.850		
Flt Protected								0.950				0.950
Satd. Flow (prot)	0	0	1611	0	0	1611	0	1719	4940	1538	0	1719
Flt Permitted								0.950				0.950
Satd. Flow (perm)	0	0	1611	0	0	1611	0	1719	4940	1538	0	1719
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			125			125				125		
Link Speed (mph)		30			30				45			
Link Distance (ft)		605			604				978			
Travel Time (s)		13.8			13.7				14.8			
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Adj. Flow (vph)	0	0	46	0	0	75	88	26	2059	64	109	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	46	0	0	75	0	114	2059	64	0	169
Enter Blocked Intersection	No	No	No	No	No	No	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)		0			0				36			
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			1	1	1	2	1	1	1
Detector Template			Right			Right	Left	Left	Thru	Right	Left	Left
Leading Detector (ft)			20			20	20	20	100	20	20	20
Trailing Detector (ft)			0			0	0	0	0	0	0	0
Turn Type			Perm			Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases							5	5	2		1	1
Permitted Phases			4			8				2		
Detector Phase			4			8	5	5	2	2	1	1
Switch Phase												

Lanes, Volumes, Timings
6: SR 535 & Median Opening S

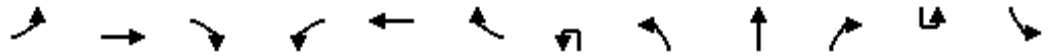
11/14/2022



Lane Group	SBT	SBR
Lane Configurations	↑↑↑↑	↑
Traffic Volume (vph)	1638	88
Future Volume (vph)	1638	88
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		400
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	4940	1538
Flt Permitted		
Satd. Flow (perm)	4940	1538
Right Turn on Red		Yes
Satd. Flow (RTOR)		93
Link Speed (mph)	45	
Link Distance (ft)	941	
Travel Time (s)	14.3	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Growth Factor	100%	100%
Heavy Vehicles (%)	5%	5%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	1724	93
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1724	93
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	48	
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	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		

Lanes, Volumes, Timings
6: SR 535 & Median Opening S

11/14/2022



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
Minimum Split (s)			25.5			25.5	12.5	12.5	25.5	25.5	12.5	12.5
Total Split (s)			27.0			27.0	30.0	30.0	104.0	104.0	39.0	39.0
Total Split (%)			15.9%			15.9%	17.6%	17.6%	61.2%	61.2%	22.9%	22.9%
Maximum Green (s)			19.5			19.5	22.5	22.5	96.5	96.5	31.5	31.5
Yellow Time (s)			5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)			2.5			2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)			0.0			0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)			7.5			7.5		7.5	7.5	7.5		7.5
Lead/Lag							Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)			3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)			3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)			0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)			0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode			None			None	None	None	C-Min	C-Min	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)			5.5			5.5		25.1	120.0	120.0		22.0
Actuated g/C Ratio			0.03			0.03		0.15	0.71	0.71		0.13
v/c Ratio			0.27			0.43		0.45	0.59	0.06		0.76
Control Delay			3.7			7.9		74.0	4.4	0.1		101.3
Queue Delay			0.0			0.0		0.0	0.1	0.0		0.0
Total Delay			3.7			7.9		74.0	4.5	0.1		101.3
LOS			A			A		E	A	A		F
Approach Delay		3.7			7.9				7.9			
Approach LOS		A			A				A			
90th %ile Green (s)			5.6			5.6	35.7	35.7	112.5	112.5	29.4	29.4
90th %ile Term Code			Hold			Gap	Hold	Hold	Coord	Coord	Gap	Gap
70th %ile Green (s)			5.5			5.5	27.2	27.2	117.0	117.0	25.0	25.0
70th %ile Term Code			Gap			Gap	Hold	Hold	Coord	Coord	Gap	Gap
50th %ile Green (s)			5.5			5.5	24.1	24.1	120.0	120.0	22.0	22.0
50th %ile Term Code			Gap			Gap	Hold	Hold	Coord	Coord	Gap	Gap
30th %ile Green (s)			5.5			5.5	21.7	21.7	123.0	123.0	19.0	19.0
30th %ile Term Code			Gap			Gap	Hold	Hold	Coord	Coord	Gap	Gap
10th %ile Green (s)			5.5			5.5	16.6	16.6	127.6	127.6	14.4	14.4
10th %ile Term Code			Hold			Gap	Hold	Hold	Coord	Coord	Gap	Gap
Stops (vph)			0			0		104	210	0		161
Fuel Used(gal)			0			0		4	17	0		6
CO Emissions (g/hr)			17			31		252	1174	27		441
NOx Emissions (g/hr)			3			6		49	228	5		86
VOC Emissions (g/hr)			4			7		58	272	6		102
Dilemma Vehicles (#)			0			0		0	17	0		0
Queue Length 50th (ft)			0			0		125	100	0		197
Queue Length 95th (ft)			0			2		m200	74	m0		282
Internal Link Dist (ft)		525			524				898			
Turn Bay Length (ft)								650		275		500
Base Capacity (vph)			295			295		266	3487	1122		318

Lanes, Volumes, Timings
6: SR 535 & Median Opening S

11/14/2022



Lane Group	SBT	SBR
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	25.5	25.5
Total Split (s)	113.0	113.0
Total Split (%)	66.5%	66.5%
Maximum Green (s)	105.5	105.5
Yellow Time (s)	5.0	5.0
All-Red Time (s)	2.5	2.5
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.5
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Minimum Gap (s)	3.0	3.0
Time Before Reduce (s)	0.0	0.0
Time To Reduce (s)	0.0	0.0
Recall Mode	C-Min	C-Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	116.9	116.9
Actuated g/C Ratio	0.69	0.69
v/c Ratio	0.51	0.09
Control Delay	2.1	0.1
Queue Delay	0.0	0.0
Total Delay	2.1	0.1
LOS	A	A
Approach Delay	10.4	
Approach LOS	B	
90th %ile Green (s)	106.2	106.2
90th %ile Term Code	Coord	Coord
70th %ile Green (s)	114.8	114.8
70th %ile Term Code	Coord	Coord
50th %ile Green (s)	117.9	117.9
50th %ile Term Code	Coord	Coord
30th %ile Green (s)	120.3	120.3
30th %ile Term Code	Coord	Coord
10th %ile Green (s)	125.4	125.4
10th %ile Term Code	Coord	Coord
Stops (vph)	131	0
Fuel Used(gal)	12	1
CO Emissions (g/hr)	862	38
NOx Emissions (g/hr)	168	7
VOC Emissions (g/hr)	200	9
Dilemma Vehicles (#)	22	0
Queue Length 50th (ft)	28	0
Queue Length 95th (ft)	25	1
Internal Link Dist (ft)	861	
Turn Bay Length (ft)		400
Base Capacity (vph)	3397	1086

Lanes, Volumes, Timings
 6: SR 535 & Median Opening S

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Starvation Cap Reductn			0			0		0	227	0		0
Spillback Cap Reductn			0			0		0	0	0		0
Storage Cap Reductn			0			0		0	0	0		0
Reduced v/c Ratio			0.16			0.25		0.43	0.63	0.06		0.53

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 97 (57%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 9.0 Intersection LOS: A
 Intersection Capacity Utilization 69.9% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SR 535 & Median Opening S



Lanes, Volumes, Timings
6: SR 535 & Median Opening S






























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Lane Group	SBT	SBR
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.51	0.09
Intersection Summary		

Lanes, Volumes, Timings
7: SR 535 & Polynesian Isle Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 				  	 		  	
Traffic Volume (vph)	345	11	88	16	27	222	0	2007	124	0	1782	236
Future Volume (vph)	345	11	88	16	27	222	0	2007	124	0	1782	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		250	300		175	0		250	450		125
Storage Lanes	1		1	2		1	0		2	0		1
Taper Length (ft)	50			50			100			50		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.91	0.88	1.00	0.91	1.00
Ped Bike Factor		0.99	0.99									0.98
Frt		0.883	0.850		0.882	0.850			0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3400	1532	1490	3400	1546	1490	0	4940	2707	0	4940	1538
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3400	1532	1470	3400	1546	1490	0	4940	2707	0	4940	1503
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41	69		13	107			108			122
Link Speed (mph)		40			30			45			45	
Link Distance (ft)		1180			788			941			950	
Travel Time (s)		20.1			17.9			14.3			14.4	
Confl. Peds. (#/hr)			1									1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	363	12	93	17	28	234	0	2113	131	0	1876	248
Shared Lane Traffic (%)			45%			45%						
Lane Group Flow (vph)	363	54	51	17	133	129	0	2113	131	0	1876	248
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			60			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1		2	1		2	1
Detector Template	Left	Thru	Right	Left	Thru	Right		Thru	Right		Thru	Right
Leading Detector (ft)	20	100	20	20	100	20		100	20		100	20
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm		NA	Perm		NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8		2	2		6	6
Switch Phase												

Lanes, Volumes, Timings
7: SR 535 & Polynesian Isle Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0		25.0	25.0		25.0	25.0
Minimum Split (s)	11.0	44.0	44.0	11.0	20.0	20.0		112.0	112.0		112.0	112.0
Total Split (s)	29.0	45.0	45.0	11.0	27.0	27.0		114.0	114.0		114.0	114.0
Total Split (%)	17.1%	26.5%	26.5%	6.5%	15.9%	15.9%		67.1%	67.1%		67.1%	67.1%
Maximum Green (s)	23.0	37.4	37.4	5.0	19.1	19.1		106.5	106.5		106.3	106.3
Yellow Time (s)	4.0	4.4	4.4	4.0	4.0	4.0		5.5	5.5		5.5	5.5
All-Red Time (s)	2.0	3.2	3.2	2.0	3.9	3.9		2.0	2.0		2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	7.6	7.6	6.0	7.9	7.9		7.5	7.5		7.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.0	2.0	3.0	2.0	2.0		3.5	3.5		3.5	3.5
Minimum Gap (s)	3.0	2.0	2.0	3.0	2.0	2.0		3.5	3.5		3.5	3.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Recall Mode	None	None	None	None	None	None		C-Min	C-Min		C-Min	C-Min
Walk Time (s)		7.0	7.0					7.0	7.0		7.0	7.0
Flash Dont Walk (s)		42.0	42.0					23.0	23.0		25.0	25.0
Pedestrian Calls (#/hr)		0	0					0	0		0	0
Act Effct Green (s)	22.2	37.6	37.6	5.9	16.4	16.4		110.0	110.0		109.8	109.8
Actuated g/C Ratio	0.13	0.22	0.22	0.03	0.10	0.10		0.65	0.65		0.65	0.65
v/c Ratio	0.82	0.15	0.13	0.14	0.83	0.54		0.66	0.07		0.59	0.24
Control Delay	87.1	20.6	5.7	82.6	104.0	25.9		6.9	0.1		11.5	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	87.1	20.6	5.7	82.6	104.0	25.9		6.9	0.1		11.5	3.8
LOS	F	C	A	F	F	C		A	A		B	A
Approach Delay		70.6			66.6			6.5			10.6	
Approach LOS		E			E			A			B	
90th %ile Green (s)	23.0	37.4	37.4	5.0	19.1	19.1		106.5	106.5		106.3	106.3
90th %ile Term Code	Max	Hold	Hold	Max	Max	Max		Coord	Coord		Coord	Coord
70th %ile Green (s)	25.2	37.8	37.8	6.8	19.1	19.1		104.3	104.3		104.1	104.1
70th %ile Term Code	Max	Hold	Hold	Gap	Max	Max		Coord	Coord		Coord	Coord
50th %ile Green (s)	23.5	35.6	35.6	6.3	18.1	18.1		107.0	107.0		106.8	106.8
50th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap		Coord	Coord		Coord	Coord
30th %ile Green (s)	21.2	42.5	42.5	0.0	15.0	15.0		112.4	112.4		112.2	112.2
30th %ile Term Code	Gap	Hold	Hold	Skip	Gap	Gap		Coord	Coord		Coord	Coord
10th %ile Green (s)	18.0	34.9	34.9	0.0	10.6	10.6		120.0	120.0		119.8	119.8
10th %ile Term Code	Gap	Hold	Hold	Skip	Gap	Gap		Coord	Coord		Coord	Coord
Stops (vph)	329	15	4	16	109	29		334	0		599	57
Fuel Used(gal)	12	1	0	0	4	2		19	1		23	2
CO Emissions (g/hr)	847	54	33	32	283	109		1344	53		1579	164
NOx Emissions (g/hr)	165	10	7	6	55	21		261	10		307	32
VOC Emissions (g/hr)	196	12	8	7	66	25		311	12		366	38
Dilemma Vehicles (#)	0	1	0	0	0	0		38	0		45	0
Queue Length 50th (ft)	204	12	0	9	138	24		130	0		318	46
Queue Length 95th (ft)	265	55	24	24	#242	101		156	0		108	18
Internal Link Dist (ft)		1100			708			861			870	
Turn Bay Length (ft)	300		250	300		175			250			125
Base Capacity (vph)	471	378	386	118	185	262		3210	1797		3204	1017

Lanes, Volumes, Timings
 7: SR 535 & Polynesian Isle Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0		38	0		111	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	0.77	0.14	0.13	0.14	0.72	0.49		0.67	0.07		0.61	0.24

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 68 (40%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 170
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 17.3 Intersection LOS: B
 Intersection Capacity Utilization 75.6% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 7: SR 535 & Polynesian Isle Blvd



Lanes, Volumes, Timings
8: SR 535 & Median Opening N

11/14/2022

Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↗	↘	↑↑↑	↗		↘	↑↑↑
Traffic Volume (vph)	0	2	46	2448	80	24	24	1972
Future Volume (vph)	0	2	46	2448	80	24	24	1972
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)	0%			0%				0%
Storage Length (ft)	0	0	400		350		550	
Storage Lanes	0	1	1		1		1	
Taper Length (ft)	0		50				50	
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91
Ped Bike Factor					0.98			
Frt		0.865			0.850			
Flt Protected			0.950				0.950	
Satd. Flow (prot)	0	1611	1719	4940	1538	0	1719	4940
Flt Permitted			0.950				0.950	
Satd. Flow (perm)	0	1611	1719	4940	1504	0	1719	4940
Right Turn on Red		Yes			Yes			
Satd. Flow (RTOR)		63			84			
Link Speed (mph)	30			45				45
Link Distance (ft)	1012			950				774
Travel Time (s)	23.0			14.4				11.7
Confl. Peds. (#/hr)					3			
Confl. Bikes (#/hr)								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%				0%
Adj. Flow (vph)	0	2	48	2577	84	25	25	2076
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	2	48	2577	84	0	50	2076
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	R NA	Left	Left
Median Width(ft)	0			36				36
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
Turning Speed (mph)	15	9	9		9	9	15	
Number of Detectors		1	1	2	1	1	1	2
Detector Template		Right	Left	Thru	Right	Left	Left	Thru
Leading Detector (ft)		20	20	100	20	20	20	100
Trailing Detector (ft)		0	0	0	0	0	0	0
Turn Type		Perm	Prot	NA	Perm	Prot	Prot	NA
Protected Phases			5	2		1	1	6
Permitted Phases		8			2			
Detector Phase		8	5	2	2	1	1	6
Switch Phase								

Lanes, Volumes, Timings
8: SR 535 & Median Opening N

11/14/2022



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Minimum Initial (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)		24.0	11.0	24.0	24.0	12.5	12.5	24.0
Total Split (s)		24.0	18.0	126.0	126.0	20.0	20.0	128.0
Total Split (%)		14.1%	10.6%	74.1%	74.1%	11.8%	11.8%	75.3%
Maximum Green (s)		16.5	12.0	118.5	118.5	12.5	12.5	120.5
Yellow Time (s)		5.0	4.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)		2.5	2.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		7.5	6.0	7.5	7.5		7.5	7.5
Lead/Lag			Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode		None	None	C-Min	C-Min	None	None	C-Min
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
Act Effct Green (s)		5.5	13.8	146.7	146.7		9.9	144.0
Actuated g/C Ratio		0.03	0.08	0.86	0.86		0.06	0.85
v/c Ratio		0.02	0.35	0.60	0.06		0.50	0.50
Control Delay		0.5	65.6	4.2	0.8		91.9	4.3
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		0.5	65.6	4.2	0.8		91.9	4.3
LOS		A	E	A	A		F	A
Approach Delay	0.5			5.2				6.4
Approach LOS	A			A				A
90th %ile Green (s)		5.5	26.0	129.5	129.5	12.5	12.5	117.5
90th %ile Term Code		Gap	Hold	Coord	Coord	Max	Max	Coord
70th %ile Green (s)		0.0	12.3	143.0	143.0	12.0	12.0	144.2
70th %ile Term Code		Skip	Hold	Coord	Coord	Gap	Gap	Coord
50th %ile Green (s)		0.0	12.7	144.7	144.7	10.3	10.3	143.8
50th %ile Term Code		Skip	Hold	Coord	Coord	Gap	Gap	Coord
30th %ile Green (s)		0.0	11.9	146.3	146.3	8.7	8.7	144.6
30th %ile Term Code		Skip	Hold	Coord	Coord	Gap	Gap	Coord
10th %ile Green (s)		0.0	0.0	162.5	162.5	0.0	0.0	162.5
10th %ile Term Code		Skip	Skip	Coord	Coord	Skip	Skip	Coord
Stops (vph)		0	43	489	4		47	353
Fuel Used(gal)		0	1	23	1		2	16
CO Emissions (g/hr)		1	100	1627	39		120	1120
NOx Emissions (g/hr)		0	19	317	8		23	218
VOC Emissions (g/hr)		0	23	377	9		28	260
Dilemma Vehicles (#)		0	0	72	0		0	42
Queue Length 50th (ft)		0	52	263	2		55	150
Queue Length 95th (ft)		0	m76	231	m6		106	258
Internal Link Dist (ft)	932			870				694
Turn Bay Length (ft)			400		350		550	
Base Capacity (vph)		213	151	4263	1309		126	4202

Lanes, Volumes, Timings
 8: SR 535 & Median Opening N

11/14/2022



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Starvation Cap Reductn		0	0	90	0		0	122
Spillback Cap Reductn		0	0	0	0		0	0
Storage Cap Reductn		0	0	0	0		0	0
Reduced v/c Ratio		0.01	0.32	0.62	0.06		0.40	0.51

Intersection Summary





























Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	86 (51%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	5.7
Intersection LOS:	A
Intersection Capacity Utilization	64.0%
ICU Level of Service	B
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 8: SR 535 & Median Opening N



Lanes, Volumes, Timings
 9: SR 535 & LBV Factory Stores

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				  				  		  	  	
Traffic Volume (vph)	0	0	30	236	7	92	17	2300	157	71	1755	56
Future Volume (vph)	0	0	30	236	7	92	17	2300	157	71	1755	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	300		0	525		525	575		575
Storage Lanes	0		1	2		0	1		1	1		1
Taper Length (ft)	0			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.94	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor				1.00					0.98			
Flt			0.865		0.860				0.850			0.850
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	0	1611	4990	1602	0	1719	4940	1538	1719	4940	1538
Flt Permitted				0.950			0.950			0.950		
Satd. Flow (perm)	0	0	1611	4972	1602	0	1719	4940	1512	1719	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164		97				165			119
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1002			1000			774			1245	
Travel Time (s)		22.8			22.7			11.7			18.9	
Confl. Peds. (#/hr)				1					3			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	32	248	7	97	18	2421	165	75	1847	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	32	248	104	0	18	2421	165	75	1847	59
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1	1	2		1	2	1	1	2	1
Detector Template			Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)			20	20	100		20	100	20	20	100	20
Trailing Detector (ft)			0	0	0		0	0	0	0	0	0
Turn Type			Perm	pm+pt	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases				3	8		5	2	3	1	6	
Permitted Phases			4	8					2			6
Detector Phase			4	3	8		5	2	3	1	6	6
Switch Phase												

Lanes, Volumes, Timings
 9: SR 535 & LBV Factory Stores

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)			5.0	5.0	5.0		5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)			13.1	12.5	12.3		11.0	38.6	12.5	11.0	38.5	38.5
Total Split (s)			14.0	16.0	30.0		12.0	118.0	16.0	22.0	128.0	128.0
Total Split (%)			8.2%	9.4%	17.6%		7.1%	69.4%	9.4%	12.9%	75.3%	75.3%
Maximum Green (s)			5.9	8.5	22.7		6.0	110.4	8.5	16.0	120.5	120.5
Yellow Time (s)			4.2	5.0	3.4		4.0	5.6	5.0	4.0	5.5	5.5
All-Red Time (s)			3.9	2.5	3.9		2.0	2.0	2.5	2.0	2.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)			8.1	7.5	7.3		6.0	7.6	7.5	6.0	7.5	7.5
Lead/Lag			Lead	Lag			Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?			Yes	Yes			Yes	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
Minimum Gap (s)			3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)			0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)			0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode			None	None	None		None	C-Min	None	None	C-Min	C-Min
Walk Time (s)								7.0			7.0	7.0
Flash Dont Walk (s)								24.0			24.0	24.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)			5.5	18.0	18.2		6.8	118.5	125.7	12.4	129.0	129.0
Actuated g/C Ratio			0.03	0.11	0.11		0.04	0.70	0.74	0.07	0.76	0.76
v/c Ratio			0.15	0.47	0.40		0.26	0.70	0.14	0.60	0.49	0.05
Control Delay			1.5	74.0	18.4		98.3	9.2	1.1	95.4	9.4	0.1
Queue Delay			0.0	0.0	0.0		0.0	0.1	0.0	0.0	0.0	0.0
Total Delay			1.5	74.0	18.4		98.3	9.3	1.1	95.4	9.4	0.1
LOS			A	E	B		F	A	A	F	A	A
Approach Delay		1.5			57.6			9.4			12.4	
Approach LOS		A			E			A			B	
90th %ile Green (s)			5.5	8.0	21.8		6.9	111.3	8.0	16.0	120.5	120.5
90th %ile Term Code			Gap	Gap	Hold		Max	Coord	Gap	Max	Coord	Coord
70th %ile Green (s)			5.5	6.4	20.2		8.2	114.1	6.4	14.8	120.8	120.8
70th %ile Term Code			Gap	Gap	Hold		Gap	Coord	Gap	Gap	Coord	Coord
50th %ile Green (s)			5.5	5.5	19.3		7.2	117.1	5.5	12.7	122.7	122.7
50th %ile Term Code			Gap	Gap	Hold		Gap	Coord	Gap	Gap	Coord	Coord
30th %ile Green (s)			5.5	5.5	19.3		0.0	119.1	5.5	10.7	135.9	135.9
30th %ile Term Code			Gap	Gap	Hold		Skip	Coord	Gap	Gap	Coord	Coord
10th %ile Green (s)			0.0	10.1	10.3		0.0	131.0	10.1	7.8	144.9	144.9
10th %ile Term Code			Skip	Gap	Hold		Skip	Coord	Gap	Gap	Coord	Coord
Stops (vph)			0	218	18		18	774	10	67	656	0
Fuel Used(gal)			0	7	1		1	25	1	3	26	0
CO Emissions (g/hr)			17	461	87		45	1782	66	195	1796	32
NOx Emissions (g/hr)			3	90	17		9	347	13	38	349	6
VOC Emissions (g/hr)			4	107	20		11	413	15	45	416	7
Dilemma Vehicles (#)			0	0	0		0	66	0	0	52	0
Queue Length 50th (ft)			0	93	7		21	287	9	82	309	0
Queue Length 95th (ft)			0	124	68		m34	191	15	141	358	0
Internal Link Dist (ft)		922			920			694			1165	
Turn Bay Length (ft)				300			525		525	575		575
Base Capacity (vph)			214	577	297		69	3443	1176	161	3747	1195

Lanes, Volumes, Timings
 9: SR 535 & LBV Factory Stores

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn			0	0	0		0	104	0	0	0	0
Spillback Cap Reductn			0	0	0		0	0	0	0	0	0
Storage Cap Reductn			0	0	0		0	0	0	0	0	0
Reduced v/c Ratio			0.15	0.43	0.35		0.26	0.73	0.14	0.47	0.49	0.05

Intersection Summary













Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 70 (41%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 13.9 Intersection LOS: B
 Intersection Capacity Utilization 72.1% ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SR 535 & LBV Factory Stores



Lanes, Volumes, Timings
10: SR 535 & International Dr

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑↑		↑↑↑	↑↑		↑↑↑	↑
Traffic Volume (vph)	0	506	0	0	759	160	0	1931	411	0	1691	80
Future Volume (vph)	0	506	0	0	759	160	0	1931	411	0	1691	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	0		200	0		350	0		350
Storage Lanes	0		0	0		2	0		2	0		1
Taper Length (ft)	100			50			100			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.88	1.00	0.91	0.88	1.00	0.91	1.00
Ped Bike Factor												
Flt						0.850			0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	5085	0	0	5085	2787	0	4940	2707	0	4940	1538
Flt Permitted												
Satd. Flow (perm)	0	5085	0	0	5085	2787	0	4940	2707	0	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						41			325			73
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		840			824			835			680	
Travel Time (s)		12.7			12.5			12.7			10.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	533	0	0	799	168	0	2033	433	0	1780	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	533	0	0	799	168	0	2033	433	0	1780	84
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2	1		2	1		2	1
Detector Template		Thru			Thru	Right		Thru	Right		Thru	Right
Leading Detector (ft)		100			100	20		100	20		100	20
Trailing Detector (ft)		0			0	0		0	0		0	0
Turn Type		NA			NA	Perm		NA	Perm		NA	Perm
Protected Phases		4			8			6			2	
Permitted Phases						8			6			2
Detector Phase		4			8	8		6	6		2	2
Switch Phase												

Lanes, Volumes, Timings
10: SR 535 & International Dr

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0			5.0	5.0		10.0	10.0		10.0	10.0
Minimum Split (s)		55.0			55.0	55.0		17.5	17.5		17.5	17.5
Total Split (s)		55.0			55.0	55.0		65.0	65.0		65.0	65.0
Total Split (%)		45.8%			45.8%	45.8%		54.2%	54.2%		54.2%	54.2%
Maximum Green (s)		47.2			47.2	47.2		57.5	57.5		57.5	57.5
Yellow Time (s)		4.8			4.8	4.8		5.5	5.5		5.5	5.5
All-Red Time (s)		3.0			3.0	3.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.8			7.8	7.8		7.5	7.5		7.5	7.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0		3.0	3.0
Minimum Gap (s)		3.0			3.0	3.0		3.0	3.0		3.0	3.0
Time Before Reduce (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Time To Reduce (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Recall Mode		None			None	None		C-Min	C-Min		C-Min	C-Min
Walk Time (s)		7.0			7.0	7.0						
Flash Dont Walk (s)		39.0			39.0	39.0						
Pedestrian Calls (#/hr)		0			0	0						
Act Effct Green (s)		27.0			27.0	27.0		77.7	77.7		77.7	77.7
Actuated g/C Ratio		0.22			0.22	0.22		0.65	0.65		0.65	0.65
v/c Ratio		0.47			0.70	0.25		0.64	0.23		0.56	0.08
Control Delay		34.5			45.8	28.5		11.2	1.4		8.4	2.3
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		34.5			45.8	28.5		11.2	1.4		8.5	2.3
LOS		C			D	C		B	A		A	A
Approach Delay		34.5			42.8			9.5			8.2	
Approach LOS		C			D			A			A	
90th %ile Green (s)		33.3			33.3	33.3		71.4	71.4		71.4	71.4
90th %ile Term Code		Hold			Gap	Gap		Coord	Coord		Coord	Coord
70th %ile Green (s)		29.8			29.8	29.8		74.9	74.9		74.9	74.9
70th %ile Term Code		Hold			Gap	Gap		Coord	Coord		Coord	Coord
50th %ile Green (s)		27.1			27.1	27.1		77.6	77.6		77.6	77.6
50th %ile Term Code		Hold			Gap	Gap		Coord	Coord		Coord	Coord
30th %ile Green (s)		24.3			24.3	24.3		80.4	80.4		80.4	80.4
30th %ile Term Code		Hold			Gap	Gap		Coord	Coord		Coord	Coord
10th %ile Green (s)		20.7			20.7	20.7		84.0	84.0		84.0	84.0
10th %ile Term Code		Hold			Gap	Gap		Coord	Coord		Coord	Coord
Stops (vph)		260			674	94		1043	24		618	10
Fuel Used(gal)		10			26	4		28	3		18	1
CO Emissions (g/hr)		668			1809	300		1947	185		1262	36
NOx Emissions (g/hr)		130			352	58		379	36		246	7
VOC Emissions (g/hr)		155			419	70		451	43		293	8
Dilemma Vehicles (#)		13			25	0		75	0		35	0
Queue Length 50th (ft)		71			209	45		204	6		201	4
Queue Length 95th (ft)		80			239	75		384	15		186	m16
Internal Link Dist (ft)		760			744			755			600	
Turn Bay Length (ft)						200			350			350
Base Capacity (vph)		2000			2000	1121		3197	1866		3197	1021

Lanes, Volumes, Timings
 10: SR 535 & International Dr

11/14/2022

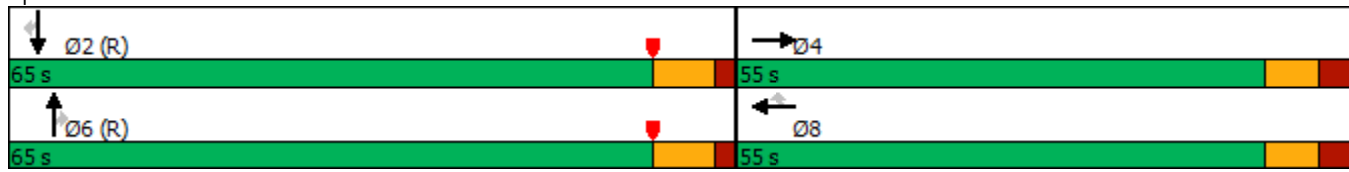


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0		0	0		92	0
Spillback Cap Reductn		0			0	0		0	0		0	0
Storage Cap Reductn		0			0	0		0	0		0	0
Reduced v/c Ratio		0.27			0.40	0.15		0.64	0.23		0.57	0.08

Intersection Summary













Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 15 (13%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 16.9
 Intersection LOS: B
 Intersection Capacity Utilization 64.7%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: SR 535 & International Dr



Lanes, Volumes, Timings
 11: SR 535 & SR 536/World Center Dr

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↗		↑↑↑	↗↗		↑↑↑	↗↗
Traffic Volume (vph)	0	1372	0	0	1334	570	0	1493	120	0	1474	311
Future Volume (vph)	0	1372	0	0	1334	570	0	1493	120	0	1474	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		300	400		400	0		300
Storage Lanes	0		0	0		1	0		2	0		2
Taper Length (ft)	50			200			300			150		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.91	0.88	1.00	0.91	0.88
Ped Bike Factor												
Flt						0.850			0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	5036	0	0	5036	1568	0	4940	2707	0	4940	2707
Flt Permitted												
Satd. Flow (perm)	0	5036	0	0	5036	1568	0	4940	2707	0	4940	2707
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						41			41			41
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		769			830			738			1735	
Travel Time (s)		9.5			12.6			11.2			26.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1444	0	0	1404	600	0	1572	126	0	1552	327
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1444	0	0	1404	600	0	1572	126	0	1552	327
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2	1		2	1		2	1
Detector Template		Thru			Thru	Right		Thru	Right		Thru	Right
Leading Detector (ft)		100			100	20		100	20		100	20
Trailing Detector (ft)		0			0	0		0	0		0	0
Turn Type		NA			NA	Perm		NA	Perm		NA	Perm
Protected Phases		8			4			6			2	
Permitted Phases						4			6			2
Detector Phase		8			4	4		6	6		2	2
Switch Phase												

Lanes, Volumes, Timings
 11: SR 535 & SR 536/World Center Dr

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0			10.0	10.0		5.0	5.0		5.0	5.0
Minimum Split (s)		24.0			17.6	17.6		24.0	24.0		24.0	24.0
Total Split (s)		66.0			66.0	66.0		54.0	54.0		54.0	54.0
Total Split (%)		55.0%			55.0%	55.0%		45.0%	45.0%		45.0%	45.0%
Maximum Green (s)		58.5			58.5	58.5		48.0	48.0		46.5	46.5
Yellow Time (s)		5.0			5.0	5.0		4.0	4.0		5.0	5.0
All-Red Time (s)		2.5			2.5	2.5		2.0	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)		7.5			7.5	7.5		6.0	6.0		7.5	7.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0		3.0	3.0
Minimum Gap (s)		3.0			3.0	3.0		3.0	3.0		3.0	3.0
Time Before Reduce (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Time To Reduce (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Recall Mode		None			None	None		None	None		C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Dont Walk (s)								11.0	11.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)		54.5			54.5	54.5		52.0	52.0		50.5	50.5
Actuated g/C Ratio		0.45			0.45	0.45		0.43	0.43		0.42	0.42
v/c Ratio		0.63			0.61	0.82		0.73	0.11		0.75	0.28
Control Delay		16.4			25.7	36.0		23.8	13.0		33.0	21.6
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		16.4			25.7	36.0		23.8	13.0		33.0	21.6
LOS		B			C	D		C	B		C	C
Approach Delay		16.4			28.8			23.0			31.0	
Approach LOS		B			C			C			C	
90th %ile Green (s)		58.5			58.5	58.5		48.0	48.0		46.5	46.5
90th %ile Term Code		Hold			Max	Max		Coord	Coord		Coord	Coord
70th %ile Green (s)		58.5			58.5	58.5		48.0	48.0		46.5	46.5
70th %ile Term Code		Hold			Max	Max		Coord	Coord		Coord	Coord
50th %ile Green (s)		58.5			58.5	58.5		48.0	48.0		46.5	46.5
50th %ile Term Code		Hold			Max	Max		Coord	Coord		Coord	Coord
30th %ile Green (s)		53.3			53.3	53.3		53.2	53.2		51.7	51.7
30th %ile Term Code		Hold			Gap	Gap		Coord	Coord		Coord	Coord
10th %ile Green (s)		43.7			43.7	43.7		62.8	62.8		61.3	61.3
10th %ile Term Code		Hold			Gap	Gap		Coord	Coord		Coord	Coord
Stops (vph)		502			961	456		834	73		1220	177
Fuel Used(gal)		21			26	13		25	2		42	7
CO Emissions (g/hr)		1440			1827	903		1730	126		2914	494
NOx Emissions (g/hr)		280			355	176		337	24		567	96
VOC Emissions (g/hr)		334			423	209		401	29		675	115
Dilemma Vehicles (#)		37			51	0		81	0		61	0
Queue Length 50th (ft)		142			274	346		197	5		388	85
Queue Length 95th (ft)		154			321	506		287	27		451	126
Internal Link Dist (ft)		689			750			658			1655	
Turn Bay Length (ft)						300			400			300
Base Capacity (vph)		2455			2455	785		2141	1196		2079	1163

Lanes, Volumes, Timings

11: SR 535 & SR 536/World Center Dr

11/14/2022

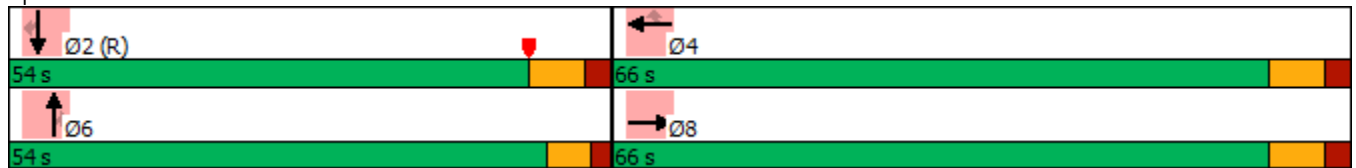


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0		0	0		0	0
Spillback Cap Reductn		0			0	0		0	0		0	0
Storage Cap Reductn		0			0	0		0	0		0	0
Reduced v/c Ratio		0.59			0.57	0.76		0.73	0.11		0.75	0.28

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	114 (95%), Referenced to phase 2:SBT, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.82
Intersection Signal Delay:	25.5
Intersection LOS:	C
Intersection Capacity Utilization	75.4%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 11: SR 535 & SR 536/World Center Dr



Lanes, Volumes, Timings
 12: SR 535 & Lake Bryan Beach Blvd

11/14/2022


































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↑↑↑	↗	↗	↑↑↑	
Traffic Volume (vph)	2	2	2	24	2	43	28	1979	56	62	1759	1
Future Volume (vph)	2	2	2	24	2	43	28	1979	56	62	1759	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		175	150		0
Storage Lanes	0		0	0		0	1		1	1		0
Taper Length (ft)	0			0			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.955			0.916				0.850			
Flt Protected		0.984			0.983		0.950			0.950		
Satd. Flow (prot)	0	1733	0	0	1661	0	1719	4940	1538	1719	4940	0
Flt Permitted		0.984			0.983		0.950			0.950		
Satd. Flow (perm)	0	1733	0	0	1661	0	1719	4940	1538	1719	4940	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1035			1008			1735			2813	
Travel Time (s)		23.5			22.9			26.3			42.6	
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	2	2	25	2	45	29	2083	59	65	1852	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	6	0	0	72	0	29	2083	59	65	1853	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
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	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.1%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
13: International Dr & World Center Dr/SR 536

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 	 	 	  	
Traffic Volume (vph)	340	1169	30	299	1398	303	74	1001	445	324	956	301
Future Volume (vph)	340	1169	30	299	1398	303	74	1001	445	324	956	301
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	375		275	150		300	400		450
Storage Lanes	1		0	1		1	1		2	2		1
Taper Length (ft)	50			50			125			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.88	0.97	0.91	1.00
Ped Bike Factor												
Frt		0.996				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3491	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3491	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				292			133			317
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1492			2554			919			1719	
Travel Time (s)		22.6			38.7			13.9			26.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	358	1231	32	315	1472	319	78	1054	468	341	1006	317
Shared Lane Traffic (%)												
Lane Group Flow (vph)	358	1263	0	315	1472	319	78	1054	468	341	1006	317
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	Free
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases						Free			4			Free
Detector Phase	1	6		5	2		7	4	5	3	8	
Switch Phase												

Lanes, Volumes, Timings
 13: International Dr & World Center Dr/SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.4	37.8		12.6	17.6		11.8	11.8	12.6	11.9	11.9	
Total Split (s)	21.0	56.0		30.0	65.0		11.8	44.0	30.0	20.0	52.2	
Total Split (%)	14.0%	37.3%		20.0%	43.3%		7.9%	29.3%	20.0%	13.3%	34.8%	
Maximum Green (s)	13.6	49.2		22.4	57.4		5.0	37.2	22.4	13.1	45.3	
Yellow Time (s)	4.8	4.8		5.6	5.6		4.8	4.8	5.6	4.9	4.9	
All-Red Time (s)	2.6	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.4	6.8		7.6	7.6		6.8	6.8	7.6	6.9	6.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		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	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		24.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	13.6	49.2		22.4	57.4	150.0	5.0	37.2	66.4	13.1	45.3	150.0
Actuated g/C Ratio	0.09	0.33		0.15	0.38	1.00	0.03	0.25	0.44	0.09	0.30	1.00
v/c Ratio	1.16	1.10		1.21	1.10	0.20	1.34	1.21	0.36	1.15	0.66	0.20
Control Delay	160.0	105.4		175.4	98.9	0.3	285.6	153.4	20.1	157.9	48.2	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	160.0	105.4		175.4	98.9	0.3	285.6	153.4	20.1	157.9	48.2	0.3
LOS	F	F		F	F	A	F	F	C	F	D	A
Approach Delay		117.4			95.4			120.9			61.5	
Approach LOS		F			F			F			E	
90th %ile Green (s)	13.6	49.2		22.4	57.4		5.0	37.2	22.4	13.1	45.3	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Hold	
70th %ile Green (s)	13.6	49.2		22.4	57.4		5.0	37.2	22.4	13.1	45.3	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Hold	
50th %ile Green (s)	13.6	49.2		22.4	57.4		5.0	37.2	22.4	13.1	45.3	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Hold	
30th %ile Green (s)	13.6	49.2		22.4	57.4		5.0	37.2	22.4	13.1	45.3	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Hold	
10th %ile Green (s)	13.6	49.2		22.4	57.4		5.0	37.2	22.4	13.1	45.3	
10th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Hold	
Stops (vph)	282	1049		241	1227	0	51	832	206	270	816	0
Fuel Used(gal)	18	50		19	67	5	5	48	7	17	30	3
CO Emissions (g/hr)	1250	3524		1302	4655	352	376	3326	492	1215	2111	236
NOx Emissions (g/hr)	243	686		253	906	69	73	647	96	236	411	46
VOC Emissions (g/hr)	290	817		302	1079	82	87	771	114	282	489	55
Dilemma Vehicles (#)	0	36		0	42	0	0	27	0	0	26	0
Queue Length 50th (ft)	~213	~737		~374	~855	0	~99	~661	119	~201	315	0
Queue Length 95th (ft)	#318	#878		#570	#995	0	#213	#800	168	#305	368	0
Internal Link Dist (ft)		1412			2474			839			1639	
Turn Bay Length (ft)	250			375		275	150		300	400		450
Base Capacity (vph)	308	1146		261	1341	1568	58	869	1295	296	1520	1568

Lanes, Volumes, Timings
 13: International Dr & World Center Dr/SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.16	1.10		1.21	1.10	0.20	1.34	1.21	0.36	1.15	0.66	0.20

Intersection Summary





























Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.34
Intersection Signal Delay:	98.3
Intersection LOS:	F
Intersection Capacity Utilization:	110.2%
ICU Level of Service:	H
Analysis Period (min):	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 13: International Dr & World Center Dr/SR 536



Lanes, Volumes, Timings
14: US 192 & Storey Lake Blvd

12/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 			 	
Traffic Volume (vph)	30	1434	0	0	2426	202	0	0	0	135	0	62
Future Volume (vph)	30	1434	0	0	2426	202	0	0	0	135	0	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	530		350	0		0	250		185
Storage Lanes	2		0	1		1	0		0	1		1
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor										1.00	0.98	0.98
Frt						0.850					0.850	0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3367	4988	0	1863	4988	1553	0	1863	0	1770	1481	1504
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3367	4988	0	1863	4988	1553	0	1863	0	1766	1481	1481
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						121					65	65
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1315			1205			229			1017	
Travel Time (s)		19.9			18.3			5.2			23.1	
Confl. Peds. (#/hr)										2		1
Confl. Bikes (#/hr)										1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	32	1509	0	0	2554	213	0	0	0	142	0	65
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	32	1509	0	0	2554	213	0	0	0	142	33	32
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			12			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Perm				Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6	8					4
Detector Phase	5	2		1	6	6	8	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
14: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	25.0		5.0	25.0	25.0	6.0	6.0		6.0	5.0	5.0
Minimum Split (s)	17.0	95.0		11.0	95.0	95.0	15.0	15.0		28.0	24.0	24.0
Total Split (s)	17.0	101.0		11.0	95.0	95.0	15.0	15.0		63.0	78.0	78.0
Total Split (%)	8.9%	53.2%		5.8%	50.0%	50.0%	7.9%	7.9%		33.2%	41.1%	41.1%
Maximum Green (s)	7.2	92.6		5.0	86.7	86.7	6.0	6.0		54.0	72.0	72.0
Yellow Time (s)	4.8	4.8		4.0	4.8	4.8	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	5.0	3.6		2.0	3.5	3.5	5.0	5.0		5.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	9.8	8.4		6.0	8.3	8.3		9.0		9.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0					7.0	7.0
Flash Dont Walk (s)		29.0			26.0	26.0					11.0	11.0
Pedestrian Calls (#/hr)		0			0	0					0	0
Act Effct Green (s)	7.3	151.9			138.0	138.0				20.7	23.7	23.7
Actuated g/C Ratio	0.04	0.80			0.73	0.73				0.11	0.12	0.12
v/c Ratio	0.25	0.38			0.70	0.18				0.74	0.14	0.13
Control Delay	92.9	6.1			17.5	4.7				103.5	1.2	1.1
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Total Delay	92.9	6.1			17.5	4.7				103.5	1.2	1.1
LOS	F	A			B	A				F	A	A
Approach Delay		7.9			16.5						71.3	
Approach LOS		A			B						E	
90th %ile Green (s)	9.0	144.7		0.0	126.0	126.0	0.0	0.0		27.9	30.9	30.9
90th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
70th %ile Green (s)	7.9	149.0		0.0	131.4	131.4	0.0	0.0		23.6	26.6	26.6
70th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
50th %ile Green (s)	7.2	151.9		0.0	135.0	135.0	0.0	0.0		20.7	23.7	23.7
50th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
30th %ile Green (s)	6.5	154.8		0.0	138.6	138.6	0.0	0.0		17.8	20.8	20.8
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
10th %ile Green (s)	0.0	159.0		0.0	159.1	159.1	0.0	0.0		13.6	16.6	16.6
10th %ile Term Code	Skip	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
Stops (vph)	29	392			1344	28				129	0	0
Fuel Used(gal)	1	19			44	2				5	0	0
CO Emissions (g/hr)	83	1320			3098	148				323	18	17
NOx Emissions (g/hr)	16	257			603	29				63	3	3
VOC Emissions (g/hr)	19	306			718	34				75	4	4
Dilemma Vehicles (#)	0	38			64	0				0	0	0
Queue Length 50th (ft)	20	176			652	33				175	0	0
Queue Length 95th (ft)	42	237			817	75				250	2	1
Internal Link Dist (ft)		1235			1125			149			937	
Turn Bay Length (ft)	425					350				250		185
Base Capacity (vph)	136	3987			3623	1161				503	601	601

Lanes, Volumes, Timings
 14: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0			0	0				0	0	0
Spillback Cap Reductn	0	0			0	0				0	0	0
Storage Cap Reductn	0	0			0	0				0	0	0
Reduced v/c Ratio	0.24	0.38			0.70	0.18				0.28	0.05	0.05

Intersection Summary

































Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	155
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	16.1
Intersection LOS:	B
Intersection Capacity Utilization	66.5%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 14: US 192 & Storey Lake Blvd



Lanes, Volumes, Timings
15: US 192 & Poinciana Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  			 			 	
Traffic Volume (vph)	101	833	234	77	1272	66	488	785	95	71	366	94
Future Volume (vph)	101	833	234	77	1272	66	488	785	95	71	366	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	390		390	330		330	234		0	475		475
Storage Lanes	2		1	2		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.98			0.99	1.00	1.00				
Fr _t			0.850			0.850		0.984				0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3476	0	1770	3539	1583
Fl _t Permitted	0.950			0.950			0.374			0.308		
Satd. Flow (perm)	3432	5085	1558	3433	5085	1563	695	3476	0	574	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			246			134		9				131
Link Speed (mph)		45			45			40				40
Link Distance (ft)		3747			3214			547				771
Travel Time (s)		56.8			48.7			9.3				13.1
Confl. Peds. (#/hr)	1		3				3		3			
Confl. Bikes (#/hr)				2		1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	106	877	246	81	1339	69	514	826	100	75	385	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	877	246	81	1339	69	514	926	0	75	385	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
15: US 192 & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	13.4	49.4	49.4	13.4	50.4	50.4	13.8	40.8		13.8	38.8	38.8
Total Split (s)	17.0	69.6	69.6	15.4	68.0	68.0	68.0	93.2		16.2	41.4	41.4
Total Split (%)	8.7%	35.8%	35.8%	7.9%	35.0%	35.0%	35.0%	47.9%		8.3%	21.3%	21.3%
Maximum Green (s)	10.6	63.2	63.2	9.0	61.6	61.6	61.2	86.4		9.4	34.6	34.6
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		36.0	36.0		37.0	37.0		27.0			25.0	25.0
Pedestrian Calls (#/hr)		0	0		0	0		0			0	0
Act Effct Green (s)	10.0	60.2	60.2	8.6	58.8	58.8	105.9	90.4		63.7	55.0	55.0
Actuated g/C Ratio	0.05	0.31	0.31	0.04	0.30	0.30	0.54	0.47		0.33	0.28	0.28
v/c Ratio	0.60	0.56	0.38	0.53	0.87	0.12	0.83	0.57		0.31	0.39	0.18
Control Delay	104.5	57.2	6.3	103.9	71.1	0.4	41.3	39.9		32.6	60.9	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	104.5	57.2	6.3	103.9	71.1	0.4	41.3	39.9		32.6	60.9	3.8
LOS	F	E	A	F	E	A	D	D		C	E	A
Approach Delay		51.1			69.6			40.4			47.0	
Approach LOS		D			E			D			D	
90th %ile Green (s)	10.6	63.2	63.2	9.0	61.6	61.6	61.2	86.4		9.4	34.6	34.6
90th %ile Term Code	Max	Hold	Hold	Max	Max	Max	Max	Coord		Max	Coord	Coord
70th %ile Green (s)	10.6	63.2	63.2	9.0	61.6	61.6	51.6	86.4		9.4	44.2	44.2
70th %ile Term Code	Max	Hold	Hold	Max	Max	Max	Gap	Coord		Max	Coord	Coord
50th %ile Green (s)	10.6	62.7	62.7	9.0	61.1	61.1	43.7	86.8		9.5	52.6	52.6
50th %ile Term Code	Max	Hold	Hold	Max	Gap	Gap	Gap	Coord		Gap	Coord	Coord
30th %ile Green (s)	10.1	58.9	58.9	8.9	57.7	57.7	36.4	91.9		8.3	63.8	63.8
30th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Gap	Coord		Gap	Coord	Coord
10th %ile Green (s)	8.2	53.2	53.2	7.2	52.2	52.2	28.0	100.6		7.0	79.6	79.6
10th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap	Gap	Coord		Min	Coord	Coord
Stops (vph)	97	679	18	76	1183	0	311	627		51	298	4
Fuel Used(gal)	6	38	6	4	60	1	9	17		1	9	1
CO Emissions (g/hr)	406	2684	435	292	4170	97	627	1158		94	656	42
NOx Emissions (g/hr)	79	522	85	57	811	19	122	225		18	128	8
VOC Emissions (g/hr)	94	622	101	68	967	22	145	268		22	152	10
Dilemma Vehicles (#)	0	17	0	0	29	0	0	23		0	10	0
Queue Length 50th (ft)	69	338	0	53	588	0	429	463		46	214	0
Queue Length 95th (ft)	107	385	69	87	646	0	551	538		78	306	23
Internal Link Dist (ft)		3667			3134			467			691	
Turn Bay Length (ft)	390		390	330		330	234			475		475
Base Capacity (vph)	187	1653	672	158	1611	586	717	1621		247	1000	541

Lanes, Volumes, Timings
 15: US 192 & Poinciana Blvd

11/14/2022

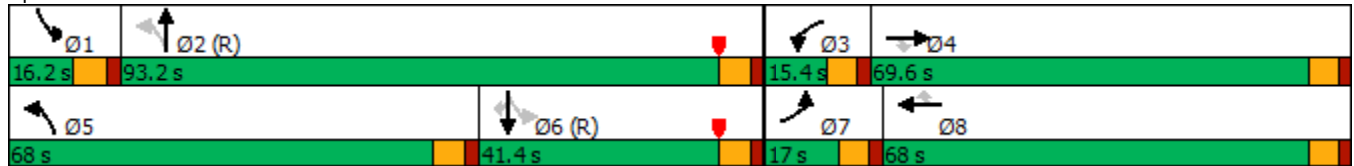


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.57	0.53	0.37	0.51	0.83	0.12	0.72	0.57		0.30	0.39	0.18

Intersection Summary

Area Type: Other
 Cycle Length: 194.4
 Actuated Cycle Length: 194.4
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 53.2
 Intersection LOS: D
 Intersection Capacity Utilization 91.9%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 15: US 192 & Poinciana Blvd



Lanes, Volumes, Timings
 16: World Center Dr & Buena Vista Suites

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	1440	9	24	1867	16	17	3	17	2	2	21
Future Volume (vph)	44	1440	9	24	1867	16	17	3	17	2	2	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.999			0.999			0.938				0.886
Fl _t Protected	0.950			0.950				0.977				0.996
Satd. Flow (prot)	1752	5031	0	1752	5031	0	0	1707	0	0	1644	0
Fl _t Permitted	0.950			0.950				0.977				0.996
Satd. Flow (perm)	1752	5031	0	1752	5031	0	0	1707	0	0	1644	0
Link Speed (mph)		45			45			30				30
Link Distance (ft)		830			933			350				496
Travel Time (s)		12.6			14.1			8.0				11.3
Confl. Peds. (#/hr)			1									
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	46	1516	9	25	1965	17	18	3	18	2	2	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	1525	0	25	1982	0	0	39	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.5%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 17: World Center Dr & Caribe Royale Orlando

11/14/2022































Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑↔		↘	↘
Traffic Volume (vph)	49	1527	1730	43	12	23
Future Volume (vph)	49	1527	1730	43	12	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	270			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.996			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	5036	5016	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	5036	5016	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		933	1492		505	
Travel Time (s)		14.1	22.6		11.5	
Confl. Peds. (#/hr)					1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	52	1607	1821	45	13	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	1607	1866	0	13	24
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.7%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
18: World Gateway Dr & SR 536

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	115	1465	67	140	1698	204	281	16	57	65	22	110
Future Volume (vph)	115	1465	67	140	1698	204	281	16	57	65	22	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	700		500	525		575	0		0	250		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			0			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.883				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568	1770	1645	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.382			0.707		
Satd. Flow (perm)	1752	5036	1568	1752	5036	1568	712	1645	0	1317	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			208			215		60				219
Link Speed (mph)		55			55			30				30
Link Distance (ft)		2142			1710			946				1989
Travel Time (s)		26.6			21.2			21.5				45.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	121	1542	71	147	1787	215	296	17	60	68	23	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	121	1542	71	147	1787	215	296	77	0	68	23	116
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Detector Phase	5	2	2	1	6	6	3	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
18: World Gateway Dr & SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	13.7	42.6	42.6	13.5	18.5	18.5	11.7	12.3		11.1	12.3	12.3
Total Split (s)	24.0	64.8	64.8	26.0	66.8	66.8	31.0	31.2		13.0	13.2	13.2
Total Split (%)	17.8%	48.0%	48.0%	19.3%	49.5%	49.5%	23.0%	23.1%		9.6%	9.8%	9.8%
Maximum Green (s)	15.3	56.2	56.2	17.5	58.3	58.3	24.3	23.9		6.9	5.9	5.9
Yellow Time (s)	5.6	5.6	5.6	5.5	5.5	5.5	3.4	3.4		3.4	3.4	3.4
All-Red Time (s)	3.1	3.0	3.0	3.0	3.0	3.0	3.3	3.9		2.7	3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.7	8.6	8.6	8.5	8.5	8.5	6.7	7.3		6.1	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0	7.0									
Flash Dont Walk (s)		27.0	27.0									
Pedestrian Calls (#/hr)		0	0									
Act Effct Green (s)	13.3	60.3	60.3	15.2	62.1	62.1	35.7	24.4		14.1	5.9	5.9
Actuated g/C Ratio	0.10	0.45	0.45	0.11	0.46	0.46	0.26	0.18		0.10	0.04	0.04
v/c Ratio	0.70	0.69	0.09	0.75	0.77	0.26	0.81	0.22		0.42	0.28	0.42
Control Delay	80.0	32.5	0.2	80.2	34.1	3.7	61.9	17.9		47.6	71.7	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	80.0	32.5	0.2	80.2	34.1	3.7	61.9	17.9		47.6	71.7	4.6
LOS	E	C	A	F	C	A	E	B		D	E	A
Approach Delay		34.5			34.2			52.8			26.1	
Approach LOS		C			C			D			C	
90th %ile Green (s)	15.3	56.2	56.2	17.5	58.3	58.3	24.3	23.9		6.9	5.9	5.9
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Hold		Max	Max	Max
70th %ile Green (s)	15.3	56.2	56.2	17.5	58.3	58.3	24.3	23.9		6.9	5.9	5.9
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Hold		Max	Max	Max
50th %ile Green (s)	14.6	57.2	57.2	16.5	59.0	59.0	24.3	23.9		6.9	5.9	5.9
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Max	Max	Max
30th %ile Green (s)	12.3	61.6	61.6	14.1	63.3	63.3	22.0	20.7		8.1	6.2	6.2
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
10th %ile Green (s)	9.1	70.4	70.4	10.5	71.7	71.7	17.5	29.7		0.0	5.5	5.5
10th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Skip	Gap	Gap
Stops (vph)	111	1146	0	133	1393	16	241	22		58	23	0
Fuel Used(gal)	5	51	1	6	56	3	7	1		2	1	2
CO Emissions (g/hr)	384	3555	64	439	3918	186	486	65		137	55	126
NOx Emissions (g/hr)	75	692	12	85	762	36	94	13		27	11	25
VOC Emissions (g/hr)	89	824	15	102	908	43	113	15		32	13	29
Dilemma Vehicles (#)	0	54	0	0	63	0	0	0		0	0	0
Queue Length 50th (ft)	103	406	0	125	493	0	226	13		45	20	0
Queue Length 95th (ft)	171	470	0	200	563	47	#337	59		84	51	0
Internal Link Dist (ft)		2062			1630			866			1909	
Turn Bay Length (ft)	700		500	525		575				250		
Base Capacity (vph)	198	2250	815	227	2317	837	378	354		162	82	279

Lanes, Volumes, Timings
 18: World Gateway Dr & SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.69	0.09	0.65	0.77	0.26	0.78	0.22		0.42	0.28	0.42

Intersection Summary

Area Type:	Other
Cycle Length:	135
Actuated Cycle Length:	135
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.81
Intersection Signal Delay:	35.5
Intersection LOS:	D
Intersection Capacity Utilization	81.8%
ICU Level of Service	D
Analysis Period (min)	15
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 18: World Gateway Dr & SR 536



Lanes, Volumes, Timings
 19: International Dr & World Gateway Dr

11/14/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↘	↘
Traffic Volume (vph)	177	540	669	177	116	114
Future Volume (vph)	177	540	669	177	116	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.969			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	4928	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	4928	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		1160	2787		946	
Travel Time (s)		17.6	42.2		21.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	186	568	704	186	122	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	568	890	0	122	120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		60	40		36	
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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.1%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
 20: Poinciana Blvd EB Off Ramp & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Lane Configurations	↶	↷		↕	↕		
Traffic Volume (vph)	15	19	0	930	454	0	
Future Volume (vph)	15	19	0	930	454	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	1	0			0	
Taper Length (ft)	0		0				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	
Ped Bike Factor							
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	1752	1568	0	3539	3471	0	
Flt Permitted	0.950						
Satd. Flow (perm)	1752	1568	0	3539	3471	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		20					
Link Speed (mph)	30			40	40		
Link Distance (ft)	1471			395	446		
Travel Time (s)	33.4			6.7	7.6		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	3%	3%	2%	2%	4%	4%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	16	20	0	979	478	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	16	20	0	979	478	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			24	24		
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	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	1		2	2		
Detector Template	Left	Right		Thru	Thru		
Leading Detector (ft)	20	20		100	100		
Trailing Detector (ft)	0	0		0	0		
Turn Type	Prot	Perm		NA	NA		
Protected Phases	4			2	6	5	
Permitted Phases		4					
Detector Phase	4	4		2	6		
Switch Phase							

Lanes, Volumes, Timings
 20: Poinciana Blvd EB Off Ramp & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	24.0	24.0		24.0	31.0		11.0
Total Split (s)	24.0	24.0		61.0	41.0		20.0
Total Split (%)	28.2%	28.2%		71.8%	48.2%		24%
Maximum Green (s)	19.0	19.0		56.0	36.0		15.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		
Total Lost Time (s)	5.0	5.0		5.0	5.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None		C-Min	C-Min		None
Walk Time (s)					10.0		
Flash Dont Walk (s)					16.0		
Pedestrian Calls (#/hr)					0		
Act Effct Green (s)	6.4	6.4		74.8	60.8		
Actuated g/C Ratio	0.08	0.08		0.88	0.72		
v/c Ratio	0.12	0.15		0.31	0.19		
Control Delay	38.3	18.3		2.0	1.3		
Queue Delay	0.0	0.0		0.0	0.0		
Total Delay	38.3	18.3		2.0	1.3		
LOS	D	B		A	A		
Approach Delay	27.2			2.0	1.3		
Approach LOS	C			A	A		
90th %ile Green (s)	7.8	7.8		67.2	48.0		14.2
90th %ile Term Code	Gap	Gap		Coord	Coord		Gap
70th %ile Green (s)	6.9	6.9		68.1	51.2		11.9
70th %ile Term Code	Gap	Gap		Coord	Coord		Gap
50th %ile Green (s)	6.2	6.2		68.8	53.6		10.2
50th %ile Term Code	Gap	Gap		Coord	Coord		Gap
30th %ile Green (s)	0.0	0.0		80.0	66.4		8.6
30th %ile Term Code	Skip	Skip		Coord	Coord		Gap
10th %ile Green (s)	0.0	0.0		80.0	80.0		0.0
10th %ile Term Code	Skip	Skip		Coord	Coord		Skip
Stops (vph)	16	10		152	20		
Fuel Used(gal)	0	0		4	2		
CO Emissions (g/hr)	26	24		304	118		
NOx Emissions (g/hr)	5	5		59	23		
VOC Emissions (g/hr)	6	6		71	27		
Dilemma Vehicles (#)	0	0		37	20		
Queue Length 50th (ft)	8	0		50	10		
Queue Length 95th (ft)	27	21		76	16		
Internal Link Dist (ft)	1391			315	366		
Turn Bay Length (ft)							
Base Capacity (vph)	391	366		3115	2484		

Lanes, Volumes, Timings
 20: Poinciana Blvd EB Off Ramp & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Starvation Cap Reductn	0	0		0	0		
Spillback Cap Reductn	0	0		0	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	0.04	0.05		0.31	0.19		

Intersection Summary	
Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	69 (81%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	2.4
Intersection LOS:	A
Intersection Capacity Utilization	38.2%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 20: Poinciana Blvd EB Off Ramp & Poinciana Blvd



Lanes, Volumes, Timings

21: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Lane Configurations			↙	↕	↕			
Traffic Volume (vph)	0	0	96	849	454	33		
Future Volume (vph)	0	0	96	849	454	33		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	0			0		
Storage Lanes	0	0	1			0		
Taper Length (ft)	0		0					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95		
Ped Bike Factor								
Frt					0.990			
Flt Protected			0.950					
Satd. Flow (prot)	0	0	1736	3471	3436	0		
Flt Permitted			0.950					
Satd. Flow (perm)	0	0	1736	3471	3436	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)					11			
Link Speed (mph)	30			40	40			
Link Distance (ft)	1264			446	669			
Travel Time (s)	28.7			7.6	11.4			
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	4%	4%	4%	4%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	0	0	101	894	478	35		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	101	894	513	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			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		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2			
Detector Template			Left	Thru	Thru			
Leading Detector (ft)			20	100	100			
Trailing Detector (ft)			0	0	0			
Turn Type			Prot	NA	NA			
Protected Phases			5	Free	6		2	4
Permitted Phases								
Detector Phase			5		6			
Switch Phase								

Lanes, Volumes, Timings
 21: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Minimum Initial (s)			5.0		5.0		5.0	5.0
Minimum Split (s)			11.0		31.0		24.0	24.0
Total Split (s)			20.0		41.0		61.0	24.0
Total Split (%)			23.5%		48.2%		72%	28%
Maximum Green (s)			15.0		36.0		56.0	19.0
Yellow Time (s)			3.0		3.0		3.0	3.0
All-Red Time (s)			2.0		2.0		2.0	2.0
Lost Time Adjust (s)			0.0		0.0			
Total Lost Time (s)			5.0		5.0			
Lead/Lag			Lead		Lag			
Lead-Lag Optimize?			Yes		Yes			
Vehicle Extension (s)			3.0		3.0		3.0	3.0
Minimum Gap (s)			3.0		3.0		3.0	3.0
Time Before Reduce (s)			0.0		0.0		0.0	0.0
Time To Reduce (s)			0.0		0.0		0.0	0.0
Recall Mode			None		C-Min		C-Min	None
Walk Time (s)					10.0			
Flash Dont Walk (s)					16.0			
Pedestrian Calls (#/hr)					0			
Act Effct Green (s)			10.2	85.0	60.8			
Actuated g/C Ratio			0.12	1.00	0.72			
v/c Ratio			0.48	0.26	0.21			
Control Delay			45.4	0.2	4.1			
Queue Delay			0.0	0.0	0.0			
Total Delay			45.4	0.2	4.1			
LOS			D	A	A			
Approach Delay				4.8	4.1			
Approach LOS				A	A			
90th %ile Green (s)			14.2		48.0		67.2	7.8
90th %ile Term Code			Gap		Coord		Coord	Gap
70th %ile Green (s)			11.9		51.2		68.1	6.9
70th %ile Term Code			Gap		Coord		Coord	Gap
50th %ile Green (s)			10.2		53.6		68.8	6.2
50th %ile Term Code			Gap		Coord		Coord	Gap
30th %ile Green (s)			8.6		66.4		80.0	0.0
30th %ile Term Code			Gap		Coord		Coord	Skip
10th %ile Green (s)			0.0		80.0		80.0	0.0
10th %ile Term Code			Skip		Coord		Coord	Skip
Stops (vph)			81	0	140			
Fuel Used(gal)			2	3	4			
CO Emissions (g/hr)			138	182	279			
NOx Emissions (g/hr)			27	35	54			
VOC Emissions (g/hr)			32	42	65			
Dilemma Vehicles (#)			0	0	12			
Queue Length 50th (ft)			53	0	74			
Queue Length 95th (ft)			87	0	99			
Internal Link Dist (ft)	1184			366	589			
Turn Bay Length (ft)								
Base Capacity (vph)			306	3471	2462			

Lanes, Volumes, Timings
 21: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Starvation Cap Reductn			0	0	0			
Spillback Cap Reductn			0	0	0			
Storage Cap Reductn			0	0	0			
Reduced v/c Ratio			0.33	0.26	0.21			

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	69 (81%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	4.5
Intersection LOS:	A
Intersection Capacity Utilization	38.2%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 21: Poinciana Blvd & Poinciana Blvd WB On Ramp



Lanes, Volumes, Timings
 22: Poinciana Blvd & Westbound Off Ramp

11/14/2022









Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	229	144	273	0	0	104
Future Volume (vph)	229	144	273	0	0	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1719	1538	3539	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	1719	1538	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	1736		353			427
Travel Time (s)	39.5		8.0			9.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	241	152	287	0	0	109
Shared Lane Traffic (%)						
Lane Group Flow (vph)	241	152	287	0	0	109
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.7%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
48: Qd Rd @ World Cnt. Dr & SR 536

11/14/2022

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↗↗	↙↙	↑↑↑	↙↙	↗↗
Traffic Volume (vph)	978	609	204	1442	600	394
Future Volume (vph)	978	609	204	1442	600	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%		0%
Storage Length (ft)	350		350		350	350
Storage Lanes	2		2		1	1
Taper Length (ft)	75			50		
Lane Util. Factor	0.91	0.88	0.97	0.91	0.97	0.88
Ped Bike Factor						
Frt	0.850				0.850	
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5036	2760	3400	5036	3335	2707
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5036	2760	3400	5036	3335	2707
Right Turn on Red	Yes				Yes	
Satd. Flow (RTOR)	260				47	
Link Speed (mph)	55			55	35	
Link Distance (ft)	1710			769	1667	
Travel Time (s)	21.2			9.5	32.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1029	641	215	1518	632	415
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1029	641	215	1518	632	415
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Turning Speed (mph)	9		15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	NA	pm+ov	Prot	NA	Prot	pm+ov
Protected Phases	2	4	1	6	4	1
Permitted Phases	2				4	
Detector Phase	2	4	1	6	4	1
Switch Phase						

Lanes, Volumes, Timings
48: Qd Rd @ World Cnt. Dr & SR 536

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	11.0
Total Split (s)	51.0	46.0	23.0	74.0	46.0	23.0
Total Split (%)	42.5%	38.3%	19.2%	61.7%	38.3%	19.2%
Maximum Green (s)	45.0	40.0	17.0	68.0	40.0	17.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead		Lead	
Lead-Lag Optimize?	Yes		Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	Max	None	None	Max	None
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	48.8	94.8	13.2	68.0	40.0	59.2
Actuated g/C Ratio	0.41	0.79	0.11	0.57	0.33	0.49
v/c Ratio	0.50	0.29	0.58	0.53	0.57	0.31
Control Delay	28.0	2.4	82.7	7.0	32.5	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	2.4	82.7	7.0	32.5	10.9
LOS	C	A	F	A	C	B
Approach Delay	18.2			16.4	23.9	
Approach LOS	B			B	C	
90th %ile Green (s)	45.0	40.0	17.0	68.0	40.0	17.0
90th %ile Term Code	Coord	MaxR	Max	Coord	MaxR	Max
70th %ile Green (s)	46.8	40.0	15.2	68.0	40.0	15.2
70th %ile Term Code	Coord	MaxR	Gap	Coord	MaxR	Gap
50th %ile Green (s)	49.1	40.0	12.9	68.0	40.0	12.9
50th %ile Term Code	Coord	MaxR	Gap	Coord	MaxR	Gap
30th %ile Green (s)	50.6	40.0	11.4	68.0	40.0	11.4
30th %ile Term Code	Coord	MaxR	Gap	Coord	MaxR	Gap
10th %ile Green (s)	52.7	40.0	9.3	68.0	40.0	9.3
10th %ile Term Code	Coord	MaxR	Gap	Coord	MaxR	Gap
Stops (vph)	711	87	197	263	539	207
Fuel Used(gal)	29	9	8	14	15	7
CO Emissions (g/hr)	2053	595	565	976	1065	502
NOx Emissions (g/hr)	400	116	110	190	207	98
VOC Emissions (g/hr)	476	138	131	226	247	116
Dilemma Vehicles (#)	41	0	0	51	0	0
Queue Length 50th (ft)	213	32	91	92	271	85
Queue Length 95th (ft)	272	58	124	104	147	50
Internal Link Dist (ft)	1630			689	1587	
Turn Bay Length (ft)		350	350		350	350
Base Capacity (vph)	2049	2235	481	2853	1111	1443

Lanes, Volumes, Timings
 48: Qd Rd @ World Cnt. Dr & SR 536

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.29	0.45	0.53	0.57	0.29

Intersection Summary	
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	65 (54%), Referenced to phase 2:EBT, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.58
Intersection Signal Delay:	18.8
Intersection LOS:	B
Intersection Capacity Utilization	56.8%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 48: Qd Rd @ World Cnt. Dr & SR 536



Lanes, Volumes, Timings
62: SR 535 & Qd Rd @ World Cnt. Dr

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	122	691	600	1491	1080	394
Future Volume (vph)	122	691	600	1491	1080	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	350	350	150			350
Storage Lanes	1	1	2			2
Taper Length (ft)	50		75			
Lane Util. Factor	0.97	0.88	0.97	0.91	0.91	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3400	2760	3335	4940	4940	2707
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3400	2760	3335	4940	4940	2707
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		26				120
Link Speed (mph)	30			45	45	
Link Distance (ft)	1667			680	738	
Travel Time (s)	37.9			10.3	11.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	128	727	632	1569	1137	415
Shared Lane Traffic (%)						
Lane Group Flow (vph)	128	727	632	1569	1137	415
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	Prot	pm+ov	Prot	NA	NA	pm+ov
Protected Phases	4	1	1	6	2	4
Permitted Phases		4				2
Detector Phase	4	1	1	6	2	4
Switch Phase						

Lanes, Volumes, Timings
62: SR 535 & Qd Rd @ World Cnt. Dr

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	12.5	12.5	24.0	25.5	24.0
Total Split (s)	25.0	44.0	44.0	95.0	51.0	25.0
Total Split (%)	20.8%	36.7%	36.7%	79.2%	42.5%	20.8%
Maximum Green (s)	19.0	36.5	36.5	89.0	43.5	19.0
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	4.0
All-Red Time (s)	2.0	2.5	2.5	2.0	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	7.5	7.5	6.0	7.5	6.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	C-Min	None
Walk Time (s)	7.0			7.0	7.0	7.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effect Green (s)	10.0	46.0	29.9	98.0	59.0	76.6
Actuated g/C Ratio	0.08	0.38	0.25	0.82	0.49	0.64
v/c Ratio	0.45	0.68	0.76	0.39	0.47	0.23
Control Delay	65.7	25.2	65.7	2.0	2.6	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.7	25.2	65.7	2.0	2.6	1.1
LOS	E	C	E	A	A	A
Approach Delay	31.3			20.3	2.2	
Approach LOS	C			C	A	
90th %ile Green (s)	13.5	38.2	38.2	94.5	47.3	13.5
90th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Gap
70th %ile Green (s)	11.0	33.5	33.5	97.0	54.5	11.0
70th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Gap
50th %ile Green (s)	9.9	29.8	29.8	98.1	59.3	9.9
50th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Gap
30th %ile Green (s)	8.7	25.7	25.7	99.3	64.6	8.7
30th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Gap
10th %ile Green (s)	7.1	22.5	22.5	100.9	69.4	7.1
10th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Gap
Stops (vph)	113	425	575	175	227	45
Fuel Used(gal)	4	15	18	9	9	3
CO Emissions (g/hr)	269	1040	1246	654	600	177
NOx Emissions (g/hr)	52	202	242	127	117	34
VOC Emissions (g/hr)	62	241	289	152	139	41
Dilemma Vehicles (#)	0	0	0	54	16	0
Queue Length 50th (ft)	51	173	269	61	0	0
Queue Length 95th (ft)	77	192	279	50	189	64
Internal Link Dist (ft)	1587			600	658	
Turn Bay Length (ft)	350	350	150			350
Base Capacity (vph)	538	1230	1023	4032	2429	1963

Lanes, Volumes, Timings
 62: SR 535 & Qd Rd @ World Cnt. Dr

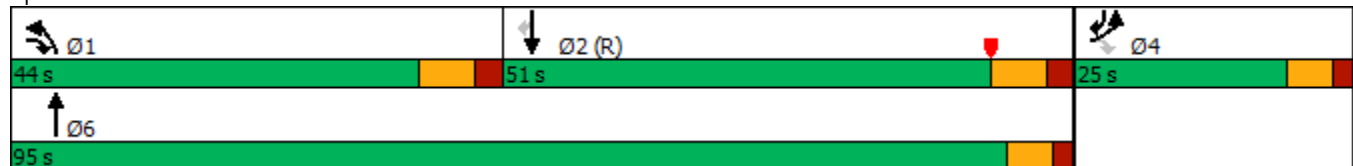
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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.59	0.62	0.39	0.47	0.21

Intersection Summary	
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	21 (18%), Referenced to phase 2:SBT, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	16.2
Intersection LOS:	B
Intersection Capacity Utilization	59.7%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 62: SR 535 & Qd Rd @ World Cnt. Dr



Lanes, Volumes, Timings
67: Qd Rd @ Intl. Dr & International Dr

11/14/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↗↗	↙↙	↑↑↑	↙↙	↗↗
Traffic Volume (vph)	415	241	213	626	220	91
Future Volume (vph)	415	241	213	626	220	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		350	350		350	350
Storage Lanes		2	2		1	1
Taper Length (ft)			75		50	
Lane Util. Factor	0.91	0.88	0.97	0.91	0.97	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5085	2787	3433	5085	3335	2707
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5085	2787	3433	5085	3335	2707
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		254				96
Link Speed (mph)	45			45	35	
Link Distance (ft)	2787			840	1538	
Travel Time (s)	42.2			12.7	30.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	437	254	224	659	232	96
Shared Lane Traffic (%)						
Lane Group Flow (vph)	437	254	224	659	232	96
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	1
Switch Phase						

Lanes, Volumes, Timings
67: Qd Rd @ Intl. Dr & International Dr

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	11.0
Total Split (s)	45.0	45.0	35.0	80.0	40.0	35.0
Total Split (%)	37.5%	37.5%	29.2%	66.7%	33.3%	29.2%
Maximum Green (s)	39.0	39.0	29.0	74.0	34.0	29.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	None	Max	None
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	54.8	54.8	13.2	74.0	34.0	53.2
Actuated g/C Ratio	0.46	0.46	0.11	0.62	0.28	0.44
v/c Ratio	0.19	0.18	0.60	0.21	0.25	0.08
Control Delay	20.0	2.8	86.5	0.9	12.7	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	2.8	86.5	0.9	12.7	0.4
LOS	C	A	F	A	B	A
Approach Delay	13.7			22.6	9.1	
Approach LOS	B			C	A	
90th %ile Green (s)	51.2	51.2	16.8	74.0	34.0	16.8
90th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	Gap
70th %ile Green (s)	53.3	53.3	14.7	74.0	34.0	14.7
70th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	Gap
50th %ile Green (s)	54.8	54.8	13.2	74.0	34.0	13.2
50th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	Gap
30th %ile Green (s)	56.3	56.3	11.7	74.0	34.0	11.7
30th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	Gap
10th %ile Green (s)	58.5	58.5	9.5	74.0	34.0	9.5
10th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	Gap
Stops (vph)	239	17	212	23	144	4
Fuel Used(gal)	12	5	8	4	4	1
CO Emissions (g/hr)	851	329	528	267	286	73
NOx Emissions (g/hr)	166	64	103	52	56	14
VOC Emissions (g/hr)	197	76	122	62	66	17
Dilemma Vehicles (#)	17	0	0	3	0	0
Queue Length 50th (ft)	72	0	94	5	18	0
Queue Length 95th (ft)	101	26	136	6	32	1
Internal Link Dist (ft)	2707			760	1458	
Turn Bay Length (ft)		350	350		350	350
Base Capacity (vph)	2322	1411	829	3135	944	1597

Lanes, Volumes, Timings
 67: Qd Rd @ Intl. Dr & International Dr

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.18	0.27	0.21	0.25	0.06

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	77 (64%), Referenced to phase 2:EBT, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	17.1
Intersection LOS:	B
Intersection Capacity Utilization	35.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 67: Qd Rd @ Intl. Dr & International Dr



Lanes, Volumes, Timings
71: SR 535 & Qd Rd @ Intl. Dr

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	171	283	220	2171	1600	91
Future Volume (vph)	171	283	220	2171	1600	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	350	350	350			650
Storage Lanes	1	1	2			1
Taper Length (ft)	75		75			
Lane Util. Factor	0.97	0.88	0.97	0.91	0.91	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	2787	3335	4940	4940	1538
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3433	2787	3335	4940	4940	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		26				96
Link Speed (mph)	30			45	45	
Link Distance (ft)	1538			1245	835	
Travel Time (s)	35.0			18.9	12.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	180	298	232	2285	1684	96
Shared Lane Traffic (%)						
Lane Group Flow (vph)	180	298	232	2285	1684	96
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4				6
Detector Phase	4	5	5	2	6	6
Switch Phase						

Lanes, Volumes, Timings
71: SR 535 & Qd Rd @ Intl. Dr

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	11.0	24.0	24.0	24.0
Total Split (s)	26.0	24.0	24.0	94.0	70.0	70.0
Total Split (%)	21.7%	20.0%	20.0%	78.3%	58.3%	58.3%
Maximum Green (s)	20.0	18.0	18.0	88.0	64.0	64.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)	7.0			7.0	7.0	7.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	11.6	31.4	13.8	96.4	76.6	76.6
Actuated g/C Ratio	0.10	0.26	0.12	0.80	0.64	0.64
v/c Ratio	0.54	0.40	0.61	0.58	0.53	0.09
Control Delay	36.6	15.8	57.0	5.2	2.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.6	15.8	57.0	5.2	2.6	0.2
LOS	D	B	E	A	A	A
Approach Delay	23.7			10.0	2.4	
Approach LOS	C			A	A	
90th %ile Green (s)	14.8	18.2	18.2	93.2	69.0	69.0
90th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
70th %ile Green (s)	13.0	15.2	15.2	95.0	73.8	73.8
70th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
50th %ile Green (s)	11.6	13.6	13.6	96.4	76.8	76.8
50th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
30th %ile Green (s)	10.3	12.1	12.1	97.7	79.6	79.6
30th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
10th %ile Green (s)	8.4	9.9	9.9	99.6	83.7	83.7
10th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
Stops (vph)	86	90	204	724	318	1
Fuel Used(gal)	4	5	7	29	13	1
CO Emissions (g/hr)	266	336	480	2016	941	36
NOx Emissions (g/hr)	52	65	93	392	183	7
VOC Emissions (g/hr)	62	78	111	467	218	8
Dilemma Vehicles (#)	0	0	0	90	13	0
Queue Length 50th (ft)	36	45	89	190	0	0
Queue Length 95th (ft)	59	50	126	256	0	0
Internal Link Dist (ft)	1458			1165	755	
Turn Bay Length (ft)	350	350	350			650
Base Capacity (vph)	572	846	501	3967	3152	1016

Lanes, Volumes, Timings
 71: SR 535 & Qd Rd @ Intl. Dr

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.35	0.46	0.58	0.53	0.09

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	28 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	8.5
Intersection LOS:	A
Intersection Capacity Utilization	57.1%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 71: SR 535 & Qd Rd @ Intl. Dr



Lanes, Volumes, Timings
501: SR 535 & Jug Handle @ Poinciana

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗↘	↑↑↑↑			↖↗↘
Traffic Volume (vph)	0	735	1272	0	0	1333
Future Volume (vph)	0	735	1272	0	0	1333
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	75		0	0	
Storage Lanes	0	0		0	0	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	0.88	0.81	1.00	1.00	0.91
Ped Bike Factor						
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2733	7329	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	2733	7329	0	0	4940
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		43				
Link Speed (mph)	30		45			45
Link Distance (ft)	795		770			336
Travel Time (s)	18.1		11.7			5.1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	774	1339	0	0	1403
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	774	1339	0	0	1403
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		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
Turning Speed (mph)	15	9		9	15	
Number of Detectors		1	2			2
Detector Template		Right	Thru			Thru
Leading Detector (ft)		20	100			100
Trailing Detector (ft)		0	0			0
Turn Type		Prot	NA			NA
Protected Phases		8	2			Free
Permitted Phases						
Detector Phase		8	2			
Switch Phase						

Lanes, Volumes, Timings
 501: SR 535 & Jug Handle @ Poinciana

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)		5.0	15.0			
Minimum Split (s)		64.0	81.0			
Total Split (s)		81.0	89.0			
Total Split (%)		47.6%	52.4%			
Maximum Green (s)		73.5	81.5			
Yellow Time (s)		4.4	5.5			
All-Red Time (s)		3.1	2.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		7.5	7.5			
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		2.0	3.0			
Minimum Gap (s)		2.0	3.0			
Time Before Reduce (s)		0.0	0.0			
Time To Reduce (s)		0.0	0.0			
Recall Mode		None	C-Min			
Walk Time (s)			7.0			
Flash Dont Walk (s)			25.0			
Pedestrian Calls (#/hr)			0			
Act Effct Green (s)		53.2	101.8			170.0
Actuated g/C Ratio		0.31	0.60			1.00
v/c Ratio		0.88	0.31			0.28
Control Delay		28.1	17.6			0.1
Queue Delay		1.2	0.0			0.0
Total Delay		29.2	17.6			0.1
LOS		C	B			A
Approach Delay	29.2		17.6			0.1
Approach LOS	C		B			A
90th %ile Green (s)		63.6	91.4			
90th %ile Term Code		Gap	Coord			
70th %ile Green (s)		57.7	97.3			
70th %ile Term Code		Gap	Coord			
50th %ile Green (s)		53.4	101.6			
50th %ile Term Code		Gap	Coord			
30th %ile Green (s)		48.9	106.1			
30th %ile Term Code		Gap	Coord			
10th %ile Green (s)		42.3	112.7			
10th %ile Term Code		Gap	Coord			
Stops (vph)		699	608			3
Fuel Used(gal)		14	18			3
CO Emissions (g/hr)		966	1292			209
NOx Emissions (g/hr)		188	251			41
VOC Emissions (g/hr)		224	299			48
Dilemma Vehicles (#)		0	37			0
Queue Length 50th (ft)		495	175			0
Queue Length 95th (ft)		496	225			0
Internal Link Dist (ft)	715		690			256
Turn Bay Length (ft)		75				
Base Capacity (vph)		1206	4389			4940

Lanes, Volumes, Timings
 501: SR 535 & Jug Handle @ Poinciana

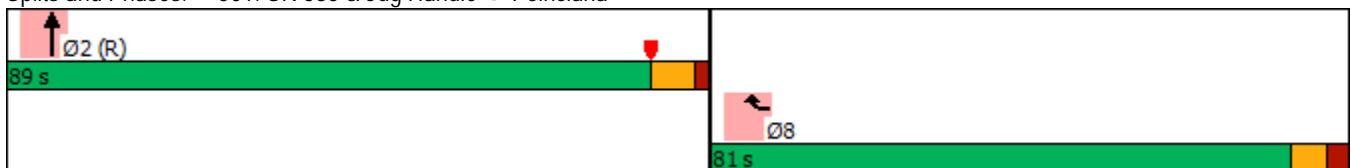
11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn		0	0			0
Spillback Cap Reductn		219	0			0
Storage Cap Reductn		0	0			0
Reduced v/c Ratio		0.78	0.31			0.28

Intersection Summary	
Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	142 (84%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.88
Intersection Signal Delay:	13.2
Intersection LOS:	B
Intersection Capacity Utilization	53.0%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 501: SR 535 & Jug Handle @ Poinciana



Lanes, Volumes, Timings
502: Poinciana Blvd

11/14/2022

	↑	↗	↘	↓	↙	↖
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑	↗		↑↑		
Traffic Volume (vph)	273	735	0	333	0	0
Future Volume (vph)	273	735	0	333	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		0	0
Taper Length (ft)			50		50	
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.914	0.850				
Flt Protected						
Satd. Flow (prot)	3039	1413	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	3039	1413	0	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	220			353	208	
Travel Time (s)	5.0			8.0	4.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	287	774	0	351	0	0
Shared Lane Traffic (%)		50%				
Lane Group Flow (vph)	674	387	0	351	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
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
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	































Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	33.7%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 		 	 	
Traffic Volume (vph)	192	1282	2	3	1125	895	4	2	4	989	1	239
Future Volume (vph)	192	1282	2	3	1125	895	4	2	4	989	1	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	475		0	350		435	0		0	0		400
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor		1.00		1.00		0.99	1.00			1.00	1.00	0.99
Frt						0.850		0.900				0.850
Flt Protected	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (prot)	3433	5085	0	1736	4988	1553	1719	1629	0	3129	1569	1538
Flt Permitted	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (perm)	3433	5085	0	1730	4988	1533	1715	1629	0	3125	1567	1516
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						899		4				105
Link Speed (mph)		45			45			50				45
Link Distance (ft)		3214			1315			1015				958
Travel Time (s)		48.7			19.9			13.8				14.5
Confl. Peds. (#/hr)			3	9		2	3			1		2
Confl. Bikes (#/hr)				4			1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	202	1349	2	3	1184	942	4	2	4	1041	1	252
Shared Lane Traffic (%)										33%		
Lane Group Flow (vph)	202	1351	0	3	1184	942	4	6	0	697	345	252
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				60
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		8	8		4	4	5
Permitted Phases						Free						4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												

Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	15.0		5.0	15.0		6.0	6.0		6.0	6.0	5.0
Minimum Split (s)	11.8	43.8		11.8	35.8		12.8	12.8		46.8	46.8	11.8
Total Split (s)	24.0	74.0		12.0	62.0		13.0	13.0		61.0	61.0	24.0
Total Split (%)	15.0%	46.3%		7.5%	38.8%		8.1%	8.1%		38.1%	38.1%	15.0%
Maximum Green (s)	17.2	67.2		5.2	55.2		6.2	6.2		54.2	54.2	17.2
Yellow Time (s)	4.8	4.8		4.8	4.8		4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	1.5	3.0		2.0	3.0		1.5	1.5		1.5	1.5	1.5
Minimum Gap (s)	1.5	3.0		2.0	3.0		1.5	1.5		1.5	1.5	1.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			10.0					7.0	7.0	
Flash Dont Walk (s)		30.0			19.0					33.0	33.0	
Pedestrian Calls (#/hr)		0			0					0	0	
Act Effct Green (s)	13.3	97.1		5.2	79.5	160.0	6.0	6.0		41.7	41.7	55.0
Actuated g/C Ratio	0.08	0.61		0.03	0.50	1.00	0.04	0.04		0.26	0.26	0.34
v/c Ratio	0.71	0.44		0.05	0.48	0.61	0.06	0.09		0.86	0.85	0.43
Control Delay	85.0	20.0		77.0	29.9	1.9	76.5	54.7		56.6	63.4	20.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	85.0	20.0		77.0	29.9	1.9	76.5	54.7		56.6	63.4	20.8
LOS	F	B		E	C	A	E	D		E	E	C
Approach Delay		28.4			17.6			63.4			51.4	
Approach LOS		C			B			E			D	
90th %ile Green (s)	17.2	69.0		5.7	57.5		6.0	6.0		52.1	52.1	17.2
90th %ile Term Code	Gap	Coord		Gap	Coord		Min	Min		Gap	Gap	Gap
70th %ile Green (s)	14.9	88.3		0.0	66.6		6.0	6.0		45.3	45.3	14.9
70th %ile Term Code	Gap	Coord		Skip	Coord		Min	Min		Gap	Gap	Gap
50th %ile Green (s)	13.3	105.2		0.0	85.1		0.0	0.0		41.2	41.2	13.3
50th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
30th %ile Green (s)	11.7	108.6		0.0	90.1		0.0	0.0		37.8	37.8	11.7
30th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
10th %ile Green (s)	9.3	114.3		0.0	98.2		0.0	0.0		32.1	32.1	9.3
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
Stops (vph)	184	685		5	742	0	6	5		554	274	124
Fuel Used(gal)	10	41		0	26	8	0	0		19	10	4
CO Emissions (g/hr)	672	2832		9	1795	558	13	13		1303	677	282
NOx Emissions (g/hr)	131	551		2	349	108	2	2		253	132	55
VOC Emissions (g/hr)	156	656		2	416	129	3	3		302	157	65
Dilemma Vehicles (#)	0	40		0	35	0	0	0		0	7	0
Queue Length 50th (ft)	108	228		3	272	0	4	2		289	285	97
Queue Length 95th (ft)	150	449		16	434	0	19	20		270	418	149
Internal Link Dist (ft)		3134			1235			935			878	
Turn Bay Length (ft)	475			350		435						400
Base Capacity (vph)	369	3085		57	2478	1533	66	66		1059	531	626

Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022

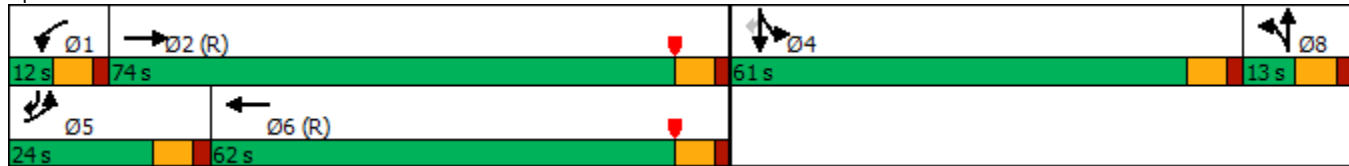


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.55	0.44		0.05	0.48	0.61	0.06	0.09		0.66	0.65	0.40

Intersection Summary
























Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 25 (16%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 29.8
 Intersection LOS: C
 Intersection Capacity Utilization 78.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: SR 535 & US 192



Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Road

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	27	53	48	21	104	21	1000	68	112	1128	114
Future Volume (vph)	83	27	53	48	21	104	21	1000	68	112	1128	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	150		0	375		0	400		300
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.99		1.00								
Frt		0.900				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1677	0	1787	1881	1599	1719	4940	1538	1719	4940	1538
Flt Permitted	0.555			0.702			0.950			0.950		
Satd. Flow (perm)	1044	1677	0	1318	1881	1599	1719	4940	1538	1719	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		56				319			229			229
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1016			992			958			1206	
Travel Time (s)		23.1			22.5			14.5			18.3	
Confl. Peds. (#/hr)				1								
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	87	28	56	51	22	109	22	1053	72	118	1187	120
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	84	0	51	22	109	22	1053	72	118	1187	120
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			48			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4			6			2
Detector Phase	3	8		7	4	4	1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Road

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	11.0	11.6		11.0	12.0	12.0	11.8	34.8	34.8	11.8	34.8	34.8
Total Split (s)	12.0	14.1		11.0	13.1	13.1	11.8	35.9	35.9	19.0	43.1	43.1
Total Split (%)	15.0%	17.6%		13.8%	16.4%	16.4%	14.8%	44.9%	44.9%	23.8%	53.9%	53.9%
Maximum Green (s)	6.0	7.5		5.0	6.1	6.1	5.0	29.1	29.1	12.2	36.3	36.3
Yellow Time (s)	4.0	3.7		4.0	3.7	3.7	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.9		2.0	3.3	3.3	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.6		6.0	7.0	7.0	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.5		3.0	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Minimum Gap (s)	3.0	2.5		3.0	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Dont Walk (s)								21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	14.4	9.3		11.6	5.7	5.7	5.2	39.5	39.5	9.8	48.9	48.9
Actuated g/C Ratio	0.18	0.12		0.14	0.07	0.07	0.06	0.49	0.49	0.12	0.61	0.61
v/c Ratio	0.34	0.34		0.23	0.17	0.27	0.20	0.43	0.08	0.56	0.39	0.12
Control Delay	28.2	19.9		26.1	37.7	1.6	40.5	16.8	0.2	42.7	11.9	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.2	19.9		26.1	37.7	1.6	40.5	16.8	0.2	42.7	11.9	0.2
LOS	C	B		C	D	A	D	B	A	D	B	A
Approach Delay		24.1			12.8			16.2			13.5	
Approach LOS		C			B			B			B	
90th %ile Green (s)	6.0	7.5		5.0	6.1	6.1	5.0	29.1	29.1	12.2	36.3	36.3
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	7.7	7.5		6.7	6.1	6.1	5.0	27.6	27.6	12.0	34.6	34.6
70th %ile Term Code	Max	Max		Max	Max	Max	Max	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)	8.5	7.6		7.2	5.9	5.9	0.0	28.7	28.7	10.3	45.8	45.8
50th %ile Term Code	Gap	Hold		Gap	Gap	Gap	Skip	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)	7.3	18.9		0.0	5.2	5.2	0.0	32.3	32.3	8.6	47.7	47.7
30th %ile Term Code	Gap	Hold		Skip	Gap	Gap	Skip	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	0.0	0.0		0.0	0.0	0.0	0.0	73.2	73.2	0.0	73.2	73.2
10th %ile Term Code	Skip	Skip		Skip	Skip	Skip	Skip	Coord	Coord	Skip	Coord	Coord
Stops (vph)	66	34		40	22	0	21	635	0	102	596	0
Fuel Used(gal)	1	1		1	0	1	1	18	0	3	19	1
CO Emissions (g/hr)	105	80		59	31	59	39	1225	30	218	1327	63
NOx Emissions (g/hr)	20	16		12	6	11	8	238	6	42	258	12
VOC Emissions (g/hr)	24	19		14	7	14	9	284	7	51	307	15
Dilemma Vehicles (#)	0	0		0	0	0	0	48	0	0	60	0
Queue Length 50th (ft)	33	13		19	11	0	13	213	1	56	112	0
Queue Length 95th (ft)	72	55		48	33	0	m22	139	m0	105	189	0
Internal Link Dist (ft)		936			912			878			1126	
Turn Bay Length (ft)	100			150			375			400		300
Base Capacity (vph)	254	254		226	143	416	112	2464	882	262	3039	1034

Lanes, Volumes, Timings
 2: SR 535 & Kyngs Heath Road

11/14/2022

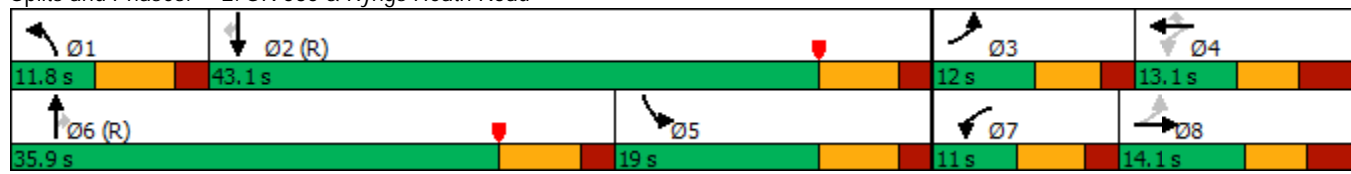


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.33		0.23	0.15	0.26	0.20	0.43	0.08	0.45	0.39	0.12

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 48 (60%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 15.1 Intersection LOS: B
 Intersection Capacity Utilization 54.1% ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SR 535 & Kyngs Heath Road



Lanes, Volumes, Timings
 3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↖	↑↑↑			↑↑↑	↗
Traffic Volume (vph)	0	0	84	0	0	0	26	1071	90	0	1270	36
Future Volume (vph)	0	0	84	0	0	0	26	1071	90	0	1270	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	225		375	0		0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (ft)	0			0			150			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865					0.988				0.850
Flt Protected							0.950					
Satd. Flow (prot)	0	0	1627	0	0	0	1719	4881	0	0	4940	1538
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	1627	0	0	0	1719	4881	0	0	4940	1538
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1258			543			1206			422	
Travel Time (s)		28.6			12.3			18.3			6.4	
Confl. Peds. (#/hr)							1					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	88	0	0	0	27	1127	95	0	1337	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	88	0	0	0	27	1222	0	0	1337	38
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			0			36			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 36.4% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
4: SR 535 & Osceola Pkwy on-ramp

11/14/2022

	↑	↗	↘	↓	↙	↖
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑↑		↖↗	↑↑↑		
Traffic Volume (vph)	1071	0	415	1306	0	0
Future Volume (vph)	1071	0	415	1306	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	500		0	0
Storage Lanes		0	2		0	0
Taper Length (ft)			75		0	
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	4940	0	3335	4940	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	4940	0	3335	4940	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	30	
Link Distance (ft)	422			770	1026	
Travel Time (s)	6.4			11.7	23.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1127	0	437	1375	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1127	0	437	1375	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			36	0	
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
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		
Detector Template	Thru		Left	Thru		
Leading Detector (ft)	100		20	100		
Trailing Detector (ft)	0		0	0		
Turn Type	NA		Prot	NA		
Protected Phases	2		1	6		
Permitted Phases						
Detector Phase	2		1	6		
Switch Phase						

Lanes, Volumes, Timings
4: SR 535 & Osceola Pkwy on-ramp

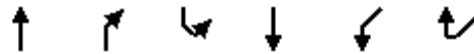
11/14/2022



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	12.0		5.0	12.0		
Minimum Split (s)	24.8		12.5	25.5		
Total Split (s)	46.0		34.0	80.0		
Total Split (%)	57.5%		42.5%	100.0%		
Maximum Green (s)	39.2		26.5	73.2		
Yellow Time (s)	4.8		5.5	4.8		
All-Red Time (s)	2.0		2.0	2.0		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	6.8		7.5	6.8		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		2.0	3.0		
Minimum Gap (s)	3.0		2.0	3.0		
Time Before Reduce (s)	0.0		0.0	0.0		
Time To Reduce (s)	0.0		0.0	0.0		
Recall Mode	C-Min		None	C-Min		
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	50.8		14.9	80.0		
Actuated g/C Ratio	0.64		0.19	1.00		
v/c Ratio	0.36		0.70	0.28		
Control Delay	2.2		36.6	0.1		
Queue Delay	0.0		0.0	0.0		
Total Delay	2.2		36.6	0.1		
LOS	A		D	A		
Approach Delay	2.2			8.9		
Approach LOS	A			A		
90th %ile Green (s)	46.4		19.3	73.2		
90th %ile Term Code	Coord		Gap	Coord		
70th %ile Green (s)	49.0		16.7	73.2		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	50.8		14.9	73.2		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	52.6		13.1	73.2		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	55.1		10.6	73.2		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	167		371	0		
Fuel Used(gal)	5		10	7		
CO Emissions (g/hr)	384		683	459		
NOx Emissions (g/hr)	75		133	89		
VOC Emissions (g/hr)	89		158	106		
Dilemma Vehicles (#)	21		0	0		
Queue Length 50th (ft)	8		106	0		
Queue Length 95th (ft)	22		143	0		
Internal Link Dist (ft)	342			690	946	
Turn Bay Length (ft)			500			
Base Capacity (vph)	3135		1104	4940		

Lanes, Volumes, Timings
 4: SR 535 & Osceola Pkwy on-ramp

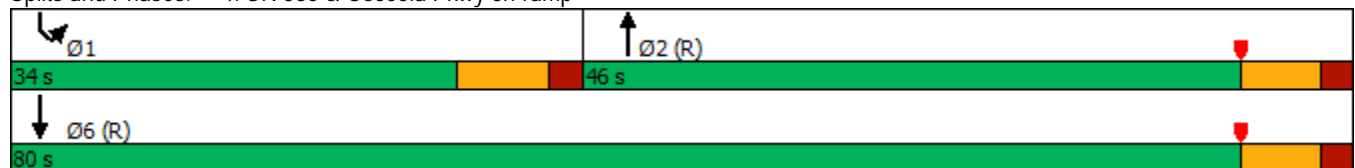
11/14/2022



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.36		0.40	0.28		













Intersection Summary	
Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	9 (11%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	40
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.70
Intersection Signal Delay:	6.4
Intersection LOS:	A
Intersection Capacity Utilization	44.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 4: SR 535 & Osceola Pkwy on-ramp



Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑	↗↗	↘↘	↑↑↑	↗	↘↘	↑↑↑	↗
Traffic Volume (vph)	0	605	73	0	177	417	95	1410	81	49	1648	579
Future Volume (vph)	0	605	73	0	177	417	95	1410	81	49	1648	579
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		150	0		200	0		200	400		400
Storage Lanes	1		1	0		0	2		1	2		1
Taper Length (ft)	75			100			200			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	0.88	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor			0.99			0.99			0.99			
Frt			0.850			0.850			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	4988	1553	0	1863	2787	3335	4940	1538	3335	4940	1538
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	4988	1533	0	1863	2750	3335	4940	1515	3335	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			77			29			77			465
Link Speed (mph)		40			30			45			45	
Link Distance (ft)		669			220			336			978	
Travel Time (s)		11.4			5.0			5.1			14.8	
Confl. Peds. (#/hr)							1		2			
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	637	77	0	186	439	100	1484	85	52	1735	609
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	637	77	0	186	439	100	1484	85	52	1735	609
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2	1	1	2	1	1	2	1
Detector Template		Thru	Right		Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)		100	20		100	20	20	100	20	20	100	20
Trailing Detector (ft)		0	0		0	0	0	0	0	0	0	0
Turn Type		NA	Perm		NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4	5	1	6		5	2	
Permitted Phases			8			4			6			2
Detector Phase		8	8		4	5	1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0	5.0		5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)		64.0	64.0		64.0	18.0	18.0	81.0	81.0	18.0	81.0	81.0
Total Split (s)		64.0	64.0		64.0	18.0	18.0	88.0	88.0	18.0	88.0	88.0
Total Split (%)		37.6%	37.6%		37.6%	10.6%	10.6%	51.8%	51.8%	10.6%	51.8%	51.8%
Maximum Green (s)		56.5	56.5		56.5	10.5	10.5	80.5	80.5	10.5	80.5	80.5
Yellow Time (s)		4.4	4.4		4.4	5.5	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)		3.1	3.1		3.1	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.5	7.5		7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Lead/Lag						Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)		2.0	2.0		2.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0
Minimum Gap (s)		2.0	2.0		2.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0
Time Before Reduce (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode		None	None		None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)					7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)					35.0			28.0	28.0		25.0	25.0
Pedestrian Calls (#/hr)					0			0	0		0	0
Act Effct Green (s)		27.1	27.1		27.1	34.2	9.5	113.3	113.3	7.1	110.9	110.9
Actuated g/C Ratio		0.16	0.16		0.16	0.20	0.06	0.67	0.67	0.04	0.65	0.65
v/c Ratio		0.80	0.25		0.63	0.76	0.54	0.45	0.08	0.37	0.54	0.52
Control Delay		74.1	13.0		76.0	62.0	99.7	10.0	0.7	99.0	6.1	1.3
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.2
Total Delay		74.1	13.0		76.0	62.0	99.7	10.6	0.7	99.0	6.1	1.5
LOS		E	B		E	E	F	B	A	F	A	A
Approach Delay		67.5			66.2			15.4			7.0	
Approach LOS		E			E			B			A	
90th %ile Green (s)		32.6	32.6		32.6	9.2	12.5	105.7	105.7	9.2	102.4	102.4
90th %ile Term Code		Gap	Gap		Hold	Gap	Gap	Coord	Coord	Gap	Coord	Coord
70th %ile Green (s)		29.6	29.6		29.6	7.9	10.7	110.0	110.0	7.9	107.2	107.2
70th %ile Term Code		Gap	Gap		Hold	Gap	Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)		27.4	27.4		27.4	7.1	9.5	113.0	113.0	7.1	110.6	110.6
50th %ile Term Code		Gap	Gap		Hold	Gap	Gap	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)		24.4	24.4		24.4	6.2	8.3	116.9	116.9	6.2	114.8	114.8
30th %ile Term Code		Gap	Gap		Hold	Gap	Gap	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)		21.3	21.3		21.3	5.3	6.5	120.9	120.9	5.3	119.7	119.7
10th %ile Term Code		Gap	Gap		Hold	Gap	Gap	Coord	Coord	Gap	Coord	Coord
Stops (vph)		571	21		162	352	92	547	3	49	315	6
Fuel Used(gal)		17	1		4	8	3	13	0	2	16	4
CO Emissions (g/hr)		1222	51		275	554	229	892	16	133	1149	273
NOx Emissions (g/hr)		238	10		54	108	45	174	3	26	223	53
VOC Emissions (g/hr)		283	12		64	128	53	207	4	31	266	63
Dilemma Vehicles (#)		13	0		0	0	0	30	0	0	13	0
Queue Length 50th (ft)		224	0		196	233	58	166	0	30	102	0
Queue Length 95th (ft)		295	40		276	284	92	269	7	m47	116	0
Internal Link Dist (ft)		589			140			256			898	
Turn Bay Length (ft)			150			200			200	400		400
Base Capacity (vph)		1657	560		619	632	214	3292	1035	205	3223	1165

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0		0	0	0	1224	0	0	0	106
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.38	0.14		0.30	0.69	0.47	0.72	0.08	0.25	0.54	0.58

Intersection Summary





















Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 10 (6%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 165
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 24.4
 Intersection LOS: C
 Intersection Capacity Utilization 68.9%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: SR 535 & Poinciana Blvd



Lanes, Volumes, Timings
6: SR 535 & Median Opening S

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations									  			
Traffic Volume (vph)	0	0	146	0	0	98	219	35	1481	92	165	39
Future Volume (vph)	0	0	146	0	0	98	219	35	1481	92	165	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%				0%			
Storage Length (ft)	0		0	0		0		650		275		500
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	0			0				50				50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865			0.865				0.850		
Flt Protected								0.950				0.950
Satd. Flow (prot)	0	0	1611	0	0	1611	0	1719	4940	1538	0	1719
Flt Permitted								0.950				0.950
Satd. Flow (perm)	0	0	1611	0	0	1611	0	1719	4940	1538	0	1719
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			90			114				96		
Link Speed (mph)		30			30				45			
Link Distance (ft)		605			604				978			
Travel Time (s)		13.8			13.7				14.8			
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Adj. Flow (vph)	0	0	154	0	0	103	231	37	1559	97	174	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	154	0	0	103	0	268	1559	97	0	215
Enter Blocked Intersection	No	No	No	No	No	No	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)		0			0				36			
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			1	1	1	2	1	1	1
Detector Template			Right			Right	Left	Left	Thru	Right	Left	Left
Leading Detector (ft)			20			20	20	20	100	20	20	20
Trailing Detector (ft)			0			0	0	0	0	0	0	0
Turn Type			Perm			Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases							5	5	2		1	1
Permitted Phases			4			8				2		
Detector Phase			4			8	5	5	2	2	1	1
Switch Phase												

Lanes, Volumes, Timings
6: SR 535 & Median Opening S

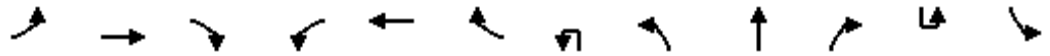
11/14/2022



Lane Group	SBT	SBR
Lane Configurations	↑↑↑	↑
Traffic Volume (vph)	1911	167
Future Volume (vph)	1911	167
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		400
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	4940	1538
Flt Permitted		
Satd. Flow (perm)	4940	1538
Right Turn on Red		Yes
Satd. Flow (RTOR)		175
Link Speed (mph)	45	
Link Distance (ft)	941	
Travel Time (s)	14.3	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Growth Factor	100%	100%
Heavy Vehicles (%)	5%	5%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	2012	176
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2012	176
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	48	
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	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		

Lanes, Volumes, Timings
6: SR 535 & Median Opening S

11/14/2022



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
Minimum Split (s)			25.5			25.5	12.5	12.5	25.5	25.5	12.5	12.5
Total Split (s)			28.0			28.0	48.0	48.0	101.0	101.0	41.0	41.0
Total Split (%)			16.5%			16.5%	28.2%	28.2%	59.4%	59.4%	24.1%	24.1%
Maximum Green (s)			20.5			20.5	40.5	40.5	93.5	93.5	33.5	33.5
Yellow Time (s)			5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)			2.5			2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)			0.0			0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)			7.5			7.5		7.5	7.5	7.5		7.5
Lead/Lag							Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)			3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)			3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)			0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)			0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode			None			None	None	None	C-Min	C-Min	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)			12.7			12.7		31.6	93.6	93.6		41.2
Actuated g/C Ratio			0.07			0.07		0.19	0.55	0.55		0.24
v/c Ratio			0.76			0.46		0.84	0.57	0.11		0.52
Control Delay			54.6			14.9		92.2	16.3	1.6		51.7
Queue Delay			0.0			0.0		0.0	0.0	0.0		0.0
Total Delay			54.6			14.9		92.2	16.3	1.6		51.7
LOS			D			B		F	B	A		D
Approach Delay		54.6			14.9				26.1			
Approach LOS		D			B				C			
90th %ile Green (s)			20.5			20.5	40.5	40.5	81.4	81.4	45.6	45.6
90th %ile Term Code			Max			Hold	Max	Max	Coord	Coord	Hold	Hold
70th %ile Green (s)			15.8			15.8	35.6	35.6	79.4	79.4	52.3	52.3
70th %ile Term Code			Gap			Hold	Gap	Gap	Coord	Coord	Hold	Hold
50th %ile Green (s)			12.5			12.5	31.8	31.8	92.6	92.6	42.4	42.4
50th %ile Term Code			Gap			Hold	Gap	Gap	Coord	Coord	Hold	Hold
30th %ile Green (s)			9.2			9.2	27.9	27.9	101.6	101.6	36.7	36.7
30th %ile Term Code			Gap			Hold	Gap	Gap	Coord	Coord	Hold	Hold
10th %ile Green (s)			5.5			5.5	22.3	22.3	112.8	112.8	29.2	29.2
10th %ile Term Code			Gap			Gap	Gap	Gap	Coord	Coord	Hold	Hold
Stops (vph)			64			11		247	712	6		187
Fuel Used(gal)			3			1		9	23	1		6
CO Emissions (g/hr)			186			57		662	1619	48		400
NOx Emissions (g/hr)			36			11		129	315	9		78
VOC Emissions (g/hr)			43			13		153	375	11		93
Dilemma Vehicles (#)			0			0		0	34	0		0
Queue Length 50th (ft)			70			0		308	238	5		223
Queue Length 95th (ft)			150			49		398	253	m13		330
Internal Link Dist (ft)		525			524				898			
Turn Bay Length (ft)								650		275		500
Base Capacity (vph)			273			294		409	2876	935		425

Lanes, Volumes, Timings
6: SR 535 & Median Opening S

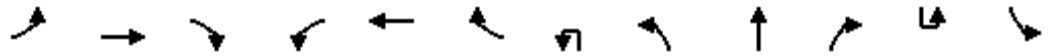
11/14/2022



Lane Group	SBT	SBR
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	25.5	25.5
Total Split (s)	94.0	94.0
Total Split (%)	55.3%	55.3%
Maximum Green (s)	86.5	86.5
Yellow Time (s)	5.0	5.0
All-Red Time (s)	2.5	2.5
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.5
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Minimum Gap (s)	3.0	3.0
Time Before Reduce (s)	0.0	0.0
Time To Reduce (s)	0.0	0.0
Recall Mode	C-Min	C-Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	103.2	103.2
Actuated g/C Ratio	0.61	0.61
v/c Ratio	0.67	0.18
Control Delay	12.6	0.8
Queue Delay	0.1	0.0
Total Delay	12.6	0.8
LOS	B	A
Approach Delay	15.3	
Approach LOS	B	
90th %ile Green (s)	86.5	86.5
90th %ile Term Code	Coord	Coord
70th %ile Green (s)	96.1	96.1
70th %ile Term Code	Coord	Coord
50th %ile Green (s)	103.2	103.2
50th %ile Term Code	Coord	Coord
30th %ile Green (s)	110.4	110.4
30th %ile Term Code	Coord	Coord
10th %ile Green (s)	119.7	119.7
10th %ile Term Code	Coord	Coord
Stops (vph)	591	5
Fuel Used(gal)	24	1
CO Emissions (g/hr)	1672	78
NOx Emissions (g/hr)	325	15
VOC Emissions (g/hr)	387	18
Dilemma Vehicles (#)	56	0
Queue Length 50th (ft)	188	0
Queue Length 95th (ft)	510	19
Internal Link Dist (ft)	861	
Turn Bay Length (ft)		400
Base Capacity (vph)	2998	1002

Lanes, Volumes, Timings
6: SR 535 & Median Opening S

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Starvation Cap Reductn			0			0		0	0	0		0
Spillback Cap Reductn			0			0		0	0	0		0
Storage Cap Reductn			0			0		0	0	0		0
Reduced v/c Ratio			0.56			0.35		0.66	0.54	0.10		0.51

Intersection Summary

Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 161 (95%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 21.1 Intersection LOS: C
 Intersection Capacity Utilization 78.8% ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SR 535 & Median Opening S



Lanes, Volumes, Timings
6: SR 535 & Median Opening S























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Lane Group	SBT	SBR
Starvation Cap Reductn	105	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.70	0.18
Intersection Summary		

Lanes, Volumes, Timings
7: SR 535 & Polynesian Isle Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	294	57	104	60	78	169	0	1547	197	0	2118	464
Future Volume (vph)	294	57	104	60	78	169	0	1547	197	0	2118	464
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		250	300		175	0		250	450		125
Storage Lanes	1		1	2		1	0		2	0		1
Taper Length (ft)	50			50			100			50		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.91	0.88	1.00	0.91	1.00
Ped Bike Factor		1.00	0.99									0.98
Frt		0.951	0.850		0.941	0.850			0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3400	1659	1490	3400	1649	1490	0	4940	2707	0	4940	1538
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3400	1659	1470	3400	1649	1490	0	4940	2707	0	4940	1503
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13	69		16	107			207			197
Link Speed (mph)		40			30			45			45	
Link Distance (ft)		1180			788			941			950	
Travel Time (s)		20.1			17.9			14.3			14.4	
Confl. Peds. (#/hr)			1									1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	309	60	109	63	82	178	0	1628	207	0	2229	488
Shared Lane Traffic (%)			27%			30%						
Lane Group Flow (vph)	309	89	80	63	135	125	0	1628	207	0	2229	488
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			60			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1		2	1		2	1
Detector Template	Left	Thru	Right	Left	Thru	Right		Thru	Right		Thru	Right
Leading Detector (ft)	20	100	20	20	100	20		100	20		100	20
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm		NA	Perm		NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8		2	2		6	6
Switch Phase												

Lanes, Volumes, Timings
7: SR 535 & Polynesian Isle Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0		25.0	25.0		25.0	25.0
Minimum Split (s)	11.0	44.0	44.0	11.0	20.0	20.0		112.0	112.0		112.0	112.0
Total Split (s)	29.0	45.0	45.0	13.0	29.0	29.0		112.0	112.0		112.0	112.0
Total Split (%)	17.1%	26.5%	26.5%	7.6%	17.1%	17.1%		65.9%	65.9%		65.9%	65.9%
Maximum Green (s)	23.0	37.4	37.4	7.0	21.1	21.1		104.5	104.5		104.3	104.3
Yellow Time (s)	4.0	4.4	4.4	4.0	4.0	4.0		5.5	5.5		5.5	5.5
All-Red Time (s)	2.0	3.2	3.2	2.0	3.9	3.9		2.0	2.0		2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	7.6	7.6	6.0	7.9	7.9		7.5	7.5		7.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.0	2.0	3.0	2.0	2.0		3.5	3.5		3.5	3.5
Minimum Gap (s)	3.0	2.0	2.0	3.0	2.0	2.0		3.5	3.5		3.5	3.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Recall Mode	None	None	None	None	None	None		C-Min	C-Min		C-Min	C-Min
Walk Time (s)		7.0	7.0					7.0	7.0		7.0	7.0
Flash Dont Walk (s)		42.0	42.0					23.0	23.0		25.0	25.0
Pedestrian Calls (#/hr)		0	0					0	0		0	0
Act Effct Green (s)	20.1	29.7	29.7	7.0	16.2	16.2		112.2	112.2		112.0	112.0
Actuated g/C Ratio	0.12	0.17	0.17	0.04	0.10	0.10		0.66	0.66		0.66	0.66
v/c Ratio	0.77	0.30	0.26	0.45	0.78	0.52		0.50	0.11		0.68	0.46
Control Delay	85.6	52.6	16.7	90.2	95.1	24.3		5.3	0.1		9.9	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.1	0.0
Total Delay	85.6	52.6	16.7	90.2	95.1	24.3		5.3	0.1		10.0	3.4
LOS	F	D	B	F	F	C		A	A		A	A
Approach Delay		67.9			66.8			4.8			8.8	
Approach LOS		E			E			A			A	
90th %ile Green (s)	23.0	37.4	37.4	7.0	21.1	21.1		104.5	104.5		104.3	104.3
90th %ile Term Code	Max	Hold	Hold	Max	Max	Max		Coord	Coord		Coord	Coord
70th %ile Green (s)	22.7	35.6	35.6	7.0	19.6	19.6		106.3	106.3		106.1	106.1
70th %ile Term Code	Gap	Hold	Hold	Max	Gap	Gap		Coord	Coord		Coord	Coord
50th %ile Green (s)	20.7	30.7	30.7	7.0	16.7	16.7		111.2	111.2		111.0	111.0
50th %ile Term Code	Gap	Hold	Hold	Max	Gap	Gap		Coord	Coord		Coord	Coord
30th %ile Green (s)	18.6	25.1	25.1	7.6	13.8	13.8		116.2	116.2		116.0	116.0
30th %ile Term Code	Gap	Hold	Hold	Gap	Gap	Gap		Coord	Coord		Coord	Coord
10th %ile Green (s)	15.6	19.7	19.7	6.2	10.0	10.0		123.0	123.0		122.8	122.8
10th %ile Term Code	Gap	Hold	Hold	Gap	Min	Min		Coord	Coord		Coord	Coord
Stops (vph)	282	61	16	57	110	26		282	1		969	79
Fuel Used(gal)	10	2	1	2	4	1		15	1		29	4
CO Emissions (g/hr)	716	153	72	125	271	102		1023	85		2053	291
NOx Emissions (g/hr)	139	30	14	24	53	20		199	17		399	57
VOC Emissions (g/hr)	166	35	17	29	63	24		237	20		476	68
Dilemma Vehicles (#)	0	2	0	0	0	0		35	0		43	0
Queue Length 50th (ft)	174	77	10	36	138	20		54	0		246	94
Queue Length 95th (ft)	227	131	62	64	218	92		97	0		257	47
Internal Link Dist (ft)		1100			708			861			870	
Turn Bay Length (ft)	300		250	300		175			250			125
Base Capacity (vph)	460	375	377	142	218	278		3261	1857		3255	1057

Lanes, Volumes, Timings
 7: SR 535 & Polynesian Isle Blvd

11/14/2022

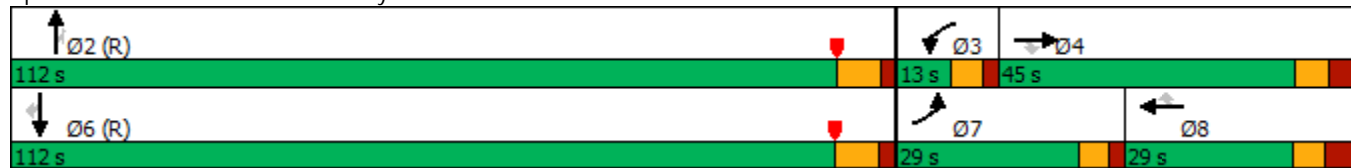


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0		0	0		178	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.67	0.24	0.21	0.44	0.62	0.45		0.50	0.11		0.72	0.46

Intersection Summary


Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	166 (98%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	170
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	16.2
Intersection LOS:	B
Intersection Capacity Utilization	75.6%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 7: SR 535 & Polynesian Isle Blvd



Lanes, Volumes, Timings
8: SR 535 & Median Opening N

11/14/2022

								
Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations		↗	↘	↑↑↑	↗		↘	↑↑↑
Traffic Volume (vph)	0	72	97	1813	99	22	37	2485
Future Volume (vph)	0	72	97	1813	99	22	37	2485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)	0%			0%				0%
Storage Length (ft)	0	0	400		350		550	
Storage Lanes	0	1	1		1		1	
Taper Length (ft)	0		50				50	
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91
Ped Bike Factor					0.98			
Frt		0.865			0.850			
Flt Protected			0.950				0.950	
Satd. Flow (prot)	0	1611	1719	4940	1538	0	1719	4940
Flt Permitted			0.950				0.950	
Satd. Flow (perm)	0	1611	1719	4940	1504	0	1719	4940
Right Turn on Red		Yes			Yes			
Satd. Flow (RTOR)		102			104			
Link Speed (mph)	30			45				45
Link Distance (ft)	1012			950				774
Travel Time (s)	23.0			14.4				11.7
Confl. Peds. (#/hr)					3			
Confl. Bikes (#/hr)								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%				0%
Adj. Flow (vph)	0	76	102	1908	104	23	39	2616
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	76	102	1908	104	0	62	2616
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	R NA	Left	Left
Median Width(ft)	0			36				36
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
Turning Speed (mph)	15	9	9		9	9	15	
Number of Detectors		1	1	2	1	1	1	2
Detector Template		Right	Left	Thru	Right	Left	Left	Thru
Leading Detector (ft)		20	20	100	20	20	20	100
Trailing Detector (ft)		0	0	0	0	0	0	0
Turn Type		Perm	Prot	NA	Perm	Prot	Prot	NA
Protected Phases			5	2		1	1	6
Permitted Phases		8			2			
Detector Phase		8	5	2	2	1	1	6
Switch Phase								

Lanes, Volumes, Timings
8: SR 535 & Median Opening N

11/14/2022



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Minimum Initial (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)		24.0	11.0	24.0	24.0	12.5	12.5	24.0
Total Split (s)		24.0	24.0	125.0	125.0	21.0	21.0	122.0
Total Split (%)		14.1%	14.1%	73.5%	73.5%	12.4%	12.4%	71.8%
Maximum Green (s)		16.5	18.0	117.5	117.5	13.5	13.5	114.5
Yellow Time (s)		5.0	4.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)		2.5	2.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		7.5	6.0	7.5	7.5		7.5	7.5
Lead/Lag			Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode		None	None	C-Min	C-Min	None	None	C-Min
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
Act Effct Green (s)		6.0	14.7	121.6	121.6		22.7	128.2
Actuated g/C Ratio		0.04	0.09	0.72	0.72		0.13	0.75
v/c Ratio		0.49	0.69	0.54	0.09		0.27	0.70
Control Delay		15.9	91.4	11.6	2.7		60.2	7.8
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		15.9	91.4	11.6	2.7		60.2	7.8
LOS		B	F	B	A		E	A
Approach Delay	15.9			15.0				9.0
Approach LOS	B			B				A
90th %ile Green (s)		8.2	18.0	109.8	109.8	29.5	29.5	122.8
90th %ile Term Code		Gap	Max	Coord	Coord	Hold	Hold	Coord
70th %ile Green (s)		5.5	17.7	111.0	111.0	31.0	31.0	125.8
70th %ile Term Code		Gap	Gap	Coord	Coord	Hold	Hold	Coord
50th %ile Green (s)		5.5	15.4	117.6	117.6	24.4	24.4	128.1
50th %ile Term Code		Gap	Gap	Coord	Coord	Hold	Hold	Coord
30th %ile Green (s)		5.5	13.0	120.1	120.1	21.9	21.9	130.5
30th %ile Term Code		Gap	Gap	Coord	Coord	Hold	Hold	Coord
10th %ile Green (s)		5.5	9.5	149.5	149.5	0.0	0.0	134.0
10th %ile Term Code		Gap	Gap	Coord	Coord	Skip	Skip	Coord
Stops (vph)		5	94	624	13		45	677
Fuel Used(gal)		1	4	23	1		2	25
CO Emissions (g/hr)		58	250	1623	58		110	1735
NOx Emissions (g/hr)		11	49	316	11		21	338
VOC Emissions (g/hr)		13	58	376	13		26	402
Dilemma Vehicles (#)		0	0	46	0		0	67
Queue Length 50th (ft)		0	118	287	4		63	235
Queue Length 95th (ft)		29	m173	328	m21		m97	261
Internal Link Dist (ft)	932			870				694
Turn Bay Length (ft)			400		350		550	
Base Capacity (vph)		248	182	3616	1128		243	3726

Lanes, Volumes, Timings
 8: SR 535 & Median Opening N

11/14/2022



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Starvation Cap Reductn		0	0	96	0		0	26
Spillback Cap Reductn		0	0	0	0		0	0
Storage Cap Reductn		0	0	0	0		0	0
Reduced v/c Ratio		0.31	0.56	0.54	0.09		0.26	0.71

Intersection Summary





























Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	4 (2%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.70
Intersection Signal Delay:	11.7
Intersection LOS:	B
Intersection Capacity Utilization	64.6%
ICU Level of Service	C
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 8: SR 535 & Median Opening N



Lanes, Volumes, Timings
 9: SR 535 & LBV Factory Stores

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				  				  		  	  	
Traffic Volume (vph)	0	0	39	206	5	138	20	1783	105	136	2300	117
Future Volume (vph)	0	0	39	206	5	138	20	1783	105	136	2300	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	300		0	525		525	575		575
Storage Lanes	0		1	2		0	1		1	1		1
Taper Length (ft)	0			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.94	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor				1.00					0.98			
Flt			0.865		0.855				0.850			0.850
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	0	1611	4990	1593	0	1719	4940	1538	1719	4940	1538
Flt Permitted				0.950			0.950			0.950		
Satd. Flow (perm)	0	0	1611	4973	1593	0	1719	4940	1512	1719	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164		145				111			123
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1002			1000			774			1245	
Travel Time (s)		22.8			22.7			11.7			18.9	
Confl. Peds. (#/hr)				1					3			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	41	217	5	145	21	1877	111	143	2421	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	41	217	150	0	21	1877	111	143	2421	123
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1	1	2		1	2	1	1	2	1
Detector Template			Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)			20	20	100		20	100	20	20	100	20
Trailing Detector (ft)			0	0	0		0	0	0	0	0	0
Turn Type			Perm	pm+pt	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases				3	8		5	2	3	1	6	
Permitted Phases			4	8					2			6
Detector Phase			4	3	8		5	2	3	1	6	6
Switch Phase												

Lanes, Volumes, Timings
9: SR 535 & LBV Factory Stores

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)			5.0	5.0	5.0		5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)			13.1	12.5	12.3		11.0	38.6	12.5	11.0	38.5	38.5
Total Split (s)			16.0	16.0	32.0		13.0	106.0	16.0	32.0	125.0	125.0
Total Split (%)			9.4%	9.4%	18.8%		7.6%	62.4%	9.4%	18.8%	73.5%	73.5%
Maximum Green (s)			7.9	8.5	24.7		7.0	98.4	8.5	26.0	117.5	117.5
Yellow Time (s)			4.2	5.0	3.4		4.0	5.6	5.0	4.0	5.5	5.5
All-Red Time (s)			3.9	2.5	3.9		2.0	2.0	2.5	2.0	2.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)			8.1	7.5	7.3		6.0	7.6	7.5	6.0	7.5	7.5
Lead/Lag			Lead	Lag			Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?			Yes	Yes			Yes	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
Minimum Gap (s)			3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)			0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)			0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode			None	None	None		None	C-Min	None	None	C-Min	C-Min
Walk Time (s)								7.0			7.0	7.0
Flash Dont Walk (s)								24.0			24.0	24.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)			5.5	18.6	18.8		7.6	105.7	113.5	24.6	127.6	127.6
Actuated g/C Ratio			0.03	0.11	0.11		0.04	0.62	0.67	0.14	0.75	0.75
v/c Ratio			0.20	0.40	0.49		0.28	0.61	0.11	0.58	0.65	0.10
Control Delay			2.1	72.0	16.2		114.8	12.0	2.2	75.4	12.7	1.4
Queue Delay			0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay			2.1	72.0	16.2		114.8	12.0	2.2	75.4	12.7	1.4
LOS			A	E	B		F	B	A	E	B	A
Approach Delay		2.1			49.2			12.6			15.5	
Approach LOS		A			D			B			B	
90th %ile Green (s)			5.5	8.1	21.9		9.8	94.9	8.1	32.3	117.5	117.5
90th %ile Term Code			Gap	Gap	Hold		Max	Coord	Gap	Hold	Coord	Coord
70th %ile Green (s)			5.5	6.5	20.3		8.6	95.8	6.5	33.0	120.3	120.3
70th %ile Term Code			Gap	Gap	Hold		Gap	Coord	Gap	Hold	Coord	Coord
50th %ile Green (s)			5.5	5.5	19.3		7.5	99.8	5.5	30.0	122.4	122.4
50th %ile Term Code			Gap	Gap	Hold		Gap	Coord	Gap	Hold	Coord	Coord
30th %ile Green (s)			5.5	9.4	23.2		0.0	110.0	9.4	15.9	132.0	132.0
30th %ile Term Code			Gap	Gap	Hold		Skip	Coord	Gap	Hold	Coord	Coord
10th %ile Green (s)			0.0	9.2	9.4		0.0	127.8	9.2	11.9	145.8	145.8
10th %ile Term Code			Skip	Gap	Hold		Skip	Coord	Gap	Gap	Coord	Coord
Stops (vph)			0	187	21		10	554	6	124	1104	6
Fuel Used(gal)			0	6	2		1	20	1	5	38	1
CO Emissions (g/hr)			22	396	118		48	1413	45	331	2675	74
NOx Emissions (g/hr)			4	77	23		9	275	9	64	521	14
VOC Emissions (g/hr)			5	92	27		11	327	11	77	620	17
Dilemma Vehicles (#)			0	0	0		0	68	0	0	68	0
Queue Length 50th (ft)			0	80	5		0	97	0	145	502	0
Queue Length 95th (ft)			0	110	78		m47	437	21	220	605	21
Internal Link Dist (ft)		922			920			694			1165	
Turn Bay Length (ft)				300			525		525	575		575
Base Capacity (vph)			231	577	355		80	3105	1056	297	3707	1185

Lanes, Volumes, Timings
 9: SR 535 & LBV Factory Stores

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn			0	0	0		0	55	0	0	0	0
Spillback Cap Reductn			0	0	0		0	0	0	0	0	0
Storage Cap Reductn			0	0	0		0	0	0	0	0	0
Reduced v/c Ratio			0.18	0.38	0.42		0.26	0.62	0.11	0.48	0.65	0.10

Intersection Summary













Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	156 (92%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	16.7
Intersection LOS:	B
Intersection Capacity Utilization	74.7%
ICU Level of Service	D
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 9: SR 535 & LBV Factory Stores



Lanes, Volumes, Timings
10: SR 535 & International Dr

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑↑		↑↑↑	↑↑		↑↑↑	↑
Traffic Volume (vph)	0	794	0	0	555	121	0	1699	277	0	2263	55
Future Volume (vph)	0	794	0	0	555	121	0	1699	277	0	2263	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	0		200	0		350	0		350
Storage Lanes	0		0	0		2	0		2	0		1
Taper Length (ft)	100			50			100			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.88	1.00	0.91	0.88	1.00	0.91	1.00
Ped Bike Factor												
Flt						0.850			0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	5085	0	0	5085	2787	0	4940	2707	0	4940	1538
Flt Permitted												
Satd. Flow (perm)	0	5085	0	0	5085	2787	0	4940	2707	0	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						41			112			57
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		840			824			835			680	
Travel Time (s)		12.7			12.5			12.7			10.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	836	0	0	584	127	0	1788	292	0	2382	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	836	0	0	584	127	0	1788	292	0	2382	58
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2	1		2	1		2	1
Detector Template		Thru			Thru	Right		Thru	Right		Thru	Right
Leading Detector (ft)		100			100	20		100	20		100	20
Trailing Detector (ft)		0			0	0		0	0		0	0
Turn Type		NA			NA	Perm		NA	Perm		NA	Perm
Protected Phases		4			8			6			2	
Permitted Phases						8			6			2
Detector Phase		4			8	8		6	6		2	2
Switch Phase												

Lanes, Volumes, Timings
10: SR 535 & International Dr

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0			5.0	5.0		10.0	10.0		10.0	10.0
Minimum Split (s)		55.0			55.0	55.0		17.5	17.5		17.5	17.5
Total Split (s)		55.0			55.0	55.0		65.0	65.0		65.0	65.0
Total Split (%)		45.8%			45.8%	45.8%		54.2%	54.2%		54.2%	54.2%
Maximum Green (s)		47.2			47.2	47.2		57.5	57.5		57.5	57.5
Yellow Time (s)		4.8			4.8	4.8		5.5	5.5		5.5	5.5
All-Red Time (s)		3.0			3.0	3.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.8			7.8	7.8		7.5	7.5		7.5	7.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0		3.0	3.0
Minimum Gap (s)		3.0			3.0	3.0		3.0	3.0		3.0	3.0
Time Before Reduce (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Time To Reduce (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Recall Mode		None			None	None		C-Min	C-Min		C-Min	C-Min
Walk Time (s)		7.0			7.0	7.0						
Flash Dont Walk (s)		39.0			39.0	39.0						
Pedestrian Calls (#/hr)		0			0	0						
Act Effct Green (s)		27.2			27.2	27.2		77.5	77.5		77.5	77.5
Actuated g/C Ratio		0.23			0.23	0.23		0.65	0.65		0.65	0.65
v/c Ratio		0.73			0.51	0.19		0.56	0.16		0.75	0.06
Control Delay		35.0			41.7	24.8		10.6	4.1		11.3	1.5
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		35.0			41.7	24.8		10.6	4.1		11.4	1.5
LOS		D			D	C		B	A		B	A
Approach Delay		35.0			38.7			9.7			11.1	
Approach LOS		D			D			A			B	
90th %ile Green (s)		32.8			32.8	32.8		71.9	71.9		71.9	71.9
90th %ile Term Code		Gap			Hold	Hold		Coord	Coord		Coord	Coord
70th %ile Green (s)		29.2			29.2	29.2		75.5	75.5		75.5	75.5
70th %ile Term Code		Gap			Hold	Hold		Coord	Coord		Coord	Coord
50th %ile Green (s)		27.2			27.2	27.2		77.5	77.5		77.5	77.5
50th %ile Term Code		Gap			Hold	Hold		Coord	Coord		Coord	Coord
30th %ile Green (s)		25.2			25.2	25.2		79.5	79.5		79.5	79.5
30th %ile Term Code		Gap			Hold	Hold		Coord	Coord		Coord	Coord
10th %ile Green (s)		21.4			21.4	21.4		83.3	83.3		83.3	83.3
10th %ile Term Code		Gap			Hold	Hold		Coord	Coord		Coord	Coord
Stops (vph)		409			469	62		955	73		942	4
Fuel Used(gal)		15			18	3		25	3		27	0
CO Emissions (g/hr)		1054			1270	213		1729	185		1882	22
NOx Emissions (g/hr)		205			247	41		336	36		366	4
VOC Emissions (g/hr)		244			294	49		401	43		436	5
Dilemma Vehicles (#)		25			18	0		65	0		66	0
Queue Length 50th (ft)		127			145	30		152	13		238	1
Queue Length 95th (ft)		141			173	56		343	32		341	m4
Internal Link Dist (ft)		760			744			755			600	
Turn Bay Length (ft)						200			350			350
Base Capacity (vph)		2000			2000	1121		3192	1788		3192	1014

Lanes, Volumes, Timings
 10: SR 535 & International Dr

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0		0	0		30	0
Spillback Cap Reductn		0			0	0		0	0		0	0
Storage Cap Reductn		0			0	0		0	0		0	0
Reduced v/c Ratio		0.42			0.29	0.11		0.56	0.16		0.75	0.06

Intersection Summary	
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	15 (13%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.75
Intersection Signal Delay:	17.1
Intersection LOS:	B
Intersection Capacity Utilization	71.8%
ICU Level of Service	C
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 10: SR 535 & International Dr



Lanes, Volumes, Timings
 11: SR 535 & SR 536/World Center Dr

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↗		↑↑↑	↗↗		↑↑↑	↗↗
Traffic Volume (vph)	0	1701	0	0	1347	424	0	1456	88	0	1919	272
Future Volume (vph)	0	1701	0	0	1347	424	0	1456	88	0	1919	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		300	400		400	0		300
Storage Lanes	0		0	0		1	0		2	0		2
Taper Length (ft)	50			200			300			150		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.91	0.88	1.00	0.91	0.88
Ped Bike Factor												
Flt						0.850			0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	5036	0	0	5036	1568	0	4940	2707	0	4940	2707
Flt Permitted												
Satd. Flow (perm)	0	5036	0	0	5036	1568	0	4940	2707	0	4940	2707
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						41			41			41
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		769			830			738			1735	
Travel Time (s)		9.5			12.6			11.2			26.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1791	0	0	1418	446	0	1533	93	0	2020	286
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1791	0	0	1418	446	0	1533	93	0	2020	286
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2	1		2	1		2	1
Detector Template		Thru			Thru	Right		Thru	Right		Thru	Right
Leading Detector (ft)		100			100	20		100	20		100	20
Trailing Detector (ft)		0			0	0		0	0		0	0
Turn Type		NA			NA	Perm		NA	Perm		NA	Perm
Protected Phases		8			4			6			2	
Permitted Phases						4			6			2
Detector Phase		8			4	4		6	6		2	2
Switch Phase												

Lanes, Volumes, Timings
 11: SR 535 & SR 536/World Center Dr

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0			10.0	10.0		5.0	5.0		5.0	5.0
Minimum Split (s)		24.0			17.6	17.6		24.0	24.0		24.0	24.0
Total Split (s)		56.0			56.0	56.0		64.0	64.0		64.0	64.0
Total Split (%)		46.7%			46.7%	46.7%		53.3%	53.3%		53.3%	53.3%
Maximum Green (s)		48.5			48.5	48.5		58.0	58.0		56.5	56.5
Yellow Time (s)		5.0			5.0	5.0		4.0	4.0		5.0	5.0
All-Red Time (s)		2.5			2.5	2.5		2.0	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)		7.5			7.5	7.5		6.0	6.0		7.5	7.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0		3.0	3.0
Minimum Gap (s)		3.0			3.0	3.0		3.0	3.0		3.0	3.0
Time Before Reduce (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Time To Reduce (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Recall Mode		None			None	None		None	None		C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Dont Walk (s)								11.0	11.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)		47.9			47.9	47.9		58.6	58.6		57.1	57.1
Actuated g/C Ratio		0.40			0.40	0.40		0.49	0.49		0.48	0.48
v/c Ratio		0.89			0.71	0.69		0.64	0.07		0.86	0.22
Control Delay		30.5			32.4	33.2		17.7	7.0		32.8	16.3
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		30.5			32.4	33.2		17.7	7.0		32.8	16.3
LOS		C			C	C		B	A		C	B
Approach Delay		30.5			32.6			17.1			30.7	
Approach LOS		C			C			B			C	
90th %ile Green (s)		48.5			48.5	48.5		58.0	58.0		56.5	56.5
90th %ile Term Code		Max			Max	Max		Coord	Coord		Coord	Coord
70th %ile Green (s)		48.5			48.5	48.5		58.0	58.0		56.5	56.5
70th %ile Term Code		Max			Max	Max		Coord	Coord		Coord	Coord
50th %ile Green (s)		48.5			48.5	48.5		58.0	58.0		56.5	56.5
50th %ile Term Code		Max			Hold	Hold		Coord	Coord		Coord	Coord
30th %ile Green (s)		48.5			48.5	48.5		58.0	58.0		56.5	56.5
30th %ile Term Code		Max			Hold	Hold		Coord	Coord		Coord	Coord
10th %ile Green (s)		45.4			45.4	45.4		61.1	61.1		59.6	59.6
10th %ile Term Code		Gap			Hold	Hold		Coord	Coord		Coord	Coord
Stops (vph)		933			1090	318		610	32		1646	132
Fuel Used(gal)		36			30	9		20	1		55	6
CO Emissions (g/hr)		2529			2076	636		1384	66		3836	392
NOx Emissions (g/hr)		492			404	124		269	13		746	76
VOC Emissions (g/hr)		586			481	148		321	15		889	91
Dilemma Vehicles (#)		109			50	0		61	0		80	0
Queue Length 50th (ft)		252			329	255		194	1		500	61
Queue Length 95th (ft)		379			384	378		227	9		572	92
Internal Link Dist (ft)		689			750			658			1655	
Turn Bay Length (ft)						300			400			300
Base Capacity (vph)		2035			2035	658		2413	1343		2351	1310

Lanes, Volumes, Timings
 11: SR 535 & SR 536/World Center Dr

11/14/2022

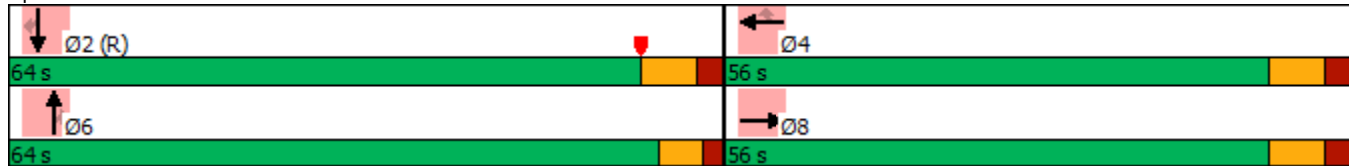


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0		0	0		0	0
Spillback Cap Reductn		0			0	0		0	0		0	0
Storage Cap Reductn		0			0	0		0	0		0	0
Reduced v/c Ratio		0.88			0.70	0.68		0.64	0.07		0.86	0.22

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	118 (98%), Referenced to phase 2:SBT, Start of Yellow
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	28.2
Intersection LOS:	C
Intersection Capacity Utilization	82.4%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 11: SR 535 & SR 536/World Center Dr



Lanes, Volumes, Timings
 12: SR 535 & Lake Bryan Beach Blvd

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↑↑↑	↗	↗	↑↑↑	
Traffic Volume (vph)	2	2	3	58	2	104	49	1793	38	24	2130	1
Future Volume (vph)	2	2	3	58	2	104	49	1793	38	24	2130	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		175	150		0
Storage Lanes	0		0	0		0	1		1	1		0
Taper Length (ft)	0			0			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.942			0.914				0.850			
Flt Protected		0.986			0.983		0.950			0.950		
Satd. Flow (prot)	0	1713	0	0	1657	0	1719	4940	1538	1719	4940	0
Flt Permitted		0.986			0.983		0.950			0.950		
Satd. Flow (perm)	0	1713	0	0	1657	0	1719	4940	1538	1719	4940	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1035			1008			1735			2813	
Travel Time (s)		23.5			22.9			26.3			42.6	
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	2	2	3	61	2	109	52	1887	40	25	2242	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	172	0	52	1887	40	25	2243	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
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	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	61.9%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
 13: International Dr & World Center Dr/SR 536

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↕		↖	↕↕	↗	↖	↕↕	↗↗	↖↗	↕↕↕	↗
Traffic Volume (vph)	331	1207	84	196	1418	324	30	956	415	303	1001	340
Future Volume (vph)	331	1207	84	196	1418	324	30	956	415	303	1001	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	375		275	150		300	400		450
Storage Lanes	1		0	1		1	1		2	2		1
Taper Length (ft)	50			50			125			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.88	0.97	0.91	1.00
Ped Bike Factor												
Frt		0.990				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3470	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3470	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				237			133			358
Link Speed (mph)		45			45			45				45
Link Distance (ft)		1492			2554			919				1719
Travel Time (s)		22.6			38.7			13.9				26.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	348	1271	88	206	1493	341	32	1006	437	319	1054	358
Shared Lane Traffic (%)												
Lane Group Flow (vph)	348	1359	0	206	1493	341	32	1006	437	319	1054	358
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	Free
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases						Free			4			Free
Detector Phase	1	6		5	2		7	4	5	3	8	
Switch Phase												

Lanes, Volumes, Timings
 13: International Dr & World Center Dr/SR 536

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.4	37.8		12.6	17.6		11.8	11.8	12.6	11.9	11.9	
Total Split (s)	21.0	63.0		23.0	65.0		11.8	44.0	23.0	20.0	52.2	
Total Split (%)	14.0%	42.0%		15.3%	43.3%		7.9%	29.3%	15.3%	13.3%	34.8%	
Maximum Green (s)	13.6	56.2		15.4	57.4		5.0	37.2	15.4	13.1	45.3	
Yellow Time (s)	4.8	4.8		5.6	5.6		4.8	4.8	5.6	4.9	4.9	
All-Red Time (s)	2.6	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.4	6.8		7.6	7.6		6.8	6.8	7.6	6.9	6.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		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	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		24.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	13.6	56.2		15.4	57.4	150.0	5.0	37.2	59.4	13.1	47.7	150.0
Actuated g/C Ratio	0.09	0.37		0.10	0.38	1.00	0.03	0.25	0.40	0.09	0.32	1.00
v/c Ratio	1.13	1.04		1.15	1.11	0.22	0.55	1.16	0.37	1.08	0.66	0.23
Control Delay	150.0	81.9		170.5	104.6	0.3	104.0	132.8	22.7	136.6	47.1	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	150.0	81.9		170.5	104.6	0.3	104.0	132.8	22.7	136.6	47.1	0.3
LOS	F	F		F	F	A	F	F	C	F	D	A
Approach Delay		95.8			93.8			99.6			53.9	
Approach LOS		F			F			F			D	
90th %ile Green (s)	13.6	56.2		15.4	57.4		5.0	37.2	15.4	13.1	45.3	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
70th %ile Green (s)	13.6	56.2		15.4	57.4		5.0	37.2	15.4	13.1	45.3	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Hold	
50th %ile Green (s)	13.6	56.2		15.4	57.4		5.0	37.2	15.4	13.1	45.3	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Hold	
30th %ile Green (s)	13.6	56.2		15.4	57.4		5.0	37.2	15.4	13.1	45.3	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Hold	
10th %ile Green (s)	13.6	56.2		15.4	57.4		0.0	37.2	15.4	13.1	57.1	
10th %ile Term Code	Max	Coord		Max	Coord		Skip	Max	Max	Max	Hold	
Stops (vph)	279	1151		159	1235	0	27	814	199	259	850	0
Fuel Used(gal)	17	48		12	69	5	1	42	7	15	31	4
CO Emissions (g/hr)	1173	3379		841	4827	377	80	2913	480	1050	2191	267
NOx Emissions (g/hr)	228	657		164	939	73	16	567	93	204	426	52
VOC Emissions (g/hr)	272	783		195	1119	87	19	675	111	243	508	62
Dilemma Vehicles (#)	0	40		0	42	0	0	27	0	0	28	0
Queue Length 50th (ft)	~202	~754		~235	~877	0	31	~610	117	~178	334	0
Queue Length 95th (ft)	#307	#896		#406	#1017	0	#83	#748	167	#280	388	0
Internal Link Dist (ft)		1412			2474			839			1639	
Turn Bay Length (ft)	250			375		275	150		300	400		450
Base Capacity (vph)	308	1303		179	1341	1568	58	869	1173	296	1599	1568

Lanes, Volumes, Timings
 13: International Dr & World Center Dr/SR 536

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.13	1.04		1.15	1.11	0.22	0.55	1.16	0.37	1.08	0.66	0.23

Intersection Summary





























Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.16
Intersection Signal Delay:	85.6
Intersection LOS:	F
Intersection Capacity Utilization:	107.6%
ICU Level of Service:	G
Analysis Period (min):	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 13: International Dr & World Center Dr/SR 536



Lanes, Volumes, Timings
14: US 192 & Storey Lake Blvd

12/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 			 	
Traffic Volume (vph)	79	2194	0	0	1911	212	0	0	0	326	0	111
Future Volume (vph)	79	2194	0	0	1911	212	0	0	0	326	0	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	530		350	0		0	250		185
Storage Lanes	2		0	1		1	0		0	1		1
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor										1.00	0.98	0.98
Fr t						0.850					0.850	0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3367	4988	0	1863	4988	1553	0	1863	0	1770	1481	1504
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3367	4988	0	1863	4988	1553	0	1863	0	1766	1481	1481
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						158					65	65
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1315			1205			229			1017	
Travel Time (s)		19.9			18.3			5.2			23.1	
Confl. Peds. (#/hr)										2		1
Confl. Bikes (#/hr)										1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	83	2309	0	0	2012	223	0	0	0	343	0	117
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	83	2309	0	0	2012	223	0	0	0	343	59	58
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			12			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	60		9	60		60	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Perm				Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6	8					4
Detector Phase	5	2		1	6	6	8	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
 14: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	25.0		5.0	25.0	25.0	6.0	6.0		6.0	5.0	5.0
Minimum Split (s)	17.0	95.0		11.0	95.0	95.0	15.0	15.0		28.0	24.0	24.0
Total Split (s)	17.0	101.0		11.0	95.0	95.0	15.0	15.0		63.0	78.0	78.0
Total Split (%)	8.9%	53.2%		5.8%	50.0%	50.0%	7.9%	7.9%		33.2%	41.1%	41.1%
Maximum Green (s)	7.2	92.6		5.0	86.7	86.7	6.0	6.0		54.0	72.0	72.0
Yellow Time (s)	4.8	4.8		4.0	4.8	4.8	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	5.0	3.6		2.0	3.5	3.5	5.0	5.0		5.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	9.8	8.4		6.0	8.3	8.3		9.0		9.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0					7.0	7.0
Flash Dont Walk (s)		29.0			26.0	26.0					11.0	11.0
Pedestrian Calls (#/hr)		0			0	0					0	0
Act Effct Green (s)	10.1	130.4			110.5	110.5				42.2	45.2	45.2
Actuated g/C Ratio	0.05	0.69			0.58	0.58				0.22	0.24	0.24
v/c Ratio	0.46	0.67			0.69	0.23				0.87	0.15	0.14
Control Delay	95.2	19.6			30.8	7.2				93.1	9.0	8.4
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Total Delay	95.2	19.6			30.8	7.2				93.1	9.0	8.4
LOS	F	B			C	A				F	A	A
Approach Delay		22.2			28.4						71.6	
Approach LOS		C			C						E	
90th %ile Green (s)	12.9	119.9		0.0	97.3	97.3	0.0	0.0		52.7	55.7	55.7
90th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
70th %ile Green (s)	11.3	125.9		0.0	104.9	104.9	0.0	0.0		46.7	49.7	49.7
70th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
50th %ile Green (s)	10.2	130.2		0.0	110.3	110.3	0.0	0.0		42.4	45.4	45.4
50th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
30th %ile Green (s)	9.0	134.6		0.0	115.9	115.9	0.0	0.0		38.0	41.0	41.0
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
10th %ile Green (s)	7.3	141.2		0.0	124.2	124.2	0.0	0.0		31.4	34.4	34.4
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
Stops (vph)	76	1255			1324	33				310	7	6
Fuel Used(gal)	3	43			43	2				10	1	1
CO Emissions (g/hr)	220	3011			3033	166				732	41	39
NOx Emissions (g/hr)	43	586			590	32				142	8	8
VOC Emissions (g/hr)	51	698			703	39				170	9	9
Dilemma Vehicles (#)	0	58			50	0				0	0	0
Queue Length 50th (ft)	53	589			632	35				418	0	0
Queue Length 95th (ft)	85	747			800	95				515	36	35
Internal Link Dist (ft)		1235			1125			149			937	
Turn Bay Length (ft)	425					350				250		185
Base Capacity (vph)	179	3422			2901	969				503	601	601

Lanes, Volumes, Timings
 14: US 192 & Storey Lake Blvd

12/29/2022

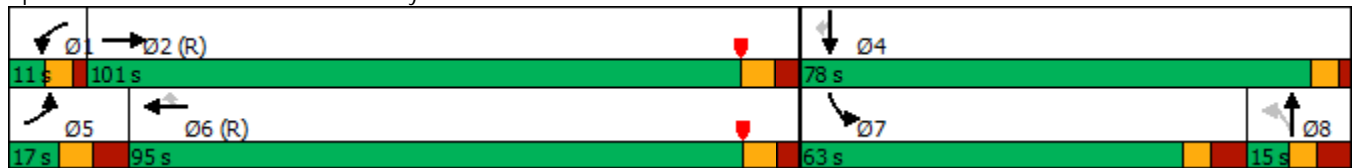


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0			0	0				0	0	0
Spillback Cap Reductn	0	0			0	0				0	0	0
Storage Cap Reductn	0	0			0	0				0	0	0
Reduced v/c Ratio	0.46	0.67			0.69	0.23				0.68	0.10	0.10

Intersection Summary

































Area Type:	Other
Cycle Length:	190
Actuated Cycle Length:	190
Offset:	3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	155
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.87
Intersection Signal Delay:	29.4
Intersection LOS:	C
Intersection Capacity Utilization	72.5%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 14: US 192 & Storey Lake Blvd



Lanes, Volumes, Timings
15: US 192 & Poinciana Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  			 			 	
Traffic Volume (vph)	125	1250	813	216	1052	77	312	484	141	91	680	130
Future Volume (vph)	125	1250	813	216	1052	77	312	484	141	91	680	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	390		390	330		330	234		0	475		475
Storage Lanes	2		1	2		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.98			0.99		1.00				
Fr _t			0.850			0.850		0.966				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3406	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.081			0.381		
Satd. Flow (perm)	3431	5085	1558	3433	5085	1563	151	3406	0	710	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			342			134			21			137
Link Speed (mph)		45			45			40				40
Link Distance (ft)		3747			3214			547				771
Travel Time (s)		56.8			48.7			9.3				13.1
Confl. Peds. (#/hr)	1		3				3		3			
Confl. Bikes (#/hr)				2		1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	132	1316	856	227	1107	81	328	509	148	96	716	137
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	1316	856	227	1107	81	328	657	0	96	716	137
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
15: US 192 & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	13.4	49.4	49.4	13.4	50.4	50.4	13.8	40.8		13.8	38.8	38.8
Total Split (s)	19.2	87.0	87.0	20.0	87.8	87.8	38.0	71.0		16.4	49.4	49.4
Total Split (%)	9.9%	44.8%	44.8%	10.3%	45.2%	45.2%	19.5%	36.5%		8.4%	25.4%	25.4%
Maximum Green (s)	12.8	80.6	80.6	13.6	81.4	81.4	31.2	64.2		9.6	42.6	42.6
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		36.0	36.0		37.0	37.0		27.0			25.0	25.0
Pedestrian Calls (#/hr)		0	0		0	0		0			0	0
Act Effct Green (s)	11.8	80.6	80.6	13.6	82.4	82.4	80.6	64.5		51.9	42.6	42.6
Actuated g/C Ratio	0.06	0.41	0.41	0.07	0.42	0.42	0.41	0.33		0.27	0.22	0.22
v/c Ratio	0.63	0.62	1.01	0.95	0.51	0.11	1.02	0.57		0.40	0.92	0.30
Control Delay	102.9	46.6	66.6	132.9	42.4	0.3	114.5	54.2		43.5	92.1	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	102.9	46.6	66.6	132.9	42.4	0.3	114.5	54.2		43.5	92.1	9.9
LOS	F	D	E	F	D	A	F	D		D	F	A
Approach Delay		57.2			54.5			74.3			75.3	
Approach LOS		E			D			E			E	
90th %ile Green (s)	12.8	80.6	80.6	13.6	81.4	81.4	31.2	64.2		9.6	42.6	42.6
90th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Coord		Max	Coord	Coord
70th %ile Green (s)	12.8	80.6	80.6	13.6	81.4	81.4	31.2	64.2		9.6	42.6	42.6
70th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Coord		Max	Coord	Coord
50th %ile Green (s)	12.8	80.6	80.6	13.6	81.4	81.4	31.2	64.2		9.6	42.6	42.6
50th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Coord		Max	Coord	Coord
30th %ile Green (s)	11.4	80.6	80.6	13.6	82.8	82.8	31.2	64.2		9.6	42.6	42.6
30th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Coord		Max	Coord	Coord
10th %ile Green (s)	9.3	80.6	80.6	13.6	84.9	84.9	31.2	65.6		8.2	42.6	42.6
10th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
Stops (vph)	119	967	524	195	759	0	241	492		70	638	14
Fuel Used(gal)	7	54	37	13	40	2	11	14		2	23	1
CO Emissions (g/hr)	499	3794	2608	893	2829	113	755	981		138	1578	75
NOx Emissions (g/hr)	97	738	507	174	551	22	147	191		27	307	15
VOC Emissions (g/hr)	116	879	605	207	656	26	175	227		32	366	17
Dilemma Vehicles (#)	0	32	0	0	22	0	0	16		0	17	0
Queue Length 50th (ft)	86	486	~875	152	384	0	~390	357		76	478	0
Queue Length 95th (ft)	127	538	#1145	#246	431	0	#609	426		122	#594	64
Internal Link Dist (ft)		3667			3134			467			691	
Turn Bay Length (ft)	390		390	330		330	234			475		475
Base Capacity (vph)	226	2108	846	240	2154	739	322	1143		242	775	453

Lanes, Volumes, Timings
 15: US 192 & Poinciana Blvd

11/14/2022

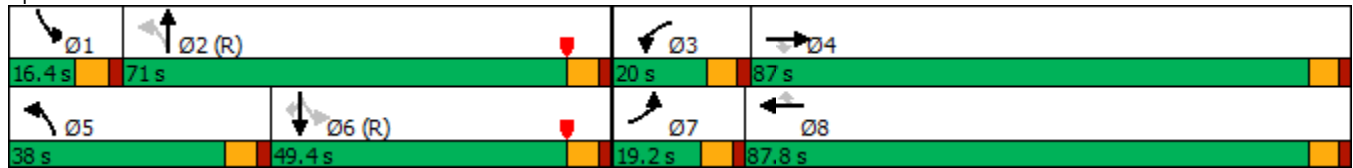


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.58	0.62	1.01	0.95	0.51	0.11	1.02	0.57		0.40	0.92	0.30

Intersection Summary

Area Type:	Other
Cycle Length:	194.4
Actuated Cycle Length:	194.4
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.02
Intersection Signal Delay:	62.6
Intersection LOS:	E
Intersection Capacity Utilization	92.0%
ICU Level of Service	F
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 15: US 192 & Poinciana Blvd



Lanes, Volumes, Timings
 16: World Center Dr & Buena Vista Suites

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑↑↑		↖	↑↑↑			↕			↕	
Traffic Volume (vph)	38	1730	21	30	1715	9	21	2	35	8	1	35
Future Volume (vph)	38	1730	21	30	1715	9	21	2	35	8	1	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.998			0.999			0.918			0.891	
Fl _t Protected	0.950			0.950				0.982			0.991	
Satd. Flow (prot)	1752	5026	0	1752	5031	0	0	1679	0	0	1645	0
Fl _t Permitted	0.950			0.950				0.982			0.991	
Satd. Flow (perm)	1752	5026	0	1752	5031	0	0	1679	0	0	1645	0
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		830			933			350			496	
Travel Time (s)		12.6			14.1			8.0			11.3	
Confl. Peds. (#/hr)			1									
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	40	1821	22	32	1805	9	22	2	37	8	1	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	1843	0	32	1814	0	0	61	0	0	46	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 46.8% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
 17: World Center Dr & Caribe Royale Orlando

11/14/2022































Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↘	↘
Traffic Volume (vph)	28	1596	1769	19	27	44
Future Volume (vph)	28	1596	1769	19	27	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	270			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	5036	5026	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	5036	5026	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		933	1492		505	
Travel Time (s)		14.1	22.6		11.5	
Confl. Peds. (#/hr)					1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	29	1680	1862	20	28	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	1680	1882	0	28	46
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.6%
ICU Level of Service	A
Analysis Period (min)	15

Lanes, Volumes, Timings
18: World Gateway Dr & SR 536

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Traffic Volume (vph)	61	1680	414	166	1462	109	181	30	141	121	61	212
Future Volume (vph)	61	1680	414	166	1462	109	181	30	141	121	61	212
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	700		500	525		575	0		0	250		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			0			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.877				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568	1770	1634	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.539			0.458		
Satd. Flow (perm)	1752	5036	1568	1752	5036	1568	1004	1634	0	853	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			436			154		142				234
Link Speed (mph)		55			55			30				30
Link Distance (ft)		2142			1710			946				1989
Travel Time (s)		26.6			21.2			21.5				45.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	64	1768	436	175	1539	115	191	32	148	127	64	223
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	1768	436	175	1539	115	191	180	0	127	64	223
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Detector Phase	5	2	2	1	6	6	3	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
18: World Gateway Dr & SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	13.7	42.6	42.6	13.5	18.5	18.5	11.7	12.3		11.1	12.3	12.3
Total Split (s)	19.3	65.0	65.0	29.0	74.7	74.7	19.0	25.0		16.0	22.0	22.0
Total Split (%)	14.3%	48.1%	48.1%	21.5%	55.3%	55.3%	14.1%	18.5%		11.9%	16.3%	16.3%
Maximum Green (s)	10.6	56.4	56.4	20.5	66.2	66.2	12.3	17.7		9.9	14.7	14.7
Yellow Time (s)	5.6	5.6	5.6	5.5	5.5	5.5	3.4	3.4		3.4	3.4	3.4
All-Red Time (s)	3.1	3.0	3.0	3.0	3.0	3.0	3.3	3.9		2.7	3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.7	8.6	8.6	8.5	8.5	8.5	6.7	7.3		6.1	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0	7.0									
Flash Dont Walk (s)		27.0	27.0									
Pedestrian Calls (#/hr)		0	0									
Act Effct Green (s)	9.7	63.3	63.3	17.8	74.3	74.3	26.8	13.4		21.2	10.1	10.1
Actuated g/C Ratio	0.07	0.47	0.47	0.13	0.55	0.55	0.20	0.10		0.16	0.07	0.07
v/c Ratio	0.51	0.75	0.45	0.76	0.55	0.12	0.70	0.62		0.63	0.46	0.67
Control Delay	74.4	32.8	3.8	76.8	22.0	1.3	61.0	24.7		58.3	69.8	16.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	74.4	32.8	3.8	76.8	22.0	1.3	61.0	24.7		58.3	69.8	16.2
LOS	E	C	A	E	C	A	E	C		E	E	B
Approach Delay		28.4			25.9			43.4			37.4	
Approach LOS		C			C			D			D	
90th %ile Green (s)	11.2	56.4	56.4	21.1	66.2	66.2	12.3	17.1		9.9	14.1	14.1
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Hold		Max	Gap	Gap
70th %ile Green (s)	11.9	58.7	58.7	21.3	68.0	68.0	12.3	14.6		9.9	11.6	11.6
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Max	Gap	Gap
50th %ile Green (s)	10.3	62.9	62.9	18.7	71.2	71.2	12.3	13.0		9.9	10.0	10.0
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Max	Gap	Gap
30th %ile Green (s)	8.6	64.3	64.3	16.0	71.6	71.6	15.2	12.8		11.4	8.4	8.4
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord	Coord	Max	Hold		Gap	Gap	Gap
10th %ile Green (s)	0.0	74.1	74.1	12.0	94.7	94.7	11.6	9.6		8.8	6.2	6.2
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord	Coord	Gap	Hold		Gap	Gap	Gap
Stops (vph)	57	1351	28	157	931	3	166	45		111	57	23
Fuel Used(gal)	3	59	6	7	40	1	4	2		4	2	4
CO Emissions (g/hr)	196	4133	451	511	2774	88	314	166		275	149	288
NOx Emissions (g/hr)	38	804	88	99	540	17	61	32		53	29	56
VOC Emissions (g/hr)	46	958	105	118	643	20	73	38		64	34	67
Dilemma Vehicles (#)	0	62	0	0	54	0	0	0		0	0	0
Queue Length 50th (ft)	55	458	0	149	326	0	148	31		94	55	0
Queue Length 95th (ft)	105	569	63	227	404	14	217	107		149	101	69
Internal Link Dist (ft)		2062			1630			866			1909	
Turn Bay Length (ft)	700		500	525		575				250		
Base Capacity (vph)	142	2360	966	269	2773	932	273	337		204	202	380

Lanes, Volumes, Timings
 18: World Gateway Dr & SR 536

11/14/2022

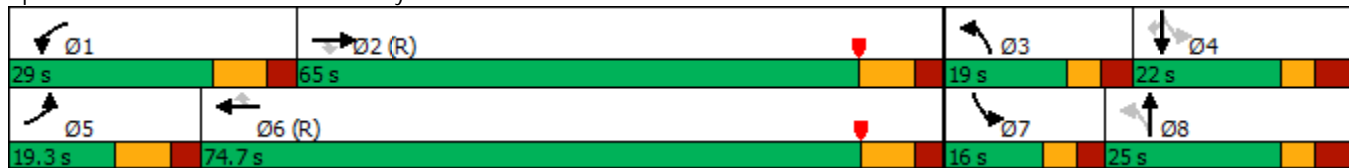


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.45	0.75	0.45	0.65	0.55	0.12	0.70	0.53		0.62	0.32	0.59

Intersection Summary

Area Type:	Other
Cycle Length:	135
Actuated Cycle Length:	135
Offset:	0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	29.4
Intersection LOS:	C
Intersection Capacity Utilization	84.0%
ICU Level of Service	E
Analysis Period (min)	15

Splits and Phases: 18: World Gateway Dr & SR 536



Lanes, Volumes, Timings
 19: International Dr & World Gateway Dr

11/14/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↘	↙
Traffic Volume (vph)	249	642	472	103	461	179
Future Volume (vph)	249	642	472	103	461	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.973			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	4948	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	4948	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		1160	2787		946	
Travel Time (s)		17.6	42.2		21.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	262	676	497	108	485	188
Shared Lane Traffic (%)						
Lane Group Flow (vph)	262	676	605	0	485	188
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		60	40		36	
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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.8%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
 20: Poinciana Blvd EB Off Ramp & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Lane Configurations							
Traffic Volume (vph)	54	68	0	733	783	0	
Future Volume (vph)	54	68	0	733	783	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	1	0			0	
Taper Length (ft)	0		0				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	
Ped Bike Factor							
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	1752	1568	0	3539	3471	0	
Flt Permitted	0.950						
Satd. Flow (perm)	1752	1568	0	3539	3471	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		72					
Link Speed (mph)	30			40	40		
Link Distance (ft)	1471			395	446		
Travel Time (s)	33.4			6.7	7.6		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	3%	3%	2%	2%	4%	4%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	57	72	0	772	824	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	57	72	0	772	824	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			24	24		
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	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	1		2	2		
Detector Template	Left	Right		Thru	Thru		
Leading Detector (ft)	20	20		100	100		
Trailing Detector (ft)	0	0		0	0		
Turn Type	Prot	Perm		NA	NA		
Protected Phases	4			2	6		5
Permitted Phases		4					
Detector Phase	4	4		2	6		
Switch Phase							

Lanes, Volumes, Timings
 20: Poinciana Blvd EB Off Ramp & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	24.0	24.0		24.0	31.0		11.0
Total Split (s)	24.0	24.0		61.0	42.0		19.0
Total Split (%)	28.2%	28.2%		71.8%	49.4%		22%
Maximum Green (s)	19.0	19.0		56.0	37.0		14.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		
Total Lost Time (s)	5.0	5.0		5.0	5.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None		C-Min	C-Min		None
Walk Time (s)					10.0		
Flash Dont Walk (s)					16.0		
Pedestrian Calls (#/hr)					0		
Act Effct Green (s)	8.2	8.2		69.9	56.4		
Actuated g/C Ratio	0.10	0.10		0.82	0.66		
v/c Ratio	0.34	0.33		0.27	0.36		
Control Delay	40.6	13.5		2.7	3.0		
Queue Delay	0.0	0.0		0.0	0.0		
Total Delay	40.6	13.5		2.7	3.0		
LOS	D	B		A	A		
Approach Delay	25.5			2.7	3.0		
Approach LOS	C			A	A		
90th %ile Green (s)	11.1	11.1		63.9	43.8		15.1
90th %ile Term Code	Gap	Gap		Coord	Coord		Gap
70th %ile Green (s)	9.4	9.4		65.6	48.0		12.6
70th %ile Term Code	Gap	Gap		Coord	Coord		Gap
50th %ile Green (s)	8.1	8.1		66.9	51.0		10.9
50th %ile Term Code	Gap	Gap		Coord	Coord		Gap
30th %ile Green (s)	6.9	6.9		68.1	54.0		9.1
30th %ile Term Code	Gap	Gap		Coord	Coord		Gap
10th %ile Green (s)	0.0	0.0		80.0	80.0		0.0
10th %ile Term Code	Skip	Skip		Coord	Coord		Skip
Stops (vph)	50	17		158	62		
Fuel Used(gal)	1	1		4	3		
CO Emissions (g/hr)	94	74		274	241		
NOx Emissions (g/hr)	18	14		53	47		
VOC Emissions (g/hr)	22	17		63	56		
Dilemma Vehicles (#)	0	0		37	35		
Queue Length 50th (ft)	29	0		43	28		
Queue Length 95th (ft)	63	37		73	34		
Internal Link Dist (ft)	1391			315	366		
Turn Bay Length (ft)							
Base Capacity (vph)	391	406		2910	2301		

Lanes, Volumes, Timings
 20: Poinciana Blvd EB Off Ramp & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Starvation Cap Reductn	0	0		0	0		
Spillback Cap Reductn	0	0		0	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	0.15	0.18		0.27	0.36		

Intersection Summary	
Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	66 (78%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.52
Intersection Signal Delay:	4.5
Intersection LOS:	A
Intersection Capacity Utilization	38.2%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 20: Poinciana Blvd EB Off Ramp & Poinciana Blvd



Lanes, Volumes, Timings

21: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Lane Configurations			↙	↑↑	↓↓			
Traffic Volume (vph)	0	0	109	678	783	68		
Future Volume (vph)	0	0	109	678	783	68		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	0			0		
Storage Lanes	0	0	1			0		
Taper Length (ft)	0		0					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95		
Ped Bike Factor								
Frt					0.988			
Flt Protected			0.950					
Satd. Flow (prot)	0	0	1736	3471	3429	0		
Flt Permitted			0.950					
Satd. Flow (perm)	0	0	1736	3471	3429	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)					14			
Link Speed (mph)	30			40	40			
Link Distance (ft)	1264			446	669			
Travel Time (s)	28.7			7.6	11.4			
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	4%	4%	4%	4%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	0	0	115	714	824	72		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	115	714	896	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			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		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2			
Detector Template			Left	Thru	Thru			
Leading Detector (ft)			20	100	100			
Trailing Detector (ft)			0	0	0			
Turn Type			Prot	NA	NA			
Protected Phases			5	Free	6		2	4
Permitted Phases								
Detector Phase			5		6			
Switch Phase								

Lanes, Volumes, Timings
 21: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Minimum Initial (s)			5.0		5.0		5.0	5.0
Minimum Split (s)			11.0		31.0		24.0	24.0
Total Split (s)			19.0		42.0		61.0	24.0
Total Split (%)			22.4%		49.4%		72%	28%
Maximum Green (s)			14.0		37.0		56.0	19.0
Yellow Time (s)			3.0		3.0		3.0	3.0
All-Red Time (s)			2.0		2.0		2.0	2.0
Lost Time Adjust (s)			0.0		0.0			
Total Lost Time (s)			5.0		5.0			
Lead/Lag			Lead		Lag			
Lead-Lag Optimize?			Yes		Yes			
Vehicle Extension (s)			3.0		3.0		3.0	3.0
Minimum Gap (s)			3.0		3.0		3.0	3.0
Time Before Reduce (s)			0.0		0.0		0.0	0.0
Time To Reduce (s)			0.0		0.0		0.0	0.0
Recall Mode			None		C-Min		C-Min	None
Walk Time (s)					10.0			
Flash Dont Walk (s)					16.0			
Pedestrian Calls (#/hr)					0			
Act Effct Green (s)			10.9	85.0	56.4			
Actuated g/C Ratio			0.13	1.00	0.66			
v/c Ratio			0.52	0.21	0.39			
Control Delay			42.5	0.1	6.6			
Queue Delay			0.0	0.0	0.0			
Total Delay			42.5	0.1	6.6			
LOS			D	A	A			
Approach Delay				6.0	6.6			
Approach LOS				A	A			
90th %ile Green (s)			15.1		43.8		63.9	11.1
90th %ile Term Code			Gap		Coord		Coord	Gap
70th %ile Green (s)			12.6		48.0		65.6	9.4
70th %ile Term Code			Gap		Coord		Coord	Gap
50th %ile Green (s)			10.9		51.0		66.9	8.1
50th %ile Term Code			Gap		Coord		Coord	Gap
30th %ile Green (s)			9.1		54.0		68.1	6.9
30th %ile Term Code			Gap		Coord		Coord	Gap
10th %ile Green (s)			0.0		80.0		80.0	0.0
10th %ile Term Code			Skip		Coord		Coord	Skip
Stops (vph)			87	0	250			
Fuel Used(gal)			2	2	7			
CO Emissions (g/hr)			149	145	522			
NOx Emissions (g/hr)			29	28	102			
VOC Emissions (g/hr)			34	34	121			
Dilemma Vehicles (#)			0	0	35			
Queue Length 50th (ft)			56	0	75			
Queue Length 95th (ft)			87	0	142			
Internal Link Dist (ft)	1184			366	589			
Turn Bay Length (ft)								
Base Capacity (vph)			290	3471	2278			

Lanes, Volumes, Timings
 21: Poinciana Blvd & Poinciana Blvd WB On Ramp

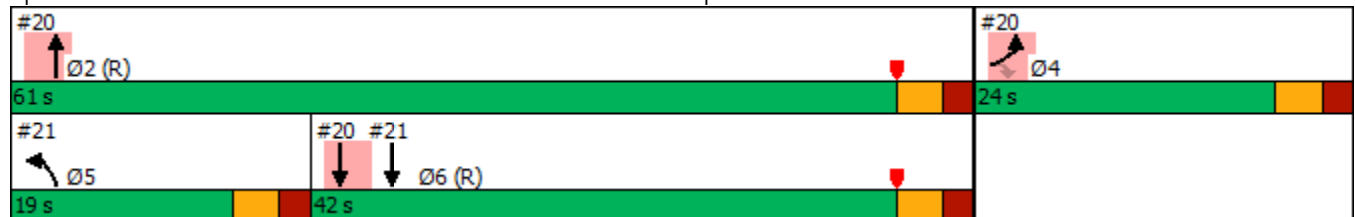
11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Starvation Cap Reductn			0	0	0			
Spillback Cap Reductn			0	0	0			
Storage Cap Reductn			0	0	0			
Reduced v/c Ratio			0.40	0.21	0.39			

Intersection Summary	
Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	66 (78%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.52
Intersection Signal Delay:	6.3
Intersection LOS:	A
Intersection Capacity Utilization	38.2%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 21: Poinciana Blvd & Poinciana Blvd WB On Ramp



Lanes, Volumes, Timings
 22: Poinciana Blvd & Westbound Off Ramp

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	264	149	220	0	0	330
Future Volume (vph)	264	149	220	0	0	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1719	1538	3539	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	1719	1538	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	1736		353			427
Travel Time (s)	39.5		8.0			9.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	278	157	232	0	0	347
Shared Lane Traffic (%)						
Lane Group Flow (vph)	278	157	232	0	0	347
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.4%
	ICU Level of Service A
Analysis Period (min)	15

Lanes, Volumes, Timings
48: Qd Rd @ World Cnt. Dr & SR 536

11/14/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↗↗	↙↙	↑↑↑	↙↙	↗↗
Traffic Volume (vph)	1131	811	369	1250	487	570
Future Volume (vph)	1131	811	369	1250	487	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		350	350		350	350
Storage Lanes		2	2		1	1
Taper Length (ft)			75		50	
Lane Util. Factor	0.91	0.88	0.97	0.91	0.97	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5036	2760	3400	5036	3335	2707
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5036	2760	3400	5036	3335	2707
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		145				27
Link Speed (mph)	55			55	35	
Link Distance (ft)	1710			769	1667	
Travel Time (s)	21.2			9.5	32.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1191	854	388	1316	513	600
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1191	854	388	1316	513	600
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	NA	pm+ov	Prot	NA	Prot	pm+ov
Protected Phases	2	4	1	6	4	1
Permitted Phases		2				4
Detector Phase	2	4	1	6	4	1
Switch Phase						

Lanes, Volumes, Timings
48: Qd Rd @ World Cnt. Dr & SR 536

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	11.0
Total Split (s)	52.0	38.0	30.0	82.0	38.0	30.0
Total Split (%)	43.3%	31.7%	25.0%	68.3%	31.7%	25.0%
Maximum Green (s)	46.0	32.0	24.0	76.0	32.0	24.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead		Lead	
Lead-Lag Optimize?	Yes		Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	Max	None	None	Max	None
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	50.4	88.4	19.6	76.0	32.0	57.6
Actuated g/C Ratio	0.42	0.74	0.16	0.63	0.27	0.48
v/c Ratio	0.56	0.41	0.70	0.41	0.58	0.46
Control Delay	28.3	5.8	81.1	4.2	45.5	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.3	5.8	81.1	4.2	45.5	16.9
LOS	C	A	F	A	D	B
Approach Delay	18.9			21.7	30.1	
Approach LOS	B			C	C	
90th %ile Green (s)	46.0	32.0	24.0	76.0	32.0	24.0
90th %ile Term Code	Coord	MaxR	Max	Coord	MaxR	Max
70th %ile Green (s)	47.5	32.0	22.5	76.0	32.0	22.5
70th %ile Term Code	Coord	MaxR	Gap	Coord	MaxR	Gap
50th %ile Green (s)	50.2	32.0	19.8	76.0	32.0	19.8
50th %ile Term Code	Coord	MaxR	Gap	Coord	MaxR	Gap
30th %ile Green (s)	52.2	32.0	17.8	76.0	32.0	17.8
30th %ile Term Code	Coord	MaxR	Gap	Coord	MaxR	Gap
10th %ile Green (s)	55.9	32.0	14.1	76.0	32.0	14.1
10th %ile Term Code	Coord	MaxR	Gap	Coord	MaxR	Gap
Stops (vph)	838	241	351	148	455	432
Fuel Used(gal)	34	14	14	10	14	12
CO Emissions (g/hr)	2400	994	1007	692	964	843
NOx Emissions (g/hr)	467	193	196	135	188	164
VOC Emissions (g/hr)	556	230	233	160	223	195
Dilemma Vehicles (#)	47	0	0	57	0	0
Queue Length 50th (ft)	253	99	162	49	203	161
Queue Length 95th (ft)	319	155	195	59	246	141
Internal Link Dist (ft)	1630			689	1587	
Turn Bay Length (ft)		350	350		350	350
Base Capacity (vph)	2113	2070	680	3189	889	1411

Lanes, Volumes, Timings
 48: Qd Rd @ World Cnt. Dr & SR 536

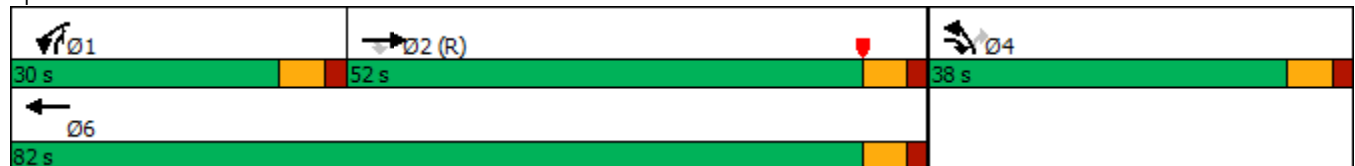
11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.41	0.57	0.41	0.58	0.43

Intersection Summary	
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	72 (60%), Referenced to phase 2:EBT, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.70
Intersection Signal Delay:	22.4
Intersection LOS:	C
Intersection Capacity Utilization	61.3%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 48: Qd Rd @ World Cnt. Dr & SR 536



Lanes, Volumes, Timings
62: SR 535 & Qd Rd @ World Cnt. Dr

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶↶	↷↷	↶↶	↑↑↑	↑↑↑	↷↷
Traffic Volume (vph)	211	969	487	1333	1349	570
Future Volume (vph)	211	969	487	1333	1349	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	350	350	150			350
Storage Lanes	1	1	2			2
Taper Length (ft)	50		75			
Lane Util. Factor	0.97	0.88	0.97	0.91	0.91	0.88
Ped Bike Factor						
Fr _t		0.850				0.850
Fl _t Protected	0.950		0.950			
Satd. Flow (prot)	3400	2760	3335	4940	4940	2707
Fl _t Permitted	0.950		0.950			
Satd. Flow (perm)	3400	2760	3335	4940	4940	2707
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		10				201
Link Speed (mph)	30			45	45	
Link Distance (ft)	1667			680	738	
Travel Time (s)	37.9			10.3	11.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	222	1020	513	1403	1420	600
Shared Lane Traffic (%)						
Lane Group Flow (vph)	222	1020	513	1403	1420	600
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	Prot	pm+ov	Prot	NA	NA	pm+ov
Protected Phases	4	1	1	6	2	4
Permitted Phases		4				2
Detector Phase	4	1	1	6	2	4
Switch Phase						

Lanes, Volumes, Timings
62: SR 535 & Qd Rd @ World Cnt. Dr

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	12.5	12.5	24.0	25.5	24.0
Total Split (s)	24.0	43.6	43.6	96.0	52.4	24.0
Total Split (%)	20.0%	36.3%	36.3%	80.0%	43.7%	20.0%
Maximum Green (s)	18.0	36.1	36.1	90.0	44.9	18.0
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	4.0
All-Red Time (s)	2.0	2.5	2.5	2.0	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	7.5	7.5	6.0	7.5	6.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	C-Min	None
Walk Time (s)	7.0			7.0	7.0	7.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	13.7	56.5	36.8	94.3	48.5	69.7
Actuated g/C Ratio	0.11	0.47	0.31	0.79	0.40	0.58
v/c Ratio	0.57	0.78	0.50	0.36	0.71	0.36
Control Delay	67.3	22.9	55.6	2.9	6.3	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.3	22.9	55.6	2.9	6.3	2.0
LOS	E	C	E	A	A	A
Approach Delay	30.9			17.0	5.0	
Approach LOS	C			B	A	
90th %ile Green (s)	18.0	36.1	36.1	90.0	44.9	18.0
90th %ile Term Code	Max	Max	Max	Coord	Coord	Max
70th %ile Green (s)	15.5	38.6	38.6	92.5	44.9	15.5
70th %ile Term Code	Gap	Max	Max	Coord	Coord	Gap
50th %ile Green (s)	14.1	41.2	41.2	93.9	43.7	14.1
50th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Gap
30th %ile Green (s)	11.6	37.7	37.7	96.4	49.7	11.6
30th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Gap
10th %ile Green (s)	9.5	30.3	30.3	98.5	59.2	9.5
10th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Gap
Stops (vph)	201	593	440	210	634	126
Fuel Used(gal)	7	20	13	9	16	5
CO Emissions (g/hr)	472	1426	918	648	1124	316
NOx Emissions (g/hr)	92	277	179	126	219	62
VOC Emissions (g/hr)	109	330	213	150	261	73
Dilemma Vehicles (#)	0	0	0	49	40	0
Queue Length 50th (ft)	88	192	184	56	149	35
Queue Length 95th (ft)	128	346	253	68	173	m61
Internal Link Dist (ft)	1587			600	658	
Turn Bay Length (ft)	350	350	150			350
Base Capacity (vph)	510	1331	1054	3880	2005	1746

Lanes, Volumes, Timings
 62: SR 535 & Qd Rd @ World Cnt. Dr

11/14/2022

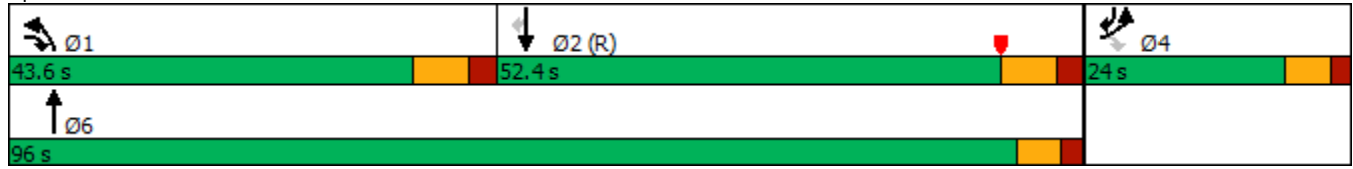


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.77	0.49	0.36	0.71	0.34

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 10 (8%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 15.7
 Intersection LOS: B
 Intersection Capacity Utilization 72.5%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 62: SR 535 & Qd Rd @ World Cnt. Dr



Lanes, Volumes, Timings
67: Qd Rd @ Intl. Dr & International Dr

11/14/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↗↗	↙↙	↑↑↑	↙↙	↗↗
Traffic Volume (vph)	634	470	140	470	105	160
Future Volume (vph)	634	470	140	470	105	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		350	350		350	350
Storage Lanes		2	2		1	1
Taper Length (ft)			75		50	
Lane Util. Factor	0.91	0.88	0.97	0.91	0.97	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5085	2787	3433	5085	3335	2707
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5085	2787	3433	5085	3335	2707
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		495				168
Link Speed (mph)	45			45	35	
Link Distance (ft)	2787			840	1538	
Travel Time (s)	42.2			12.7	30.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	667	495	147	495	111	168
Shared Lane Traffic (%)						
Lane Group Flow (vph)	667	495	147	495	111	168
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	1
Switch Phase						

Lanes, Volumes, Timings
67: Qd Rd @ Intl. Dr & International Dr

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	11.0
Total Split (s)	61.0	61.0	27.0	88.0	32.0	27.0
Total Split (%)	50.8%	50.8%	22.5%	73.3%	26.7%	22.5%
Maximum Green (s)	55.0	55.0	21.0	82.0	26.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	None	Max	None
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	65.5	65.5	10.5	82.0	26.0	42.5
Actuated g/C Ratio	0.55	0.55	0.09	0.68	0.22	0.35
v/c Ratio	0.24	0.28	0.49	0.14	0.15	0.16
Control Delay	14.8	1.7	86.4	0.6	33.6	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.8	1.7	86.4	0.6	33.6	5.3
LOS	B	A	F	A	C	A
Approach Delay	9.2			20.3	16.6	
Approach LOS	A			C	B	
90th %ile Green (s)	62.6	62.6	13.4	82.0	26.0	13.4
90th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	Gap
70th %ile Green (s)	64.3	64.3	11.7	82.0	26.0	11.7
70th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	Gap
50th %ile Green (s)	65.5	65.5	10.5	82.0	26.0	10.5
50th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	Gap
30th %ile Green (s)	66.7	66.7	9.3	82.0	26.0	9.3
30th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	Gap
10th %ile Green (s)	68.4	68.4	7.6	82.0	26.0	7.6
10th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	Gap
Stops (vph)	317	21	139	15	85	46
Fuel Used(gal)	17	9	5	3	3	2
CO Emissions (g/hr)	1211	624	346	196	176	161
NOx Emissions (g/hr)	236	121	67	38	34	31
VOC Emissions (g/hr)	281	145	80	46	41	37
Dilemma Vehicles (#)	26	0	0	1	0	0
Queue Length 50th (ft)	94	0	62	4	37	2
Queue Length 95th (ft)	126	27	97	4	68	12
Internal Link Dist (ft)	2707			760	1458	
Turn Bay Length (ft)		350	350		350	350
Base Capacity (vph)	2775	1746	600	3474	722	1289

Lanes, Volumes, Timings
 67: Qd Rd @ Intl. Dr & International Dr

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.28	0.24	0.14	0.15	0.13

Intersection Summary	
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	87 (73%), Referenced to phase 2:EBT, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.49
Intersection Signal Delay:	13.6
Intersection LOS:	B
Intersection Capacity Utilization	35.6%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 67: Qd Rd @ Intl. Dr & International Dr



Lanes, Volumes, Timings
71: SR 535 & Qd Rd @ Intl. Dr

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	160	450	105	1816	2103	160
Future Volume (vph)	160	450	105	1816	2103	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	350	350	350			650
Storage Lanes	1	1	2			1
Taper Length (ft)	75		75			
Lane Util. Factor	0.97	0.88	0.97	0.91	0.91	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	2787	3335	4940	4940	1538
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3433	2787	3335	4940	4940	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		11				168
Link Speed (mph)	30			45	45	
Link Distance (ft)	1538			1245	835	
Travel Time (s)	35.0			18.9	12.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	168	474	111	1912	2214	168
Shared Lane Traffic (%)						
Lane Group Flow (vph)	168	474	111	1912	2214	168
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4				6
Detector Phase	4	5	5	2	6	6
Switch Phase						

Lanes, Volumes, Timings
71: SR 535 & Qd Rd @ Intl. Dr

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	11.0	24.0	24.0	24.0
Total Split (s)	24.0	19.0	19.0	96.0	77.0	77.0
Total Split (%)	20.0%	15.8%	15.8%	80.0%	64.2%	64.2%
Maximum Green (s)	18.0	13.0	13.0	90.0	71.0	71.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)	7.0			7.0	7.0	7.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	11.2	31.5	14.3	96.8	76.5	76.5
Actuated g/C Ratio	0.09	0.26	0.12	0.81	0.64	0.64
v/c Ratio	0.53	0.64	0.28	0.48	0.70	0.16
Control Delay	47.6	32.6	49.3	4.3	1.2	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.6	32.6	49.3	4.3	1.2	0.2
LOS	D	C	D	A	A	A
Approach Delay	36.5			6.7	1.1	
Approach LOS	D			A	A	
90th %ile Green (s)	14.3	16.7	16.7	93.7	71.0	71.0
90th %ile Term Code	Gap	Max	Max	Coord	Coord	Coord
70th %ile Green (s)	12.5	16.3	16.3	95.5	73.2	73.2
70th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
50th %ile Green (s)	11.2	14.7	14.7	96.8	76.1	76.1
50th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
30th %ile Green (s)	9.9	13.1	13.1	98.1	79.0	79.0
30th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
10th %ile Green (s)	8.1	10.9	10.9	99.9	83.0	83.0
10th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
Stops (vph)	114	365	94	517	121	0
Fuel Used(gal)	4	10	3	23	13	1
CO Emissions (g/hr)	287	727	215	1586	937	61
NOx Emissions (g/hr)	56	141	42	309	182	12
VOC Emissions (g/hr)	66	168	50	368	217	14
Dilemma Vehicles (#)	0	0	0	76	21	0
Queue Length 50th (ft)	50	190	40	136	0	0
Queue Length 95th (ft)	77	219	68	184	0	m0
Internal Link Dist (ft)	1458			1165	755	
Turn Bay Length (ft)	350	350	350			650
Base Capacity (vph)	514	750	410	3984	3147	1040

Lanes, Volumes, Timings
 71: SR 535 & Qd Rd @ Intl. Dr

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.63	0.27	0.48	0.70	0.16

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	28 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.70
Intersection Signal Delay:	7.9
Intersection LOS:	A
Intersection Capacity Utilization	66.4%
ICU Level of Service	C
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 71: SR 535 & Qd Rd @ Intl. Dr



Lanes, Volumes, Timings
501: SR 535 & Jug Handle @ Poinciana

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗↘	↑↑↑↑			↑↑↑↑
Traffic Volume (vph)	0	515	1071	0	0	1721
Future Volume (vph)	0	515	1071	0	0	1721
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	75		0	0	
Storage Lanes	0	0		0	0	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	0.88	0.81	1.00	1.00	0.91
Ped Bike Factor						
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2733	7329	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	2733	7329	0	0	4940
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		88				
Link Speed (mph)	30		45			45
Link Distance (ft)	795		770			336
Travel Time (s)	18.1		11.7			5.1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	542	1127	0	0	1812
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	542	1127	0	0	1812
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		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
Turning Speed (mph)	15	9		9	15	
Number of Detectors		1	2			2
Detector Template		Right	Thru			Thru
Leading Detector (ft)		20	100			100
Trailing Detector (ft)		0	0			0
Turn Type		Prot	NA			NA
Protected Phases		8	2			Free
Permitted Phases						
Detector Phase		8	2			
Switch Phase						

Lanes, Volumes, Timings
501: SR 535 & Jug Handle @ Poinciana

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)		5.0	15.0			
Minimum Split (s)		64.0	81.0			
Total Split (s)		79.0	91.0			
Total Split (%)		46.5%	53.5%			
Maximum Green (s)		71.5	83.5			
Yellow Time (s)		4.4	5.5			
All-Red Time (s)		3.1	2.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		7.5	7.5			
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		2.0	3.0			
Minimum Gap (s)		2.0	3.0			
Time Before Reduce (s)		0.0	0.0			
Time To Reduce (s)		0.0	0.0			
Recall Mode		None	C-Min			
Walk Time (s)			7.0			
Flash Dont Walk (s)			25.0			
Pedestrian Calls (#/hr)			0			
Act Effct Green (s)		34.9	120.1			170.0
Actuated g/C Ratio		0.21	0.71			1.00
v/c Ratio		0.86	0.22			0.37
Control Delay		39.9	9.2			0.2
Queue Delay		0.0	0.0			0.0
Total Delay		40.0	9.2			0.2
LOS		D	A			A
Approach Delay	40.0		9.2			0.2
Approach LOS	D		A			A
90th %ile Green (s)		44.4	110.6			
90th %ile Term Code		Gap	Coord			
70th %ile Green (s)		38.8	116.2			
70th %ile Term Code		Gap	Coord			
50th %ile Green (s)		34.9	120.1			
50th %ile Term Code		Gap	Coord			
30th %ile Green (s)		31.1	123.9			
30th %ile Term Code		Gap	Coord			
10th %ile Green (s)		25.5	129.5			
10th %ile Term Code		Gap	Coord			
Stops (vph)		470	359			4
Fuel Used(gal)		11	12			4
CO Emissions (g/hr)		756	827			271
NOx Emissions (g/hr)		147	161			53
VOC Emissions (g/hr)		175	192			63
Dilemma Vehicles (#)		0	32			0
Queue Length 50th (ft)		323	100			0
Queue Length 95th (ft)		388	137			0
Internal Link Dist (ft)	715		690			256
Turn Bay Length (ft)		75				
Base Capacity (vph)		1200	5175			4940

Lanes, Volumes, Timings
 501: SR 535 & Jug Handle @ Poinciana

11/14/2022

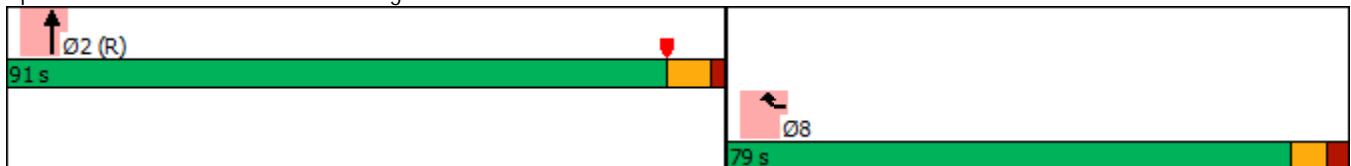


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn		0	0			0
Spillback Cap Reductn		28	0			0
Storage Cap Reductn		0	0			0
Reduced v/c Ratio		0.46	0.22			0.37

Intersection Summary

Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	114 (67%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.86
Intersection Signal Delay:	9.3
Intersection LOS:	A
Intersection Capacity Utilization	44.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 501: SR 535 & Jug Handle @ Poinciana



Lanes, Volumes, Timings
502: Poinciana Blvd

11/14/2022

	↑	↗	↘	↓	↙	↖
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑	↗		↑↑		
Traffic Volume (vph)	220	515	0	594	0	0
Future Volume (vph)	220	515	0	594	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		0	0
Taper Length (ft)			50		50	
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.919	0.850				
Flt Protected						
Satd. Flow (prot)	3056	1413	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	3056	1413	0	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	220			353	208	
Travel Time (s)	5.0			8.0	4.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	232	542	0	625	0	0
Shared Lane Traffic (%)		50%				
Lane Group Flow (vph)	503	271	0	625	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
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
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary























Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.4%
ICU Level of Service	A
Analysis Period (min)	15

2045

Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	372	1227	11	7	1323	1288	11	4	11	1038	5	366
Future Volume (vph)	372	1227	11	7	1323	1288	11	4	11	1038	5	366
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	475		0	350		435	0		0	0		400
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor		1.00		1.00		0.99	1.00			1.00	1.00	0.99
Frt		0.999				0.850		0.887				0.850
Flt Protected	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (prot)	3433	5079	0	1736	4988	1553	1719	1605	0	3129	1569	1538
Flt Permitted	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (perm)	3433	5079	0	1730	4988	1533	1715	1605	0	3125	1567	1517
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				995		12				385
Link Speed (mph)		45			45			50				45
Link Distance (ft)		3214			1315			1015				958
Travel Time (s)		48.7			19.9			13.8				14.5
Confl. Peds. (#/hr)			3	9		2	3			1		2
Confl. Bikes (#/hr)				4			1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	392	1292	12	7	1393	1356	12	4	12	1093	5	385
Shared Lane Traffic (%)										33%		
Lane Group Flow (vph)	392	1304	0	7	1393	1356	12	16	0	732	366	385
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				60
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		4	4		8	8	5
Permitted Phases						Free						8
Detector Phase	5	2		1	6		4	4		8	8	5
Switch Phase												

Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	15.0		5.0	15.0		6.0	6.0		6.0	6.0	5.0
Minimum Split (s)	11.8	43.8		11.8	35.8		46.8	46.8		12.8	12.8	11.8
Total Split (s)	24.0	61.4		11.8	49.2		46.8	46.8		40.0	40.0	24.0
Total Split (%)	15.0%	38.4%		7.4%	30.8%		29.3%	29.3%		25.0%	25.0%	15.0%
Maximum Green (s)	17.2	54.6		5.0	42.4		40.0	40.0		33.2	33.2	17.2
Yellow Time (s)	4.8	4.8		4.8	4.8		4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	1.5	3.0		2.0	3.0		1.5	1.5		1.5	1.5	1.5
Minimum Gap (s)	1.5	3.0		2.0	3.0		1.5	1.5		1.5	1.5	1.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			10.0		7.0	7.0				
Flash Dont Walk (s)		30.0			19.0		33.0	33.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	26.3	84.9		5.5	54.5	160.0	6.2	6.2		50.9	50.9	77.2
Actuated g/C Ratio	0.16	0.53		0.03	0.34	1.00	0.04	0.04		0.32	0.32	0.48
v/c Ratio	0.70	0.48		0.12	0.82	0.88	0.18	0.22		0.74	0.73	0.41
Control Delay	70.2	25.5		79.0	53.4	8.2	80.6	45.7		50.5	54.9	11.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	70.2	25.5		79.0	53.4	8.2	80.6	45.7		50.5	54.9	11.2
LOS	E	C		E	D	A	F	D		D	D	B
Approach Delay		35.8			31.2			60.7			41.4	
Approach LOS		D			C			E			D	
90th %ile Green (s)	28.8	69.4		6.5	47.1		7.0	7.0		49.9	49.9	28.8
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap		Gap	Gap	Gap
70th %ile Green (s)	25.9	84.6		0.0	51.9		6.0	6.0		49.0	49.0	25.9
70th %ile Term Code	Gap	Coord		Skip	Coord		Min	Min		Gap	Gap	Gap
50th %ile Green (s)	25.3	85.1		0.0	53.0		6.0	6.0		48.5	48.5	25.3
50th %ile Term Code	Gap	Coord		Skip	Coord		Min	Min		Gap	Gap	Gap
30th %ile Green (s)	25.2	96.1		0.0	64.1		0.0	0.0		50.3	50.3	25.2
30th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
10th %ile Green (s)	26.3	89.5		0.0	56.4		0.0	0.0		56.9	56.9	26.3
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
Stops (vph)	345	768		8	1152	3	12	8		645	323	119
Fuel Used(gal)	17	42		0	40	13	0	0		19	10	5
CO Emissions (g/hr)	1214	2925		19	2796	922	30	25		1363	704	321
NOx Emissions (g/hr)	236	569		4	544	179	6	5		265	137	62
VOC Emissions (g/hr)	281	678		4	648	214	7	6		316	163	74
Dilemma Vehicles (#)	0	39		0	40	0	0	0		0	7	0
Queue Length 50th (ft)	203	307		7	496	0	12	4		412	412	104
Queue Length 95th (ft)	256	426		26	#620	0	36	31		498	558	118
Internal Link Dist (ft)		3134			1235			935			878	
Turn Bay Length (ft)	475			350		435						400
Base Capacity (vph)	564	2696		59	1699	1533	429	410		995	499	934

Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022

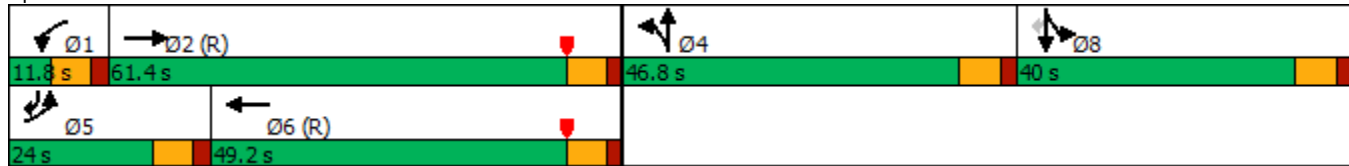


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.70	0.48		0.12	0.82	0.88	0.03	0.04		0.74	0.73	0.41

Intersection Summary
























Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 41 (26%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 35.2
 Intersection LOS: D
 Intersection Capacity Utilization 79.6%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 535 & US 192



Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Road

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	20	75	116	14	335	32	1505	127	209	1218	127
Future Volume (vph)	78	20	75	116	14	335	32	1505	127	209	1218	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	150		0	375		0	400		300
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.99		1.00								
Frt		0.881				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1638	0	1787	1881	1599	1719	4940	1538	1719	4940	1538
Flt Permitted	0.748			0.727			0.950			0.950		
Satd. Flow (perm)	1407	1638	0	1365	1881	1599	1719	4940	1538	1719	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		79				353			229			229
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1016			992			958			1206	
Travel Time (s)		23.1			22.5			14.5			18.3	
Confl. Peds. (#/hr)				1								
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	82	21	79	122	15	353	34	1584	134	220	1282	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	100	0	122	15	353	34	1584	134	220	1282	134
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			48			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4			6			2
Detector Phase	3	8		7	4	4	1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Road

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	11.0	11.6		11.0	12.0	12.0	11.8	34.8	34.8	11.8	34.8	34.8
Total Split (s)	11.0	12.3		11.0	12.3	12.3	12.7	37.7	37.7	19.0	44.0	44.0
Total Split (%)	13.8%	15.4%		13.8%	15.4%	15.4%	15.9%	47.1%	47.1%	23.8%	55.0%	55.0%
Maximum Green (s)	5.0	5.7		5.0	5.3	5.3	5.9	30.9	30.9	12.2	37.2	37.2
Yellow Time (s)	4.0	3.7		4.0	3.7	3.7	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.9		2.0	3.3	3.3	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.6		6.0	7.0	7.0	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.5		3.0	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Minimum Gap (s)	3.0	2.5		3.0	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Dont Walk (s)								21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	10.5	5.9		10.5	5.5	5.5	5.6	33.2	33.2	11.9	44.3	44.3
Actuated g/C Ratio	0.13	0.07		0.13	0.07	0.07	0.07	0.42	0.42	0.15	0.55	0.55
v/c Ratio	0.39	0.52		0.59	0.12	0.81	0.28	0.77	0.17	0.86	0.47	0.14
Control Delay	32.5	22.9		40.6	37.4	20.5	43.3	19.1	0.6	64.6	13.1	0.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.5	22.9		40.6	37.4	20.5	43.3	19.1	0.6	64.6	13.1	0.4
LOS	C	C		D	D	C	D	B	A	E	B	A
Approach Delay		27.3			26.0			18.2			19.0	
Approach LOS		C			C			B			B	
90th %ile Green (s)	5.0	5.7		5.0	5.3	5.3	5.9	30.9	30.9	12.2	37.2	37.2
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	5.0	5.7		5.0	5.3	5.3	5.9	30.9	30.9	12.2	37.2	37.2
70th %ile Term Code	Max	Max		Max	Max	Max	Max	Coord	Coord	Max	Coord	Coord
50th %ile Green (s)	5.0	5.7		5.0	5.3	5.3	5.9	30.9	30.9	12.2	37.2	37.2
50th %ile Term Code	Max	Max		Max	Max	Max	Max	Coord	Coord	Max	Coord	Coord
30th %ile Green (s)	5.0	5.7		5.0	5.3	5.3	0.0	30.9	30.9	12.2	49.9	49.9
30th %ile Term Code	Max	Hold		Max	Max	Max	Skip	Coord	Coord	Max	Coord	Coord
10th %ile Green (s)	0.0	6.6		0.0	6.2	6.2	0.0	42.6	42.6	10.6	60.0	60.0
10th %ile Term Code	Skip	Hold		Skip	Gap	Gap	Skip	Coord	Coord	Gap	Coord	Coord
Stops (vph)	69	34		114	16	32	29	1087	2	181	718	1
Fuel Used(gal)	2	1		2	0	4	1	29	1	7	22	1
CO Emissions (g/hr)	106	97		174	21	291	59	2008	58	464	1519	71
NOx Emissions (g/hr)	21	19		34	4	57	11	391	11	90	295	14
VOC Emissions (g/hr)	25	22		40	5	67	14	465	13	107	352	16
Dilemma Vehicles (#)	0	0		0	0	0	0	115	0	0	76	0
Queue Length 50th (ft)	34	10		52	7	0	21	189	0	108	161	0
Queue Length 95th (ft)	71	56		#99	26	#121	m26	274	m2	#227	203	2
Internal Link Dist (ft)		936			912			878			1126	
Turn Bay Length (ft)	100			150			375			400		300
Base Capacity (vph)	208	193		207	128	438	126	2052	772	262	2735	953

Lanes, Volumes, Timings
 2: SR 535 & Kyngs Heath Road

11/14/2022

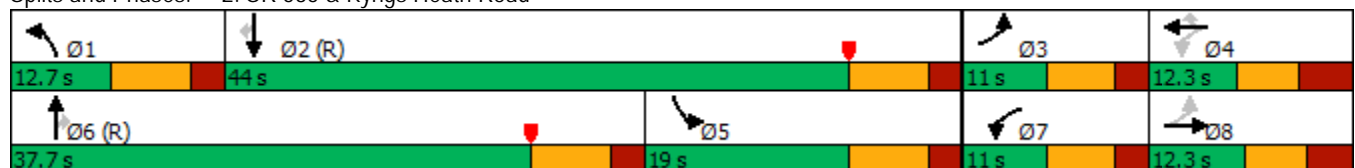


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.52		0.59	0.12	0.81	0.27	0.77	0.17	0.84	0.47	0.14

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	68 (85%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.86
Intersection Signal Delay:	19.9
Intersection LOS:	B
Intersection Capacity Utilization	70.9%
ICU Level of Service	C
Analysis Period (min)	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SR 535 & Kyngs Heath Road



Lanes, Volumes, Timings
 3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↘	↑↑↑			↑↑↑	↗
Traffic Volume (vph)	0	0	56	0	0	0	55	1732	131	0	1498	50
Future Volume (vph)	0	0	56	0	0	0	55	1732	131	0	1498	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	225		375	0		0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (ft)	0			0			150			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865					0.989				0.850
Flt Protected							0.950					
Satd. Flow (prot)	0	0	1627	0	0	0	1719	4886	0	0	4940	1538
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	1627	0	0	0	1719	4886	0	0	4940	1538
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1258			543			1206			422	
Travel Time (s)		28.6			12.3			18.3			6.4	
Confl. Peds. (#/hr)							1					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	59	0	0	0	58	1823	138	0	1577	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	59	0	0	0	58	1961	0	0	1577	53
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			0			36			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
 Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 39.7% ICU Level of Service A
 Analysis Period (min) 15

Lanes, Volumes, Timings
4: SR 535 & Osceola Pkwy on-ramp

11/14/2022

	↑	↗	↘	↓	↙	↖
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑↑		↖↗	↑↑↑		
Traffic Volume (vph)	1732	0	615	1548	0	0
Future Volume (vph)	1732	0	615	1548	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	500		0	0
Storage Lanes		0	2		0	0
Taper Length (ft)			75		0	
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	4940	0	3335	4940	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	4940	0	3335	4940	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	30	
Link Distance (ft)	422			770	1026	
Travel Time (s)	6.4			11.7	23.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1823	0	647	1629	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1823	0	647	1629	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			36	0	
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
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		
Detector Template	Thru		Left	Thru		
Leading Detector (ft)	100		20	100		
Trailing Detector (ft)	0		0	0		
Turn Type	NA		Prot	NA		
Protected Phases	2		1	6		
Permitted Phases						
Detector Phase	2		1	6		
Switch Phase						

Lanes, Volumes, Timings
4: SR 535 & Osceola Pkwy on-ramp

11/14/2022



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	12.0		5.0	12.0		
Minimum Split (s)	24.8		12.5	25.5		
Total Split (s)	48.0		32.0	80.0		
Total Split (%)	60.0%		40.0%	100.0%		
Maximum Green (s)	41.2		24.5	73.2		
Yellow Time (s)	4.8		5.5	4.8		
All-Red Time (s)	2.0		2.0	2.0		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	6.8		7.5	6.8		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		2.0	3.0		
Minimum Gap (s)	3.0		2.0	3.0		
Time Before Reduce (s)	0.0		0.0	0.0		
Time To Reduce (s)	0.0		0.0	0.0		
Recall Mode	C-Min		None	C-Min		
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	45.9		19.8	80.0		
Actuated g/C Ratio	0.57		0.25	1.00		
v/c Ratio	0.64		0.79	0.33		
Control Delay	3.5		35.2	0.2		
Queue Delay	0.0		0.0	0.0		
Total Delay	3.5		35.2	0.2		
LOS	A		D	A		
Approach Delay	3.5			10.1		
Approach LOS	A			B		
90th %ile Green (s)	41.2		24.5	73.2		
90th %ile Term Code	Coord		Max	Coord		
70th %ile Green (s)	43.8		21.9	73.2		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	45.8		19.9	73.2		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	47.9		17.8	73.2		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	51.0		14.7	73.2		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	267		549	0		
Fuel Used(gal)	9		14	8		
CO Emissions (g/hr)	651		1000	545		
NOx Emissions (g/hr)	127		195	106		
VOC Emissions (g/hr)	151		232	126		
Dilemma Vehicles (#)	95		0	0		
Queue Length 50th (ft)	38		155	0		
Queue Length 95th (ft)	44		197	0		
Internal Link Dist (ft)	342			690	946	
Turn Bay Length (ft)			500			
Base Capacity (vph)	2836		1021	4940		

Lanes, Volumes, Timings
 4: SR 535 & Osceola Pkwy on-ramp

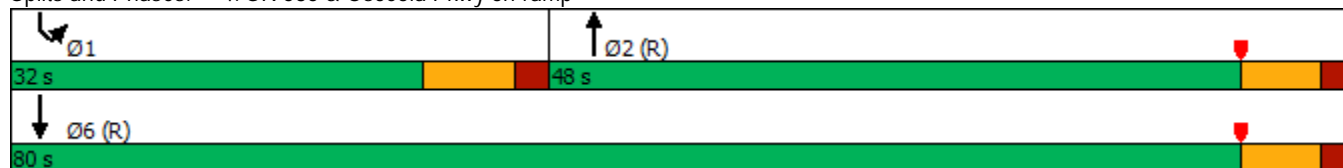
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Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.64		0.63	0.33		













Intersection Summary	
Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	15 (19%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	55
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	7.2
Intersection LOS:	A
Intersection Capacity Utilization	62.9%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 4: SR 535 & Osceola Pkwy on-ramp



Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑	↗↗	↘↘	↑↑↑	↗	↘↘	↑↑↑	↗
Traffic Volume (vph)	0	841	78	0	155	726	78	2198	228	211	2085	466
Future Volume (vph)	0	841	78	0	155	726	78	2198	228	211	2085	466
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		150	0		200	0		200	400		400
Storage Lanes	1		1	0		0	2		1	2		1
Taper Length (ft)	75			100			200			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	0.88	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor			0.99			0.99			0.99			
Frt			0.850			0.850			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	4988	1553	0	1863	2787	3335	4940	1538	3335	4940	1538
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	4988	1533	0	1863	2750	3335	4940	1515	3335	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			77			29			77			418
Link Speed (mph)		40			30			45				45
Link Distance (ft)		669			220			336				978
Travel Time (s)		11.4			5.0			5.1				14.8
Confl. Peds. (#/hr)							1		2			
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	0	885	82	0	163	764	82	2314	240	222	2195	491
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	885	82	0	163	764	82	2314	240	222	2195	491
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2	1	1	2	1	1	2	1
Detector Template		Thru	Right		Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)		100	20		100	20	20	100	20	20	100	20
Trailing Detector (ft)		0	0		0	0	0	0	0	0	0	0
Turn Type		NA	Perm		NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4	5	1	6		5	2	
Permitted Phases			8			4			6			2
Detector Phase		8	8		4	5	1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0	5.0		5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)		64.0	64.0		64.0	18.0	18.0	81.0	81.0	18.0	81.0	81.0
Total Split (s)		64.0	64.0		64.0	19.0	18.0	87.0	87.0	19.0	88.0	88.0
Total Split (%)		37.6%	37.6%		37.6%	11.2%	10.6%	51.2%	51.2%	11.2%	51.8%	51.8%
Maximum Green (s)		56.5	56.5		56.5	11.5	10.5	79.5	79.5	11.5	80.5	80.5
Yellow Time (s)		4.4	4.4		4.4	5.5	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)		3.1	3.1		3.1	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.5	7.5		7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Lead/Lag						Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)		2.0	2.0		2.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0
Minimum Gap (s)		2.0	2.0		2.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0
Time Before Reduce (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode		None	None		None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)					7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)					35.0			28.0	28.0		25.0	25.0
Pedestrian Calls (#/hr)					0			0	0		0	0
Act Effct Green (s)		36.7	36.7		36.7	54.6	8.6	92.9	92.9	17.9	102.2	102.2
Actuated g/C Ratio		0.22	0.22		0.22	0.32	0.05	0.55	0.55	0.11	0.60	0.60
v/c Ratio		0.82	0.21		0.41	0.84	0.49	0.86	0.28	0.63	0.74	0.45
Control Delay		68.4	13.7		59.6	54.8	98.4	35.5	9.9	96.4	10.5	0.8
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.2	0.6	0.0	0.2	0.0
Total Delay		68.4	13.7		59.6	54.8	98.4	35.7	10.5	96.4	10.7	0.8
LOS		E	B		E	D	F	D	B	F	B	A
Approach Delay		63.8			55.6			35.4			15.6	
Approach LOS		E			E			D			B	
90th %ile Green (s)		43.6	43.6		43.6	20.9	11.3	83.0	83.0	20.9	92.6	92.6
90th %ile Term Code		Gap	Gap		Hold	Gap	Gap	Coord	Coord	Gap	Coord	Coord
70th %ile Green (s)		39.3	39.3		39.3	19.4	9.7	88.8	88.8	19.4	98.5	98.5
70th %ile Term Code		Gap	Gap		Hold	Gap	Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)		36.9	36.9		36.9	17.6	8.6	93.0	93.0	17.6	102.0	102.0
50th %ile Term Code		Gap	Gap		Hold	Gap	Gap	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)		33.6	33.6		33.6	16.7	7.5	97.2	97.2	16.7	106.4	106.4
30th %ile Term Code		Gap	Gap		Hold	Gap	Gap	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)		29.9	29.9		29.9	15.1	5.9	102.5	102.5	15.1	111.7	111.7
10th %ile Term Code		Gap	Gap		Hold	Gap	Gap	Coord	Coord	Gap	Coord	Coord
Stops (vph)		786	31		130	665	75	1961	88	207	674	9
Fuel Used(gal)		23	1		3	13	3	45	2	8	26	3
CO Emissions (g/hr)		1625	61		200	910	186	3150	143	563	1823	220
NOx Emissions (g/hr)		316	12		39	177	36	613	28	110	355	43
VOC Emissions (g/hr)		377	14		46	211	43	730	33	131	423	51
Dilemma Vehicles (#)		18	0		0	0	0	34	0	0	80	0
Queue Length 50th (ft)		349	12		158	406	46	883	55	131	165	1
Queue Length 95th (ft)		384	43		224	447	m74	1004	98	m156	343	m4
Internal Link Dist (ft)		589			140			256			898	
Turn Bay Length (ft)			150			200			200	400		400
Base Capacity (vph)		1657	560		619	906	208	2699	863	352	2970	1091

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0		0	0	0	0	344	0	151	0
Spillback Cap Reductn		0	0		0	0	0	53	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.53	0.15		0.26	0.84	0.39	0.87	0.46	0.63	0.78	0.45

Intersection Summary



















Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	162 (95%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle:	165
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.86
Intersection Signal Delay:	33.8
Intersection LOS:	C
Intersection Capacity Utilization	83.5%
ICU Level of Service	E
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: SR 535 & Poinciana Blvd



Lanes, Volumes, Timings
6: SR 535 & Median Opening S

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	0	0	145	0	0	171	242	38	2511	133	158	92
Future Volume (vph)	0	0	145	0	0	171	242	38	2511	133	158	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%				0%			
Storage Length (ft)	0		0	0		0		650		275		500
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	0			0				50				50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865			0.865				0.850		
Flt Protected								0.950				0.950
Satd. Flow (prot)	0	0	1611	0	0	1611	0	1719	4940	1538	0	1719
Flt Permitted								0.950				0.950
Satd. Flow (perm)	0	0	1611	0	0	1611	0	1719	4940	1538	0	1719
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			77			87				87		
Link Speed (mph)		30			30				45			
Link Distance (ft)		605			604				978			
Travel Time (s)		13.8			13.7				14.8			
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Adj. Flow (vph)	0	0	153	0	0	180	255	40	2643	140	166	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	153	0	0	180	0	295	2643	140	0	263
Enter Blocked Intersection	No	No	No	No	No	No	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)		0			0				36			
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			1	1	1	2	1	1	1
Detector Template			Right			Right	Left	Left	Thru	Right	Left	Left
Leading Detector (ft)			20			20	20	20	100	20	20	20
Trailing Detector (ft)			0			0	0	0	0	0	0	0
Turn Type			Perm			Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases							5	5	2		1	1
Permitted Phases			4			8				2		
Detector Phase			4			8	5	5	2	2	1	1
Switch Phase												

Lanes, Volumes, Timings
6: SR 535 & Median Opening S

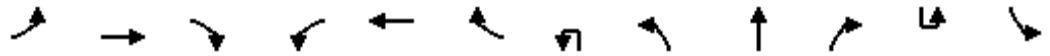
11/14/2022



Lane Group	SBT	SBR
Lane Configurations	↑↑↑↑	↑
Traffic Volume (vph)	2375	141
Future Volume (vph)	2375	141
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		400
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	4940	1538
Flt Permitted		
Satd. Flow (perm)	4940	1538
Right Turn on Red		Yes
Satd. Flow (RTOR)		131
Link Speed (mph)	45	
Link Distance (ft)	941	
Travel Time (s)	14.3	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Growth Factor	100%	100%
Heavy Vehicles (%)	5%	5%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	2500	148
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2500	148
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	48	
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	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		

Lanes, Volumes, Timings
6: SR 535 & Median Opening S

11/14/2022



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
Minimum Split (s)			25.5			25.5	12.5	12.5	25.5	25.5	12.5	12.5
Total Split (s)			25.5			25.5	42.3	42.3	105.5	105.5	39.0	39.0
Total Split (%)			15.0%			15.0%	24.9%	24.9%	62.1%	62.1%	22.9%	22.9%
Maximum Green (s)			18.0			18.0	34.8	34.8	98.0	98.0	31.5	31.5
Yellow Time (s)			5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)			2.5			2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)			0.0			0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)			7.5			7.5		7.5	7.5	7.5		7.5
Lead/Lag							Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)			3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)			3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)			0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)			0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode			None			None	None	None	C-Min	C-Min	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)			14.4			14.4		33.1	104.0	104.0		29.1
Actuated g/C Ratio			0.08			0.08		0.19	0.61	0.61		0.17
v/c Ratio			0.74			0.84		0.88	0.87	0.14		0.89
Control Delay			58.2			68.8		76.3	17.9	4.7		76.2
Queue Delay			0.0			0.0		0.0	0.4	0.0		0.0
Total Delay			58.2			68.8		76.3	18.3	4.7		76.2
LOS			E			E		E	B	A		E
Approach Delay		58.2			68.8				23.2			
Approach LOS		E			E				C			
90th %ile Green (s)			18.0			18.0	34.8	34.8	98.0	98.0	31.5	31.5
90th %ile Term Code			Max			Max	Max	Max	Coord	Coord	Max	Max
70th %ile Green (s)			18.0			18.0	34.8	34.8	98.0	98.0	31.5	31.5
70th %ile Term Code			Hold			Max	Max	Max	Coord	Coord	Max	Max
50th %ile Green (s)			16.0			16.0	34.8	34.8	100.0	100.0	31.5	31.5
50th %ile Term Code			Hold			Gap	Max	Max	Coord	Coord	Max	Max
30th %ile Green (s)			12.5			12.5	31.6	31.6	106.7	106.7	28.3	28.3
30th %ile Term Code			Hold			Gap	Hold	Hold	Coord	Coord	Gap	Gap
10th %ile Green (s)			7.3			7.3	29.7	29.7	117.4	117.4	22.8	22.8
10th %ile Term Code			Hold			Gap	Hold	Hold	Coord	Coord	Gap	Gap
Stops (vph)			73			87		263	1180	21		240
Fuel Used(gal)			3			4		9	40	1		8
CO Emissions (g/hr)			196			257		657	2779	86		587
NOx Emissions (g/hr)			38			50		128	541	17		114
VOC Emissions (g/hr)			45			60		152	644	20		136
Dilemma Vehicles (#)			0			0		0	76	0		0
Queue Length 50th (ft)			83			104		326	347	8		302
Queue Length 95th (ft)			167			#208		m395	498	m26		m#381
Internal Link Dist (ft)		525			524				898			
Turn Bay Length (ft)								650		275		500
Base Capacity (vph)			239			248		351	3022	974		318

Lanes, Volumes, Timings
6: SR 535 & Median Opening S

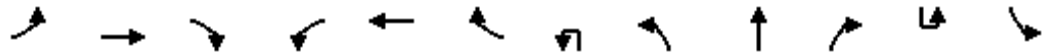
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Lane Group	SBT	SBR
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	25.5	25.5
Total Split (s)	102.2	102.2
Total Split (%)	60.1%	60.1%
Maximum Green (s)	94.7	94.7
Yellow Time (s)	5.0	5.0
All-Red Time (s)	2.5	2.5
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.5
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Minimum Gap (s)	3.0	3.0
Time Before Reduce (s)	0.0	0.0
Time To Reduce (s)	0.0	0.0
Recall Mode	C-Min	C-Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	100.0	100.0
Actuated g/C Ratio	0.59	0.59
v/c Ratio	0.86	0.15
Control Delay	23.9	4.2
Queue Delay	0.3	0.0
Total Delay	24.2	4.2
LOS	C	A
Approach Delay	27.9	
Approach LOS	C	
90th %ile Green (s)	94.7	94.7
90th %ile Term Code	Coord	Coord
70th %ile Green (s)	94.7	94.7
70th %ile Term Code	Coord	Coord
50th %ile Green (s)	96.7	96.7
50th %ile Term Code	Coord	Coord
30th %ile Green (s)	103.4	103.4
30th %ile Term Code	Coord	Coord
10th %ile Green (s)	110.5	110.5
10th %ile Term Code	Coord	Coord
Stops (vph)	1347	19
Fuel Used(gal)	43	1
CO Emissions (g/hr)	2991	85
NOx Emissions (g/hr)	582	17
VOC Emissions (g/hr)	693	20
Dilemma Vehicles (#)	95	0
Queue Length 50th (ft)	376	9
Queue Length 95th (ft)	680	m25
Internal Link Dist (ft)	861	
Turn Bay Length (ft)		400
Base Capacity (vph)	2905	958

Lanes, Volumes, Timings
6: SR 535 & Median Opening S

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Starvation Cap Reductn			0			0		0	91	0		0
Spillback Cap Reductn			0			0		0	6	0		0
Storage Cap Reductn			0			0		0	0	0		0
Reduced v/c Ratio			0.64			0.73		0.84	0.90	0.14		0.83

Intersection Summary

Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	154 (91%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	130
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	27.5
Intersection LOS:	C
Intersection Capacity Utilization:	91.7%
ICU Level of Service:	F
Analysis Period (min):	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SR 535 & Median Opening S

Ø2 (R) 105.5 s	Ø1 39 s	Ø4 25.5 s
Ø6 (R) 102.2 s	Ø5 42.3 s	Ø8 25.5 s

Lanes, Volumes, Timings
6: SR 535 & Median Opening S























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Lane Group	SBT	SBR
Starvation Cap Reductn	82	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.89	0.15
Intersection Summary		

Lanes, Volumes, Timings
7: SR 535 & Polynesian Isle Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	373	58	257	83	94	299	0	2482	358	0	2426	471
Future Volume (vph)	373	58	257	83	94	299	0	2482	358	0	2426	471
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		250	300		175	0		250	450		125
Storage Lanes	1		1	2		1	0		2	0		1
Taper Length (ft)	50			50			100			50		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.91	0.88	1.00	0.91	1.00
Ped Bike Factor		0.99	0.99									0.98
Frt		0.904	0.850		0.919	0.850			0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3400	1571	1490	3400	1610	1490	0	4940	2707	0	4940	1538
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3400	1571	1470	3400	1610	1490	0	4940	2707	0	4940	1503
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6	69		4	107			246			180
Link Speed (mph)		40			30			45			45	
Link Distance (ft)		1180			788			941			950	
Travel Time (s)		20.1			17.9			14.3			14.4	
Confl. Peds. (#/hr)			1									1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	393	61	271	87	99	315	0	2613	377	0	2554	496
Shared Lane Traffic (%)			40%			37%						
Lane Group Flow (vph)	393	169	163	87	216	198	0	2613	377	0	2554	496
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			60			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1		2	1		2	1
Detector Template	Left	Thru	Right	Left	Thru	Right		Thru	Right		Thru	Right
Leading Detector (ft)	20	100	20	20	100	20		100	20		100	20
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm		NA	Perm		NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8		2	2		6	6
Switch Phase												

Lanes, Volumes, Timings
7: SR 535 & Polynesian Isle Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0		25.0	25.0		25.0	25.0
Minimum Split (s)	11.0	44.0	44.0	11.0	20.0	20.0		112.0	112.0		112.0	112.0
Total Split (s)	26.0	44.0	44.0	12.0	30.0	30.0		114.0	114.0		114.0	114.0
Total Split (%)	15.3%	25.9%	25.9%	7.1%	17.6%	17.6%		67.1%	67.1%		67.1%	67.1%
Maximum Green (s)	20.0	36.4	36.4	6.0	22.1	22.1		106.5	106.5		106.3	106.3
Yellow Time (s)	4.0	4.4	4.4	4.0	4.0	4.0		5.5	5.5		5.5	5.5
All-Red Time (s)	2.0	3.2	3.2	2.0	3.9	3.9		2.0	2.0		2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	7.6	7.6	6.0	7.9	7.9		7.5	7.5		7.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.0	2.0	3.0	2.0	2.0		3.5	3.5		3.5	3.5
Minimum Gap (s)	3.0	2.0	2.0	3.0	2.0	2.0		3.5	3.5		3.5	3.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Recall Mode	None	None	None	None	None	None		C-Min	C-Min		C-Min	C-Min
Walk Time (s)		7.0	7.0					7.0	7.0		7.0	7.0
Flash Dont Walk (s)		42.0	42.0					23.0	23.0		25.0	25.0
Pedestrian Calls (#/hr)		0	0					0	0		0	0
Act Effct Green (s)	20.0	36.4	36.4	6.0	22.1	22.1		106.5	106.5		106.3	106.3
Actuated g/C Ratio	0.12	0.21	0.21	0.04	0.13	0.13		0.63	0.63		0.63	0.63
v/c Ratio	0.98	0.50	0.44	0.72	1.02	0.69		0.84	0.21		0.83	0.49
Control Delay	114.0	62.3	37.0	111.8	135.5	45.5		9.0	0.5		11.8	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.9	0.0		0.4	0.0
Total Delay	114.0	62.3	37.0	111.8	135.5	45.5		9.8	0.5		12.1	2.8
LOS	F	E	D	F	F	D		A	A		B	A
Approach Delay		84.6			95.8			8.6			10.6	
Approach LOS		F			F			A			B	
90th %ile Green (s)	20.0	36.4	36.4	6.0	22.1	22.1		106.5	106.5		106.3	106.3
90th %ile Term Code	Max	Hold	Hold	Max	Max	Max		Coord	Coord		Coord	Coord
70th %ile Green (s)	20.0	36.4	36.4	6.0	22.1	22.1		106.5	106.5		106.3	106.3
70th %ile Term Code	Max	Hold	Hold	Max	Max	Max		Coord	Coord		Coord	Coord
50th %ile Green (s)	20.0	36.4	36.4	6.0	22.1	22.1		106.5	106.5		106.3	106.3
50th %ile Term Code	Max	Hold	Hold	Max	Max	Max		Coord	Coord		Coord	Coord
30th %ile Green (s)	20.0	36.4	36.4	6.0	22.1	22.1		106.5	106.5		106.3	106.3
30th %ile Term Code	Max	Hold	Hold	Max	Max	Max		Coord	Coord		Coord	Coord
10th %ile Green (s)	20.0	36.4	36.4	6.0	22.1	22.1		106.5	106.5		106.3	106.3
10th %ile Term Code	Max	Hold	Hold	Max	Max	Max		Coord	Coord		Coord	Coord
Stops (vph)	339	135	78	78	175	86		1205	11		1169	51
Fuel Used(gal)	15	5	3	3	8	3		35	2		35	4
CO Emissions (g/hr)	1047	326	222	198	551	236		2424	165		2469	266
NOx Emissions (g/hr)	204	63	43	38	107	46		472	32		480	52
VOC Emissions (g/hr)	243	75	51	46	128	55		562	38		572	62
Dilemma Vehicles (#)	0	3	0	0	0	0		10	0		69	0
Queue Length 50th (ft)	228	170	95	50	-262	103		210	0		280	12
Queue Length 95th (ft)	#343	256	180	#97	#453	208		120	m0		150	m35
Internal Link Dist (ft)		1100			708			861			870	
Turn Bay Length (ft)	300		250	300		175			250			125
Base Capacity (vph)	400	341	368	120	212	286		3094	1787		3088	1007

Lanes, Volumes, Timings
7: SR 535 & Polynesian Isle Blvd

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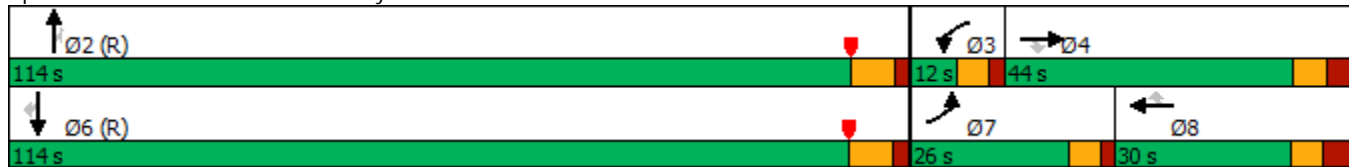


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0		221	0		149	0
Spillback Cap Reductn	0	0	1	0	0	0		21	0		75	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.98	0.50	0.44	0.72	1.02	0.69		0.91	0.21		0.87	0.49

Intersection Summary















Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	6 (4%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	170
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.02
Intersection Signal Delay:	23.1
Intersection LOS:	C
Intersection Capacity Utilization	88.8%
ICU Level of Service	E
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: SR 535 & Polynesian Isle Blvd



Lanes, Volumes, Timings
8: SR 535 & Median Opening N

11/14/2022

								
Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	0	122	193	2798	163	31	72	2704
Future Volume (vph)	0	122	193	2798	163	31	72	2704
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)	0%			0%				0%
Storage Length (ft)	0	0	400		350		550	
Storage Lanes	0	1	1		1		1	
Taper Length (ft)	0		50				50	
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91
Ped Bike Factor					0.98			
Frt		0.865			0.850			
Flt Protected			0.950				0.950	
Satd. Flow (prot)	0	1611	1719	4940	1538	0	1719	4940
Flt Permitted			0.950				0.950	
Satd. Flow (perm)	0	1611	1719	4940	1504	0	1719	4940
Right Turn on Red		Yes			Yes			
Satd. Flow (RTOR)		88			158			
Link Speed (mph)	30			45				45
Link Distance (ft)	1012			950				774
Travel Time (s)	23.0			14.4				11.7
Confl. Peds. (#/hr)					3			
Confl. Bikes (#/hr)								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%				0%
Adj. Flow (vph)	0	128	203	2945	172	33	76	2846
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	128	203	2945	172	0	109	2846
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	R NA	Left	Left
Median Width(ft)	0			36				36
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
Turning Speed (mph)	15	9	9		9	9	15	
Number of Detectors		1	1	2	1	1	1	2
Detector Template		Right	Left	Thru	Right	Left	Left	Thru
Leading Detector (ft)		20	20	100	20	20	20	100
Trailing Detector (ft)		0	0	0	0	0	0	0
Turn Type		Perm	Prot	NA	Perm	Prot	Prot	NA
Protected Phases			5	2		1	1	6
Permitted Phases		8			2			
Detector Phase		8	5	2	2	1	1	6
Switch Phase								

Lanes, Volumes, Timings
8: SR 535 & Median Opening N

11/14/2022



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Minimum Initial (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)		24.0	11.0	24.0	24.0	12.5	12.5	24.0
Total Split (s)		24.0	32.0	123.0	123.0	23.0	23.0	114.0
Total Split (%)		14.1%	18.8%	72.4%	72.4%	13.5%	13.5%	67.1%
Maximum Green (s)		16.5	26.0	115.5	115.5	15.5	15.5	106.5
Yellow Time (s)		5.0	4.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)		2.5	2.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		7.5	6.0	7.5	7.5		7.5	7.5
Lead/Lag			Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode		None	None	C-Min	C-Min	None	None	C-Min
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
Act Effct Green (s)		10.3	24.0	122.7	122.7		14.5	114.7
Actuated g/C Ratio		0.06	0.14	0.72	0.72		0.09	0.67
v/c Ratio		0.71	0.84	0.83	0.15		0.75	0.85
Control Delay		48.2	82.0	8.4	0.6		92.7	16.7
Queue Delay		0.0	0.0	0.2	0.0		0.0	0.1
Total Delay		48.2	82.0	8.6	0.6		92.7	16.8
LOS		D	F	A	A		F	B
Approach Delay	48.2			12.7				19.6
Approach LOS	D			B				B
90th %ile Green (s)		16.5	26.0	115.5	115.5	15.5	15.5	106.5
90th %ile Term Code		Max	Max	Coord	Coord	Max	Max	Coord
70th %ile Green (s)		12.8	26.0	119.2	119.2	15.5	15.5	110.2
70th %ile Term Code		Gap	Max	Coord	Coord	Max	Max	Coord
50th %ile Green (s)		9.8	26.0	122.2	122.2	15.5	15.5	113.2
50th %ile Term Code		Gap	Hold	Coord	Coord	Max	Max	Coord
30th %ile Green (s)		6.9	24.5	126.6	126.6	14.0	14.0	117.6
30th %ile Term Code		Gap	Hold	Coord	Coord	Gap	Gap	Coord
10th %ile Green (s)		5.5	17.6	130.2	130.2	11.8	11.8	125.9
10th %ile Term Code		Gap	Gap	Coord	Coord	Hold	Hold	Coord
Stops (vph)		43	186	887	6		99	1307
Fuel Used(gal)		2	7	33	1		4	39
CO Emissions (g/hr)		168	470	2313	77		260	2728
NOx Emissions (g/hr)		33	91	450	15		51	531
VOC Emissions (g/hr)		39	109	536	18		60	632
Dilemma Vehicles (#)		0	0	89	0		0	72
Queue Length 50th (ft)		44	233	310	2		122	424
Queue Length 95th (ft)		118	m272	m336	m5		m#186	437
Internal Link Dist (ft)	932			870				694
Turn Bay Length (ft)			400		350		550	
Base Capacity (vph)		235	262	3566	1129		156	3332

Lanes, Volumes, Timings
 8: SR 535 & Median Opening N

11/14/2022

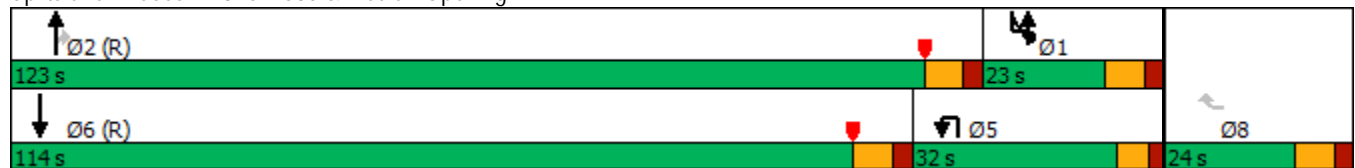


Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Starvation Cap Reductn		0	0	128	0		0	39
Spillback Cap Reductn		1	0	90	0		0	0
Storage Cap Reductn		0	0	0	0		0	0
Reduced v/c Ratio		0.55	0.77	0.86	0.15		0.70	0.86

Intersection Summary




























Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	169 (99%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	110
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	16.6
Intersection LOS:	B
Intersection Capacity Utilization	86.1%
ICU Level of Service	E
Analysis Period (min)	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: SR 535 & Median Opening N



Lanes, Volumes, Timings
9: SR 535 & LBV Factory Stores

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				  				  			  	
Traffic Volume (vph)	0	0	46	354	28	261	25	2677	249	155	2407	58
Future Volume (vph)	0	0	46	354	28	261	25	2677	249	155	2407	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	300		0	525		525	575		575
Storage Lanes	0		1	2		0	1		1	1		1
Taper Length (ft)	0			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.94	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor				1.00					0.98			
Frt			0.865		0.864				0.850			0.850
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	0	1611	4990	1609	0	1719	4940	1538	1719	4940	1538
Flt Permitted				0.950			0.950			0.950		
Satd. Flow (perm)	0	0	1611	4975	1609	0	1719	4940	1512	1719	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164		159				262			119
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1002			1000			774			1245	
Travel Time (s)		22.8			22.7			11.7			18.9	
Confl. Peds. (#/hr)				1					3			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	48	373	29	275	26	2818	262	163	2534	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	48	373	304	0	26	2818	262	163	2534	61
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1	1	2		1	2	1	1	2	1
Detector Template			Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)			20	20	100		20	100	20	20	100	20
Trailing Detector (ft)			0	0	0		0	0	0	0	0	0
Turn Type			Perm	pm+pt	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases				3	8		5	2	3	1	6	
Permitted Phases			4	8					2			6
Detector Phase			4	3	8		5	2	3	1	6	6
Switch Phase												

Lanes, Volumes, Timings
9: SR 535 & LBV Factory Stores

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)			5.0	5.0	5.0		5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)			13.1	12.5	12.3		11.0	38.6	12.5	11.0	38.5	38.5
Total Split (s)			17.3	17.7	35.0		12.0	111.0	17.7	24.0	123.0	123.0
Total Split (%)			10.2%	10.4%	20.6%		7.1%	65.3%	10.4%	14.1%	72.4%	72.4%
Maximum Green (s)			9.2	10.2	27.7		6.0	103.4	10.2	18.0	115.5	115.5
Yellow Time (s)			4.2	5.0	3.4		4.0	5.6	5.0	4.0	5.5	5.5
All-Red Time (s)			3.9	2.5	3.9		2.0	2.0	2.5	2.0	2.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)			8.1	7.5	7.3		6.0	7.6	7.5	6.0	7.5	7.5
Lead/Lag			Lead	Lag			Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?			Yes	Yes			Yes	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
Minimum Gap (s)			3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)			0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)			0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode			None	None	None		None	C-Min	None	None	C-Min	C-Min
Walk Time (s)								7.0			7.0	7.0
Flash Dont Walk (s)								24.0			24.0	24.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)			5.5	22.0	22.2		6.5	109.3	120.4	17.7	125.4	125.4
Actuated g/C Ratio			0.03	0.13	0.13		0.04	0.64	0.71	0.10	0.74	0.74
v/c Ratio			0.23	0.58	0.88		0.40	0.89	0.23	0.91	0.70	0.05
Control Delay			2.5	72.7	58.7		113.4	12.7	0.5	121.4	14.9	0.1
Queue Delay			0.0	0.0	0.0		0.0	0.6	0.0	0.0	0.0	0.0
Total Delay			2.5	72.7	58.7		113.4	13.3	0.5	121.4	14.9	0.1
LOS			A	E	E		F	B	A	F	B	A
Approach Delay		2.5			66.4			13.0			20.9	
Approach LOS		A			E			B			C	
90th %ile Green (s)			5.5	13.9	27.7		6.0	103.4	13.9	18.0	115.5	115.5
90th %ile Term Code			Gap	Hold	Max		Max	Coord	Hold	Max	Coord	Coord
70th %ile Green (s)			5.5	13.6	27.4		6.3	103.7	13.6	18.0	115.5	115.5
70th %ile Term Code			Gap	Hold	Gap		Max	Coord	Hold	Max	Coord	Coord
50th %ile Green (s)			5.5	8.8	22.6		8.0	108.5	8.8	18.0	118.6	118.6
50th %ile Term Code			Gap	Hold	Gap		Gap	Coord	Hold	Max	Coord	Coord
30th %ile Green (s)			5.5	5.5	19.3		0.0	111.8	5.5	18.0	135.9	135.9
30th %ile Term Code			Gap	Gap	Hold		Skip	Coord	Gap	Max	Coord	Coord
10th %ile Green (s)			0.0	13.6	13.8		0.0	118.9	13.6	16.4	141.4	141.4
10th %ile Term Code			Skip	Gap	Hold		Skip	Coord	Gap	Gap	Coord	Coord
Stops (vph)			0	326	143		25	1477	5	140	1278	0
Fuel Used(gal)			0	10	6		1	39	1	7	43	0
CO Emissions (g/hr)			27	685	454		71	2708	93	477	2981	33
NOx Emissions (g/hr)			5	133	88		14	527	18	93	580	6
VOC Emissions (g/hr)			6	159	105		16	628	22	111	691	8
Dilemma Vehicles (#)			0	0	0		0	88	0	0	71	0
Queue Length 50th (ft)			0	140	167		29	430	2	183	601	0
Queue Length 95th (ft)			0	173	283		m37	612	m9	#330	691	0
Internal Link Dist (ft)		922			920			694			1165	
Turn Bay Length (ft)				300			525		525	575		575
Base Capacity (vph)			242	679	395		66	3174	1158	182	3643	1165

Lanes, Volumes, Timings
 9: SR 535 & LBV Factory Stores

11/14/2022

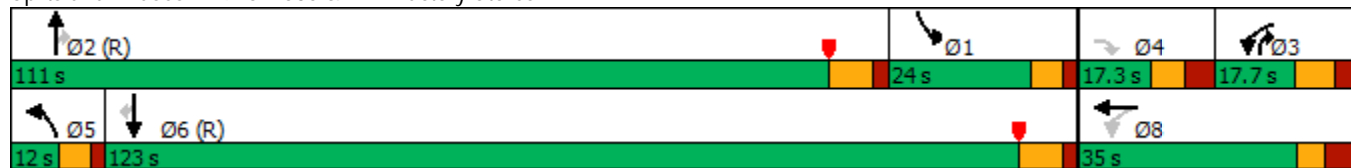


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn			0	0	0		0	107	0	0	0	0
Spillback Cap Reductn			1	0	0		0	0	0	0	40	0
Storage Cap Reductn			0	0	0		0	0	0	0	0	0
Reduced v/c Ratio			0.20	0.55	0.77		0.39	0.92	0.23	0.90	0.70	0.05

Intersection Summary













Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 5 (3%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 21.7 Intersection LOS: C
 Intersection Capacity Utilization 95.3% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SR 535 & LBV Factory Stores



Lanes, Volumes, Timings
10: SR 535 & International Dr

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑↑		↑↑↑	↑↑		↑↑↑	↑
Traffic Volume (vph)	0	1127	0	0	1404	174	0	2151	756	0	2259	87
Future Volume (vph)	0	1127	0	0	1404	174	0	2151	756	0	2259	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	0		200	0		350	0		350
Storage Lanes	0		0	0		2	0		2	0		1
Taper Length (ft)	100			50			100			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.88	1.00	0.91	0.88	1.00	0.91	1.00
Ped Bike Factor												
Flt						0.850			0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	5085	0	0	5085	2787	0	4940	2707	0	4940	1538
Flt Permitted												
Satd. Flow (perm)	0	5085	0	0	5085	2787	0	4940	2707	0	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						41			44			44
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		840			824			835			680	
Travel Time (s)		12.7			12.5			12.7			10.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1186	0	0	1478	183	0	2264	796	0	2378	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1186	0	0	1478	183	0	2264	796	0	2378	92
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2	1		2	1		2	1
Detector Template		Thru			Thru	Right		Thru	Right		Thru	Right
Leading Detector (ft)		100			100	20		100	20		100	20
Trailing Detector (ft)		0			0	0		0	0		0	0
Turn Type		NA			NA	Perm		NA	Perm		NA	Perm
Protected Phases		4			8			6			2	
Permitted Phases						8			6			2
Detector Phase		4			8	8		6	6		2	2
Switch Phase												

Lanes, Volumes, Timings
10: SR 535 & International Dr

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0			5.0	5.0		10.0	10.0		10.0	10.0
Minimum Split (s)		55.0			55.0	55.0		17.5	17.5		17.5	17.5
Total Split (s)		55.0			55.0	55.0		65.0	65.0		65.0	65.0
Total Split (%)		45.8%			45.8%	45.8%		54.2%	54.2%		54.2%	54.2%
Maximum Green (s)		47.2			47.2	47.2		57.5	57.5		57.5	57.5
Yellow Time (s)		4.8			4.8	4.8		5.5	5.5		5.5	5.5
All-Red Time (s)		3.0			3.0	3.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.8			7.8	7.8		7.5	7.5		7.5	7.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0		3.0	3.0
Minimum Gap (s)		3.0			3.0	3.0		3.0	3.0		3.0	3.0
Time Before Reduce (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Time To Reduce (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Recall Mode		None			None	None		C-Min	C-Min		C-Min	C-Min
Walk Time (s)		7.0			7.0	7.0						
Flash Dont Walk (s)		39.0			39.0	39.0						
Pedestrian Calls (#/hr)		0			0	0						
Act Effct Green (s)		44.5			44.5	44.5		60.2	60.2		60.2	60.2
Actuated g/C Ratio		0.37			0.37	0.37		0.50	0.50		0.50	0.50
v/c Ratio		0.63			0.78	0.17		0.91	0.58		0.96	0.12
Control Delay		19.9			36.7	19.3		28.0	16.5		28.7	6.5
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.3	0.0
Total Delay		19.9			36.7	19.3		28.0	16.5		29.0	6.5
LOS		B			D	B		C	B		C	A
Approach Delay		19.9			34.8			25.0			28.2	
Approach LOS		B			C			C			C	
90th %ile Green (s)		47.2			47.2	47.2		57.5	57.5		57.5	57.5
90th %ile Term Code		Hold			Max	Max		Coord	Coord		Coord	Coord
70th %ile Green (s)		47.2			47.2	47.2		57.5	57.5		57.5	57.5
70th %ile Term Code		Hold			Max	Max		Coord	Coord		Coord	Coord
50th %ile Green (s)		46.7			46.7	46.7		58.0	58.0		58.0	58.0
50th %ile Term Code		Hold			Gap	Gap		Coord	Coord		Coord	Coord
30th %ile Green (s)		43.4			43.4	43.4		61.3	61.3		61.3	61.3
30th %ile Term Code		Hold			Gap	Gap		Coord	Coord		Coord	Coord
10th %ile Green (s)		38.1			38.1	38.1		66.6	66.6		66.6	66.6
10th %ile Term Code		Hold			Gap	Gap		Coord	Coord		Coord	Coord
Stops (vph)		400			1201	86		1856	477		1548	31
Fuel Used(gal)		16			45	4		47	13		42	1
CO Emissions (g/hr)		1097			3125	290		3284	879		2965	62
NOx Emissions (g/hr)		213			608	56		639	171		577	12
VOC Emissions (g/hr)		254			724	67		761	204		687	14
Dilemma Vehicles (#)		34			52	0		83	0		82	0
Queue Length 50th (ft)		120			357	39		609	125		319	10
Queue Length 95th (ft)		135			412	67		#724	150		#782	m19
Internal Link Dist (ft)		760			744			755			600	
Turn Bay Length (ft)						200			350			350
Base Capacity (vph)		2000			2000	1121		2477	1379		2477	793

Lanes, Volumes, Timings
 10: SR 535 & International Dr

11/14/2022

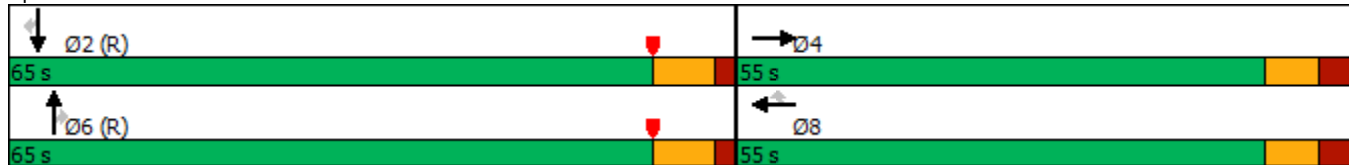


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0		0	0		10	0
Spillback Cap Reductn		0			0	0		0	0		0	0
Storage Cap Reductn		0			0	0		0	0		0	0
Reduced v/c Ratio		0.59			0.74	0.16		0.91	0.58		0.96	0.12

Intersection Summary













Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 5 (4%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 27.1 Intersection LOS: C
 Intersection Capacity Utilization 83.5% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: SR 535 & International Dr



Lanes, Volumes, Timings
 11: SR 535 & SR 536/World Center Dr

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↗		↑↑↑	↗↗		↑↑↑	↗↗
Traffic Volume (vph)	0	1763	0	0	1797	662	0	1853	130	0	1826	410
Future Volume (vph)	0	1763	0	0	1797	662	0	1853	130	0	1826	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		300	400		400	0		300
Storage Lanes	0		0	0		1	0		2	0		2
Taper Length (ft)	50			200			300			150		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.91	0.88	1.00	0.91	0.88
Ped Bike Factor												
Flt						0.850			0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	5036	0	0	5036	1568	0	4940	2707	0	4940	2707
Flt Permitted												
Satd. Flow (perm)	0	5036	0	0	5036	1568	0	4940	2707	0	4940	2707
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						41			41			41
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		769			830			738			1735	
Travel Time (s)		9.5			12.6			11.2			26.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1856	0	0	1892	697	0	1951	137	0	1922	432
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1856	0	0	1892	697	0	1951	137	0	1922	432
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2	1		2	1		2	1
Detector Template		Thru			Thru	Right		Thru	Right		Thru	Right
Leading Detector (ft)		100			100	20		100	20		100	20
Trailing Detector (ft)		0			0	0		0	0		0	0
Turn Type		NA			NA	Perm		NA	Perm		NA	Perm
Protected Phases		8			4			6			2	
Permitted Phases						4			6			2
Detector Phase		8			4	4		6	6		2	2
Switch Phase												

Lanes, Volumes, Timings
 11: SR 535 & SR 536/World Center Dr

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0			10.0	10.0		5.0	5.0		5.0	5.0
Minimum Split (s)		24.0			17.6	17.6		24.0	24.0		24.0	24.0
Total Split (s)		62.0			62.0	62.0		58.0	58.0		58.0	58.0
Total Split (%)		51.7%			51.7%	51.7%		48.3%	48.3%		48.3%	48.3%
Maximum Green (s)		54.5			54.5	54.5		52.0	52.0		50.5	50.5
Yellow Time (s)		5.0			5.0	5.0		4.0	4.0		5.0	5.0
All-Red Time (s)		2.5			2.5	2.5		2.0	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)		7.5			7.5	7.5		6.0	6.0		7.5	7.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0		3.0	3.0
Minimum Gap (s)		3.0			3.0	3.0		3.0	3.0		3.0	3.0
Time Before Reduce (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Time To Reduce (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Recall Mode		None			None	None		None	None		C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Dont Walk (s)								11.0	11.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)		54.5			54.5	54.5		52.0	52.0		50.5	50.5
Actuated g/C Ratio		0.45			0.45	0.45		0.43	0.43		0.42	0.42
v/c Ratio		0.81			0.83	0.95		0.91	0.11		0.92	0.37
Control Delay		18.5			32.6	53.4		41.2	20.2		41.8	22.5
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		18.5			32.6	53.4		41.2	20.2		41.8	22.5
LOS		B			C	D		D	C		D	C
Approach Delay		18.5			38.2			39.9			38.3	
Approach LOS		B			D			D			D	
90th %ile Green (s)		54.5			54.5	54.5		52.0	52.0		50.5	50.5
90th %ile Term Code		Max			Max	Max		Coord	Coord		Coord	Coord
70th %ile Green (s)		54.5			54.5	54.5		52.0	52.0		50.5	50.5
70th %ile Term Code		Max			Max	Max		Coord	Coord		Coord	Coord
50th %ile Green (s)		54.5			54.5	54.5		52.0	52.0		50.5	50.5
50th %ile Term Code		Max			Max	Max		Coord	Coord		Coord	Coord
30th %ile Green (s)		54.5			54.5	54.5		52.0	52.0		50.5	50.5
30th %ile Term Code		Hold			Max	Max		Coord	Coord		Coord	Coord
10th %ile Green (s)		54.5			54.5	54.5		52.0	52.0		50.5	50.5
10th %ile Term Code		Hold			Max	Max		Coord	Coord		Coord	Coord
Stops (vph)		628			1522	545		1294	150		1634	247
Fuel Used(gal)		27			41	18		41	3		56	10
CO Emissions (g/hr)		1879			2833	1226		2833	211		3945	669
NOx Emissions (g/hr)		366			551	239		551	41		767	130
VOC Emissions (g/hr)		435			656	284		657	49		914	155
Dilemma Vehicles (#)		88			75	0		134	0		75	0
Queue Length 50th (ft)		185			458	485		398	14		508	115
Queue Length 95th (ft)		240			526	#750		450	m53		#586	161
Internal Link Dist (ft)		689			750			658			1655	
Turn Bay Length (ft)						300			400			300
Base Capacity (vph)		2287			2287	734		2140	1196		2078	1162

Lanes, Volumes, Timings
 11: SR 535 & SR 536/World Center Dr

11/14/2022

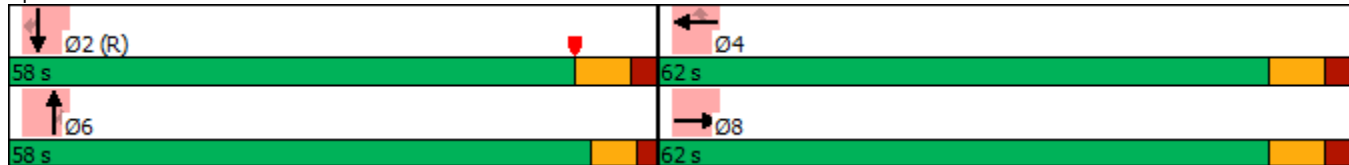


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0		0	0		0	0
Spillback Cap Reductn		0			0	0		0	0		0	0
Storage Cap Reductn		0			0	0		0	0		0	0
Reduced v/c Ratio		0.81			0.83	0.95		0.91	0.11		0.92	0.37

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 110 (92%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 34.5
 Intersection LOS: C
 Intersection Capacity Utilization 88.0%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: SR 535 & SR 536/World Center Dr



Lanes, Volumes, Timings
 12: SR 535 & Lake Bryan Beach Blvd

11/14/2022


































Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↑↑↑	↗	↗	↑↑↑	
Traffic Volume (vph)	7	5	11	26	5	45	30	2426	59	65	2199	4
Future Volume (vph)	7	5	11	26	5	45	30	2426	59	65	2199	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		175	150		0
Storage Lanes	0		0	0		0	1		1	1		0
Taper Length (ft)	0			0			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.932			0.920				0.850			
Flt Protected		0.986			0.983		0.950			0.950		
Satd. Flow (prot)	0	1695	0	0	1668	0	1719	4940	1538	1719	4940	0
Flt Permitted		0.986			0.983		0.950			0.950		
Satd. Flow (perm)	0	1695	0	0	1668	0	1719	4940	1538	1719	4940	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1035			1008			1735			2813	
Travel Time (s)		23.5			22.9			26.3			42.6	
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	7	5	12	27	5	47	32	2554	62	68	2315	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	79	0	32	2554	62	68	2319	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
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	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	66.6%
ICU Level of Service	C
Analysis Period (min)	15

Lanes, Volumes, Timings
 13: International Dr & World Center Dr/SR 536

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 	 	 	  	
Traffic Volume (vph)	586	1327	34	576	1950	469	103	1932	690	558	1646	406
Future Volume (vph)	586	1327	34	576	1950	469	103	1932	690	558	1646	406
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	375		275	150		300	400		450
Storage Lanes	1		0	1		1	1		2	2		1
Taper Length (ft)	50			50			125			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.88	0.97	0.91	1.00
Ped Bike Factor												
Frt		0.996				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3491	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3491	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				292			133			307
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1492			2554			919			1719	
Travel Time (s)		22.6			38.7			13.9			26.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	617	1397	36	606	2053	494	108	2034	726	587	1733	427
Shared Lane Traffic (%)												
Lane Group Flow (vph)	617	1433	0	606	2053	494	108	2034	726	587	1733	427
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	Free
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases						Free			4			Free
Detector Phase	1	6		5	2		7	4	5	3	8	
Switch Phase												

Lanes, Volumes, Timings
 13: International Dr & World Center Dr/SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.4	37.8		12.6	17.6		11.8	11.8	12.6	11.9	11.9	
Total Split (s)	21.0	52.0		32.0	63.0		11.8	46.0	32.0	20.0	54.2	
Total Split (%)	14.0%	34.7%		21.3%	42.0%		7.9%	30.7%	21.3%	13.3%	36.1%	
Maximum Green (s)	13.6	45.2		24.4	55.4		5.0	39.2	24.4	13.1	47.3	
Yellow Time (s)	4.8	4.8		5.6	5.6		4.8	4.8	5.6	4.9	4.9	
All-Red Time (s)	2.6	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.4	6.8		7.6	7.6		6.8	6.8	7.6	6.9	6.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		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	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		24.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	13.6	45.2		24.4	55.4	150.0	5.0	39.2	70.4	13.1	47.3	150.0
Actuated g/C Ratio	0.09	0.30		0.16	0.37	1.00	0.03	0.26	0.47	0.09	0.32	1.00
v/c Ratio	2.00	1.36		2.13	1.59	0.32	1.86	2.22	0.53	1.98	1.09	0.27
Control Delay	494.8	208.5		550.6	300.4	0.5	481.8	579.9	24.1	486.7	99.4	0.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	494.8	208.5		550.6	300.4	0.5	481.8	579.9	24.1	486.7	99.4	0.4
LOS	F	F		F	F	A	F	F	C	F	F	A
Approach Delay		294.7			301.5			435.5				166.8
Approach LOS		F			F			F				F
90th %ile Green (s)	13.6	45.2		24.4	55.4		5.0	39.2	24.4	13.1	47.3	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
70th %ile Green (s)	13.6	45.2		24.4	55.4		5.0	39.2	24.4	13.1	47.3	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
50th %ile Green (s)	13.6	45.2		24.4	55.4		5.0	39.2	24.4	13.1	47.3	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
30th %ile Green (s)	13.6	45.2		24.4	55.4		5.0	39.2	24.4	13.1	47.3	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
10th %ile Green (s)	13.6	45.2		24.4	55.4		5.0	39.2	24.4	13.1	47.3	
10th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
Stops (vph)	370	1042		356	1353	0	64	1174	394	353	1463	0
Fuel Used(gal)	69	84		79	168	8	12	254	12	66	70	5
CO Emissions (g/hr)	4845	5866		5490	11773	547	805	17770	867	4607	4883	319
NOx Emissions (g/hr)	943	1141		1068	2291	106	157	3457	169	896	950	62
VOC Emissions (g/hr)	1123	1359		1272	2728	127	187	4118	201	1068	1132	74
Dilemma Vehicles (#)	0	33		0	41	0	0	28	0	0	50	0
Queue Length 50th (ft)	~484	~972		~940	~1501	0	~160	~1682	229	~458	~697	0
Queue Length 95th (ft)	#607	#1114		#1180	#1632	0	#292	#1813	296	#580	#792	0
Internal Link Dist (ft)		1412			2474			839			1639	
Turn Bay Length (ft)	250			375		275	150		300	400		450
Base Capacity (vph)	308	1053		284	1294	1568	58	915	1365	296	1588	1568

Lanes, Volumes, Timings
 13: International Dr & World Center Dr/SR 536

11/14/2022

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	2.00	1.36		2.13	1.59	0.32	1.86	2.22	0.53	1.98	1.09	0.27





























Intersection Summary	
Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	2.22
Intersection Signal Delay:	301.5
Intersection LOS:	F
Intersection Capacity Utilization	163.9%
ICU Level of Service	H
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 13: International Dr & World Center Dr/SR 536



Lanes, Volumes, Timings
14: US 192 & Storey Lake Blvd

12/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 			 	
Traffic Volume (vph)	44	2232	0	0	2546	473	0	0	0	353	0	72
Future Volume (vph)	44	2232	0	0	2546	473	0	0	0	353	0	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	530		350	0		0	250		185
Storage Lanes	2		0	1		1	0		0	1		1
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor										1.00	0.98	0.98
Fr t						0.850					0.850	0.850
Flt Protected	0.950									0.950		
Satd. Flow (prot)	3367	4988	0	1863	4988	1553	0	1863	0	1770	1481	1504
Flt Permitted	0.950									0.950		
Satd. Flow (perm)	3367	4988	0	1863	4988	1553	0	1863	0	1766	1481	1481
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						265					65	65
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1315			1205			229			1017	
Travel Time (s)		19.9			18.3			5.2			23.1	
Confl. Peds. (#/hr)										2		1
Confl. Bikes (#/hr)										1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	46	2349	0	0	2680	498	0	0	0	372	0	76
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	46	2349	0	0	2680	498	0	0	0	372	38	38
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			12			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	60		9	60		60	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Perm				Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6	8					4
Detector Phase	5	2		1	6	6	8	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
 14: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	25.0		5.0	25.0	25.0	6.0	6.0		6.0	5.0	5.0
Minimum Split (s)	17.0	95.0		11.0	95.0	95.0	15.0	15.0		28.0	24.0	24.0
Total Split (s)	17.0	101.0		11.0	95.0	95.0	15.0	15.0		63.0	78.0	78.0
Total Split (%)	8.9%	53.2%		5.8%	50.0%	50.0%	7.9%	7.9%		33.2%	41.1%	41.1%
Maximum Green (s)	7.2	92.6		5.0	86.7	86.7	6.0	6.0		54.0	72.0	72.0
Yellow Time (s)	4.8	4.8		4.0	4.8	4.8	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	5.0	3.6		2.0	3.5	3.5	5.0	5.0		5.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	9.8	8.4		6.0	8.3	8.3		9.0		9.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0					7.0	7.0
Flash Dont Walk (s)		29.0			26.0	26.0					11.0	11.0
Pedestrian Calls (#/hr)		0			0	0					0	0
Act Effct Green (s)	8.0	127.8			113.2	113.2				44.8	47.8	47.8
Actuated g/C Ratio	0.04	0.67			0.60	0.60				0.24	0.25	0.25
v/c Ratio	0.33	0.70			0.90	0.48				0.89	0.09	0.09
Control Delay	94.0	21.6			40.1	12.3				93.6	2.1	2.1
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Total Delay	94.0	21.6			40.1	12.3				93.6	2.1	2.1
LOS	F	C			D	B				F	A	A
Approach Delay		22.9			35.7						78.1	
Approach LOS		C			D						E	
90th %ile Green (s)	10.1	118.6		0.0	98.8	98.8	0.0	0.0		54.0	57.0	57.0
90th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Max	Hold	Hold
70th %ile Green (s)	8.8	122.8		0.0	104.3	104.3	0.0	0.0		49.8	52.8	52.8
70th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
50th %ile Green (s)	8.0	127.2		0.0	109.5	109.5	0.0	0.0		45.4	48.4	48.4
50th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
30th %ile Green (s)	7.2	131.8		0.0	114.9	114.9	0.0	0.0		40.8	43.8	43.8
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
10th %ile Green (s)	0.0	138.6		0.0	138.7	138.7	0.0	0.0		34.0	37.0	37.0
10th %ile Term Code	Skip	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
Stops (vph)	43	1354			2034	135				337	1	1
Fuel Used(gal)	2	46			66	7				11	0	0
CO Emissions (g/hr)	122	3194			4613	459				796	21	21
NOx Emissions (g/hr)	24	621			897	89				155	4	4
VOC Emissions (g/hr)	28	740			1069	106				185	5	5
Dilemma Vehicles (#)	0	59			65	0				0	0	0
Queue Length 50th (ft)	29	642			1097	161				453	0	0
Queue Length 95th (ft)	55	786			#1371	295				560	8	8
Internal Link Dist (ft)		1235			1125			149			937	
Turn Bay Length (ft)	425					350				250		185
Base Capacity (vph)	146	3355			2972	1032				503	601	601

Lanes, Volumes, Timings
 14: US 192 & Storey Lake Blvd

12/29/2022

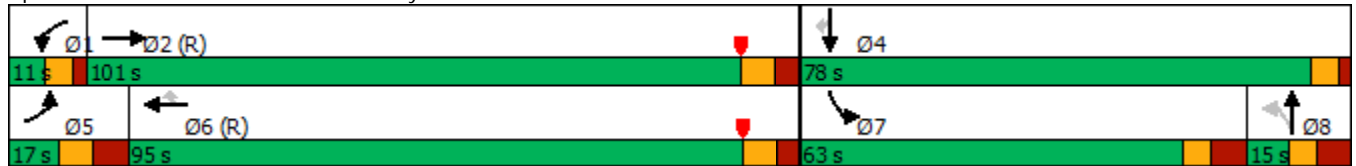


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0			0	0				0	0	0
Spillback Cap Reductn	0	0			0	0				0	0	0
Storage Cap Reductn	0	0			0	0				0	0	0
Reduced v/c Ratio	0.32	0.70			0.90	0.48				0.74	0.06	0.06

Intersection Summary

































Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 155
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 33.8
 Intersection LOS: C
 Intersection Capacity Utilization 80.7%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 14: US 192 & Storey Lake Blvd



Lanes, Volumes, Timings
15: US 192 & Poinciana Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  			 			 	
Traffic Volume (vph)	180	1273	459	159	1391	111	544	870	178	133	756	167
Future Volume (vph)	180	1273	459	159	1391	111	544	870	178	133	756	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	390		390	330		330	234		0	475		475
Storage Lanes	2		1	2		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.98			0.99		1.00				
Frt			0.850			0.850		0.975				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3441	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.075			0.252		
Satd. Flow (perm)	3432	5085	1558	3433	5085	1563	140	3441	0	469	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			424			134		15				140
Link Speed (mph)		45			45			40				40
Link Distance (ft)		3747			3214			547				771
Travel Time (s)		56.8			48.7			9.3				13.1
Confl. Peds. (#/hr)	1		3				3		3			
Confl. Bikes (#/hr)				2		1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	189	1340	483	167	1464	117	573	916	187	140	796	176
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	1340	483	167	1464	117	573	1103	0	140	796	176
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
15: US 192 & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	13.4	49.4	49.4	13.4	50.4	50.4	13.8	40.8		13.8	38.8	38.8
Total Split (s)	17.8	62.1	62.1	17.0	61.3	61.3	62.1	90.7		24.6	53.2	53.2
Total Split (%)	9.2%	31.9%	31.9%	8.7%	31.5%	31.5%	31.9%	46.7%		12.7%	27.4%	27.4%
Maximum Green (s)	11.4	55.7	55.7	10.6	54.9	54.9	55.3	83.9		17.8	46.4	46.4
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		36.0	36.0		37.0	37.0		27.0			25.0	25.0
Pedestrian Calls (#/hr)		0	0		0	0		0			0	0
Act Effct Green (s)	11.4	55.7	55.7	10.6	54.9	54.9	108.5	88.7		59.4	46.4	46.4
Actuated g/C Ratio	0.06	0.29	0.29	0.05	0.28	0.28	0.56	0.46		0.31	0.24	0.24
v/c Ratio	0.94	0.92	0.65	0.89	1.02	0.22	1.06	0.70		0.61	0.94	0.36
Control Delay	137.7	77.9	12.6	131.6	95.9	5.3	110.3	44.9		41.2	91.8	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	137.7	77.9	12.6	131.6	95.9	5.3	110.3	44.9		41.2	91.8	16.8
LOS	F	E	B	F	F	A	F	D		D	F	B
Approach Delay		67.9			93.2			67.3			73.5	
Approach LOS		E			F			E			E	
90th %ile Green (s)	11.4	55.7	55.7	10.6	54.9	54.9	55.3	84.4		17.3	46.4	46.4
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Gap	Coord	Coord
70th %ile Green (s)	11.4	55.7	55.7	10.6	54.9	54.9	55.3	87.3		14.4	46.4	46.4
70th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Gap	Coord	Coord
50th %ile Green (s)	11.4	55.7	55.7	10.6	54.9	54.9	55.3	88.9		12.8	46.4	46.4
50th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Gap	Coord	Coord
30th %ile Green (s)	11.4	55.7	55.7	10.6	54.9	54.9	55.3	90.4		11.3	46.4	46.4
30th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Gap	Coord	Coord
10th %ile Green (s)	11.4	55.7	55.7	10.6	54.9	54.9	55.3	92.4		9.3	46.4	46.4
10th %ile Term Code	Max	Hold	Hold	Max	Max	Max	Max	Coord		Gap	Coord	Coord
Stops (vph)	164	1193	67	147	1286	7	441	815		96	706	35
Fuel Used(gal)	11	66	13	9	72	3	19	21		3	25	2
CO Emissions (g/hr)	801	4614	921	657	5045	176	1298	1501		193	1749	125
NOx Emissions (g/hr)	156	898	179	128	982	34	253	292		37	340	24
VOC Emissions (g/hr)	186	1069	213	152	1169	41	301	348		45	405	29
Dilemma Vehicles (#)	0	31	0	0	34	0	0	27		0	19	0
Queue Length 50th (ft)	126	614	57	111	-722	0	-748	581		84	533	36
Queue Length 95th (ft)	#213	677	193	#188	#817	39	#1002	694		126	#659	113
Internal Link Dist (ft)		3667			3134			467			691	
Turn Bay Length (ft)	390		390	330		330	234			475		475
Base Capacity (vph)	201	1456	748	187	1436	537	541	1577		274	844	484

Lanes, Volumes, Timings
 15: US 192 & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.92	0.65	0.89	1.02	0.22	1.06	0.70		0.51	0.94	0.36

Intersection Summary

Area Type: Other
 Cycle Length: 194.4
 Actuated Cycle Length: 194.4
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 75.5
 Intersection LOS: E
 Intersection Capacity Utilization 105.7%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: US 192 & Poinciana Blvd



Lanes, Volumes, Timings
 16: World Center Dr & Buena Vista Suites

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷↷↷		↶	↷↷↷			↷↷			↷↷	
Traffic Volume (vph)	48	1819	26	49	2392	19	28	6	32	6	4	38
Future Volume (vph)	48	1819	26	49	2392	19	28	6	32	6	4	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Fr _t		0.998			0.999			0.933				0.892
Fl _t Protected	0.950			0.950				0.979				0.994
Satd. Flow (prot)	1752	5026	0	1752	5031	0	0	1701	0	0	1652	0
Fl _t Permitted	0.950			0.950				0.979				0.994
Satd. Flow (perm)	1752	5026	0	1752	5031	0	0	1701	0	0	1652	0
Link Speed (mph)		45			45			30				30
Link Distance (ft)		830			933			350				496
Travel Time (s)		12.6			14.1			8.0				11.3
Confl. Peds. (#/hr)			1									
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	51	1915	27	52	2518	20	29	6	34	6	4	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	1942	0	52	2538	0	0	69	0	0	50	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	62.9%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
 17: World Center Dr & Caribe Royale Orlando

11/14/2022
































Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	54	1918	2411	47	29	48
Future Volume (vph)	54	1918	2411	47	29	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	270			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.997			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	5036	5021	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	5036	5021	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		933	1492		505	
Travel Time (s)		14.1	22.6		11.5	
Confl. Peds. (#/hr)					1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	57	2019	2538	49	31	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	2019	2587	0	31	51
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.6%
	ICU Level of Service B
Analysis Period (min)	15

Lanes, Volumes, Timings
18: World Gateway Dr & SR 536

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (vph)	314	1983	327	312	1962	263	667	44	131	157	107	305
Future Volume (vph)	314	1983	327	312	1962	263	667	44	131	157	107	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	700		500	525		575	0		0	250		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			0			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.887				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568	1770	1652	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.299			0.641		
Satd. Flow (perm)	1752	5036	1568	1752	5036	1568	557	1652	0	1194	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			344			277		95				219
Link Speed (mph)		55			55			30				30
Link Distance (ft)		2142			1710			946				1989
Travel Time (s)		26.6			21.2			21.5				45.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	331	2087	344	328	2065	277	702	46	138	165	113	321
Shared Lane Traffic (%)												
Lane Group Flow (vph)	331	2087	344	328	2065	277	702	184	0	165	113	321
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Detector Phase	5	2	2	1	6	6	3	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
18: World Gateway Dr & SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	13.7	42.6	42.6	13.5	18.5	18.5	11.7	12.3		11.1	12.3	12.3
Total Split (s)	27.0	58.0	58.0	26.0	57.0	57.0	37.0	29.0		22.0	14.0	14.0
Total Split (%)	20.0%	43.0%	43.0%	19.3%	42.2%	42.2%	27.4%	21.5%		16.3%	10.4%	10.4%
Maximum Green (s)	18.3	49.4	49.4	17.5	48.5	48.5	30.3	21.7		15.9	6.7	6.7
Yellow Time (s)	5.6	5.6	5.6	5.5	5.5	5.5	3.4	3.4		3.4	3.4	3.4
All-Red Time (s)	3.1	3.0	3.0	3.0	3.0	3.0	3.3	3.9		2.7	3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.7	8.6	8.6	8.5	8.5	8.5	6.7	7.3		6.1	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0	7.0									
Flash Dont Walk (s)		27.0	27.0									
Pedestrian Calls (#/hr)		0	0									
Act Effct Green (s)	18.3	49.4	49.4	17.5	48.5	48.5	44.3	23.8		21.7	6.7	6.7
Actuated g/C Ratio	0.14	0.37	0.37	0.13	0.36	0.36	0.33	0.18		0.16	0.05	0.05
v/c Ratio	1.40	1.13	0.43	1.44	1.14	0.37	1.54	0.50		0.66	1.23	1.12
Control Delay	244.1	106.8	4.7	264.2	110.6	4.8	286.0	29.7		48.7	218.4	108.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	244.1	106.8	4.7	264.2	110.6	4.8	286.0	29.7		48.7	218.4	108.4
LOS	F	F	A	F	F	A	F	C		D	F	F
Approach Delay		110.5			118.4			232.8			112.7	
Approach LOS		F			F			F			F	
90th %ile Green (s)	18.3	49.4	49.4	17.5	48.5	48.5	30.3	21.7		15.9	6.7	6.7
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Hold		Max	Max	Max
70th %ile Green (s)	18.3	49.4	49.4	17.5	48.5	48.5	30.3	21.7		15.9	6.7	6.7
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Hold		Max	Max	Max
50th %ile Green (s)	18.3	49.4	49.4	17.5	48.5	48.5	30.3	22.9		14.7	6.7	6.7
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Hold		Gap	Max	Max
30th %ile Green (s)	18.3	49.4	49.4	17.5	48.5	48.5	30.3	25.0		12.6	6.7	6.7
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Hold		Gap	Max	Max
10th %ile Green (s)	18.3	49.4	49.4	17.5	48.5	48.5	30.3	27.9		9.7	6.7	6.7
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Hold		Gap	Max	Max
Stops (vph)	234	1721	25	229	1696	22	437	79		140	80	60
Fuel Used(gal)	24	102	5	24	97	4	46	3		5	7	12
CO Emissions (g/hr)	1693	7129	365	1706	6775	246	3228	195		333	479	824
NOx Emissions (g/hr)	329	1387	71	332	1318	48	628	38		65	93	160
VOC Emissions (g/hr)	392	1652	85	395	1570	57	748	45		77	111	191
Dilemma Vehicles (#)	0	64	0	0	63	0	0	0		0	0	0
Queue Length 50th (ft)	~386	~777	0	~390	~773	0	~816	69		106	~122	~129
Queue Length 95th (ft)	#579	#871	64	#583	#867	59	#1060	150		168	#249	#323
Internal Link Dist (ft)		2062			1630			866			1909	
Turn Bay Length (ft)	700		500	525		575				250		
Base Capacity (vph)	237	1842	791	227	1809	740	455	370		278	92	286

Lanes, Volumes, Timings
 18: World Gateway Dr & SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.40	1.13	0.43	1.44	1.14	0.37	1.54	0.50		0.59	1.23	1.12

Intersection Summary

Area Type: Other
 Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 135
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.54
 Intersection Signal Delay: 129.4 Intersection LOS: F
 Intersection Capacity Utilization 124.1% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 18: World Gateway Dr & SR 536



Lanes, Volumes, Timings
 19: International Dr & World Gateway Dr

11/14/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↙	↘
Traffic Volume (vph)	327	878	876	515	479	267
Future Volume (vph)	327	878	876	515	479	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.944			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	4801	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	4801	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		1160	2787		946	
Travel Time (s)		17.6	42.2		21.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	344	924	922	542	504	281
Shared Lane Traffic (%)						
Lane Group Flow (vph)	344	924	1464	0	504	281
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		60	40		36	
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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	83.1%
ICU Level of Service	E
Analysis Period (min)	15

Lanes, Volumes, Timings
 20: Poinciana Blvd EB Off Ramp & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Lane Configurations	↶	↷		↕	↕		
Traffic Volume (vph)	25	84	0	990	666	0	
Future Volume (vph)	25	84	0	990	666	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	1	0			0	
Taper Length (ft)	0		0				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	
Ped Bike Factor							
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	1752	1568	0	3539	3471	0	
Flt Permitted	0.950						
Satd. Flow (perm)	1752	1568	0	3539	3471	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		88					
Link Speed (mph)	30			40	40		
Link Distance (ft)	1471			395	446		
Travel Time (s)	33.4			6.7	7.6		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	3%	3%	2%	2%	4%	4%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	26	88	0	1042	701	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	26	88	0	1042	701	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			24	24		
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	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	1		2	2		
Detector Template	Left	Right		Thru	Thru		
Leading Detector (ft)	20	20		100	100		
Trailing Detector (ft)	0	0		0	0		
Turn Type	Prot	Perm		NA	NA		
Protected Phases	4			2	6	5	
Permitted Phases		4					
Detector Phase	4	4		2	6		
Switch Phase							

Lanes, Volumes, Timings
 20: Poinciana Blvd EB Off Ramp & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	24.0	24.0		24.0	31.0		11.0
Total Split (s)	26.0	26.0		59.0	40.0		19.0
Total Split (%)	30.6%	30.6%		69.4%	47.1%		22%
Maximum Green (s)	21.0	21.0		54.0	35.0		14.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		
Total Lost Time (s)	5.0	5.0		5.0	5.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None		C-Min	C-Min		None
Walk Time (s)					10.0		
Flash Dont Walk (s)					16.0		
Pedestrian Calls (#/hr)					0		
Act Effct Green (s)	7.1	7.1		71.0	58.0		
Actuated g/C Ratio	0.08	0.08		0.84	0.68		
v/c Ratio	0.18	0.42		0.35	0.30		
Control Delay	38.2	14.8		2.7	2.2		
Queue Delay	0.0	0.0		0.0	0.0		
Total Delay	38.2	14.8		2.7	2.2		
LOS	D	B		A	A		
Approach Delay	20.2			2.7	2.2		
Approach LOS	C			A	A		
90th %ile Green (s)	9.8	9.8		65.2	46.0		14.2
90th %ile Term Code	Gap	Gap		Coord	Coord		Gap
70th %ile Green (s)	7.5	7.5		67.5	50.6		11.9
70th %ile Term Code	Gap	Gap		Coord	Coord		Gap
50th %ile Green (s)	6.7	6.7		68.3	53.1		10.2
50th %ile Term Code	Gap	Gap		Coord	Coord		Gap
30th %ile Green (s)	5.9	5.9		69.1	55.5		8.6
30th %ile Term Code	Gap	Gap		Coord	Coord		Gap
10th %ile Green (s)	0.0	0.0		80.0	80.0		0.0
10th %ile Term Code	Skip	Skip		Coord	Coord		Skip
Stops (vph)	26	19		218	41		
Fuel Used(gal)	1	1		5	3		
CO Emissions (g/hr)	44	92		373	190		
NOx Emissions (g/hr)	9	18		73	37		
VOC Emissions (g/hr)	10	21		86	44		
Dilemma Vehicles (#)	0	0		50	33		
Queue Length 50th (ft)	13	0		57	20		
Queue Length 95th (ft)	37	41		97	24		
Internal Link Dist (ft)	1391			315	366		
Turn Bay Length (ft)							
Base Capacity (vph)	432	453		2956	2370		

Lanes, Volumes, Timings
 20: Poinciana Blvd EB Off Ramp & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Starvation Cap Reductn	0	0		0	0		
Spillback Cap Reductn	0	0		0	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	0.06	0.19		0.35	0.30		

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	44 (52%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	3.6
Intersection LOS:	A
Intersection Capacity Utilization	39.9%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 20: Poinciana Blvd EB Off Ramp & Poinciana Blvd



Lanes, Volumes, Timings

21: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Lane Configurations			↙	↕	↕			
Traffic Volume (vph)	0	0	96	919	666	33		
Future Volume (vph)	0	0	96	919	666	33		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	0			0		
Storage Lanes	0	0	1			0		
Taper Length (ft)	0		0					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95		
Ped Bike Factor								
Frt					0.993			
Flt Protected			0.950					
Satd. Flow (prot)	0	0	1736	3471	3447	0		
Flt Permitted			0.950					
Satd. Flow (perm)	0	0	1736	3471	3447	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)					7			
Link Speed (mph)	30			40	40			
Link Distance (ft)	1264			446	669			
Travel Time (s)	28.7			7.6	11.4			
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	4%	4%	4%	4%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	0	0	101	967	701	35		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	101	967	736	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			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		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2			
Detector Template			Left	Thru	Thru			
Leading Detector (ft)			20	100	100			
Trailing Detector (ft)			0	0	0			
Turn Type			Prot	NA	NA			
Protected Phases			5	Free	6		2	4
Permitted Phases								
Detector Phase			5		6			
Switch Phase								

Lanes, Volumes, Timings
 21: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Minimum Initial (s)			5.0		5.0		5.0	5.0
Minimum Split (s)			11.0		31.0		24.0	24.0
Total Split (s)			19.0		40.0		59.0	26.0
Total Split (%)			22.4%		47.1%		69%	31%
Maximum Green (s)			14.0		35.0		54.0	21.0
Yellow Time (s)			3.0		3.0		3.0	3.0
All-Red Time (s)			2.0		2.0		2.0	2.0
Lost Time Adjust (s)			0.0		0.0			
Total Lost Time (s)			5.0		5.0			
Lead/Lag			Lead		Lag			
Lead-Lag Optimize?			Yes		Yes			
Vehicle Extension (s)			3.0		3.0		3.0	3.0
Minimum Gap (s)			3.0		3.0		3.0	3.0
Time Before Reduce (s)			0.0		0.0		0.0	0.0
Time To Reduce (s)			0.0		0.0		0.0	0.0
Recall Mode			None		C-Min		C-Min	None
Walk Time (s)					10.0			
Flash Dont Walk (s)					16.0			
Pedestrian Calls (#/hr)					0			
Act Effct Green (s)			10.2	85.0	58.0			
Actuated g/C Ratio			0.12	1.00	0.68			
v/c Ratio			0.48	0.28	0.31			
Control Delay			47.7	0.2	6.9			
Queue Delay			0.0	0.0	0.0			
Total Delay			47.7	0.2	6.9			
LOS			D	A	A			
Approach Delay				4.7	6.9			
Approach LOS				A	A			
90th %ile Green (s)			14.2		46.0		65.2	9.8
90th %ile Term Code			Gap		Coord		Coord	Gap
70th %ile Green (s)			11.9		50.6		67.5	7.5
70th %ile Term Code			Gap		Coord		Coord	Gap
50th %ile Green (s)			10.2		53.1		68.3	6.7
50th %ile Term Code			Gap		Coord		Coord	Gap
30th %ile Green (s)			8.6		55.5		69.1	5.9
30th %ile Term Code			Gap		Coord		Coord	Gap
10th %ile Green (s)			0.0		80.0		80.0	0.0
10th %ile Term Code			Skip		Coord		Coord	Skip
Stops (vph)			82	0	253			
Fuel Used(gal)			2	3	7			
CO Emissions (g/hr)			142	197	464			
NOx Emissions (g/hr)			28	38	90			
VOC Emissions (g/hr)			33	46	107			
Dilemma Vehicles (#)			0	0	28			
Queue Length 50th (ft)			54	0	88			
Queue Length 95th (ft)			88	0	141			
Internal Link Dist (ft)	1184			366	589			
Turn Bay Length (ft)								
Base Capacity (vph)			286	3471	2355			

Lanes, Volumes, Timings
 21: Poinciana Blvd & Poinciana Blvd WB On Ramp

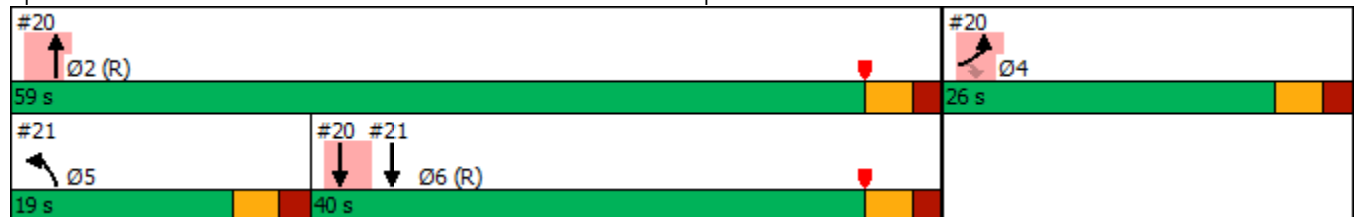
11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Starvation Cap Reductn			0	0	0			
Spillback Cap Reductn			0	0	0			
Storage Cap Reductn			0	0	0			
Reduced v/c Ratio			0.35	0.28	0.31			

Intersection Summary	
Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	44 (52%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	5.6
Intersection LOS:	A
Intersection Capacity Utilization	39.9%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 21: Poinciana Blvd & Poinciana Blvd WB On Ramp



Lanes, Volumes, Timings
 22: Poinciana Blvd & Westbound Off Ramp

11/14/2022









Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↙	↘	↑↑			↑↑
Traffic Volume (vph)	353	146	508	0	0	528
Future Volume (vph)	353	146	508	0	0	528
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1719	1538	3539	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	1719	1538	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	1736		353			427
Travel Time (s)	39.5		8.0			9.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	372	154	535	0	0	556
Shared Lane Traffic (%)						
Lane Group Flow (vph)	372	154	535	0	0	556
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.8%
Analysis Period (min)	15
	ICU Level of Service A

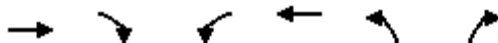
Lanes, Volumes, Timings
48: Qd Rd @ World Cnt. Dr & SR 536

11/14/2022

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↑↑	↑↑↑	↑↑	↑↑
Traffic Volume (vph)	1326	945	321	1886	651	437
Future Volume (vph)	1326	945	321	1886	651	437
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%		0%
Storage Length (ft)	350		350	350		350
Storage Lanes	2		2	1		1
Taper Length (ft)	75			50		
Lane Util. Factor	0.91	0.88	0.97	0.91	0.97	0.88
Ped Bike Factor						
Frt	0.850				0.850	
Flt Protected			0.950	0.950		
Satd. Flow (prot)	5036	2760	3400	5036	3335	2707
Flt Permitted			0.950	0.950		
Satd. Flow (perm)	5036	2760	3400	5036	3335	2707
Right Turn on Red	Yes				Yes	
Satd. Flow (RTOR)	111				14	
Link Speed (mph)	55			55	35	
Link Distance (ft)	1710			769	1667	
Travel Time (s)	21.2			9.5	32.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1396	995	338	1985	685	460
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1396	995	338	1985	685	460
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Turning Speed (mph)	9		15	15		9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	NA	pm+ov	Prot	NA	Prot	pm+ov
Protected Phases	2	4	1	6	4	1
Permitted Phases	2				4	
Detector Phase	2	4	1	6	4	1
Switch Phase						

Lanes, Volumes, Timings
48: Qd Rd @ World Cnt. Dr & SR 536

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	11.0
Total Split (s)	53.0	42.0	25.0	78.0	42.0	25.0
Total Split (%)	44.2%	35.0%	20.8%	65.0%	35.0%	20.8%
Maximum Green (s)	47.0	36.0	19.0	72.0	36.0	19.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead		Lead	
Lead-Lag Optimize?	Yes		Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	Max	None	None	Max	None
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	49.2	91.2	16.8	72.0	36.0	58.8
Actuated g/C Ratio	0.41	0.76	0.14	0.60	0.30	0.49
v/c Ratio	0.68	0.47	0.71	0.66	0.69	0.35
Control Delay	31.3	5.7	78.1	6.8	32.3	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.3	5.7	78.1	6.8	32.3	13.2
LOS	C	A	E	A	C	B
Approach Delay	20.6			17.2	24.6	
Approach LOS	C			B	C	
90th %ile Green (s)	47.0	36.0	19.0	72.0	36.0	19.0
90th %ile Term Code	Coord	MaxR	Max	Coord	MaxR	Max
70th %ile Green (s)	47.0	36.0	19.0	72.0	36.0	19.0
70th %ile Term Code	Coord	MaxR	Max	Coord	MaxR	Max
50th %ile Green (s)	48.0	36.0	18.0	72.0	36.0	18.0
50th %ile Term Code	Coord	MaxR	Gap	Coord	MaxR	Gap
30th %ile Green (s)	50.7	36.0	15.3	72.0	36.0	15.3
30th %ile Term Code	Coord	MaxR	Gap	Coord	MaxR	Gap
10th %ile Green (s)	53.3	36.0	12.7	72.0	36.0	12.7
10th %ile Term Code	Coord	MaxR	Gap	Coord	MaxR	Gap
Stops (vph)	1053	292	319	358	562	194
Fuel Used(gal)	42	17	13	18	16	8
CO Emissions (g/hr)	2962	1171	880	1289	1142	552
NOx Emissions (g/hr)	576	228	171	251	222	107
VOC Emissions (g/hr)	686	271	204	299	265	128
Dilemma Vehicles (#)	55	0	0	72	0	0
Queue Length 50th (ft)	324	127	143	111	154	46
Queue Length 95th (ft)	384	172	m177	123	176	61
Internal Link Dist (ft)	1630			689	1587	
Turn Bay Length (ft)		350	350		350	350
Base Capacity (vph)	2064	2124	538	3021	1000	1382

Lanes, Volumes, Timings
 48: Qd Rd @ World Cnt. Dr & SR 536

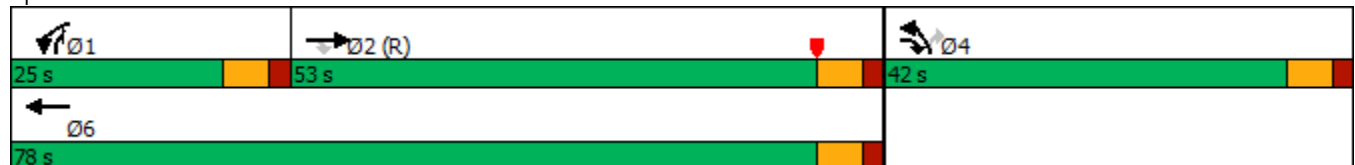
11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.47	0.63	0.66	0.69	0.33

Intersection Summary	
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	58 (48%), Referenced to phase 2:EBT, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.71
Intersection Signal Delay:	20.0
Intersection LOS:	C
Intersection Capacity Utilization	68.3%
ICU Level of Service	C
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 48: Qd Rd @ World Cnt. Dr & SR 536



Lanes, Volumes, Timings
62: SR 535 & Qd Rd @ World Cnt. Dr

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	309	957	651	1674	1389	437
Future Volume (vph)	309	957	651	1674	1389	437
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	350	350	150			350
Storage Lanes	1	1	2			2
Taper Length (ft)	50		75			
Lane Util. Factor	0.97	0.88	0.97	0.91	0.91	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3400	2760	3335	4940	4940	2707
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3400	2760	3335	4940	4940	2707
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		9				86
Link Speed (mph)	30			45	45	
Link Distance (ft)	1667			680	738	
Travel Time (s)	37.9			10.3	11.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	325	1007	685	1762	1462	460
Shared Lane Traffic (%)						
Lane Group Flow (vph)	325	1007	685	1762	1462	460
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	Prot	pm+ov	Prot	NA	NA	pm+ov
Protected Phases	4	1	1	6	2	4
Permitted Phases		4				2
Detector Phase	4	1	1	6	2	4
Switch Phase						

Lanes, Volumes, Timings
62: SR 535 & Qd Rd @ World Cnt. Dr

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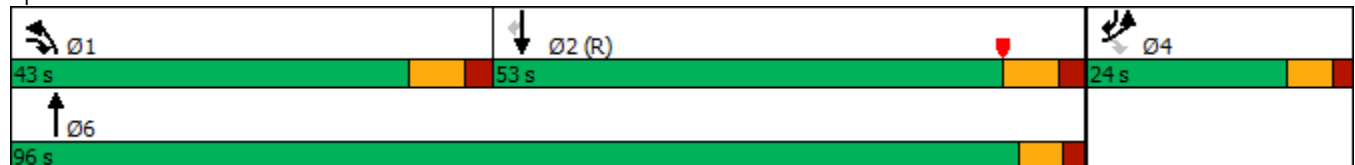
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	12.5	12.5	24.0	25.5	24.0
Total Split (s)	24.0	43.0	43.0	96.0	53.0	24.0
Total Split (%)	20.0%	35.8%	35.8%	80.0%	44.2%	20.0%
Maximum Green (s)	18.0	35.5	35.5	90.0	45.5	18.0
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	4.0
All-Red Time (s)	2.0	2.5	2.5	2.0	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	7.5	7.5	6.0	7.5	6.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	C-Min	None
Walk Time (s)	7.0			7.0	7.0	7.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	16.1	56.3	34.2	91.9	48.7	72.3
Actuated g/C Ratio	0.13	0.47	0.28	0.77	0.41	0.60
v/c Ratio	0.71	0.77	0.72	0.47	0.73	0.28
Control Delay	65.4	22.9	59.0	4.7	4.1	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.4	0.0
Total Delay	65.4	22.9	59.0	4.7	4.6	0.8
LOS	E	C	E	A	A	A
Approach Delay	33.3			19.9	3.7	
Approach LOS	C			B	A	
90th %ile Green (s)	18.0	35.5	35.5	90.0	45.5	18.0
90th %ile Term Code	Max	Max	Max	Coord	Coord	Max
70th %ile Green (s)	18.0	35.5	35.5	90.0	45.5	18.0
70th %ile Term Code	Max	Max	Max	Coord	Coord	Max
50th %ile Green (s)	17.5	35.7	35.7	90.5	45.8	17.5
50th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Gap
30th %ile Green (s)	14.9	35.4	35.4	93.1	48.7	14.9
30th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Gap
10th %ile Green (s)	12.3	28.8	28.8	95.7	57.9	12.3
10th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Gap
Stops (vph)	285	608	647	331	439	49
Fuel Used(gal)	10	20	19	13	13	3
CO Emissions (g/hr)	678	1417	1310	917	928	194
NOx Emissions (g/hr)	132	276	255	178	181	38
VOC Emissions (g/hr)	157	328	304	213	215	45
Dilemma Vehicles (#)	0	0	0	127	22	0
Queue Length 50th (ft)	124	203	291	99	2	0
Queue Length 95th (ft)	170	354	m321	122	m73	m13
Internal Link Dist (ft)	1587			600	658	
Turn Bay Length (ft)	350	350	150			350
Base Capacity (vph)	510	1331	987	3781	2004	1706



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	177	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.76	0.69	0.47	0.80	0.27

Intersection Summary	
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	4 (3%), Referenced to phase 2:SBT, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.77
Intersection Signal Delay:	17.6
Intersection LOS:	B
Intersection Capacity Utilization	72.8%
ICU Level of Service	C
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 62: SR 535 & Qd Rd @ World Cnt. Dr



Lanes, Volumes, Timings
67: Qd Rd @ Intl. Dr & International Dr

11/14/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↗↗	↙↙	↑↑↑	↙↙	↗↗
Traffic Volume (vph)	955	402	372	1119	272	172
Future Volume (vph)	955	402	372	1119	272	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		350	350		350	350
Storage Lanes		2	2		1	1
Taper Length (ft)			75		50	
Lane Util. Factor	0.91	0.88	0.97	0.91	0.97	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5085	2787	3433	5085	3335	2707
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5085	2787	3433	5085	3335	2707
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		423				55
Link Speed (mph)	45			45	35	
Link Distance (ft)	2787			840	1538	
Travel Time (s)	42.2			12.7	30.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1005	423	392	1178	286	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1005	423	392	1178	286	181
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	1
Switch Phase						

Lanes, Volumes, Timings
67: Qd Rd @ Intl. Dr & International Dr

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	11.0
Total Split (s)	52.0	52.0	36.0	88.0	32.0	36.0
Total Split (%)	43.3%	43.3%	30.0%	73.3%	26.7%	30.0%
Maximum Green (s)	46.0	46.0	30.0	82.0	26.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	None	Max	None
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	56.8	56.8	19.2	82.0	26.0	51.2
Actuated g/C Ratio	0.47	0.47	0.16	0.68	0.22	0.43
v/c Ratio	0.42	0.27	0.72	0.34	0.40	0.15
Control Delay	21.9	2.4	79.6	0.8	26.8	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.9	2.4	79.6	0.8	26.8	5.8
LOS	C	A	E	A	C	A
Approach Delay	16.1			20.5	18.6	
Approach LOS	B			C	B	
90th %ile Green (s)	51.4	51.4	24.6	82.0	26.0	24.6
90th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	Gap
70th %ile Green (s)	55.0	55.0	21.0	82.0	26.0	21.0
70th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	Gap
50th %ile Green (s)	57.0	57.0	19.0	82.0	26.0	19.0
50th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	Gap
30th %ile Green (s)	59.0	59.0	17.0	82.0	26.0	17.0
30th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	Gap
10th %ile Green (s)	61.8	61.8	14.2	82.0	26.0	14.2
10th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	Gap
Stops (vph)	608	23	370	29	141	23
Fuel Used(gal)	29	8	13	7	6	2
CO Emissions (g/hr)	2034	542	885	464	389	160
NOx Emissions (g/hr)	396	105	172	90	76	31
VOC Emissions (g/hr)	471	126	205	108	90	37
Dilemma Vehicles (#)	40	0	0	3	0	0
Queue Length 50th (ft)	181	0	167	7	47	10
Queue Length 95th (ft)	239	31	218	10	65	16
Internal Link Dist (ft)	2707			760	1458	
Turn Bay Length (ft)		350	350		350	350
Base Capacity (vph)	2408	1542	858	3474	722	1425

Lanes, Volumes, Timings
 67: Qd Rd @ Intl. Dr & International Dr

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.27	0.46	0.34	0.40	0.13

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	75 (63%), Referenced to phase 2:EBT, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	18.4
Intersection LOS:	B
Intersection Capacity Utilization	51.8%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 67: Qd Rd @ Intl. Dr & International Dr



Lanes, Volumes, Timings
71: SR 535 & Qd Rd @ Intl. Dr

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	241	533	272	2666	2087	172
Future Volume (vph)	241	533	272	2666	2087	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	350	350	350			650
Storage Lanes	1	1	2			1
Taper Length (ft)	75		75			
Lane Util. Factor	0.97	0.88	0.97	0.91	0.91	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	2787	3335	4940	4940	1538
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3433	2787	3335	4940	4940	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		9				181
Link Speed (mph)	30			45	45	
Link Distance (ft)	1538			1245	835	
Travel Time (s)	35.0			18.9	12.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	254	561	286	2806	2197	181
Shared Lane Traffic (%)						
Lane Group Flow (vph)	254	561	286	2806	2197	181
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4				6
Detector Phase	4	5	5	2	6	6
Switch Phase						

Lanes, Volumes, Timings
71: SR 535 & Qd Rd @ Intl. Dr

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	11.0	24.0	24.0	24.0
Total Split (s)	24.0	22.0	22.0	96.0	74.0	74.0
Total Split (%)	20.0%	18.3%	18.3%	80.0%	61.7%	61.7%
Maximum Green (s)	18.0	16.0	16.0	90.0	68.0	68.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)	7.0			7.0	7.0	7.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	14.1	35.5	15.4	93.9	72.5	72.5
Actuated g/C Ratio	0.12	0.30	0.13	0.78	0.60	0.60
v/c Ratio	0.63	0.68	0.67	0.73	0.74	0.18
Control Delay	36.8	27.1	58.0	8.3	1.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.8	27.1	58.0	8.3	1.0	0.1
LOS	D	C	E	A	A	A
Approach Delay	30.1			12.9	0.9	
Approach LOS	C			B	A	
90th %ile Green (s)	17.9	16.1	16.1	90.1	68.0	68.0
90th %ile Term Code	Gap	Max	Max	Coord	Coord	Coord
70th %ile Green (s)	15.7	18.1	18.1	92.3	68.2	68.2
70th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
50th %ile Green (s)	14.1	16.4	16.4	93.9	71.5	71.5
50th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
30th %ile Green (s)	12.6	14.7	14.7	95.4	74.7	74.7
30th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
10th %ile Green (s)	10.3	11.5	11.5	97.7	80.2	80.2
10th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
Stops (vph)	207	480	254	1254	30	0
Fuel Used(gal)	6	12	9	42	12	1
CO Emissions (g/hr)	408	838	599	2912	845	65
NOx Emissions (g/hr)	79	163	117	567	164	13
VOC Emissions (g/hr)	95	194	139	675	196	15
Dilemma Vehicles (#)	0	0	0	111	0	0
Queue Length 50th (ft)	72	239	109	332	0	0
Queue Length 95th (ft)	107	274	156	448	m0	m0
Internal Link Dist (ft)	1458			1165	755	
Turn Bay Length (ft)	350	350	350			650
Base Capacity (vph)	514	857	459	3864	2985	1000

Lanes, Volumes, Timings
 71: SR 535 & Qd Rd @ Intl. Dr

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.65	0.62	0.73	0.74	0.18

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	28 (23%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	10.6
Intersection LOS:	B
Intersection Capacity Utilization	70.0%
ICU Level of Service	C
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 71: SR 535 & Qd Rd @ Intl. Dr



Lanes, Volumes, Timings
501: SR 535 & Jug Handle @ Poinciana

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗↘	↑↑↑↑			↗↘↗↘
Traffic Volume (vph)	0	772	1732	0	0	2163
Future Volume (vph)	0	772	1732	0	0	2163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	75		0	0	
Storage Lanes	0	0		0	0	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	0.88	0.81	1.00	1.00	0.91
Ped Bike Factor						
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2733	7329	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	2733	7329	0	0	4940
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		11				
Link Speed (mph)	30		45			45
Link Distance (ft)	795		770			336
Travel Time (s)	18.1		11.7			5.1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	813	1823	0	0	2277
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	813	1823	0	0	2277
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		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
Turning Speed (mph)	15	9		9	15	
Number of Detectors		1	2			2
Detector Template		Right	Thru			Thru
Leading Detector (ft)		20	100			100
Trailing Detector (ft)		0	0			0
Turn Type		Prot	NA			NA
Protected Phases		8	2			Free
Permitted Phases						
Detector Phase		8	2			
Switch Phase						

Lanes, Volumes, Timings
501: SR 535 & Jug Handle @ Poinciana

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)		5.0	15.0			
Minimum Split (s)		64.0	81.0			
Total Split (s)		80.0	90.0			
Total Split (%)		47.1%	52.9%			
Maximum Green (s)		72.5	82.5			
Yellow Time (s)		4.4	5.5			
All-Red Time (s)		3.1	2.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		7.5	7.5			
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		2.0	3.0			
Minimum Gap (s)		2.0	3.0			
Time Before Reduce (s)		0.0	0.0			
Time To Reduce (s)		0.0	0.0			
Recall Mode		None	C-Min			
Walk Time (s)			7.0			
Flash Dont Walk (s)			25.0			
Pedestrian Calls (#/hr)			0			
Act Effct Green (s)		56.9	98.1			170.0
Actuated g/C Ratio		0.33	0.58			1.00
v/c Ratio		0.88	0.43			0.46
Control Delay		54.5	21.3			0.3
Queue Delay		5.1	0.0			0.0
Total Delay		59.6	21.4			0.3
LOS		E	C			A
Approach Delay	59.6		21.4			0.3
Approach LOS	E		C			A
90th %ile Green (s)		66.8	88.2			
90th %ile Term Code		Gap	Coord			
70th %ile Green (s)		61.4	93.6			
70th %ile Term Code		Gap	Coord			
50th %ile Green (s)		57.2	97.8			
50th %ile Term Code		Gap	Coord			
30th %ile Green (s)		52.8	102.2			
30th %ile Term Code		Gap	Coord			
10th %ile Green (s)		46.3	108.7			
10th %ile Term Code		Gap	Coord			
Stops (vph)		566	951			37
Fuel Used(gal)		18	28			5
CO Emissions (g/hr)		1239	1957			370
NOx Emissions (g/hr)		241	381			72
VOC Emissions (g/hr)		287	454			86
Dilemma Vehicles (#)		0	51			0
Queue Length 50th (ft)		209	275			0
Queue Length 95th (ft)		572	340			0
Internal Link Dist (ft)	715		690			256
Turn Bay Length (ft)		75				
Base Capacity (vph)		1171	4229			4940

Lanes, Volumes, Timings
 501: SR 535 & Jug Handle @ Poinciana

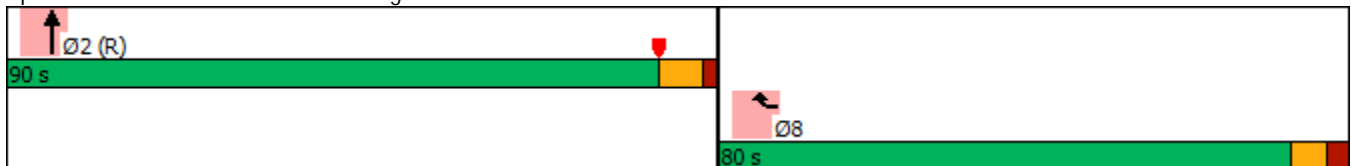
11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn		0	0			0
Spillback Cap Reductn		289	410			0
Storage Cap Reductn		0	0			0
Reduced v/c Ratio		0.92	0.48			0.46

Intersection Summary	
Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	36 (21%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.88
Intersection Signal Delay:	17.9
Intersection LOS:	B
Intersection Capacity Utilization	62.9%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 501: SR 535 & Jug Handle @ Poinciana



Lanes, Volumes, Timings
502: Poinciana Blvd

11/14/2022

	↑	↗	↘	↓	↙	↖
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑	↗		↑↑		
Traffic Volume (vph)	508	772	0	881	0	0
Future Volume (vph)	508	772	0	881	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		0	0
Taper Length (ft)			50		50	
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.937	0.850				
Flt Protected						
Satd. Flow (prot)	3116	1413	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	3116	1413	0	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	220			353	208	
Travel Time (s)	5.0			8.0	4.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	535	813	0	927	0	0
Shared Lane Traffic (%)		48%				
Lane Group Flow (vph)	925	423	0	927	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
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
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	






























Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	40.8%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  					 	 	
Traffic Volume (vph)	388	1443	5	6	1129	1042	7	4	6	1161	3	365
Future Volume (vph)	388	1443	5	6	1129	1042	7	4	6	1161	3	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	475		0	350		435	0		0	0		400
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	0.91	0.91	1.00
Ped Bike Factor		1.00		1.00		0.99	1.00			1.00	1.00	0.99
Frt						0.850		0.910				0.850
Flt Protected	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (prot)	3433	5085	0	1736	4988	1553	1719	1647	0	3129	1569	1538
Flt Permitted	0.950			0.950			0.950			0.950	0.953	
Satd. Flow (perm)	3433	5085	0	1732	4988	1533	1716	1647	0	3125	1567	1517
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						986		6				384
Link Speed (mph)		45			45			50				45
Link Distance (ft)		3214			1315			1015				958
Travel Time (s)		48.7			19.9			13.8				14.5
Confl. Peds. (#/hr)			3	9		2	3			1		2
Confl. Bikes (#/hr)				4			1					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	408	1519	5	6	1188	1097	7	4	6	1222	3	384
Shared Lane Traffic (%)										33%		
Lane Group Flow (vph)	408	1524	0	6	1188	1097	7	10	0	819	406	384
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12				60
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Split	NA		Split	NA	pm+ov
Protected Phases	5	2		1	6		4	4		8	8	5
Permitted Phases						Free						8
Detector Phase	5	2		1	6		4	4		8	8	5
Switch Phase												

Lanes, Volumes, Timings
1: SR 535 & US 192

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	15.0		5.0	15.0		6.0	6.0		6.0	6.0	5.0
Minimum Split (s)	11.8	43.8		11.8	35.8		46.8	46.8		12.8	12.8	11.8
Total Split (s)	25.0	56.0		11.8	42.8		46.8	46.8		45.4	45.4	25.0
Total Split (%)	15.6%	35.0%		7.4%	26.8%		29.3%	29.3%		28.4%	28.4%	15.6%
Maximum Green (s)	18.2	49.2		5.0	36.0		40.0	40.0		38.6	38.6	18.2
Yellow Time (s)	4.8	4.8		4.8	4.8		4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8		6.8	6.8		6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	1.5	3.0		2.0	3.0		1.5	1.5		1.5	1.5	1.5
Minimum Gap (s)	1.5	3.0		2.0	3.0		1.5	1.5		1.5	1.5	1.5
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
Walk Time (s)		7.0			10.0		7.0	7.0				
Flash Dont Walk (s)		30.0			19.0		33.0	33.0				
Pedestrian Calls (#/hr)		0			0		0	0				
Act Effct Green (s)	26.8	82.2		5.4	51.2	160.0	6.0	6.0		53.9	53.9	80.7
Actuated g/C Ratio	0.17	0.51		0.03	0.32	1.00	0.04	0.04		0.34	0.34	0.50
v/c Ratio	0.71	0.58		0.10	0.74	0.72	0.11	0.15		0.78	0.77	0.40
Control Delay	70.3	29.5		78.3	52.7	2.9	78.1	54.0		49.9	54.2	9.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	70.3	29.5		78.3	52.7	2.9	78.1	54.0		49.9	54.2	9.6
LOS	E	C		E	D	A	E	D		D	D	A
Approach Delay		38.1			28.9			63.9				41.4
Approach LOS		D			C			E				D
90th %ile Green (s)	29.9	66.2		6.4	42.7		6.2	6.2		54.0	54.0	29.9
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap		Gap	Gap	Gap
70th %ile Green (s)	26.5	81.1		0.0	47.8		6.0	6.0		52.5	52.5	26.5
70th %ile Term Code	Gap	Coord		Skip	Coord		Min	Min		Gap	Gap	Gap
50th %ile Green (s)	25.9	81.3		0.0	48.6		6.0	6.0		52.3	52.3	25.9
50th %ile Term Code	Gap	Coord		Skip	Coord		Min	Min		Gap	Gap	Gap
30th %ile Green (s)	25.7	94.0		0.0	61.5		0.0	0.0		52.4	52.4	25.7
30th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
10th %ile Green (s)	26.1	88.2		0.0	55.3		0.0	0.0		58.2	58.2	26.1
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip		Gap	Gap	Gap
Stops (vph)	361	990		7	979	1	8	7		727	361	104
Fuel Used(gal)	18	51		0	34	10	0	0		22	11	4
CO Emissions (g/hr)	1268	3579		16	2372	665	20	20		1522	779	299
NOx Emissions (g/hr)	247	696		3	462	129	4	4		296	152	58
VOC Emissions (g/hr)	294	830		4	550	154	5	5		353	181	69
Dilemma Vehicles (#)	0	45		0	35	0	0	0		0	5	0
Queue Length 50th (ft)	212	402		6	417	0	7	4		458	453	1
Queue Length 95th (ft)	265	543		24	503	0	26	27		549	615	140
Internal Link Dist (ft)		3134			1235			935				878
Turn Bay Length (ft)	475			350		435						400
Base Capacity (vph)	575	2611		58	1595	1533	429	416		1053	528	959

Lanes, Volumes, Timings

1: SR 535 & US 192

11/14/2022

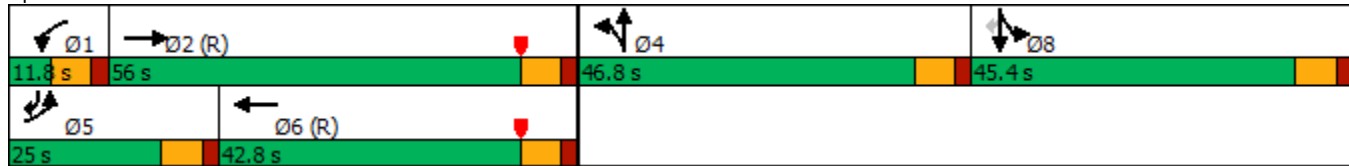


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.71	0.58		0.10	0.74	0.72	0.02	0.02		0.78	0.77	0.40

Intersection Summary
























Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	38 (24%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.78
Intersection Signal Delay:	35.5
Intersection LOS:	D
Intersection Capacity Utilization	81.0%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 1: SR 535 & US 192



Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Road

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	37	59	108	33	212	29	1263	142	194	1362	120
Future Volume (vph)	92	37	59	108	33	212	29	1263	142	194	1362	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	100		0	150		0	375		0	400		300
Storage Lanes	1		0	1		1	1		1	1		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.99		1.00								
Frt		0.908				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1693	0	1787	1881	1599	1719	4940	1538	1719	4940	1538
Flt Permitted	0.734			0.702			0.950			0.950		
Satd. Flow (perm)	1381	1693	0	1318	1881	1599	1719	4940	1538	1719	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62				319			229			229
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1016			992			958			1206	
Travel Time (s)		23.1			22.5			14.5			18.3	
Confl. Peds. (#/hr)				1								
Confl. Bikes (#/hr)			1	1								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	97	39	62	114	35	223	31	1329	149	204	1434	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	101	0	114	35	223	31	1329	149	204	1434	126
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			48			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4			6			2
Detector Phase	3	8		7	4	4	1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
2: SR 535 & Kyngs Heath Road

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)	11.0	11.6		11.0	12.0	12.0	11.8	34.8	34.8	11.8	34.8	34.8
Total Split (s)	11.0	13.0		11.0	13.0	13.0	12.6	36.0	36.0	20.0	43.4	43.4
Total Split (%)	13.8%	16.3%		13.8%	16.3%	16.3%	15.8%	45.0%	45.0%	25.0%	54.3%	54.3%
Maximum Green (s)	5.0	6.4		5.0	6.0	6.0	5.8	29.2	29.2	13.2	36.6	36.6
Yellow Time (s)	4.0	3.7		4.0	3.7	3.7	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.9		2.0	3.3	3.3	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.6		6.0	7.0	7.0	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	2.5		3.0	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Minimum Gap (s)	3.0	2.5		3.0	2.5	2.5	2.5	3.0	3.0	2.5	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)								7.0	7.0		7.0	7.0
Flash Dont Walk (s)								21.0	21.0		21.0	21.0
Pedestrian Calls (#/hr)								0	0		0	0
Act Effct Green (s)	11.0	6.1		11.1	5.7	5.7	5.6	32.4	32.4	12.2	46.4	46.4
Actuated g/C Ratio	0.14	0.08		0.14	0.07	0.07	0.07	0.40	0.40	0.15	0.58	0.58
v/c Ratio	0.45	0.54		0.53	0.26	0.54	0.26	0.66	0.20	0.78	0.50	0.13
Control Delay	33.5	28.1		36.9	40.1	6.1	45.3	17.4	0.9	53.1	12.5	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	28.1		36.9	40.1	6.1	45.3	17.4	0.9	53.1	12.5	0.3
LOS	C	C		D	D	A	D	B	A	D	B	A
Approach Delay		30.8			18.7			16.3			16.3	
Approach LOS		C			B			B			B	
90th %ile Green (s)	5.0	6.4		5.0	6.0	6.0	5.8	29.2	29.2	13.2	36.6	36.6
90th %ile Term Code	Max	Max		Max	Max	Max	Max	Coord	Coord	Max	Coord	Coord
70th %ile Green (s)	5.0	6.4		5.0	6.0	6.0	5.8	29.2	29.2	13.2	36.6	36.6
70th %ile Term Code	Max	Max		Max	Max	Max	Max	Coord	Coord	Max	Coord	Coord
50th %ile Green (s)	5.0	6.4		5.0	6.0	6.0	0.0	29.2	29.2	13.2	49.2	49.2
50th %ile Term Code	Max	Max		Max	Max	Max	Skip	Coord	Coord	Max	Coord	Coord
30th %ile Green (s)	6.4	5.9		6.4	5.5	5.5	0.0	29.1	29.1	12.4	48.3	48.3
30th %ile Term Code	Max	Hold		Max	Gap	Gap	Skip	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)	0.0	5.4		0.0	5.0	5.0	0.0	45.3	45.3	9.1	61.2	61.2
10th %ile Term Code	Skip	Hold		Skip	Min	Min	Skip	Coord	Coord	Gap	Coord	Coord
Stops (vph)	83	45		102	33	7	27	805	2	173	792	0
Fuel Used(gal)	2	2		2	1	2	1	22	1	6	24	1
CO Emissions (g/hr)	127	109		154	49	136	55	1561	65	403	1676	66
NOx Emissions (g/hr)	25	21		30	10	26	11	304	13	78	326	13
VOC Emissions (g/hr)	29	25		36	11	31	13	362	15	93	388	15
Dilemma Vehicles (#)	0	0		0	0	0	0	95	0	0	85	0
Queue Length 50th (ft)	40	19		47	17	0	21	145	0	98	127	0
Queue Length 95th (ft)	80	66		92	45	14	m28	218	m2	#195	239	0
Internal Link Dist (ft)		936			912			878			1126	
Turn Bay Length (ft)	100			150			375			400		300
Base Capacity (vph)	217	192		215	141	415	124	2002	759	283	2864	987

Lanes, Volumes, Timings
 2: SR 535 & Kyngs Heath Road

11/14/2022

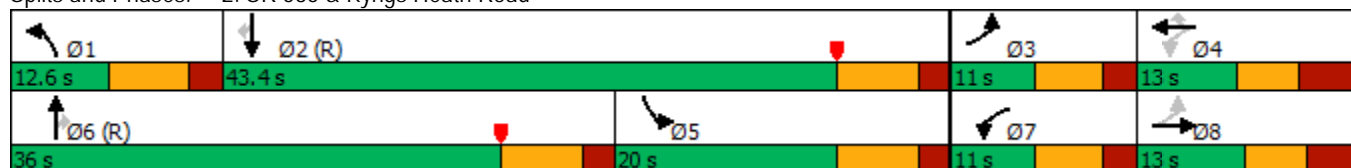


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.53		0.53	0.25	0.54	0.25	0.66	0.20	0.72	0.50	0.13

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 70 (88%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 17.3 Intersection LOS: B
 Intersection Capacity Utilization 65.0% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SR 535 & Kyngs Heath Road



Lanes, Volumes, Timings
 3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↖	↑↑↑			↑↑↑	↗
Traffic Volume (vph)	0	0	84	0	0	0	29	1405	133	0	1592	39
Future Volume (vph)	0	0	84	0	0	0	29	1405	133	0	1592	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	225		375	0		0
Storage Lanes	0		1	0		0	1		0	0		1
Taper Length (ft)	0			0			150			0		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865					0.987				0.850
Flt Protected							0.950					
Satd. Flow (prot)	0	0	1627	0	0	0	1719	4876	0	0	4940	1538
Flt Permitted							0.950					
Satd. Flow (perm)	0	0	1627	0	0	0	1719	4876	0	0	4940	1538
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1258			543			1206			422	
Travel Time (s)		28.6			12.3			18.3			6.4	
Confl. Peds. (#/hr)							1					
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	88	0	0	0	31	1479	140	0	1676	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	88	0	0	0	31	1619	0	0	1676	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			0			36			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.6%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
4: SR 535 & Osceola Pkwy on-ramp

11/14/2022

	↑	↗	↘	↓	↙	↖
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑↑		↖↘	↑↑↑		
Traffic Volume (vph)	1405	0	500	1631	0	0
Future Volume (vph)	1405	0	500	1631	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	500		0	0
Storage Lanes		0	2		0	0
Taper Length (ft)			75		0	
Lane Util. Factor	0.91	1.00	0.97	0.91	1.00	1.00
Ped Bike Factor						
Frt						
Flt Protected			0.950			
Satd. Flow (prot)	4940	0	3335	4940	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	4940	0	3335	4940	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	30	
Link Distance (ft)	422			770	1026	
Travel Time (s)	6.4			11.7	23.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1479	0	526	1717	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1479	0	526	1717	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			36	0	
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
Turning Speed (mph)		9	15		15	9
Number of Detectors	2		1	2		
Detector Template	Thru		Left	Thru		
Leading Detector (ft)	100		20	100		
Trailing Detector (ft)	0		0	0		
Turn Type	NA		Prot	NA		
Protected Phases	2		1	6		
Permitted Phases						
Detector Phase	2		1	6		
Switch Phase						

Lanes, Volumes, Timings
4: SR 535 & Osceola Pkwy on-ramp

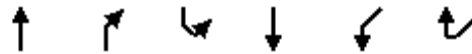
11/14/2022



Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Minimum Initial (s)	12.0		5.0	12.0		
Minimum Split (s)	24.8		12.5	25.5		
Total Split (s)	47.0		33.0	80.0		
Total Split (%)	58.8%		41.3%	100.0%		
Maximum Green (s)	40.2		25.5	73.2		
Yellow Time (s)	4.8		5.5	4.8		
All-Red Time (s)	2.0		2.0	2.0		
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	6.8		7.5	6.8		
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		2.0	3.0		
Minimum Gap (s)	3.0		2.0	3.0		
Time Before Reduce (s)	0.0		0.0	0.0		
Time To Reduce (s)	0.0		0.0	0.0		
Recall Mode	C-Min		None	C-Min		
Walk Time (s)						
Flash Dont Walk (s)						
Pedestrian Calls (#/hr)						
Act Effct Green (s)	48.7		17.0	80.0		
Actuated g/C Ratio	0.61		0.21	1.00		
v/c Ratio	0.49		0.74	0.35		
Control Delay	2.0		35.8	0.2		
Queue Delay	0.0		0.0	0.0		
Total Delay	2.0		35.8	0.2		
LOS	A		D	A		
Approach Delay	2.0			8.6		
Approach LOS	A			A		
90th %ile Green (s)	44.0		21.7	73.2		
90th %ile Term Code	Coord		Gap	Coord		
70th %ile Green (s)	46.7		19.0	73.2		
70th %ile Term Code	Coord		Gap	Coord		
50th %ile Green (s)	48.6		17.1	73.2		
50th %ile Term Code	Coord		Gap	Coord		
30th %ile Green (s)	50.6		15.1	73.2		
30th %ile Term Code	Coord		Gap	Coord		
10th %ile Green (s)	53.4		12.3	73.2		
10th %ile Term Code	Coord		Gap	Coord		
Stops (vph)	156		448	0		
Fuel Used(gal)	6		12	8		
CO Emissions (g/hr)	445		819	574		
NOx Emissions (g/hr)	87		159	112		
VOC Emissions (g/hr)	103		190	133		
Dilemma Vehicles (#)	35		0	0		
Queue Length 50th (ft)	16		127	0		
Queue Length 95th (ft)	39		166	0		
Internal Link Dist (ft)	342			690	946	
Turn Bay Length (ft)			500			
Base Capacity (vph)	3004		1063	4940		

Lanes, Volumes, Timings
 4: SR 535 & Osceola Pkwy on-ramp

11/14/2022

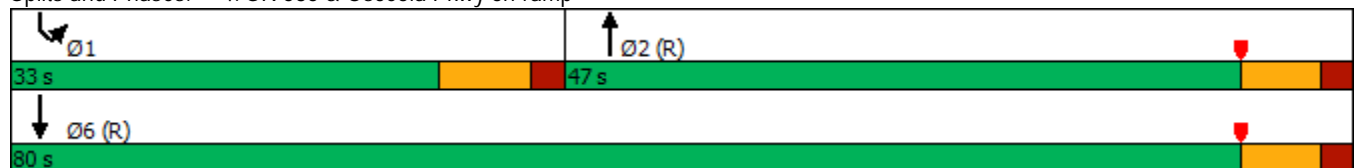


Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.49		0.49	0.35		

Intersection Summary













Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	28 (35%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	45
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	6.0
Intersection LOS:	A
Intersection Capacity Utilization	56.9%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 4: SR 535 & Osceola Pkwy on-ramp



Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑	↗↗	↘↘	↑↑↑	↗	↘↘	↑↑↑	↗
Traffic Volume (vph)	0	909	75	0	177	778	102	1965	141	247	2056	579
Future Volume (vph)	0	909	75	0	177	778	102	1965	141	247	2056	579
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		150	0		200	0		200	400		400
Storage Lanes	1		1	0		0	2		1	2		1
Taper Length (ft)	75			100			200			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	0.88	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor			0.99			0.99			0.99			
Frt			0.850			0.850			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	4988	1553	0	1863	2787	3335	4940	1538	3335	4940	1538
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	4988	1533	0	1863	2750	3335	4940	1515	3335	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			77			29			77			462
Link Speed (mph)		40			30			45				45
Link Distance (ft)		669			220			336				978
Travel Time (s)		11.4			5.0			5.1				14.8
Confl. Peds. (#/hr)							1			2		
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	0	957	79	0	186	819	107	2068	148	260	2164	609
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	957	79	0	186	819	107	2068	148	260	2164	609
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2	1		2	1	1	2	1	1	2	1
Detector Template		Thru	Right		Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)		100	20		100	20	20	100	20	20	100	20
Trailing Detector (ft)		0	0		0	0	0	0	0	0	0	0
Turn Type		NA	Perm		NA	pm+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		8			4	5	1	6		5	2	
Permitted Phases			8			4			6			2
Detector Phase		8	8		4	5	1	6	6	5	2	2
Switch Phase												

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0	5.0		5.0	5.0	5.0	15.0	15.0	5.0	15.0	15.0
Minimum Split (s)		64.0	64.0		64.0	18.0	18.0	81.0	81.0	18.0	81.0	81.0
Total Split (s)		64.0	64.0		64.0	23.0	18.0	83.0	83.0	23.0	88.0	88.0
Total Split (%)		37.6%	37.6%		37.6%	13.5%	10.6%	48.8%	48.8%	13.5%	51.8%	51.8%
Maximum Green (s)		56.5	56.5		56.5	15.5	10.5	75.5	75.5	15.5	80.5	80.5
Yellow Time (s)		4.4	4.4		4.4	5.5	5.5	5.5	5.5	5.5	5.5	5.5
All-Red Time (s)		3.1	3.1		3.1	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.5	7.5		7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Lead/Lag						Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)		2.0	2.0		2.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0
Minimum Gap (s)		2.0	2.0		2.0	2.0	2.0	3.0	3.0	2.0	3.0	3.0
Time Before Reduce (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode		None	None		None	None	None	C-Min	C-Min	None	C-Min	C-Min
Walk Time (s)					7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)					35.0			28.0	28.0		25.0	25.0
Pedestrian Calls (#/hr)					0			0	0		0	0
Act Effct Green (s)		39.3	39.3		39.3	57.9	9.8	89.6	89.6	18.7	98.4	98.4
Actuated g/C Ratio		0.23	0.23		0.23	0.34	0.06	0.53	0.53	0.11	0.58	0.58
v/c Ratio		0.83	0.19		0.43	0.85	0.55	0.79	0.18	0.71	0.76	0.56
Control Delay		67.0	12.4		58.3	53.3	97.2	34.8	7.2	100.9	12.8	1.3
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.1	0.6	0.0	0.2	0.4
Total Delay		67.0	12.4		58.3	53.3	97.2	34.9	7.8	100.9	13.0	1.6
LOS		E	B		E	D	F	C	A	F	B	A
Approach Delay		62.8			54.3			36.0			18.3	
Approach LOS		E			D			D			B	
90th %ile Green (s)		46.2	46.2		46.2	23.1	12.9	78.2	78.2	23.1	88.4	88.4
90th %ile Term Code		Gap	Gap		Hold	Gap	Gap	Coord	Coord	Gap	Coord	Coord
70th %ile Green (s)		41.9	41.9		41.9	21.0	11.1	84.6	84.6	21.0	94.5	94.5
70th %ile Term Code		Gap	Gap		Hold	Gap	Gap	Coord	Coord	Gap	Coord	Coord
50th %ile Green (s)		39.3	39.3		39.3	19.2	9.8	89.0	89.0	19.2	98.4	98.4
50th %ile Term Code		Gap	Gap		Hold	Gap	Gap	Coord	Coord	Gap	Coord	Coord
30th %ile Green (s)		36.8	36.8		36.8	16.4	8.6	94.3	94.3	16.4	102.1	102.1
30th %ile Term Code		Gap	Gap		Hold	Gap	Gap	Coord	Coord	Gap	Coord	Coord
10th %ile Green (s)		32.2	32.2		32.2	13.6	6.8	101.7	101.7	13.6	108.5	108.5
10th %ile Term Code		Gap	Gap		Hold	Gap	Gap	Coord	Coord	Gap	Coord	Coord
Stops (vph)		850	30		148	709	96	1747	33	246	860	14
Fuel Used(gal)		25	1		3	14	3	40	1	10	29	4
CO Emissions (g/hr)		1738	58		225	958	240	2790	65	678	2035	280
NOx Emissions (g/hr)		338	11		44	186	47	543	13	132	396	54
VOC Emissions (g/hr)		403	13		52	222	56	647	15	157	472	65
Dilemma Vehicles (#)		19	0		0	0	0	37	0	0	82	0
Queue Length 50th (ft)		378	3		179	431	60	782	28	155	169	5
Queue Length 95th (ft)		412	38		247	465	m92	891	m59	m176	477	m20
Internal Link Dist (ft)		589			140			256			898	
Turn Bay Length (ft)			150			200			200	400		400
Base Capacity (vph)		1657	560		619	966	217	2602	834	373	2858	1084

Lanes, Volumes, Timings
5: SR 535 & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0		0	0	0	68	416	0	147	130
Spillback Cap Reductn		0	0		0	0	0	44	0	0	0	0
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.58	0.14		0.30	0.85	0.49	0.82	0.35	0.70	0.80	0.64

Intersection Summary



















Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	76 (45%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle:	165
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	35.0
Intersection LOS:	C
Intersection Capacity Utilization	81.3%
ICU Level of Service	D
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: SR 535 & Poinciana Blvd



Lanes, Volumes, Timings
6: SR 535 & Median Opening S

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	0	0	150	0	0	140	245	39	2316	143	228	88
Future Volume (vph)	0	0	150	0	0	140	245	39	2316	143	228	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%				0%			
Storage Length (ft)	0		0	0		0		650		275		500
Storage Lanes	0		1	0		1		1		1		1
Taper Length (ft)	0			0				50				50
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91	1.00
Ped Bike Factor												
Frt			0.865			0.865				0.850		
Flt Protected								0.950				0.950
Satd. Flow (prot)	0	0	1611	0	0	1611	0	1719	4940	1538	0	1719
Flt Permitted								0.950				0.950
Satd. Flow (perm)	0	0	1611	0	0	1611	0	1719	4940	1538	0	1719
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			77			77				94		
Link Speed (mph)		30			30				45			
Link Distance (ft)		605			604				978			
Travel Time (s)		13.8			13.7				14.8			
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%				0%			
Adj. Flow (vph)	0	0	158	0	0	147	258	41	2438	151	240	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	158	0	0	147	0	299	2438	151	0	333
Enter Blocked Intersection	No	No	No	No	No	No	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)		0			0				36			
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			1	1	1	2	1	1	1
Detector Template			Right			Right	Left	Left	Thru	Right	Left	Left
Leading Detector (ft)			20			20	20	20	100	20	20	20
Trailing Detector (ft)			0			0	0	0	0	0	0	0
Turn Type			Perm			Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases							5	5	2		1	1
Permitted Phases			4			8				2		
Detector Phase			4			8	5	5	2	2	1	1
Switch Phase												

Lanes, Volumes, Timings
6: SR 535 & Median Opening S

11/14/2022



Lane Group	SBT	SBR
Lane Configurations	↑↑↑	↑
Traffic Volume (vph)	2487	170
Future Volume (vph)	2487	170
Ideal Flow (vphpl)	1900	1900
Lane Width (ft)	12	12
Grade (%)	0%	
Storage Length (ft)		400
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.91	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	4940	1538
Flt Permitted		
Satd. Flow (perm)	4940	1538
Right Turn on Red		Yes
Satd. Flow (RTOR)		154
Link Speed (mph)	45	
Link Distance (ft)	941	
Travel Time (s)	14.3	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.95	0.95
Growth Factor	100%	100%
Heavy Vehicles (%)	5%	5%
Bus Blockages (#/hr)	0	0
Parking (#/hr)		
Mid-Block Traffic (%)	0%	
Adj. Flow (vph)	2618	179
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2618	179
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	48	
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	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		

Lanes, Volumes, Timings
6: SR 535 & Median Opening S

11/14/2022



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
Minimum Split (s)			25.5			25.5	12.5	12.5	25.5	25.5	12.5	12.5
Total Split (s)			25.5			25.5	41.0	41.0	99.5	99.5	45.0	45.0
Total Split (%)			15.0%			15.0%	24.1%	24.1%	58.5%	58.5%	26.5%	26.5%
Maximum Green (s)			18.0			18.0	33.5	33.5	92.0	92.0	37.5	37.5
Yellow Time (s)			5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)			2.5			2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)			0.0			0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)			7.5			7.5		7.5	7.5	7.5		7.5
Lead/Lag							Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)			3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)			3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)			0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)			0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode			None			None	None	None	C-Min	C-Min	None	None
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)			13.4			13.4		32.0	96.8	96.8		37.3
Actuated g/C Ratio			0.08			0.08		0.19	0.57	0.57		0.22
v/c Ratio			0.80			0.75		0.93	0.87	0.16		0.88
Control Delay			66.5			58.0		88.0	21.7	6.1		69.3
Queue Delay			0.0			0.0		0.0	0.4	0.0		0.0
Total Delay			66.5			58.0		88.0	22.0	6.1		69.3
LOS			E			E		F	C	A		E
Approach Delay		66.5			58.0				28.0			
Approach LOS		E			E				C			
90th %ile Green (s)			18.0			18.0	33.5	33.5	92.0	92.0	37.5	37.5
90th %ile Term Code			Max			Max	Max	Max	Coord	Coord	Max	Max
70th %ile Green (s)			17.5			17.5	33.5	33.5	92.5	92.5	37.5	37.5
70th %ile Term Code			Gap			Hold	Max	Max	Coord	Coord	Max	Max
50th %ile Green (s)			14.3			14.3	33.5	33.5	95.7	95.7	37.5	37.5
50th %ile Term Code			Gap			Hold	Max	Max	Coord	Coord	Max	Max
30th %ile Green (s)			11.0			11.0	32.6	32.6	99.9	99.9	36.6	36.6
30th %ile Term Code			Gap			Hold	Gap	Gap	Coord	Coord	Hold	Hold
10th %ile Green (s)			6.2			6.2	26.9	26.9	104.1	104.1	37.2	37.2
10th %ile Term Code			Gap			Hold	Gap	Gap	Coord	Coord	Hold	Hold
Stops (vph)			77			68		263	1153	27		299
Fuel Used(gal)			3			3		10	39	1		10
CO Emissions (g/hr)			221			188		710	2745	99		706
NOx Emissions (g/hr)			43			37		138	534	19		137
VOC Emissions (g/hr)			51			44		165	636	23		164
Dilemma Vehicles (#)			0			0		0	73	0		0
Queue Length 50th (ft)			90			77		329	367	12		387
Queue Length 95th (ft)			175			158		m#463	556	m45		m#480
Internal Link Dist (ft)		525			524				898			
Turn Bay Length (ft)								650		275		500
Base Capacity (vph)			239			239		338	2813	916		379

Lanes, Volumes, Timings
6: SR 535 & Median Opening S

11/14/2022



Lane Group	SBT	SBR
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	25.5	25.5
Total Split (s)	103.5	103.5
Total Split (%)	60.9%	60.9%
Maximum Green (s)	96.0	96.0
Yellow Time (s)	5.0	5.0
All-Red Time (s)	2.5	2.5
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	7.5	7.5
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Minimum Gap (s)	3.0	3.0
Time Before Reduce (s)	0.0	0.0
Time To Reduce (s)	0.0	0.0
Recall Mode	C-Min	C-Min
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	102.1	102.1
Actuated g/C Ratio	0.60	0.60
v/c Ratio	0.88	0.18
Control Delay	25.1	4.3
Queue Delay	0.6	0.0
Total Delay	25.7	4.3
LOS	C	A
Approach Delay	29.1	
Approach LOS	C	
90th %ile Green (s)	96.0	96.0
90th %ile Term Code	Coord	Coord
70th %ile Green (s)	96.5	96.5
70th %ile Term Code	Coord	Coord
50th %ile Green (s)	99.7	99.7
50th %ile Term Code	Coord	Coord
30th %ile Green (s)	103.9	103.9
30th %ile Term Code	Coord	Coord
10th %ile Green (s)	114.4	114.4
10th %ile Term Code	Coord	Coord
Stops (vph)	1587	26
Fuel Used(gal)	48	2
CO Emissions (g/hr)	3330	106
NOx Emissions (g/hr)	648	21
VOC Emissions (g/hr)	772	24
Dilemma Vehicles (#)	98	0
Queue Length 50th (ft)	600	13
Queue Length 95th (ft)	m754	m31
Internal Link Dist (ft)	861	
Turn Bay Length (ft)		400
Base Capacity (vph)	2967	985

Lanes, Volumes, Timings
6: SR 535 & Median Opening S

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Starvation Cap Reductn			0			0		0	79	0		0
Spillback Cap Reductn			0			0		0	0	0		0
Storage Cap Reductn			0			0		0	0	0		0
Reduced v/c Ratio			0.66			0.62		0.88	0.89	0.16		0.88

Intersection Summary

Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	66 (39%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	140
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.93
Intersection Signal Delay:	30.2
Intersection LOS:	C
Intersection Capacity Utilization	91.8%
ICU Level of Service	F
Analysis Period (min)	15
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SR 535 & Median Opening S

Ø2 (R) 99.5 s	Ø6 (R) 103.5 s	Ø1 45 s	Ø4 25.5 s
Ø6 (R) 103.5 s	Ø2 (R) 99.5 s	Ø1 45 s	Ø4 25.5 s

Lanes, Volumes, Timings
6: SR 535 & Median Opening S






























11/14/2022



Lane Group	SBT	SBR
Starvation Cap Reductn	106	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.92	0.18
Intersection Summary		

Lanes, Volumes, Timings
7: SR 535 & Polynesian Isle Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 			 				  	 		  	
Traffic Volume (vph)	297	114	253	159	111	186	0	2276	408	0	2561	610
Future Volume (vph)	297	114	253	159	111	186	0	2276	408	0	2561	610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		250	300		175	0		250	450		125
Storage Lanes	1		1	2		1	0		2	0		1
Taper Length (ft)	50			50			100			50		
Lane Util. Factor	0.97	0.95	0.95	0.97	0.95	0.95	1.00	0.91	0.88	1.00	0.91	1.00
Ped Bike Factor		0.99	0.99									0.98
Frt		0.939	0.850		0.956	0.850			0.850			0.850
Flt Protected	0.950			0.950								
Satd. Flow (prot)	3400	1637	1490	3400	1675	1490	0	4940	2707	0	4940	1538
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	3400	1637	1470	3400	1675	1490	0	4940	2707	0	4940	1503
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3	69		7	107			295			214
Link Speed (mph)		40			30			45			45	
Link Distance (ft)		1180			788			941			950	
Travel Time (s)		20.1			17.9			14.3			14.4	
Confl. Peds. (#/hr)			1									1
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	313	120	266	167	117	196	0	2396	429	0	2696	642
Shared Lane Traffic (%)			31%			25%						
Lane Group Flow (vph)	313	202	184	167	166	147	0	2396	429	0	2696	642
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			60			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1		2	1		2	1
Detector Template	Left	Thru	Right	Left	Thru	Right		Thru	Right		Thru	Right
Leading Detector (ft)	20	100	20	20	100	20		100	20		100	20
Trailing Detector (ft)	0	0	0	0	0	0		0	0		0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm		NA	Perm		NA	Perm
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8		2	2		6	6
Switch Phase												

Lanes, Volumes, Timings
7: SR 535 & Polynesian Isle Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0		25.0	25.0		25.0	25.0
Minimum Split (s)	11.0	44.0	44.0	11.0	20.0	20.0		112.0	112.0		112.0	112.0
Total Split (s)	25.0	44.0	44.0	14.0	33.0	33.0		112.0	112.0		112.0	112.0
Total Split (%)	14.7%	25.9%	25.9%	8.2%	19.4%	19.4%		65.9%	65.9%		65.9%	65.9%
Maximum Green (s)	19.0	36.4	36.4	8.0	25.1	25.1		104.5	104.5		104.3	104.3
Yellow Time (s)	4.0	4.4	4.4	4.0	4.0	4.0		5.5	5.5		5.5	5.5
All-Red Time (s)	2.0	3.2	3.2	2.0	3.9	3.9		2.0	2.0		2.2	2.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	6.0	7.6	7.6	6.0	7.9	7.9		7.5	7.5		7.7	7.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.0	2.0	3.0	2.0	2.0		3.5	3.5		3.5	3.5
Minimum Gap (s)	3.0	2.0	2.0	3.0	2.0	2.0		3.5	3.5		3.5	3.5
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Recall Mode	None	None	None	None	None	None		C-Min	C-Min		C-Min	C-Min
Walk Time (s)		7.0	7.0					7.0	7.0		7.0	7.0
Flash Dont Walk (s)		42.0	42.0					23.0	23.0		25.0	25.0
Pedestrian Calls (#/hr)		0	0					0	0		0	0
Act Effct Green (s)	18.4	30.6	30.6	8.0	19.9	19.9		110.3	110.3		110.1	110.1
Actuated g/C Ratio	0.11	0.18	0.18	0.05	0.12	0.12		0.65	0.65		0.65	0.65
v/c Ratio	0.85	0.68	0.57	1.04	0.82	0.55		0.75	0.23		0.84	0.61
Control Delay	95.0	75.4	45.6	157.4	99.8	29.0		6.9	0.2		12.0	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.5	0.0		0.6	0.4
Total Delay	95.0	75.4	45.6	157.4	99.8	29.0		7.4	0.2		12.6	6.0
LOS	F	E	D	F	F	C		A	A		B	A
Approach Delay		76.3			98.2			6.3			11.3	
Approach LOS		E			F			A			B	
90th %ile Green (s)	19.0	36.4	36.4	8.0	25.1	25.1		104.5	104.5		104.3	104.3
90th %ile Term Code	Max	Hold	Hold	Max	Max	Max		Coord	Coord		Coord	Coord
70th %ile Green (s)	19.0	34.9	34.9	8.0	23.6	23.6		106.0	106.0		105.8	105.8
70th %ile Term Code	Max	Hold	Hold	Max	Gap	Gap		Coord	Coord		Coord	Coord
50th %ile Green (s)	19.0	31.8	31.8	8.0	20.5	20.5		109.1	109.1		108.9	108.9
50th %ile Term Code	Max	Hold	Hold	Max	Gap	Gap		Coord	Coord		Coord	Coord
30th %ile Green (s)	19.0	28.7	28.7	8.0	17.4	17.4		112.2	112.2		112.0	112.0
30th %ile Term Code	Max	Hold	Hold	Max	Gap	Gap		Coord	Coord		Coord	Coord
10th %ile Green (s)	16.2	21.3	21.3	8.0	12.8	12.8		119.6	119.6		119.4	119.4
10th %ile Term Code	Gap	Hold	Hold	Max	Gap	Gap		Coord	Coord		Coord	Coord
Stops (vph)	282	174	100	135	146	41		842	3		1187	107
Fuel Used(gal)	11	6	4	7	5	2		28	3		37	6
CO Emissions (g/hr)	761	433	280	477	349	134		1927	178		2574	405
NOx Emissions (g/hr)	148	84	55	93	68	26		375	35		501	79
VOC Emissions (g/hr)	176	100	65	110	81	31		447	41		597	94
Dilemma Vehicles (#)	0	4	0	0	0	0		30	0		80	0
Queue Length 50th (ft)	178	218	123	~103	185	43		121	0		195	47
Queue Length 95th (ft)	#252	310	210	#189	272	123		188	m0		m479	m118
Internal Link Dist (ft)		1100			708			861			870	
Turn Bay Length (ft)	300		250	300		175			250			125
Base Capacity (vph)	380	352	368	160	253	311		3204	1859		3198	1048

Lanes, Volumes, Timings
7: SR 535 & Polynesian Isle Blvd

11/14/2022

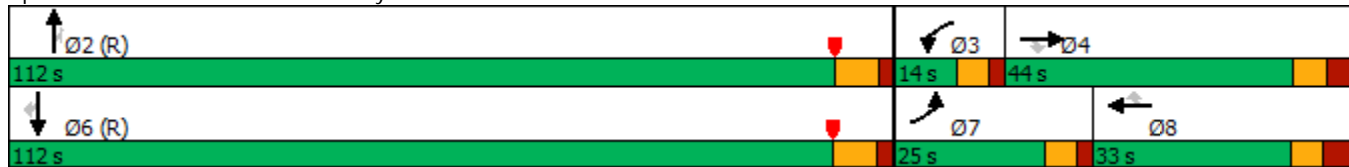


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0		346	0		183	102
Spillback Cap Reductn	0	0	1	0	0	0		0	0		89	0
Storage Cap Reductn	0	0	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.82	0.57	0.50	1.04	0.66	0.47		0.84	0.23		0.89	0.68

Intersection Summary















Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	89 (52%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	170
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.04
Intersection Signal Delay:	21.2
Intersection LOS:	C
Intersection Capacity Utilization	85.6%
ICU Level of Service	E
Analysis Period (min)	15
~	Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.
#	95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: SR 535 & Polynesian Isle Blvd



Lanes, Volumes, Timings
8: SR 535 & Median Opening N

11/14/2022

								
Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	0	109	243	2407	109	27	66	2928
Future Volume (vph)	0	109	243	2407	109	27	66	2928
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12
Grade (%)	0%			0%				0%
Storage Length (ft)	0	0	400		350		550	
Storage Lanes	0	1	1		1		1	
Taper Length (ft)	0		50				50	
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	0.91	1.00	0.91
Ped Bike Factor					0.98			
Frt		0.865			0.850			
Flt Protected			0.950				0.950	
Satd. Flow (prot)	0	1611	1719	4940	1538	0	1719	4940
Flt Permitted			0.950				0.950	
Satd. Flow (perm)	0	1611	1719	4940	1504	0	1719	4940
Right Turn on Red		Yes			Yes			
Satd. Flow (RTOR)		117			115			
Link Speed (mph)	30			45				45
Link Distance (ft)	1012			950				774
Travel Time (s)	23.0			14.4				11.7
Confl. Peds. (#/hr)					3			
Confl. Bikes (#/hr)								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%				0%
Adj. Flow (vph)	0	115	256	2534	115	28	69	3082
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	115	256	2534	115	0	97	3082
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Right	R NA	Left	Left
Median Width(ft)	0			36				36
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
Turning Speed (mph)	15	9	9		9	9	15	
Number of Detectors		1	1	2	1	1	1	2
Detector Template		Right	Left	Thru	Right	Left	Left	Thru
Leading Detector (ft)		20	20	100	20	20	20	100
Trailing Detector (ft)		0	0	0	0	0	0	0
Turn Type		Perm	Prot	NA	Perm	Prot	Prot	NA
Protected Phases			5	2		1	1	6
Permitted Phases		8			2			
Detector Phase		8	5	2	2	1	1	6
Switch Phase								

Lanes, Volumes, Timings
8: SR 535 & Median Opening N

11/14/2022



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Minimum Initial (s)		5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)		24.0	11.0	24.0	24.0	12.5	12.5	24.0
Total Split (s)		24.0	32.0	120.5	120.5	25.5	25.5	114.0
Total Split (%)		14.1%	18.8%	70.9%	70.9%	15.0%	15.0%	67.1%
Maximum Green (s)		16.5	26.0	113.0	113.0	18.0	18.0	106.5
Yellow Time (s)		5.0	4.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)		2.5	2.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		7.5	6.0	7.5	7.5		7.5	7.5
Lead/Lag			Lag	Lead	Lead	Lag	Lag	Lead
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode		None	None	C-Min	C-Min	None	None	C-Min
Walk Time (s)								
Flash Dont Walk (s)								
Pedestrian Calls (#/hr)								
Act Effct Green (s)		7.4	26.0	114.6	114.6		25.6	115.6
Actuated g/C Ratio		0.04	0.15	0.67	0.67		0.15	0.68
v/c Ratio		0.63	0.98	0.76	0.11		0.38	0.92
Control Delay		27.0	106.9	7.9	0.5		63.9	17.8
Queue Delay		0.0	0.0	0.1	0.0		0.0	0.2
Total Delay		27.0	106.9	8.0	0.5		63.9	18.0
LOS		C	F	A	A		E	B
Approach Delay	27.0			16.4				19.4
Approach LOS	C			B				B
90th %ile Green (s)		12.3	26.0	117.2	117.2	18.0	18.0	110.7
90th %ile Term Code		Gap	Max	Coord	Coord	Max	Max	Coord
70th %ile Green (s)		8.1	26.0	121.2	121.2	18.2	18.2	114.9
70th %ile Term Code		Gap	Max	Coord	Coord	Hold	Hold	Coord
50th %ile Green (s)		5.5	26.0	112.7	112.7	29.3	29.3	117.5
50th %ile Term Code		Gap	Max	Coord	Coord	Hold	Hold	Coord
30th %ile Green (s)		5.5	26.0	112.7	112.7	29.3	29.3	117.5
30th %ile Term Code		Gap	Max	Coord	Coord	Hold	Hold	Coord
10th %ile Green (s)		5.5	26.0	109.0	109.0	33.0	33.0	117.5
10th %ile Term Code		Gap	Max	Coord	Coord	Hold	Hold	Coord
Stops (vph)		16	215	598	2		84	1550
Fuel Used(gal)		2	9	26	1		3	45
CO Emissions (g/hr)		108	661	1829	49		189	3116
NOx Emissions (g/hr)		21	129	356	10		37	606
VOC Emissions (g/hr)		25	153	424	11		44	722
Dilemma Vehicles (#)		0	0	31	0		0	83
Queue Length 50th (ft)		0	287	216	2		99	410
Queue Length 95th (ft)		65	m#475	183	m3		m142	437
Internal Link Dist (ft)	932			870				694
Turn Bay Length (ft)			400		350		550	
Base Capacity (vph)		262	262	3355	1058		258	3359

Lanes, Volumes, Timings
 8: SR 535 & Median Opening N

11/14/2022



Lane Group	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Starvation Cap Reductn		0	0	129	0		0	23
Spillback Cap Reductn		1	0	71	0		0	35
Storage Cap Reductn		0	0	0	0		0	0
Reduced v/c Ratio		0.44	0.98	0.79	0.11		0.38	0.93

Intersection Summary




























Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 94 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 18.2 Intersection LOS: B
 Intersection Capacity Utilization 81.3% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: SR 535 & Median Opening N



Lanes, Volumes, Timings
 9: SR 535 & LBV Factory Stores

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				  				  		 	  	
Traffic Volume (vph)	0	0	61	408	13	150	60	2355	128	250	2551	121
Future Volume (vph)	0	0	61	408	13	150	60	2355	128	250	2551	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	300		0	525		525	575		575
Storage Lanes	0		1	2		0	1		1	1		1
Taper Length (ft)	0			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.94	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor				1.00					0.98			
Flt			0.865		0.862				0.850			0.850
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	0	1611	4990	1606	0	1719	4940	1538	1719	4940	1538
Flt Permitted				0.950			0.950			0.950		
Satd. Flow (perm)	0	0	1611	4971	1606	0	1719	4940	1512	1719	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164		158				135			127
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1002			1000			774			1245	
Travel Time (s)		22.8			22.7			11.7			18.9	
Confl. Peds. (#/hr)				1					3			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	64	429	14	158	63	2479	135	263	2685	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	64	429	172	0	63	2479	135	263	2685	127
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors			1	1	2		1	2	1	1	2	1
Detector Template			Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)			20	20	100		20	100	20	20	100	20
Trailing Detector (ft)			0	0	0		0	0	0	0	0	0
Turn Type			Perm	pm+pt	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases				3	8		5	2	3	1	6	
Permitted Phases			4	8					2			6
Detector Phase			4	3	8		5	2	3	1	6	6
Switch Phase												

Lanes, Volumes, Timings
9: SR 535 & LBV Factory Stores

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)			5.0	5.0	5.0		5.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)			13.1	12.5	12.3		11.0	38.6	12.5	11.0	38.5	38.5
Total Split (s)			13.2	16.0	29.2		19.0	102.8	16.0	38.0	121.8	121.8
Total Split (%)			7.8%	9.4%	17.2%		11.2%	60.5%	9.4%	22.4%	71.6%	71.6%
Maximum Green (s)			5.1	8.5	21.9		13.0	95.2	8.5	32.0	114.3	114.3
Yellow Time (s)			4.2	5.0	3.4		4.0	5.6	5.0	4.0	5.5	5.5
All-Red Time (s)			3.9	2.5	3.9		2.0	2.0	2.5	2.0	2.0	2.0
Lost Time Adjust (s)			0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)			8.1	7.5	7.3		6.0	7.6	7.5	6.0	7.5	7.5
Lead/Lag			Lead	Lag			Lead	Lead	Lag	Lag	Lag	Lag
Lead-Lag Optimize?			Yes	Yes			Yes	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
Minimum Gap (s)			3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)			0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)			0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode			None	None	None		None	C-Min	None	None	C-Min	C-Min
Walk Time (s)								7.0			7.0	7.0
Flash Dont Walk (s)								24.0			24.0	24.0
Pedestrian Calls (#/hr)								0			0	0
Act Effct Green (s)			5.3	20.2	20.4		10.9	99.3	106.3	29.4	117.9	117.9
Actuated g/C Ratio			0.03	0.12	0.12		0.06	0.58	0.63	0.17	0.69	0.69
v/c Ratio			0.31	0.73	0.52		0.57	0.86	0.14	0.89	0.78	0.11
Control Delay			3.8	79.9	17.7		117.9	17.1	1.7	97.9	20.1	1.6
Queue Delay			0.0	0.0	0.0		0.0	0.2	0.0	0.0	0.3	0.0
Total Delay			3.8	79.9	17.7		117.9	17.3	1.7	97.9	20.3	1.6
LOS			A	E	B		F	B	A	F	C	A
Approach Delay		3.8			62.1			18.9			26.2	
Approach LOS		A			E			B			C	
90th %ile Green (s)			5.1	8.5	21.9		13.0	95.2	8.5	32.0	114.3	114.3
90th %ile Term Code			Max	Max	Hold		Max	Coord	Max	Max	Coord	Coord
70th %ile Green (s)			5.1	8.1	21.5		13.4	95.6	8.1	32.0	114.3	114.3
70th %ile Term Code			Max	Gap	Hold		Max	Coord	Gap	Max	Coord	Coord
50th %ile Green (s)			5.1	6.5	19.9		11.6	97.2	6.5	32.0	117.7	117.7
50th %ile Term Code			Max	Gap	Hold		Gap	Coord	Gap	Hold	Coord	Coord
30th %ile Green (s)			5.5	5.5	19.3		9.7	101.6	5.5	28.2	120.2	120.2
30th %ile Term Code			Gap	Gap	Hold		Gap	Coord	Gap	Gap	Coord	Coord
10th %ile Green (s)			5.5	5.5	19.3		7.0	107.1	5.5	22.7	122.9	122.9
10th %ile Term Code			Gap	Gap	Hold		Gap	Coord	Gap	Gap	Coord	Coord
Stops (vph)			0	387	27		38	1133	7	233	1664	6
Fuel Used(gal)			1	12	2		2	34	1	10	52	1
CO Emissions (g/hr)			37	836	140		155	2385	54	692	3617	76
NOx Emissions (g/hr)			7	163	27		30	464	11	135	704	15
VOC Emissions (g/hr)			8	194	33		36	553	13	160	838	18
Dilemma Vehicles (#)			0	0	0		0	83	0	0	75	0
Queue Length 50th (ft)			0	167	14		72	398	4	285	693	0
Queue Length 95th (ft)			0	206	92		m0	566	m18	#427	797	23
Internal Link Dist (ft)		922			920			694			1165	
Turn Bay Length (ft)				300			525		525	575		575
Base Capacity (vph)			208	640	344		132	2886	1010	323	3425	1105

Lanes, Volumes, Timings
 9: SR 535 & LBV Factory Stores

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn			0	0	0		0	58	0	0	203	0
Spillback Cap Reductn			2	0	0		0	0	0	0	77	0
Storage Cap Reductn			0	0	0		0	0	0	0	0	0
Reduced v/c Ratio			0.31	0.67	0.50		0.48	0.88	0.13	0.81	0.83	0.11

Intersection Summary













Area Type: Other
 Cycle Length: 170
 Actuated Cycle Length: 170
 Offset: 77 (45%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 26.3 Intersection LOS: C
 Intersection Capacity Utilization 86.7% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SR 535 & LBV Factory Stores



Lanes, Volumes, Timings
10: SR 535 & International Dr

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↑↑		↑↑↑	↑↑		↑↑↑	↑
Traffic Volume (vph)	0	1206	0	0	1178	172	0	2060	516	0	2531	110
Future Volume (vph)	0	1206	0	0	1178	172	0	2060	516	0	2531	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		200	0		200	0		350	0		350
Storage Lanes	0		0	0		2	0		2	0		1
Taper Length (ft)	100			50			100			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.88	1.00	0.91	0.88	1.00	0.91	1.00
Ped Bike Factor												
Flt						0.850			0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	5085	0	0	5085	2787	0	4940	2707	0	4940	1538
Flt Permitted												
Satd. Flow (perm)	0	5085	0	0	5085	2787	0	4940	2707	0	4940	1538
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						41			44			44
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		840			824			835			680	
Travel Time (s)		12.7			12.5			12.7			10.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1269	0	0	1240	181	0	2168	543	0	2664	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1269	0	0	1240	181	0	2168	543	0	2664	116
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2	1		2	1		2	1
Detector Template		Thru			Thru	Right		Thru	Right		Thru	Right
Leading Detector (ft)		100			100	20		100	20		100	20
Trailing Detector (ft)		0			0	0		0	0		0	0
Turn Type		NA			NA	Perm		NA	Perm		NA	Perm
Protected Phases		4			8			6			2	
Permitted Phases						8			6			2
Detector Phase		4			8	8		6	6		2	2
Switch Phase												

Lanes, Volumes, Timings
10: SR 535 & International Dr

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0			5.0	5.0		10.0	10.0		10.0	10.0
Minimum Split (s)		55.0			55.0	55.0		17.5	17.5		17.5	17.5
Total Split (s)		55.0			55.0	55.0		65.0	65.0		65.0	65.0
Total Split (%)		45.8%			45.8%	45.8%		54.2%	54.2%		54.2%	54.2%
Maximum Green (s)		47.2			47.2	47.2		57.5	57.5		57.5	57.5
Yellow Time (s)		4.8			4.8	4.8		5.5	5.5		5.5	5.5
All-Red Time (s)		3.0			3.0	3.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)		7.8			7.8	7.8		7.5	7.5		7.5	7.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0		3.0	3.0
Minimum Gap (s)		3.0			3.0	3.0		3.0	3.0		3.0	3.0
Time Before Reduce (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Time To Reduce (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Recall Mode		None			None	None		C-Min	C-Min		C-Min	C-Min
Walk Time (s)		7.0			7.0	7.0						
Flash Dont Walk (s)		39.0			39.0	39.0						
Pedestrian Calls (#/hr)		0			0	0						
Act Effct Green (s)		39.8			39.8	39.8		64.9	64.9		64.9	64.9
Actuated g/C Ratio		0.33			0.33	0.33		0.54	0.54		0.54	0.54
v/c Ratio		0.75			0.73	0.19		0.81	0.37		1.00	0.14
Control Delay		24.9			37.9	21.3		21.9	12.3		30.7	6.5
Queue Delay		0.0			0.0	0.0		0.0	0.0		1.7	0.0
Total Delay		24.9			37.9	21.3		21.9	12.3		32.4	6.5
LOS		C			D	C		C	B		C	A
Approach Delay		24.9			35.8			20.0			31.3	
Approach LOS		C			D			B			C	
90th %ile Green (s)		47.2			47.2	47.2		57.5	57.5		57.5	57.5
90th %ile Term Code		Hold			Max	Max		Coord	Coord		Coord	Coord
70th %ile Green (s)		42.9			42.9	42.9		61.8	61.8		61.8	61.8
70th %ile Term Code		Hold			Gap	Gap		Coord	Coord		Coord	Coord
50th %ile Green (s)		40.1			40.1	40.1		64.6	64.6		64.6	64.6
50th %ile Term Code		Hold			Gap	Gap		Coord	Coord		Coord	Coord
30th %ile Green (s)		36.5			36.5	36.5		68.2	68.2		68.2	68.2
30th %ile Term Code		Hold			Gap	Gap		Coord	Coord		Coord	Coord
10th %ile Green (s)		32.5			32.5	32.5		72.2	72.2		72.2	72.2
10th %ile Term Code		Hold			Gap	Gap		Coord	Coord		Coord	Coord
Stops (vph)		699			999	89		1662	263		1489	28
Fuel Used(gal)		21			38	4		41	7		45	1
CO Emissions (g/hr)		1495			2635	295		2867	514		3179	69
NOx Emissions (g/hr)		291			513	57		558	100		619	13
VOC Emissions (g/hr)		346			611	68		664	119		737	16
Dilemma Vehicles (#)		37			42	0		77	0		79	0
Queue Length 50th (ft)		140			308	43		512	81		~365	18
Queue Length 95th (ft)		137			328	66		646	102		#954	m28
Internal Link Dist (ft)		760			744			755			600	
Turn Bay Length (ft)						200			350			350
Base Capacity (vph)		2000			2000	1121		2670	1483		2670	851

Lanes, Volumes, Timings
 10: SR 535 & International Dr

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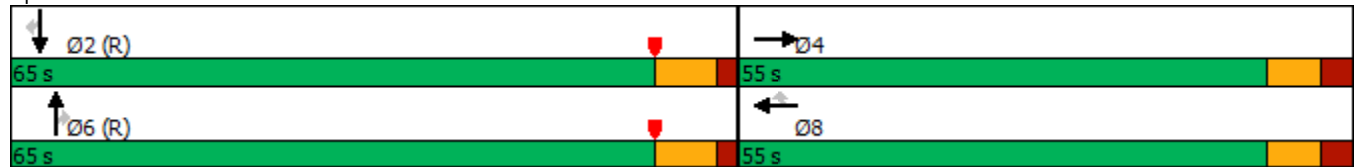


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0		0	0		19	0
Spillback Cap Reductn		0			0	0		0	0		0	0
Storage Cap Reductn		0			0	0		0	0		0	0
Reduced v/c Ratio		0.63			0.62	0.16		0.81	0.37		1.00	0.14

Intersection Summary













Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 8 (7%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 130
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.00
 Intersection Signal Delay: 27.3
 Intersection LOS: C
 Intersection Capacity Utilization 85.0%
 ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: SR 535 & International Dr



Lanes, Volumes, Timings
 11: SR 535 & SR 536/World Center Dr

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑			↑↑↑	↗		↑↑↑	↗↗		↑↑↑	↗↗
Traffic Volume (vph)	0	2138	0	0	1701	603	0	1744	97	0	2136	315
Future Volume (vph)	0	2138	0	0	1701	603	0	1744	97	0	2136	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		300	400		400	0		300
Storage Lanes	0		0	0		1	0		2	0		2
Taper Length (ft)	50			200			300			150		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	0.91	0.88	1.00	0.91	0.88
Ped Bike Factor												
Flt						0.850			0.850			0.850
Flt Protected												
Satd. Flow (prot)	0	5036	0	0	5036	1568	0	4940	2707	0	4940	2707
Flt Permitted												
Satd. Flow (perm)	0	5036	0	0	5036	1568	0	4940	2707	0	4940	2707
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						41			41			41
Link Speed (mph)		55			45			45			45	
Link Distance (ft)		769			830			738			1735	
Travel Time (s)		9.5			12.6			11.2			26.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	2251	0	0	1791	635	0	1836	102	0	2248	332
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2251	0	0	1791	635	0	1836	102	0	2248	332
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			2	1		2	1		2	1
Detector Template		Thru			Thru	Right		Thru	Right		Thru	Right
Leading Detector (ft)		100			100	20		100	20		100	20
Trailing Detector (ft)		0			0	0		0	0		0	0
Turn Type		NA			NA	Perm		NA	Perm		NA	Perm
Protected Phases		8			4			6			2	
Permitted Phases						4			6			2
Detector Phase		8			4	4		6	6		2	2
Switch Phase												

Lanes, Volumes, Timings
 11: SR 535 & SR 536/World Center Dr

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		5.0			10.0	10.0		5.0	5.0		5.0	5.0
Minimum Split (s)		24.0			17.6	17.6		24.0	24.0		24.0	24.0
Total Split (s)		58.0			58.0	58.0		62.0	62.0		62.0	62.0
Total Split (%)		48.3%			48.3%	48.3%		51.7%	51.7%		51.7%	51.7%
Maximum Green (s)		50.5			50.5	50.5		56.0	56.0		54.5	54.5
Yellow Time (s)		5.0			5.0	5.0		4.0	4.0		5.0	5.0
All-Red Time (s)		2.5			2.5	2.5		2.0	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)		7.5			7.5	7.5		6.0	6.0		7.5	7.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0		3.0	3.0
Minimum Gap (s)		3.0			3.0	3.0		3.0	3.0		3.0	3.0
Time Before Reduce (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Time To Reduce (s)		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Recall Mode		None			None	None		None	None		C-Max	C-Max
Walk Time (s)								7.0	7.0			
Flash Dont Walk (s)								11.0	11.0			
Pedestrian Calls (#/hr)								0	0			
Act Effct Green (s)		50.5			50.5	50.5		56.0	56.0		54.5	54.5
Actuated g/C Ratio		0.42			0.42	0.42		0.47	0.47		0.45	0.45
v/c Ratio		1.06			0.85	0.93		0.80	0.08		1.00	0.27
Control Delay		59.6			35.9	52.7		33.2	16.7		52.5	18.3
Queue Delay		0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay		59.6			35.9	52.7		33.2	16.7		52.5	18.3
LOS		E			D	D		C	B		D	B
Approach Delay		59.6			40.3			32.3			48.1	
Approach LOS		E			D			C			D	
90th %ile Green (s)		50.5			50.5	50.5		56.0	56.0		54.5	54.5
90th %ile Term Code		Max			Max	Max		Coord	Coord		Coord	Coord
70th %ile Green (s)		50.5			50.5	50.5		56.0	56.0		54.5	54.5
70th %ile Term Code		Max			Max	Max		Coord	Coord		Coord	Coord
50th %ile Green (s)		50.5			50.5	50.5		56.0	56.0		54.5	54.5
50th %ile Term Code		Max			Max	Max		Coord	Coord		Coord	Coord
30th %ile Green (s)		50.5			50.5	50.5		56.0	56.0		54.5	54.5
30th %ile Term Code		Max			Max	Max		Coord	Coord		Coord	Coord
10th %ile Green (s)		50.5			50.5	50.5		56.0	56.0		54.5	54.5
10th %ile Term Code		Max			Max	Max		Coord	Coord		Coord	Coord
Stops (vph)		1467			1484	496		1105	88		1913	164
Fuel Used(gal)		64			40	16		34	2		71	7
CO Emissions (g/hr)		4447			2800	1111		2369	132		4940	473
NOx Emissions (g/hr)		865			545	216		461	26		961	92
VOC Emissions (g/hr)		1031			649	257		549	31		1145	110
Dilemma Vehicles (#)		108			71	0		123	0		85	0
Queue Length 50th (ft)		-681			449	438		356	12		-627	76
Queue Length 95th (ft)		#779			516	#683		468	35		#759	112
Internal Link Dist (ft)		689			750			658			1655	
Turn Bay Length (ft)						300			400			300
Base Capacity (vph)		2119			2119	683		2305	1285		2243	1251

Lanes, Volumes, Timings
 11: SR 535 & SR 536/World Center Dr

11/14/2022

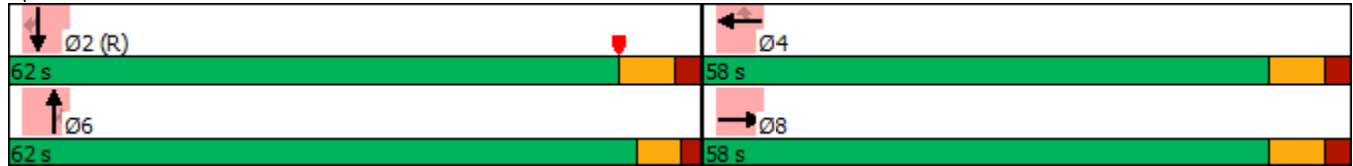


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0	0		0	0		0	0
Spillback Cap Reductn		0			0	0		0	0		0	0
Storage Cap Reductn		0			0	0		0	0		0	0
Reduced v/c Ratio		1.06			0.85	0.93		0.80	0.08		1.00	0.27

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	107 (89%), Referenced to phase 2:SBT, Start of Yellow
Natural Cycle:	120
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.06
Intersection Signal Delay:	45.5
Intersection LOS:	D
Intersection Capacity Utilization:	95.1%
ICU Level of Service:	F
Analysis Period (min):	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 11: SR 535 & SR 536/World Center Dr



Lanes, Volumes, Timings
 12: SR 535 & Lake Bryan Beach Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑↑↑	↗	↕	↑↑↑	
Traffic Volume (vph)	6	6	8	62	5	106	53	2254	40	27	2381	4
Future Volume (vph)	6	6	8	62	5	106	53	2254	40	27	2381	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	150		175	150		0
Storage Lanes	0		0	0		0	1		1	1		0
Taper Length (ft)	0			0			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.946			0.917				0.850			
Flt Protected		0.985			0.982		0.950			0.950		
Satd. Flow (prot)	0	1719	0	0	1661	0	1719	4940	1538	1719	4940	0
Flt Permitted		0.985			0.982		0.950			0.950		
Satd. Flow (perm)	0	1719	0	0	1661	0	1719	4940	1538	1719	4940	0
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1035			1008			1735			2813	
Travel Time (s)		23.5			22.9			26.3			42.6	
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	6	6	8	65	5	112	56	2373	42	28	2506	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	182	0	56	2373	42	28	2510	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			40			40	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
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	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	67.2%
ICU Level of Service	C
Analysis Period (min)	15

Lanes, Volumes, Timings

13: International Dr & World Center Dr/SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↖	↖↗		↖	↖↖	↖	↖	↖↖	↖↖	↖↖	↖↖↖	↖
Traffic Volume (vph)	439	1601	128	304	1713	558	74	1646	800	905	1932	586
Future Volume (vph)	439	1601	128	304	1713	558	74	1646	800	905	1932	586
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		250	375		275	150		300	400		450
Storage Lanes	1		0	1		1	1		2	2		1
Taper Length (ft)	50			50			125			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.88	0.97	0.91	1.00
Ped Bike Factor												
Frt		0.989				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	3466	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	3466	0	1752	3505	1568	1752	3505	2760	3400	5036	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				237			133			378
Link Speed (mph)		45			45			45				45
Link Distance (ft)		1492			2554			919				1719
Travel Time (s)		22.6			38.7			13.9				26.0
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	462	1685	135	320	1803	587	78	1733	842	953	2034	617
Shared Lane Traffic (%)												
Lane Group Flow (vph)	462	1820	0	320	1803	587	78	1733	842	953	2034	617
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			40				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA	Free	Prot	NA	pm+ov	Prot	NA	Free
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases						Free			4			Free
Detector Phase	1	6		5	2		7	4	5	3	8	
Switch Phase												

Lanes, Volumes, Timings
 13: International Dr & World Center Dr/SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	12.4	37.8		12.6	17.6		11.8	11.8	12.6	11.9	11.9	
Total Split (s)	19.0	59.0		22.0	62.0		11.8	41.0	22.0	28.0	57.2	
Total Split (%)	12.7%	39.3%		14.7%	41.3%		7.9%	27.3%	14.7%	18.7%	38.1%	
Maximum Green (s)	11.6	52.2		14.4	54.4		5.0	34.2	14.4	21.1	50.3	
Yellow Time (s)	4.8	4.8		5.6	5.6		4.8	4.8	5.6	4.9	4.9	
All-Red Time (s)	2.6	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.4	6.8		7.6	7.6		6.8	6.8	7.6	6.9	6.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		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	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0										
Flash Dont Walk (s)		24.0										
Pedestrian Calls (#/hr)		0										
Act Effct Green (s)	11.6	52.2		14.4	54.4	150.0	5.0	34.2	55.4	21.1	50.3	150.0
Actuated g/C Ratio	0.08	0.35		0.10	0.36	1.00	0.03	0.23	0.37	0.14	0.34	1.00
v/c Ratio	1.76	1.50		1.90	1.42	0.37	1.34	2.17	0.76	1.99	1.20	0.39
Control Delay	395.7	266.1		462.2	229.3	0.7	285.6	557.4	40.0	485.8	140.9	0.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	395.7	266.1		462.2	229.3	0.7	285.6	557.4	40.0	485.8	140.9	0.7
LOS	F	F		F	F	A	F	F	D	F	F	A
Approach Delay		292.3			207.3			385.2			208.1	
Approach LOS		F			F			F			F	
90th %ile Green (s)	11.6	52.2		14.4	54.4		5.0	34.2	14.4	21.1	50.3	
90th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
70th %ile Green (s)	11.6	52.2		14.4	54.4		5.0	34.2	14.4	21.1	50.3	
70th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
50th %ile Green (s)	11.6	52.2		14.4	54.4		5.0	34.2	14.4	21.1	50.3	
50th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
30th %ile Green (s)	11.6	52.2		14.4	54.4		5.0	34.2	14.4	21.1	50.3	
30th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
10th %ile Green (s)	11.6	52.2		14.4	54.4		5.0	34.2	14.4	21.1	50.3	
10th %ile Term Code	Max	Coord		Max	Coord		Max	Max	Max	Max	Max	
Stops (vph)	293	1235		196	1272	0	51	1008	600	570	1615	0
Fuel Used(gal)	43	126		36	124	9	5	209	19	107	97	7
CO Emissions (g/hr)	3024	8791		2522	8680	652	376	14619	1310	7458	6785	463
NOx Emissions (g/hr)	588	1710		491	1689	127	73	2844	255	1451	1320	90
VOC Emissions (g/hr)	701	2037		585	2012	151	87	3388	304	1728	1573	107
Dilemma Vehicles (#)	0	38		0	40	0	0	26	0	0	53	0
Queue Length 50th (ft)	~345	~1303		~479	~1246	0	~99	~1423	352	~746	~883	0
Queue Length 95th (ft)	#460	#1442		#677	#1383	0	#213	#1560	444	#881	#975	0
Internal Link Dist (ft)		1412			2474			839			1639	
Turn Bay Length (ft)	250			375		275	150		300	400		450
Base Capacity (vph)	262	1210		168	1271	1568	58	799	1103	478	1688	1568

Lanes, Volumes, Timings
 13: International Dr & World Center Dr/SR 536

11/14/2022

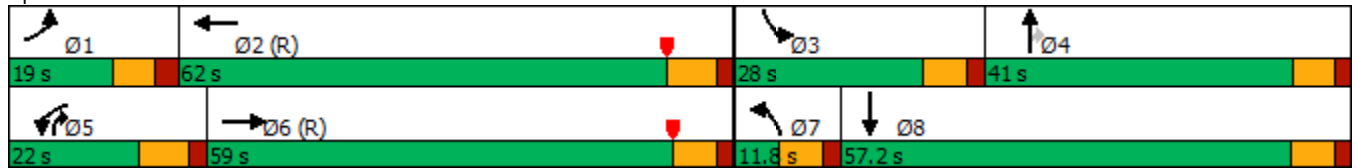


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.76	1.50		1.90	1.42	0.37	1.34	2.17	0.76	1.99	1.20	0.39

Intersection Summary





























Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Offset:	0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	2.17
Intersection Signal Delay:	266.7
Intersection LOS:	F
Intersection Capacity Utilization	159.9%
ICU Level of Service	H
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	

Splits and Phases: 13: International Dr & World Center Dr/SR 536



Lanes, Volumes, Timings
 14: US 192 & Storey Lake Blvd

12/29/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			  			 			 	
Traffic Volume (vph)	86	2524	0	0	2064	326	0	0	0	413	0	113
Future Volume (vph)	86	2524	0	0	2064	326	0	0	0	413	0	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	425		0	530		350	0		0	250		185
Storage Lanes	2		0	1		1	0		0	1		1
Taper Length (ft)	100			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.95	0.95
Ped Bike Factor										1.00	0.98	0.98
Fr _t						0.850					0.850	0.850
Fl _t Protected	0.950									0.950		
Satd. Flow (prot)	3367	4988	0	1863	4988	1553	0	1863	0	1770	1481	1504
Fl _t Permitted	0.950									0.950		
Satd. Flow (perm)	3367	4988	0	1863	4988	1553	0	1863	0	1766	1481	1481
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						225					65	65
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1315			1205			229			1017	
Travel Time (s)		19.9			18.3			5.2			23.1	
Confl. Peds. (#/hr)										2		1
Confl. Bikes (#/hr)										1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	91	2657	0	0	2173	343	0	0	0	435	0	119
Shared Lane Traffic (%)												50%
Lane Group Flow (vph)	91	2657	0	0	2173	343	0	0	0	435	60	59
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			12			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	60		9	60		60	15		9
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Turn Type	Prot	NA		Prot	NA	Perm				Prot	NA	Perm
Protected Phases	5	2		1	6			8		7	4	
Permitted Phases						6	8					4
Detector Phase	5	2		1	6	6	8	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
14: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	6.0	25.0		5.0	25.0	25.0	6.0	6.0		6.0	5.0	5.0
Minimum Split (s)	17.0	95.0		11.0	95.0	95.0	15.0	15.0		28.0	24.0	24.0
Total Split (s)	17.0	101.0		11.0	95.0	95.0	15.0	15.0		63.0	78.0	78.0
Total Split (%)	8.9%	53.2%		5.8%	50.0%	50.0%	7.9%	7.9%		33.2%	41.1%	41.1%
Maximum Green (s)	7.2	92.6		5.0	86.7	86.7	6.0	6.0		54.0	72.0	72.0
Yellow Time (s)	4.8	4.8		4.0	4.8	4.8	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	5.0	3.6		2.0	3.5	3.5	5.0	5.0		5.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Lost Time (s)	9.8	8.4		6.0	8.3	8.3		9.0		9.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.5		3.0	3.5	3.5	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0					7.0	7.0
Flash Dont Walk (s)		29.0			26.0	26.0					11.0	11.0
Pedestrian Calls (#/hr)		0			0	0					0	0
Act Effct Green (s)	10.7	122.6			102.2	102.2				50.0	53.0	53.0
Actuated g/C Ratio	0.06	0.65			0.54	0.54				0.26	0.28	0.28
v/c Ratio	0.48	0.83			0.81	0.37				0.94	0.13	0.13
Control Delay	95.1	29.1			40.0	9.8				95.8	8.7	8.5
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	0.0
Total Delay	95.1	29.1			40.0	9.8				95.8	8.7	8.5
LOS	F	C			D	A				F	A	A
Approach Delay		31.3			35.9						77.0	
Approach LOS		C			D						E	
90th %ile Green (s)	13.4	118.6		0.0	95.5	95.5	0.0	0.0		54.0	57.0	57.0
90th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Max	Hold	Hold
70th %ile Green (s)	12.0	118.6		0.0	96.9	96.9	0.0	0.0		54.0	57.0	57.0
70th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Max	Hold	Hold
50th %ile Green (s)	10.7	119.8		0.0	99.4	99.4	0.0	0.0		52.8	55.8	55.8
50th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
30th %ile Green (s)	9.5	124.5		0.0	105.3	105.3	0.0	0.0		48.1	51.1	51.1
30th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
10th %ile Green (s)	7.8	131.5		0.0	114.0	114.0	0.0	0.0		41.1	44.1	44.1
10th %ile Term Code	Gap	Coord		Skip	Coord	Coord	Skip	Skip		Gap	Hold	Hold
Stops (vph)	81	1880			1668	66				387	7	7
Fuel Used(gal)	3	60			54	4				13	1	1
CO Emissions (g/hr)	238	4187			3752	281				941	41	41
NOx Emissions (g/hr)	46	815			730	55				183	8	8
VOC Emissions (g/hr)	55	970			870	65				218	10	9
Dilemma Vehicles (#)	0	66			54	0				0	0	0
Queue Length 50th (ft)	58	928			828	77				526	0	0
Queue Length 95th (ft)	91	998			927	160				#709	36	35
Internal Link Dist (ft)		1235			1125			149			937	
Turn Bay Length (ft)	425					350				250		185
Base Capacity (vph)	189	3218			2683	939				503	601	601

Lanes, Volumes, Timings
 14: US 192 & Storey Lake Blvd

12/29/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0			0	0				0	0	0
Spillback Cap Reductn	0	0			0	0				0	0	0
Storage Cap Reductn	0	0			0	0				0	0	0
Reduced v/c Ratio	0.48	0.83			0.81	0.37				0.86	0.10	0.10

Intersection Summary

































Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 3 (2%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 155
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 37.6
 Intersection LOS: D
 Intersection Capacity Utilization 83.6%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 14: US 192 & Storey Lake Blvd



Lanes, Volumes, Timings
15: US 192 & Poinciana Blvd

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  		  	  			 			 	
Traffic Volume (vph)	189	1438	816	220	1118	117	446	715	214	167	751	235
Future Volume (vph)	189	1438	816	220	1118	117	446	715	214	167	751	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	390		390	330		330	234		0	475		475
Storage Lanes	2		1	2		1	1		0	1		1
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor	1.00		0.98			0.99		1.00				
Frt			0.850			0.850		0.965				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3402	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.079			0.187		
Satd. Flow (perm)	3432	5085	1558	3433	5085	1563	147	3402	0	348	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			419			137			23			158
Link Speed (mph)		45			45			40				40
Link Distance (ft)		3747			3214			547				771
Travel Time (s)		56.8			48.7			9.3				13.1
Confl. Peds. (#/hr)	1		3				3		3			
Confl. Bikes (#/hr)				2		1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	199	1514	859	232	1177	123	469	753	225	176	791	247
Shared Lane Traffic (%)												
Lane Group Flow (vph)	199	1514	859	232	1177	123	469	978	0	176	791	247
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8	2			6		6
Detector Phase	7	4	4	3	8	8	5	2		1	6	6
Switch Phase												

Lanes, Volumes, Timings
15: US 192 & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	13.4	49.4	49.4	13.4	50.4	50.4	13.8	40.8		13.8	38.8	38.8
Total Split (s)	23.9	72.0	72.0	19.2	67.3	67.3	48.1	74.3		24.5	50.7	50.7
Total Split (%)	12.6%	37.9%	37.9%	10.1%	35.4%	35.4%	25.3%	39.1%		12.9%	26.7%	26.7%
Maximum Green (s)	17.5	65.6	65.6	12.8	60.9	60.9	41.3	67.5		17.7	43.9	43.9
Yellow Time (s)	4.4	4.4	4.4	4.4	4.4	4.4	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None	None	None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		36.0	36.0		37.0	37.0		27.0			25.0	25.0
Pedestrian Calls (#/hr)		0	0		0	0		0			0	0
Act Effct Green (s)	15.6	65.6	65.6	12.8	62.8	62.8	92.0	69.5		59.6	43.9	43.9
Actuated g/C Ratio	0.08	0.35	0.35	0.07	0.33	0.33	0.48	0.37		0.31	0.23	0.23
v/c Ratio	0.71	0.86	1.06	1.00	0.70	0.20	1.11	0.78		0.78	0.97	0.51
Control Delay	98.9	64.2	77.3	145.0	58.4	5.1	130.6	57.5		59.1	95.8	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	98.9	64.2	77.3	145.0	58.4	5.1	130.6	57.5		59.1	95.8	26.0
LOS	F	E	E	F	E	A	F	E		E	F	C
Approach Delay		71.3			67.2			81.2			76.3	
Approach LOS		E			E			F			E	
90th %ile Green (s)	17.5	65.6	65.6	12.8	60.9	60.9	41.3	67.5		17.7	43.9	43.9
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Coord		Max	Coord	Coord
70th %ile Green (s)	17.5	65.6	65.6	12.8	60.9	60.9	41.3	67.5		17.7	43.9	43.9
70th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Coord		Max	Coord	Coord
50th %ile Green (s)	16.3	65.6	65.6	12.8	62.1	62.1	41.3	68.5		16.7	43.9	43.9
50th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
30th %ile Green (s)	14.6	65.6	65.6	12.8	63.8	63.8	41.3	70.6		14.6	43.9	43.9
30th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
10th %ile Green (s)	12.0	65.6	65.6	12.8	66.4	66.4	41.3	73.4		11.8	43.9	43.9
10th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Coord		Gap	Coord	Coord
Stops (vph)	182	1319	448	194	959	8	347	798		125	696	75
Fuel Used(gal)	11	70	38	13	49	3	17	22		4	25	3
CO Emissions (g/hr)	745	4905	2674	944	3393	186	1183	1550		287	1776	224
NOx Emissions (g/hr)	145	954	520	184	660	36	230	302		56	346	44
VOC Emissions (g/hr)	173	1137	620	219	786	43	274	359		67	412	52
Dilemma Vehicles (#)	0	38	0	0	25	0	0	25		0	19	0
Queue Length 50th (ft)	126	649	~810	~153	475	0	~614	565		125	521	95
Queue Length 95th (ft)	174	712	#1079	#254	536	40	#857	660		202	#658	195
Internal Link Dist (ft)		3667			3134			467			691	
Turn Bay Length (ft)	390		390	330		330	234			475		475
Base Capacity (vph)	316	1755	812	231	1681	608	423	1259		245	817	487

Lanes, Volumes, Timings
 15: US 192 & Poinciana Blvd

11/14/2022

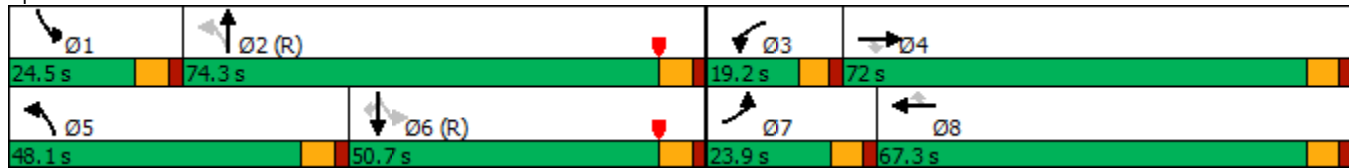


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.63	0.86	1.06	1.00	0.70	0.20	1.11	0.78		0.72	0.97	0.51

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.11
 Intersection Signal Delay: 73.4
 Intersection LOS: E
 Intersection Capacity Utilization 102.3%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 15: US 192 & Poinciana Blvd



Lanes, Volumes, Timings
 16: World Center Dr & Buena Vista Suites

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	2166	29	38	2233	14	27	6	46	13	4	44
Future Volume (vph)	40	2166	29	38	2233	14	27	6	46	13	4	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%
Storage Length (ft)	250		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	50			50			0			0		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Flt		0.998			0.999			0.921				0.903
Flt Protected	0.950			0.950				0.983				0.989
Satd. Flow (prot)	1752	5026	0	1752	5031	0	0	1686	0	0	1664	0
Flt Permitted	0.950			0.950				0.983				0.989
Satd. Flow (perm)	1752	5026	0	1752	5031	0	0	1686	0	0	1664	0
Link Speed (mph)		45			45			30				30
Link Distance (ft)		830			933			350				496
Travel Time (s)		12.6			14.1			8.0				11.3
Confl. Peds. (#/hr)			1									
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	42	2280	31	40	2351	15	28	6	48	14	4	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	2311	0	40	2366	0	0	82	0	0	64	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop				Stop

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	57.7%
ICU Level of Service	B
Analysis Period (min)	15

Lanes, Volumes, Timings
 17: World Center Dr & Caribe Royale Orlando

11/14/2022
































Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↘	↘
Traffic Volume (vph)	42	2132	2340	33	36	55
Future Volume (vph)	42	2132	2340	33	36	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	270			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.998			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	5036	5026	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1752	5036	5026	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		933	1492		505	
Travel Time (s)		14.1	22.6		11.5	
Confl. Peds. (#/hr)					1	
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	44	2244	2463	35	38	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	2244	2498	0	38	58
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	56.0%
	ICU Level of Service B
Analysis Period (min)	15

Lanes, Volumes, Timings
18: World Gateway Dr & SR 536

11/14/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (vph)	226	1949	580	170	1742	224	379	110	248	175	83	357
Future Volume (vph)	226	1949	580	170	1742	224	379	110	248	175	83	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	700		500	525		575	0		0	250		0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (ft)	50			50			0			100		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.896				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568	1770	1669	0	1770	1863	1583
Flt Permitted	0.950			0.950			0.506			0.230		
Satd. Flow (perm)	1752	5036	1568	1752	5036	1568	943	1669	0	428	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			505			236			74			218
Link Speed (mph)		55			55			30				30
Link Distance (ft)		2142			1710			946				1989
Travel Time (s)		26.6			21.2			21.5				45.2
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	238	2052	611	179	1834	236	399	116	261	184	87	376
Shared Lane Traffic (%)												
Lane Group Flow (vph)	238	2052	611	179	1834	236	399	377	0	184	87	376
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			24			36				36
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6	8			4		4
Detector Phase	5	2	2	1	6	6	3	8		7	4	4
Switch Phase												

Lanes, Volumes, Timings
18: World Gateway Dr & SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	13.7	42.6	42.6	13.5	18.5	18.5	11.7	12.3		11.1	12.3	12.3
Total Split (s)	27.2	64.0	64.0	22.6	59.4	59.4	23.7	32.2		16.2	24.7	24.7
Total Split (%)	20.1%	47.4%	47.4%	16.7%	44.0%	44.0%	17.6%	23.9%		12.0%	18.3%	18.3%
Maximum Green (s)	18.5	55.4	55.4	14.1	50.9	50.9	17.0	24.9		10.1	17.4	17.4
Yellow Time (s)	5.6	5.6	5.6	5.5	5.5	5.5	3.4	3.4		3.4	3.4	3.4
All-Red Time (s)	3.1	3.0	3.0	3.0	3.0	3.0	3.3	3.9		2.7	3.9	3.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.7	8.6	8.6	8.5	8.5	8.5	6.7	7.3		6.1	7.3	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None		None	None	None
Walk Time (s)		7.0	7.0									
Flash Dont Walk (s)		27.0	27.0									
Pedestrian Calls (#/hr)		0	0									
Act Effct Green (s)	18.5	55.4	55.4	14.1	50.9	50.9	41.7	24.9		28.7	17.4	17.4
Actuated g/C Ratio	0.14	0.41	0.41	0.10	0.38	0.38	0.31	0.18		0.21	0.13	0.13
v/c Ratio	0.99	0.99	0.65	0.98	0.97	0.32	1.01	1.02		0.96	0.36	0.96
Control Delay	113.7	57.8	9.0	122.3	55.3	4.6	91.2	96.4		96.5	58.6	60.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	113.7	57.8	9.0	122.3	55.3	4.6	91.2	96.4		96.5	58.6	60.1
LOS	F	E	A	F	E	A	F	F		F	E	E
Approach Delay		52.1			55.3			93.7			70.3	
Approach LOS		D			E			F			E	
90th %ile Green (s)	18.5	55.4	55.4	14.1	50.9	50.9	17.0	24.9		10.1	17.4	17.4
90th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Max		Max	Max	Max
70th %ile Green (s)	18.5	55.4	55.4	14.1	50.9	50.9	17.0	24.9		10.1	17.4	17.4
70th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Max		Max	Max	Max
50th %ile Green (s)	18.5	55.4	55.4	14.1	50.9	50.9	17.0	24.9		10.1	17.4	17.4
50th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Max		Max	Max	Max
30th %ile Green (s)	18.5	55.4	55.4	14.1	50.9	50.9	17.0	24.9		10.1	17.4	17.4
30th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Max		Max	Max	Max
10th %ile Green (s)	18.5	55.4	55.4	14.1	50.9	50.9	17.0	24.9		10.1	17.4	17.4
10th %ile Term Code	Max	Coord	Coord	Max	Coord	Coord	Max	Max		Max	Hold	Hold
Stops (vph)	196	1768	104	147	1588	18	294	254		135	75	133
Fuel Used(gal)	12	82	11	9	68	3	11	11		7	3	11
CO Emissions (g/hr)	835	5748	760	616	4753	208	801	774		482	188	744
NOx Emissions (g/hr)	162	1118	148	120	925	40	156	151		94	37	145
VOC Emissions (g/hr)	193	1332	176	143	1102	48	186	179		112	44	172
Dilemma Vehicles (#)	0	70	0	0	62	0	0	0		0	0	0
Queue Length 50th (ft)	211	648	58	159	573	0	-316	-295		124	71	148
Queue Length 95th (ft)	#386	#773	187	#314	#685	54	#572	#500		#259	126	#352
Internal Link Dist (ft)		2062			1630			866			1909	
Turn Bay Length (ft)	700		500	525		575				250		
Base Capacity (vph)	240	2066	941	182	1898	738	395	368		191	240	393

Lanes, Volumes, Timings
 18: World Gateway Dr & SR 536

11/14/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.99	0.65	0.98	0.97	0.32	1.01	1.02		0.96	0.36	0.96

Intersection Summary

Area Type: Other
 Cycle Length: 135
 Actuated Cycle Length: 135
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.02
 Intersection Signal Delay: 59.9
 Intersection LOS: E
 Intersection Capacity Utilization 103.2%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 18: World Gateway Dr & SR 536



Lanes, Volumes, Timings
 19: International Dr & World Gateway Dr

11/14/2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑↑↑	↑↑↑		↘	↙
Traffic Volume (vph)	393	1045	882	344	561	272
Future Volume (vph)	393	1045	882	344	561	272
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	200			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	50				0	
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Ped Bike Factor						
Frt			0.958			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	5085	4872	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	5085	4872	0	1770	1583
Link Speed (mph)		45	45		30	
Link Distance (ft)		1160	2787		946	
Travel Time (s)		17.6	42.2		21.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	414	1100	928	362	591	286
Shared Lane Traffic (%)						
Lane Group Flow (vph)	414	1100	1290	0	591	286
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		60	40		36	
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
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	87.6%
ICU Level of Service	E
Analysis Period (min)	15

Lanes, Volumes, Timings
 20: Poinciana Blvd EB Off Ramp & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Lane Configurations							
Traffic Volume (vph)	57	100	0	1038	868	0	
Future Volume (vph)	57	100	0	1038	868	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)	0	0	0			0	
Storage Lanes	1	1	0			0	
Taper Length (ft)	0		0				
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	
Ped Bike Factor							
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	1752	1568	0	3539	3471	0	
Flt Permitted	0.950						
Satd. Flow (perm)	1752	1568	0	3539	3471	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		105					
Link Speed (mph)	30			40	40		
Link Distance (ft)	1471			395	446		
Travel Time (s)	33.4			6.7	7.6		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	3%	3%	2%	2%	4%	4%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	60	105	0	1093	914	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	60	105	0	1093	914	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			24	24		
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	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	1		2	2		
Detector Template	Left	Right		Thru	Thru		
Leading Detector (ft)	20	20		100	100		
Trailing Detector (ft)	0	0		0	0		
Turn Type	Prot	Perm		NA	NA		
Protected Phases	4			2	6	5	
Permitted Phases		4					
Detector Phase	4	4		2	6		
Switch Phase							

Lanes, Volumes, Timings
 20: Poinciana Blvd EB Off Ramp & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	24.0	24.0		24.0	31.0		11.0
Total Split (s)	24.0	24.0		61.0	43.0		18.0
Total Split (%)	28.2%	28.2%		71.8%	50.6%		21%
Maximum Green (s)	19.0	19.0		56.0	38.0		13.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		
Total Lost Time (s)	5.0	5.0		5.0	5.0		
Lead/Lag					Lag		Lead
Lead-Lag Optimize?					Yes		Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0
Recall Mode	None	None		C-Min	C-Min		None
Walk Time (s)					10.0		
Flash Dont Walk (s)					16.0		
Pedestrian Calls (#/hr)					0		
Act Effct Green (s)	8.3	8.3		69.8	56.1		
Actuated g/C Ratio	0.10	0.10		0.82	0.66		
v/c Ratio	0.35	0.42		0.38	0.40		
Control Delay	40.6	13.0		3.2	2.6		
Queue Delay	0.0	0.0		0.0	0.0		
Total Delay	40.6	13.0		3.2	2.7		
LOS	D	B		A	A		
Approach Delay	23.0			3.2	2.7		
Approach LOS	C			A	A		
90th %ile Green (s)	11.4	11.4		63.6	43.4		15.2
90th %ile Term Code	Gap	Gap		Coord	Coord		Gap
70th %ile Green (s)	9.5	9.5		65.5	47.8		12.7
70th %ile Term Code	Gap	Gap		Coord	Coord		Gap
50th %ile Green (s)	8.3	8.3		66.7	50.7		11.0
50th %ile Term Code	Gap	Gap		Coord	Coord		Gap
30th %ile Green (s)	7.0	7.0		68.0	53.8		9.2
30th %ile Term Code	Gap	Gap		Coord	Coord		Gap
10th %ile Green (s)	0.0	0.0		80.0	80.0		0.0
10th %ile Term Code	Skip	Skip		Coord	Coord		Skip
Stops (vph)	51	20		256	57		
Fuel Used(gal)	1	2		6	4		
CO Emissions (g/hr)	98	106		418	255		
NOx Emissions (g/hr)	19	21		81	50		
VOC Emissions (g/hr)	23	25		97	59		
Dilemma Vehicles (#)	0	0		52	43		
Queue Length 50th (ft)	31	0		71	27		
Queue Length 95th (ft)	65	44		116	31		
Internal Link Dist (ft)	1391			315	366		
Turn Bay Length (ft)							
Base Capacity (vph)	391	432		2904	2292		

Lanes, Volumes, Timings
 20: Poinciana Blvd EB Off Ramp & Poinciana Blvd

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5
Starvation Cap Reductn	0	0		0	89		
Spillback Cap Reductn	0	0		0	0		
Storage Cap Reductn	0	0		0	0		
Reduced v/c Ratio	0.15	0.24		0.38	0.41		

Intersection Summary	
Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	38 (45%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.52
Intersection Signal Delay:	4.5
Intersection LOS:	A
Intersection Capacity Utilization	41.2%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 20: Poinciana Blvd EB Off Ramp & Poinciana Blvd



Lanes, Volumes, Timings
 21: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Lane Configurations			↙	↑↑	↑↑			
Traffic Volume (vph)	0	0	111	984	868	82		
Future Volume (vph)	0	0	111	984	868	82		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Lane Width (ft)	12	12	12	12	12	12		
Grade (%)	0%			0%	0%			
Storage Length (ft)	0	0	0			0		
Storage Lanes	0	0	1			0		
Taper Length (ft)	0		0					
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95		
Ped Bike Factor								
Frt					0.987			
Flt Protected			0.950					
Satd. Flow (prot)	0	0	1736	3471	3426	0		
Flt Permitted			0.950					
Satd. Flow (perm)	0	0	1736	3471	3426	0		
Right Turn on Red		Yes				Yes		
Satd. Flow (RTOR)					15			
Link Speed (mph)	30			40	40			
Link Distance (ft)	1264			446	669			
Travel Time (s)	28.7			7.6	11.4			
Confl. Peds. (#/hr)								
Confl. Bikes (#/hr)								
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Growth Factor	100%	100%	100%	100%	100%	100%		
Heavy Vehicles (%)	2%	2%	4%	4%	4%	4%		
Bus Blockages (#/hr)	0	0	0	0	0	0		
Parking (#/hr)								
Mid-Block Traffic (%)	0%			0%	0%			
Adj. Flow (vph)	0	0	117	1036	914	86		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	117	1036	1000	0		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Left	Left	Right		
Median Width(ft)	0			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		
Turning Speed (mph)	15	9	15			9		
Number of Detectors			1	2	2			
Detector Template			Left	Thru	Thru			
Leading Detector (ft)			20	100	100			
Trailing Detector (ft)			0	0	0			
Turn Type			Prot	NA	NA			
Protected Phases			5	Free	6		2	4
Permitted Phases								
Detector Phase			5		6			
Switch Phase								

Lanes, Volumes, Timings
 21: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Minimum Initial (s)			5.0		5.0		5.0	5.0
Minimum Split (s)			11.0		31.0		24.0	24.0
Total Split (s)			18.0		43.0		61.0	24.0
Total Split (%)			21.2%		50.6%		72%	28%
Maximum Green (s)			13.0		38.0		56.0	19.0
Yellow Time (s)			3.0		3.0		3.0	3.0
All-Red Time (s)			2.0		2.0		2.0	2.0
Lost Time Adjust (s)			0.0		0.0			
Total Lost Time (s)			5.0		5.0			
Lead/Lag			Lead		Lag			
Lead-Lag Optimize?			Yes		Yes			
Vehicle Extension (s)			3.0		3.0		3.0	3.0
Minimum Gap (s)			3.0		3.0		3.0	3.0
Time Before Reduce (s)			0.0		0.0		0.0	0.0
Time To Reduce (s)			0.0		0.0		0.0	0.0
Recall Mode			None		C-Min		C-Min	None
Walk Time (s)					10.0			
Flash Dont Walk (s)					16.0			
Pedestrian Calls (#/hr)					0			
Act Effct Green (s)			11.0	85.0	56.1			
Actuated g/C Ratio			0.13	1.00	0.66			
v/c Ratio			0.52	0.30	0.44			
Control Delay			47.2	0.2	8.7			
Queue Delay			0.0	0.0	0.0			
Total Delay			47.2	0.2	8.7			
LOS			D	A	A			
Approach Delay				5.0	8.7			
Approach LOS				A	A			
90th %ile Green (s)			15.2		43.4		63.6	11.4
90th %ile Term Code			Gap		Coord		Coord	Gap
70th %ile Green (s)			12.7		47.8		65.5	9.5
70th %ile Term Code			Gap		Coord		Coord	Gap
50th %ile Green (s)			11.0		50.7		66.7	8.3
50th %ile Term Code			Gap		Coord		Coord	Gap
30th %ile Green (s)			9.2		53.8		68.0	7.0
30th %ile Term Code			Gap		Coord		Coord	Gap
10th %ile Green (s)			0.0		80.0		80.0	0.0
10th %ile Term Code			Skip		Coord		Coord	Skip
Stops (vph)			95	0	390			
Fuel Used(gal)			2	3	10			
CO Emissions (g/hr)			163	211	687			
NOx Emissions (g/hr)			32	41	134			
VOC Emissions (g/hr)			38	49	159			
Dilemma Vehicles (#)			0	0	40			
Queue Length 50th (ft)			60	0	148			
Queue Length 95th (ft)			97	0	213			
Internal Link Dist (ft)	1184			366	589			
Turn Bay Length (ft)								
Base Capacity (vph)			274	3471	2267			

Lanes, Volumes, Timings
 21: Poinciana Blvd & Poinciana Blvd WB On Ramp

11/14/2022

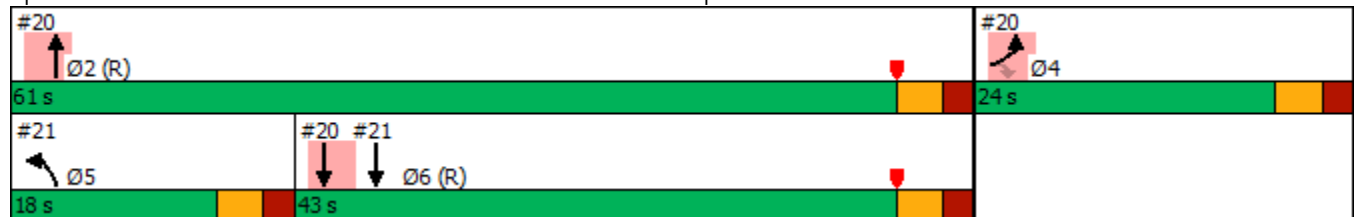


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø2	Ø4
Starvation Cap Reductn			0	0	0			
Spillback Cap Reductn			0	0	0			
Storage Cap Reductn			0	0	0			
Reduced v/c Ratio			0.43	0.30	0.44			

Intersection Summary

Area Type:	Other
Cycle Length:	85
Actuated Cycle Length:	85
Offset:	38 (45%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.52
Intersection Signal Delay:	6.7
Intersection LOS:	A
Intersection Capacity Utilization	41.2%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 21: Poinciana Blvd & Poinciana Blvd WB On Ramp



Lanes, Volumes, Timings
 22: Poinciana Blvd & Westbound Off Ramp

11/14/2022









Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	380	152	494	0	0	575
Future Volume (vph)	380	152	494	0	0	575
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	0		0	0	
Storage Lanes	1	1		0	0	
Taper Length (ft)	0				0	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Ped Bike Factor						
Frt		0.850				
Flt Protected	0.950					
Satd. Flow (prot)	1719	1538	3539	0	0	3539
Flt Permitted	0.950					
Satd. Flow (perm)	1719	1538	3539	0	0	3539
Link Speed (mph)	30		30			30
Link Distance (ft)	1736		353			427
Travel Time (s)	39.5		8.0			9.7
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	400	160	520	0	0	605
Shared Lane Traffic (%)						
Lane Group Flow (vph)	400	160	520	0	0	605
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	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
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.6%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings
48: Qd Rd @ World Cnt. Dr & SR 536

11/14/2022

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↑↑	↑↑	↑↑↑	↑↑	↑↑
Traffic Volume (vph)	1476	896	516	1500	636	662
Future Volume (vph)	1476	896	516	1500	636	662
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%		0%
Storage Length (ft)	350		350		350	350
Storage Lanes	2		2		1	1
Taper Length (ft)	75			50		
Lane Util. Factor	0.91	0.88	0.97	0.91	0.97	0.88
Ped Bike Factor						
Frt	0.850				0.850	
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5036	2760	3400	5036	3335	2707
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5036	2760	3400	5036	3335	2707
Right Turn on Red	Yes				Yes	
Satd. Flow (RTOR)	57				7	
Link Speed (mph)	55			55	35	
Link Distance (ft)	1710			769	1667	
Travel Time (s)	21.2			9.5	32.5	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1554	943	543	1579	669	697
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1554	943	543	1579	669	697
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Turning Speed (mph)	9		15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	NA	pm+ov	Prot	NA	Prot	pm+ov
Protected Phases	2	4	1	6	4	1
Permitted Phases	2				4	
Detector Phase	2	4	1	6	4	1
Switch Phase						

Lanes, Volumes, Timings
48: Qd Rd @ World Cnt. Dr & SR 536

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	11.0
Total Split (s)	52.0	37.0	31.0	83.0	37.0	31.0
Total Split (%)	43.3%	30.8%	25.8%	69.2%	30.8%	25.8%
Maximum Green (s)	46.0	31.0	25.0	77.0	31.0	25.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag		Lead		Lead	
Lead-Lag Optimize?	Yes		Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	Max	None	None	Max	None
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	47.4	84.4	23.6	77.0	31.0	60.6
Actuated g/C Ratio	0.40	0.70	0.20	0.64	0.26	0.50
v/c Ratio	0.78	0.48	0.81	0.49	0.78	0.51
Control Delay	35.5	8.6	74.3	5.7	45.2	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	8.6	74.3	5.7	45.2	23.3
LOS	D	A	E	A	D	C
Approach Delay	25.3			23.3	34.0	
Approach LOS	C			C	C	
90th %ile Green (s)	46.0	31.0	25.0	77.0	31.0	25.0
90th %ile Term Code	Coord	MaxR	Max	Coord	MaxR	Max
70th %ile Green (s)	46.0	31.0	25.0	77.0	31.0	25.0
70th %ile Term Code	Coord	MaxR	Max	Coord	MaxR	Max
50th %ile Green (s)	46.0	31.0	25.0	77.0	31.0	25.0
50th %ile Term Code	Coord	MaxR	Max	Coord	MaxR	Max
30th %ile Green (s)	47.4	31.0	23.6	77.0	31.0	23.6
30th %ile Term Code	Coord	MaxR	Gap	Coord	MaxR	Gap
10th %ile Green (s)	51.5	31.0	19.5	77.0	31.0	19.5
10th %ile Term Code	Coord	MaxR	Gap	Coord	MaxR	Gap
Stops (vph)	1259	358	512	266	525	348
Fuel Used(gal)	50	18	20	14	17	14
CO Emissions (g/hr)	3498	1253	1386	979	1220	959
NOx Emissions (g/hr)	681	244	270	190	237	187
VOC Emissions (g/hr)	811	290	321	227	283	222
Dilemma Vehicles (#)	61	0	0	73	0	0
Queue Length 50th (ft)	388	162	229	77	172	143
Queue Length 95th (ft)	451	209	m275	116	267	179
Internal Link Dist (ft)	1630			689	1587	
Turn Bay Length (ft)		350	350		350	350
Base Capacity (vph)	1988	1957	708	3231	861	1402

Lanes, Volumes, Timings
 48: Qd Rd @ World Cnt. Dr & SR 536

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.48	0.77	0.49	0.78	0.50

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 48 (40%), Referenced to phase 2:EBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 26.6
 Intersection LOS: C
 Intersection Capacity Utilization 76.4%
 ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 48: Qd Rd @ World Cnt. Dr & SR 536



Lanes, Volumes, Timings
62: SR 535 & Qd Rd @ World Cnt. Dr

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	245	1167	636	1596	1474	662
Future Volume (vph)	245	1167	636	1596	1474	662
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	350	350	150			350
Storage Lanes	1	1	2			2
Taper Length (ft)	50		75			
Lane Util. Factor	0.97	0.88	0.97	0.91	0.91	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3400	2760	3335	4940	4940	2707
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3400	2760	3335	4940	4940	2707
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		5				102
Link Speed (mph)	30			45	45	
Link Distance (ft)	1667			680	738	
Travel Time (s)	37.9			10.3	11.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	258	1228	669	1680	1552	697
Shared Lane Traffic (%)						
Lane Group Flow (vph)	258	1228	669	1680	1552	697
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
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
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	Prot	pm+ov	Prot	NA	NA	pm+ov
Protected Phases	4	1	1	6	2	4
Permitted Phases		4				2
Detector Phase	4	1	1	6	2	4
Switch Phase						

Lanes, Volumes, Timings
62: SR 535 & Qd Rd @ World Cnt. Dr

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	12.5	12.5	24.0	25.5	24.0
Total Split (s)	24.0	44.2	44.2	96.0	51.8	24.0
Total Split (%)	20.0%	36.8%	36.8%	80.0%	43.2%	20.0%
Maximum Green (s)	18.0	36.7	36.7	90.0	44.3	18.0
Yellow Time (s)	4.0	5.0	5.0	4.0	5.0	4.0
All-Red Time (s)	2.0	2.5	2.5	2.0	2.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	7.5	7.5	6.0	7.5	6.0
Lead/Lag		Lead	Lead		Lag	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	C-Min	None
Walk Time (s)	7.0			7.0	7.0	7.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	15.0	59.9	38.9	93.0	45.1	67.6
Actuated g/C Ratio	0.12	0.50	0.32	0.78	0.38	0.56
v/c Ratio	0.61	0.89	0.62	0.44	0.84	0.44
Control Delay	50.9	26.9	59.9	3.9	8.3	5.2
Queue Delay	0.0	0.0	0.0	0.0	7.9	0.0
Total Delay	50.9	26.9	59.9	3.9	16.2	5.2
LOS	D	C	E	A	B	A
Approach Delay	31.0			19.8	12.8	
Approach LOS	C			B	B	
90th %ile Green (s)	18.0	36.7	36.7	90.0	44.3	18.0
90th %ile Term Code	Max	Max	Max	Coord	Coord	Max
70th %ile Green (s)	17.7	37.0	37.0	90.3	44.3	17.7
70th %ile Term Code	Gap	Max	Max	Coord	Coord	Gap
50th %ile Green (s)	15.3	39.4	39.4	92.7	44.3	15.3
50th %ile Term Code	Gap	Max	Max	Coord	Coord	Gap
30th %ile Green (s)	13.7	41.0	41.0	94.3	44.3	13.7
30th %ile Term Code	Gap	Max	Max	Coord	Coord	Gap
10th %ile Green (s)	10.5	40.4	40.4	97.5	48.1	10.5
10th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Gap
Stops (vph)	198	1003	626	276	1121	358
Fuel Used(gal)	7	27	18	12	23	8
CO Emissions (g/hr)	476	1894	1282	821	1641	582
NOx Emissions (g/hr)	93	368	250	160	319	113
VOC Emissions (g/hr)	110	439	297	190	380	135
Dilemma Vehicles (#)	0	0	0	89	7	0
Queue Length 50th (ft)	78	375	284	69	283	125
Queue Length 95th (ft)	m119	576	345	144	m282	m124
Internal Link Dist (ft)	1587			600	658	
Turn Bay Length (ft)	350	350	150			350
Base Capacity (vph)	510	1381	1080	3827	1854	1633

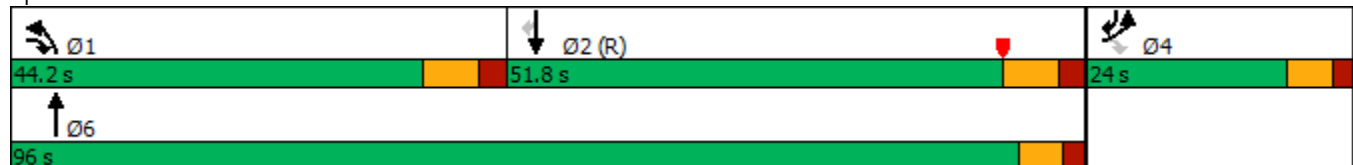


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	278	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.89	0.62	0.44	0.98	0.43

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	4 (3%), Referenced to phase 2:SBT, Start of Yellow
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	20.0
Intersection LOS:	B
Intersection Capacity Utilization	81.8%
ICU Level of Service	D
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 62: SR 535 & Qd Rd @ World Cnt. Dr



Lanes, Volumes, Timings
67: Qd Rd @ Intl. Dr & International Dr

11/14/2022

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↗↗	↙↙	↑↑↑	↙↙	↗↗
Traffic Volume (vph)	1032	574	223	1065	161	174
Future Volume (vph)	1032	574	223	1065	161	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		350	350		350	350
Storage Lanes		2	2		1	1
Taper Length (ft)			75		50	
Lane Util. Factor	0.91	0.88	0.97	0.91	0.97	0.88
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5085	2787	3433	5085	3335	2707
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5085	2787	3433	5085	3335	2707
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		604				79
Link Speed (mph)	45			45	35	
Link Distance (ft)	2787			840	1538	
Travel Time (s)	42.2			12.7	30.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1086	604	235	1121	169	183
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1086	604	235	1121	169	183
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	NA	Perm	Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	4	1
Permitted Phases		2				4
Detector Phase	2	2	1	6	4	1
Switch Phase						

Lanes, Volumes, Timings
67: Qd Rd @ Intl. Dr & International Dr

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	24.0	11.0	24.0	24.0	11.0
Total Split (s)	61.0	61.0	29.0	90.0	30.0	29.0
Total Split (%)	50.8%	50.8%	24.2%	75.0%	25.0%	24.2%
Maximum Green (s)	55.0	55.0	23.0	84.0	24.0	23.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	None	Max	None
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effct Green (s)	64.5	64.5	13.5	84.0	24.0	43.5
Actuated g/C Ratio	0.54	0.54	0.11	0.70	0.20	0.36
v/c Ratio	0.40	0.34	0.61	0.31	0.25	0.18
Control Delay	17.2	1.8	75.6	0.9	34.1	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.2	1.8	75.6	0.9	34.1	9.9
LOS	B	A	E	A	C	A
Approach Delay	11.7			13.9	21.5	
Approach LOS	B			B	C	
90th %ile Green (s)	60.8	60.8	17.2	84.0	24.0	17.2
90th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	Gap
70th %ile Green (s)	63.0	63.0	15.0	84.0	24.0	15.0
70th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	Gap
50th %ile Green (s)	64.5	64.5	13.5	84.0	24.0	13.5
50th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	Gap
30th %ile Green (s)	66.0	66.0	12.0	84.0	24.0	12.0
30th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	Gap
10th %ile Green (s)	68.2	68.2	9.8	84.0	24.0	9.8
10th %ile Term Code	Coord	Coord	Gap	Coord	MaxR	Gap
Stops (vph)	585	25	222	35	90	34
Fuel Used(gal)	30	11	7	6	4	3
CO Emissions (g/hr)	2066	762	518	450	250	177
NOx Emissions (g/hr)	402	148	101	88	49	35
VOC Emissions (g/hr)	479	177	120	104	58	41
Dilemma Vehicles (#)	43	0	0	9	0	0
Queue Length 50th (ft)	173	0	99	10	37	15
Queue Length 95th (ft)	223	30	142	15	57	33
Internal Link Dist (ft)	2707			760	1458	
Turn Bay Length (ft)		350	350		350	350
Base Capacity (vph)	2733	1777	657	3559	667	1239

Lanes, Volumes, Timings
 67: Qd Rd @ Intl. Dr & International Dr

11/14/2022



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.34	0.36	0.31	0.25	0.15

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	76 (63%), Referenced to phase 2:EBT, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	13.6
Intersection LOS:	B
Intersection Capacity Utilization	45.9%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 67: Qd Rd @ Intl. Dr & International Dr



Lanes, Volumes, Timings
71: SR 535 & Qd Rd @ Intl. Dr

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	232	565	161	2344	2357	174
Future Volume (vph)	232	565	161	2344	2357	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)	350	350	350			650
Storage Lanes	1	1	2			1
Taper Length (ft)	75		75			
Lane Util. Factor	0.97	0.88	0.97	0.91	0.91	1.00
Ped Bike Factor						
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	2787	3335	4940	4940	1538
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	3433	2787	3335	4940	4940	1538
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		6				183
Link Speed (mph)	30			45	45	
Link Distance (ft)	1538			1245	835	
Travel Time (s)	35.0			18.9	12.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	244	595	169	2467	2481	183
Shared Lane Traffic (%)						
Lane Group Flow (vph)	244	595	169	2467	2481	183
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	24			24	24	
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
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	2	2	1
Detector Template	Left	Right	Left	Thru	Thru	Right
Leading Detector (ft)	20	20	20	100	100	20
Trailing Detector (ft)	0	0	0	0	0	0
Turn Type	Prot	pm+ov	Prot	NA	NA	Perm
Protected Phases	4	5	5	2	6	
Permitted Phases		4				6
Detector Phase	4	5	5	2	6	6
Switch Phase						

Lanes, Volumes, Timings
71: SR 535 & Qd Rd @ Intl. Dr

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	24.0	11.0	11.0	24.0	24.0	24.0
Total Split (s)	24.0	19.0	19.0	96.0	77.0	77.0
Total Split (%)	20.0%	15.8%	15.8%	80.0%	64.2%	64.2%
Maximum Green (s)	18.0	13.0	13.0	90.0	71.0	71.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lead		Lag	Lag
Lead-Lag Optimize?		Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max
Walk Time (s)	7.0			7.0	7.0	7.0
Flash Dont Walk (s)	11.0			11.0	11.0	11.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	13.8	35.1	15.3	94.2	72.9	72.9
Actuated g/C Ratio	0.12	0.29	0.13	0.78	0.61	0.61
v/c Ratio	0.62	0.73	0.40	0.64	0.83	0.18
Control Delay	45.7	36.6	51.3	6.7	3.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.7	0.0
Total Delay	45.7	36.6	51.3	6.7	3.9	0.1
LOS	D	D	D	A	A	A
Approach Delay	39.2			9.6	3.6	
Approach LOS	D			A	A	
90th %ile Green (s)	17.5	13.5	13.5	90.5	71.0	71.0
90th %ile Term Code	Gap	Max	Max	Coord	Coord	Coord
70th %ile Green (s)	15.3	15.7	15.7	92.7	71.0	71.0
70th %ile Term Code	Gap	Max	Max	Coord	Coord	Coord
50th %ile Green (s)	13.8	17.2	17.2	94.2	71.0	71.0
50th %ile Term Code	Gap	Max	Max	Coord	Coord	Coord
30th %ile Green (s)	12.3	16.1	16.1	95.7	73.6	73.6
30th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
10th %ile Green (s)	10.0	13.9	13.9	98.0	78.1	78.1
10th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
Stops (vph)	216	514	146	929	501	0
Fuel Used(gal)	6	14	5	34	21	1
CO Emissions (g/hr)	429	966	335	2356	1435	66
NOx Emissions (g/hr)	83	188	65	458	279	13
VOC Emissions (g/hr)	99	224	78	546	333	15
Dilemma Vehicles (#)	0	0	0	98	0	0
Queue Length 50th (ft)	97	244	61	248	0	0
Queue Length 95th (ft)	131	315	100	335	m34	m0
Internal Link Dist (ft)	1458			1165	755	
Turn Bay Length (ft)	350	350	350			650
Base Capacity (vph)	514	818	424	3878	3002	1006

Lanes, Volumes, Timings
 71: SR 535 & Qd Rd @ Intl. Dr

11/14/2022



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0	0	0	0	222	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.73	0.40	0.64	0.89	0.18

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	30 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.83
Intersection Signal Delay:	11.0
Intersection LOS:	B
Intersection Capacity Utilization	75.3%
ICU Level of Service	D
Analysis Period (min)	15
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 71: SR 535 & Qd Rd @ Intl. Dr



Lanes, Volumes, Timings
501: SR 535 & Jug Handle @ Poinciana

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗↘	↑↑↑↑			↗↘↗
Traffic Volume (vph)	0	803	1405	0	0	2131
Future Volume (vph)	0	803	1405	0	0	2131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%		0%			0%
Storage Length (ft)	0	75		0	0	
Storage Lanes	0	0		0	0	
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	0.88	0.81	1.00	1.00	0.91
Ped Bike Factor						
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	0	2733	7329	0	0	4940
Flt Permitted						
Satd. Flow (perm)	0	2733	7329	0	0	4940
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		27				
Link Speed (mph)	30		45			45
Link Distance (ft)	795		770			336
Travel Time (s)	18.1		11.7			5.1
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	5%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%		0%			0%
Adj. Flow (vph)	0	845	1479	0	0	2243
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	845	1479	0	0	2243
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		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
Turning Speed (mph)	15	9		9	15	
Number of Detectors		1	2			2
Detector Template		Right	Thru			Thru
Leading Detector (ft)		20	100			100
Trailing Detector (ft)		0	0			0
Turn Type		Prot	NA			NA
Protected Phases		8	2			Free
Permitted Phases						
Detector Phase		8	2			
Switch Phase						

Lanes, Volumes, Timings
501: SR 535 & Jug Handle @ Poinciana

11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Initial (s)		5.0	15.0			
Minimum Split (s)		64.0	81.0			
Total Split (s)		82.0	88.0			
Total Split (%)		48.2%	51.8%			
Maximum Green (s)		74.5	80.5			
Yellow Time (s)		4.4	5.5			
All-Red Time (s)		3.1	2.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		7.5	7.5			
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		2.0	3.0			
Minimum Gap (s)		2.0	3.0			
Time Before Reduce (s)		0.0	0.0			
Time To Reduce (s)		0.0	0.0			
Recall Mode		None	C-Min			
Walk Time (s)			7.0			
Flash Dont Walk (s)			25.0			
Pedestrian Calls (#/hr)			0			
Act Effct Green (s)		58.6	96.4			170.0
Actuated g/C Ratio		0.34	0.57			1.00
v/c Ratio		0.88	0.36			0.45
Control Delay		40.9	21.0			0.3
Queue Delay		6.4	0.0			0.0
Total Delay		47.3	21.0			0.3
LOS		D	C			A
Approach Delay	47.3		21.0			0.3
Approach LOS	D		C			A
90th %ile Green (s)		69.2	85.8			
90th %ile Term Code		Gap	Coord			
70th %ile Green (s)		63.2	91.8			
70th %ile Term Code		Gap	Coord			
50th %ile Green (s)		58.9	96.1			
50th %ile Term Code		Gap	Coord			
30th %ile Green (s)		54.3	100.7			
30th %ile Term Code		Gap	Coord			
10th %ile Green (s)		47.6	107.4			
10th %ile Term Code		Gap	Coord			
Stops (vph)		654	745			46
Fuel Used(gal)		17	22			5
CO Emissions (g/hr)		1159	1558			374
NOx Emissions (g/hr)		226	303			73
VOC Emissions (g/hr)		269	361			87
Dilemma Vehicles (#)		0	41			0
Queue Length 50th (ft)		172	215			0
Queue Length 95th (ft)		147	273			0
Internal Link Dist (ft)	715		690			256
Turn Bay Length (ft)		75				
Base Capacity (vph)		1212	4154			4940

Lanes, Volumes, Timings
 501: SR 535 & Jug Handle @ Poinciana

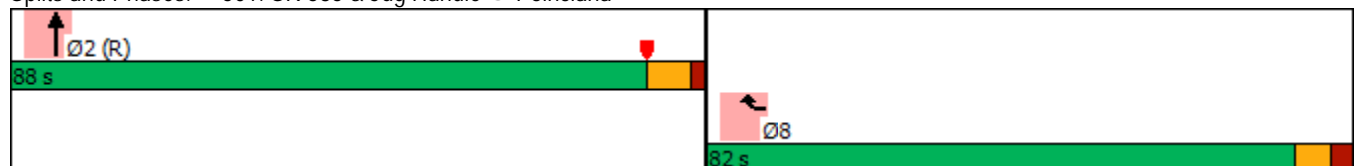
11/14/2022



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Starvation Cap Reductn		0	0			0
Spillback Cap Reductn		313	411			0
Storage Cap Reductn		0	0			0
Reduced v/c Ratio		0.94	0.40			0.45

Intersection Summary	
Area Type:	Other
Cycle Length:	170
Actuated Cycle Length:	170
Offset:	132 (78%), Referenced to phase 2:NBT, Start of Yellow
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.88
Intersection Signal Delay:	15.7
Intersection LOS:	B
Intersection Capacity Utilization	56.9%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 501: SR 535 & Jug Handle @ Poinciana



Lanes, Volumes, Timings
502: Poinciana Blvd

11/14/2022

	↑	↗	↘	↓	↙	↖
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR
Lane Configurations	↑↑	↗		↑↑		
Traffic Volume (vph)	494	803	0	955	0	0
Future Volume (vph)	494	803	0	955	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		0	0
Taper Length (ft)			50		50	
Lane Util. Factor	0.91	0.91	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt	0.934	0.850				
Flt Protected						
Satd. Flow (prot)	3106	1413	0	3539	0	0
Flt Permitted						
Satd. Flow (perm)	3106	1413	0	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	220			353	208	
Travel Time (s)	5.0			8.0	4.7	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	520	845	0	1005	0	0
Shared Lane Traffic (%)		49%				
Lane Group Flow (vph)	934	431	0	1005	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
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
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.6%
Analysis Period (min)	15
	ICU Level of Service A

Unsignalized Intersections

2025

HCM 6th TWSC
 3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp

11/14/2022

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↙ ↑↑↑				↑↑↑	↗
Traffic Vol, veh/h	0	0	44	0	0	0	52	1272	73	0	982	32
Future Vol, veh/h	0	0	44	0	0	0	52	1272	73	0	982	32
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	225	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	0	0	0	5	5	5	5	5	5
Mvmt Flow	0	0	46	0	0	0	55	1339	77	0	1034	34

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	-	-	518	1035	0	-	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.12	5.4	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.91	3.15	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	432	368	-	0	0	-	0
Stage 1	0	0	-	-	-	0	0	-	0
Stage 2	0	0	-	-	-	0	0	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	-	0	432	368	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	368	-	432	-
HCM Lane V/C Ratio	0.149	-	0.107	-
HCM Control Delay (s)	16.5	-	14.3	-
HCM Lane LOS	C	-	B	-
HCM 95th %tile Q(veh)	0.5	-	0.4	-

HCM 6th TWSC
 12: SR 535 & Lake Bryan Beach Blvd

11/14/2022

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↑↑↑	↑↑↑	↑	↕ ↑↑↑		
Traffic Vol, veh/h	2	2	2	24	2	43	28	1979	56	62	1759	1
Future Vol, veh/h	2	2	2	24	2	43	28	1979	56	62	1759	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	175	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	5	5	5	5	5	5
Mvmt Flow	2	2	2	25	2	45	29	2083	59	65	1852	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2875	4184	927	3014	4125	1043	1853	0	0	2143	0	0
Stage 1	1983	1983	-	2142	2142	-	-	-	-	-	-	-
Stage 2	892	2201	-	872	1983	-	-	-	-	-	-	-
Critical Hdwy	6.46	6.56	7.16	6.46	6.56	7.16	5.4	-	-	5.4	-	-
Critical Hdwy Stg 1	7.36	5.56	-	7.36	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.56	-	6.76	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4.03	3.93	3.83	4.03	3.93	3.15	-	-	3.15	-	-
Pot Cap-1 Maneuver	17	~ 2	230	~ 14	~ 2	193	143	-	-	102	-	-
Stage 1	39	104	-	30	86	-	-	-	-	-	-	-
Stage 2	273	80	-	281	104	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 1	230	-	~ 1	193	143	-	-	102	-	-
Mov Cap-2 Maneuver	-	~ 1	-	-	~ 1	-	-	-	-	-	-	-
Stage 1	31	38	-	~ 24	68	-	-	-	-	-	-	-
Stage 2	161	64	-	95	38	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s						0.5		3
HCM LOS								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	143	-	-	-	102	-	-
HCM Lane V/C Ratio	0.206	-	-	-	0.64	-	-
HCM Control Delay (s)	36.6	-	-	-	88.6	-	-
HCM Lane LOS	E	-	-	-	F	-	-
HCM 95th %tile Q(veh)	0.7	-	-	-	3.2	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 16: World Center Dr & Buena Vista Suites

11/14/2022

Intersection												
Int Delay, s/veh	16.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	44	1440	9	24	1867	16	17	3	17	2	2	21
Future Vol, veh/h	44	1440	9	24	1867	16	17	3	17	2	2	21
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	2	2	2	2	2	2
Mvmt Flow	46	1516	9	25	1965	17	18	3	18	2	2	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1982	0	0	1526	0	0	2451	3646	764	2724	3642	991
Stage 1	-	-	-	-	-	-	1614	1614	-	2024	2024	-
Stage 2	-	-	-	-	-	-	837	2032	-	700	1618	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	126	-	-	214	-	-	33	5	297	22	5	210
Stage 1	-	-	-	-	-	-	73	161	-	37	100	-
Stage 2	-	-	-	-	-	-	297	99	-	360	161	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	126	-	-	214	-	-	~ 9	~ 3	297	-	3	210
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 9	~ 3	-	-	3	-
Stage 1	-	-	-	-	-	-	46	102	-	23	88	-
Stage 2	-	-	-	-	-	-	229	87	-	208	102	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.3	\$ 1489.3	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	13	126	-	-	214	-	-	-
HCM Lane V/C Ratio	2.996	0.368	-	-	0.118	-	-	-
HCM Control Delay (s)	\$ 1489.3	49.3	-	-	24.1	-	-	-
HCM Lane LOS	F	E	-	-	C	-	-	-
HCM 95th %tile Q(veh)	5.8	1.5	-	-	0.4	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 17: World Center Dr & Caribe Royale Orlando

11/14/2022

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	↘
Traffic Vol, veh/h	49	1527	1730	43	12	23
Future Vol, veh/h	49	1527	1730	43	12	23
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	270	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	52	1607	1821	45	13	24

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1866	0	0 2592 933
Stage 1	-	-	- 1844 -
Stage 2	-	-	- 748 -
Critical Hdwy	5.36	-	- 5.74 7.14
Critical Hdwy Stg 1	-	-	- 6.64 -
Critical Hdwy Stg 2	-	-	- 6.04 -
Follow-up Hdwy	3.13	-	- 3.82 3.92
Pot Cap-1 Maneuver	144	-	- 44 230
Stage 1	-	-	- 72 -
Stage 2	-	-	- 389 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	144	-	- 28 230
Mov Cap-2 Maneuver	-	-	- 28 -
Stage 1	-	-	- 46 -
Stage 2	-	-	- 389 -

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	88
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	144	-	-	-	28	230
HCM Lane V/C Ratio	0.358	-	-	-	0.451	0.105
HCM Control Delay (s)	43.3	-	-	-	213.4	22.5
HCM Lane LOS	E	-	-	-	F	C
HCM 95th %tile Q(veh)	1.5	-	-	-	1.4	0.3

HCM 6th TWSC
 19: International Dr & World Gateway Dr

11/14/2022

Intersection						
Int Delay, s/veh	14.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	↘
Traffic Vol, veh/h	177	540	669	177	116	114
Future Vol, veh/h	177	540	669	177	116	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	186	568	704	186	122	120

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	890	0	-	0	1396 445
Stage 1	-	-	-	-	797 -
Stage 2	-	-	-	-	599 -
Critical Hdwy	5.34	-	-	-	5.74 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	3.12	-	-	-	3.82 3.92
Pot Cap-1 Maneuver	442	-	-	-	195 479
Stage 1	-	-	-	-	321 -
Stage 2	-	-	-	-	466 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	442	-	-	-	~ 113 479
Mov Cap-2 Maneuver	-	-	-	-	~ 113 -
Stage 1	-	-	-	-	186 -
Stage 2	-	-	-	-	466 -

Approach	EB	WB	SB
HCM Control Delay, s	4.7	0	98.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	442	-	-	-	113	479
HCM Lane V/C Ratio	0.422	-	-	-	1.081	0.251
HCM Control Delay (s)	18.9	-	-	-	180.8	15
HCM Lane LOS	C	-	-	-	F	C
HCM 95th %tile Q(veh)	2.1	-	-	-	7.4	1

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 22: Poinciana Blvd & Westbound Off Ramp

11/14/2022

Intersection						
Int Delay, s/veh	6.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑			↑↑
Traffic Vol, veh/h	229	144	273	0	0	104
Future Vol, veh/h	229	144	273	0	0	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	241	152	287	0	0	109

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	342	144	0	-	-	-
Stage 1	287	-	-	-	-	-
Stage 2	55	-	-	-	-	-
Critical Hdwy	6.9	7	-	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	-	-	-	-
Pot Cap-1 Maneuver	620	868	-	0	0	-
Stage 1	727	-	-	0	0	-
Stage 2	952	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	620	868	-	-	-	-
Mov Cap-2 Maneuver	620	-	-	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	952	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBT
Capacity (veh/h)	-	620	868
HCM Lane V/C Ratio	-	0.389	0.175
HCM Control Delay (s)	-	14.5	10
HCM Lane LOS	-	B	B
HCM 95th %tile Q(veh)	-	1.8	0.6

HCM 6th TWSC
 3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp

11/14/2022

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↖ ↑↑↑	↑↑↑			↑↑↑	↗
Traffic Vol, veh/h	0	0	84	0	0	0	26	1071	90	0	1270	36
Future Vol, veh/h	0	0	84	0	0	0	26	1071	90	0	1270	36
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	225	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	0	0	0	5	5	5	5	5	5
Mvmt Flow	0	0	88	0	0	0	27	1127	95	0	1337	38

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	-	-	670	1338	0	-	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.12	5.4	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.91	3.15	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	344	261	-	0	0	-	0
Stage 1	0	0	-	-	-	0	0	-	0
Stage 2	0	0	-	-	-	0	0	-	0
Platoon blocked, %									
Mov Cap-1 Maneuver	-	0	344	261	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	261	-	344	-
HCM Lane V/C Ratio	0.105	-	0.257	-
HCM Control Delay (s)	20.4	-	19	-
HCM Lane LOS	C	-	C	-
HCM 95th %tile Q(veh)	0.3	-	1	-

HCM 6th TWSC
12: SR 535 & Lake Bryan Beach Blvd

11/14/2022

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↑↑↑	↑↑↑	↕	↕ ↑↑↑		
Traffic Vol, veh/h	2	2	3	58	2	104	49	1793	38	24	2130	1
Future Vol, veh/h	2	2	3	58	2	104	49	1793	38	24	2130	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	175	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	5	5	5	5	5	5
Mvmt Flow	2	2	3	61	2	109	52	1887	40	25	2242	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3153	4325	1122	2940	4285	945	2243	0	0	1928	0	0
Stage 1	2293	2293	-	1992	1992	-	-	-	-	-	-	-
Stage 2	860	2032	-	948	2293	-	-	-	-	-	-	-
Critical Hdwy	6.46	6.56	7.16	6.46	6.56	7.16	5.4	-	-	5.4	-	-
Critical Hdwy Stg 1	7.36	5.56	-	7.36	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.56	-	6.76	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4.03	3.93	3.83	4.03	3.93	3.15	-	-	3.15	-	-
Pot Cap-1 Maneuver	11	~2	171	~16	~2	224	90	-	-	131	-	-
Stage 1	23	72	-	~39	103	-	-	-	-	-	-	-
Stage 2	285	98	-	252	72	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~1	171	-	~1	224	90	-	-	131	-	-
Mov Cap-2 Maneuver	-	~1	-	-	~1	-	-	-	-	-	-	-
Stage 1	10	58	-	~16	43	-	-	-	-	-	-	-
Stage 2	59	41	-	193	58	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB		
HCM Control Delay, s					2.3		0.4		
HCM LOS	-		-						

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	90	-	-	-	-	131	-	-
HCM Lane V/C Ratio	0.573	-	-	-	-	0.193	-	-
HCM Control Delay (s)	88.7	-	-	-	-	38.9	-	-
HCM Lane LOS	F	-	-	-	-	E	-	-
HCM 95th %tile Q(veh)	2.6	-	-	-	-	0.7	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 16: World Center Dr & Buena Vista Suites

11/14/2022

Intersection												
Int Delay, s/veh	30.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	38	1730	21	30	1715	9	21	2	35	8	1	35
Future Vol, veh/h	38	1730	21	30	1715	9	21	2	35	8	1	35
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	2	2	2	2	2	2
Mvmt Flow	40	1821	22	32	1805	9	22	2	37	8	1	37

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1814	0	0	1844	0	0	2700	3791	923	2683	3798	907
Stage 1	-	-	-	-	-	-	1913	1913	-	1874	1874	-
Stage 2	-	-	-	-	-	-	787	1878	-	809	1924	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	154	-	-	148	-	-	23	4	233	23	4	239
Stage 1	-	-	-	-	-	-	45	114	-	48	120	-
Stage 2	-	-	-	-	-	-	319	119	-	309	113	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	154	-	-	148	-	-	~ 8	~ 2	233	-	2	239
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 8	~ 2	-	-	2	-
Stage 1	-	-	-	-	-	-	33	84	-	36	94	-
Stage 2	-	-	-	-	-	-	209	93	-	188	84	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			0.6			\$ 1893.3					
HCM LOS							F			-		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	15	154	-	-	148	-	-	-
HCM Lane V/C Ratio	4.07	0.26	-	-	0.213	-	-	-
HCM Control Delay (s)	\$ 1893.3	36.4	-	-	35.8	-	-	-
HCM Lane LOS	F	E	-	-	E	-	-	-
HCM 95th %tile Q(veh)	8.5	1	-	-	0.8	-	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 17: World Center Dr & Caribe Royale Orlando

11/14/2022

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	↗
Traffic Vol, veh/h	28	1596	1769	19	27	44
Future Vol, veh/h	28	1596	1769	19	27	44
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	270	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	29	1680	1862	20	28	46

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1882	0	-	0	2603 941
Stage 1	-	-	-	-	1872 -
Stage 2	-	-	-	-	731 -
Critical Hdwy	5.36	-	-	-	5.74 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	3.13	-	-	-	3.82 3.92
Pot Cap-1 Maneuver	142	-	-	-	44 227
Stage 1	-	-	-	-	69 -
Stage 2	-	-	-	-	397 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	142	-	-	-	35 227
Mov Cap-2 Maneuver	-	-	-	-	35 -
Stage 1	-	-	-	-	55 -
Stage 2	-	-	-	-	397 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	115.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	142	-	-	-	35	227
HCM Lane V/C Ratio	0.208	-	-	-	0.812	0.204
HCM Control Delay (s)	36.9	-	-	-	264	24.9
HCM Lane LOS	E	-	-	-	F	C
HCM 95th %tile Q(veh)	0.7	-	-	-	2.9	0.7

HCM 6th TWSC
 19: International Dr & World Gateway Dr

11/14/2022

Intersection

Int Delay, s/veh 329.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	↗
Traffic Vol, veh/h	249	642	472	103	461	179
Future Vol, veh/h	249	642	472	103	461	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	262	676	497	108	485	188

Major/Minor

	Major1	Major2	Minor2
Conflicting Flow All	605	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	5.34	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.12	-	-
Pot Cap-1 Maneuver	604	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	604	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach

	EB	WB	SB
HCM Control Delay, s	4.3	0	\$ 1078.3
HCM LOS			F

Minor Lane/Major Mvmt

	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	604	-	-	-	117	591
HCM Lane V/C Ratio	0.434	-	-	-	4.148	0.319
HCM Control Delay (s)	15.4	-	-	-	\$ 1491.6	13.9
HCM Lane LOS	C	-	-	-	F	B
HCM 95th %tile Q(veh)	2.2	-	-	-	49.7	1.4

Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 22: Poinciana Blvd & Westbound Off Ramp

11/14/2022

Intersection						
Int Delay, s/veh	6.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑			↑↑
Traffic Vol, veh/h	264	149	220	0	0	330
Future Vol, veh/h	264	149	220	0	0	330
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	278	157	232	0	0	347

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	406	116	0	-	-	-
Stage 1	232	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Critical Hdwy	6.9	7	-	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	-	-	-	-
Pot Cap-1 Maneuver	565	905	-	0	0	-
Stage 1	776	-	-	0	0	-
Stage 2	830	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	565	905	-	-	-	-
Mov Cap-2 Maneuver	565	-	-	-	-	-
Stage 1	776	-	-	-	-	-
Stage 2	830	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1WBLn2	SBT
Capacity (veh/h)	- 565 905	-
HCM Lane V/C Ratio	- 0.492 0.173	-
HCM Control Delay (s)	- 17.4 9.8	-
HCM Lane LOS	- C A	-
HCM 95th %tile Q(veh)	- 2.7 0.6	-

2045

HCM 6th TWSC
 3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp

11/14/2022

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↙ ↑↑↑	↑↑↑			↑↑↑	↗
Traffic Vol, veh/h	0	0	56	0	0	0	55	1732	131	0	1498	50
Future Vol, veh/h	0	0	56	0	0	0	55	1732	131	0	1498	50
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	225	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	0	0	0	5	5	5	5	5	5
Mvmt Flow	0	0	59	0	0	0	58	1823	138	0	1577	53

Major/Minor	Minor2			Major1			Major2					
Conflicting Flow All	-	-	790	-	-	1578	0	-	-	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.12	-	-	5.4	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.91	-	-	3.15	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	288	-	-	198	-	0	0	-	-	0
Stage 1	0	0	-	-	-	-	-	0	0	-	-	0
Stage 2	0	0	-	-	-	-	-	0	0	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	0	288	-	-	198	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-	-	-	-	-	-	-
Stage 1	-	0	-	-	-	-	-	-	-	-	-	-
Stage 2	-	0	-	-	-	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.7	0.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	198	-	288	-
HCM Lane V/C Ratio	0.292	-	0.205	-
HCM Control Delay (s)	30.5	-	20.7	-
HCM Lane LOS	D	-	C	-
HCM 95th %tile Q(veh)	1.2	-	0.8	-

HCM 6th TWSC
12: SR 535 & Lake Bryan Beach Blvd

11/14/2022

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↑↑↑	↑↑↑	↑	↕ ↑↑↑		
Traffic Vol, veh/h	7	5	11	26	5	45	30	2426	59	65	2199	4
Future Vol, veh/h	7	5	11	26	5	45	30	2426	59	65	2199	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	175	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	5	5	5	5	5	5
Mvmt Flow	7	5	12	27	5	47	32	2554	62	68	2315	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3541	5134	1160	3684	5074	1278	2319	0	0	2617	0	0
Stage 1	2453	2453	-	2619	2619	-	-	-	-	-	-	-
Stage 2	1088	2681	-	1065	2455	-	-	-	-	-	-	-
Critical Hdwy	6.46	6.56	7.16	6.46	6.56	7.16	5.4	-	-	5.4	-	-
Critical Hdwy Stg 1	7.36	5.56	-	7.36	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.56	-	6.76	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4.03	3.93	3.83	4.03	3.93	3.15	-	-	3.15	-	-
Pot Cap-1 Maneuver	~ 6	0	161	~ 5	0	134	82	-	-	~ 57	-	-
Stage 1	18	59	-	~ 13	48	-	-	-	-	-	-	-
Stage 2	206	45	-	213	59	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	0	161	-	0	134	82	-	-	~ 57	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	11	0	-	~ 8	29	-	-	-	-	-	-	-
Stage 2	66	27	-	-	0	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s					0.9		8.7	
HCM LOS	-		-					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	82	-	-	-	~ 57	-	-
HCM Lane V/C Ratio	0.385	-	-	-	1.2	-	-
HCM Control Delay (s)	74.1	-	-	-	\$ 303.4	-	-
HCM Lane LOS	F	-	-	-	F	-	-
HCM 95th %tile Q(veh)	1.5	-	-	-	5.8	-	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
16: World Center Dr & Buena Vista Suites

11/14/2022

Intersection												
Int Delay, s/veh	157.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	48	1819	26	49	2392	19	28	6	32	6	4	38
Future Vol, veh/h	48	1819	26	49	2392	19	28	6	32	6	4	38
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	2	2	2	2	2	2
Mvmt Flow	51	1915	27	52	2518	20	29	6	34	6	4	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2538	0	0	1943	0	0	3145	4674	972	3503	4677	1269
Stage 1	-	-	-	-	-	-	2032	2032	-	2632	2632	-
Stage 2	-	-	-	-	-	-	1113	2642	-	871	2045	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	65	-	-	132	-	-	~ 12	~ 1	217	7	~ 1	137
Stage 1	-	-	-	-	-	-	36	99	-	13	48	-
Stage 2	-	-	-	-	-	-	200	48	-	283	98	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	65	-	-	132	-	-	~ 2	0	217	~ 2	0	137
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	0	-	~ 2	0	-
Stage 1	-	-	-	-	-	-	~ 8	21	-	~ 3	29	-
Stage 2	-	-	-	-	-	-	73	29	-	36	21	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4	1	\$ 9126.4	\$ 1883.4
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	4	65	-	-	132	-	-	13
HCM Lane V/C Ratio	17.368	0.777	-	-	0.391	-	-	3.887
HCM Control Delay (s)	\$ 9126.4	158.2	-	-	48.8	-	-	\$ 1883.4
HCM Lane LOS	F	F	-	-	E	-	-	F
HCM 95th %tile Q(veh)	10.6	3.5	-	-	1.7	-	-	7.3

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 17: World Center Dr & Caribe Royale Orlando

11/14/2022

Intersection

Int Delay, s/veh 131.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	↘
Traffic Vol, veh/h	54	1918	2411	47	29	48
Future Vol, veh/h	54	1918	2411	47	29	48
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	270	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	57	2019	2538	49	31	51

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	2587	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	5.36	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	3.13	-	-
Pot Cap-1 Maneuver	61	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	61	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	5.7	0	\$ 7533.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	61	-	-	-	1	132
HCM Lane V/C Ratio	0.932	-	-	-	30.526	0.383
HCM Control Delay (s)	206.7	-	-	-	19922.5	48.3
HCM Lane LOS	F	-	-	-	F	E
HCM 95th %tile Q(veh)	4.4	-	-	-	5.7	1.6

Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 19: International Dr & World Gateway Dr

11/14/2022

Intersection						
Int Delay, s/veh	27.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	↗
Traffic Vol, veh/h	327	878	876	515	479	267
Future Vol, veh/h	327	878	876	515	479	267
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	344	924	922	542	504	281

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1464	0	-	0	2251 732
Stage 1	-	-	-	-	1193 -
Stage 2	-	-	-	-	1058 -
Critical Hdwy	5.34	-	-	-	5.74 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	3.12	-	-	-	3.82 3.92
Pot Cap-1 Maneuver	~ 232	-	-	-	~ 68 312
Stage 1	-	-	-	-	~ 184 -
Stage 2	-	-	-	-	~ 266 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	~ 232	-	-	-	0 312
Mov Cap-2 Maneuver	-	-	-	-	0 -
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	~ 266 -

Approach	EB	WB	SB
HCM Control Delay, s	75.5	0	
HCM LOS			-

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	~ 232	-	-	-	-	312
HCM Lane V/C Ratio	1.484	-	-	-	-	0.901
HCM Control Delay (s)	278.3	-	-	-	-	66.2
HCM Lane LOS	F	-	-	-	-	F
HCM 95th %tile Q(veh)	20.4	-	-	-	-	8.5

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 22: Poinciana Blvd & Westbound Off Ramp

11/14/2022

Intersection						
Int Delay, s/veh	36.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵	↵	↑↑			↑↑
Traffic Vol, veh/h	353	146	508	0	0	528
Future Vol, veh/h	353	146	508	0	0	528
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	372	154	535	0	0	556

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	813	268	0	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	278	-	-	-	-	-
Critical Hdwy	6.9	7	-	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	-	-	-	-
Pot Cap-1 Maneuver	~ 310	721	-	0	0	-
Stage 1	543	-	-	0	0	-
Stage 2	735	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	~ 310	721	-	-	-	-
Mov Cap-2 Maneuver	~ 310	-	-	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	735	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	111	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBTWBLn1WBLn2	SBT
Capacity (veh/h)	- 310 721	-
HCM Lane V/C Ratio	- 1.199 0.213	-
HCM Control Delay (s)	- 152.2 11.3	-
HCM Lane LOS	- F B	-
HCM 95th %tile Q(veh)	- 16.3 0.8	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 3: SR 535 & Calypso Cay Way/Osceola Pkwy on-ramp

11/14/2022

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗				↙ ↑↑↑ ↘				↑↑↑	↗
Traffic Vol, veh/h	0	0	84	0	0	0	29	1405	133	0	1592	39
Future Vol, veh/h	0	0	84	0	0	0	29	1405	133	0	1592	39
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Stop	-	-	None	-	-	Free	-	-	Free
Storage Length	-	-	0	-	-	-	225	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	1	1	0	0	0	5	5	5	5	5	5
Mvmt Flow	0	0	88	0	0	0	31	1479	140	0	1676	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	-	839	1677	0	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	7.12	5.4	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.91	3.15	-	-
Pot Cap-1 Maneuver	0	0	267	176	-	0
Stage 1	0	0	-	-	0	0
Stage 2	0	0	-	-	0	0
Platoon blocked, %					-	-
Mov Cap-1 Maneuver	-	0	267	176	-	-
Mov Cap-2 Maneuver	-	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	-	0	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	176	-	267	-
HCM Lane V/C Ratio	0.173	-	0.331	-
HCM Control Delay (s)	29.7	-	25	-
HCM Lane LOS	D	-	D	-
HCM 95th %tile Q(veh)	0.6	-	1.4	-

HCM 6th TWSC
12: SR 535 & Lake Bryan Beach Blvd

11/14/2022

Intersection												
Int Delay, s/veh	1024											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕ ↑↑↑	↑↑↑	↑	↕ ↑↑↑		
Traffic Vol, veh/h	6	6	8	62	5	106	53	2254	40	27	2381	4
Future Vol, veh/h	6	6	8	62	5	106	53	2254	40	27	2381	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	175	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	5	5	5	5	5	5
Mvmt Flow	6	6	8	65	5	112	56	2373	42	28	2506	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	3628	5092	1255	3547	5052	1188	2510	0	0	2416	0	0
Stage 1	2564	2564	-	2486	2486	-	-	-	-	-	-	-
Stage 2	1064	2528	-	1061	2566	-	-	-	-	-	-	-
Critical Hdwy	6.46	6.56	7.16	6.46	6.56	7.16	5.4	-	-	5.4	-	-
Critical Hdwy Stg 1	7.36	5.56	-	7.36	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.76	5.56	-	6.76	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.83	4.03	3.93	3.83	4.03	3.93	3.15	-	-	3.15	-	-
Pot Cap-1 Maneuver	~ 6	0	139	~ 6	~ 1	154	65	-	-	73	-	-
Stage 1	15	52	-	~ 17	57	-	-	-	-	-	-	-
Stage 2	213	54	-	214	52	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	0	0	139	~ 1	0	154	65	-	-	73	-	-
Mov Cap-2 Maneuver	0	0	-	~ 1	0	-	-	-	-	-	-	-
Stage 1	~ 2	32	-	~ 2	8	-	-	-	-	-	-	-
Stage 2	~ 3	7	-	99	32	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	35.5	\$ 29240	4	0.9
HCM LOS	E	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	65	-	-	139	3	73	-
HCM Lane V/C Ratio	0.858	-	-	0.151	60.702	0.389	-
HCM Control Delay (s)	178.2	-	-	35.5	\$ 29240	82.8	-
HCM Lane LOS	F	-	-	E	F	F	-
HCM 95th %tile Q(veh)	4	-	-	0.5	25.1	1.5	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 16: World Center Dr & Buena Vista Suites

11/14/2022

Intersection												
Int Delay, s/veh	198											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵ ↑↑↑			↵ ↑↑↑			↕			↕		
Traffic Vol, veh/h	40	2166	29	38	2233	14	27	6	46	13	4	44
Future Vol, veh/h	40	2166	29	38	2233	14	27	6	46	13	4	44
Conflicting Peds, #/hr	0	0	1	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	250	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	3	3	2	2	2	2	2	2
Mvmt Flow	42	2280	31	40	2351	15	28	6	48	14	4	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2366	0	0	2312	0	0	3403	4827	1157	3438	4835	1183
Stage 1	-	-	-	-	-	-	2381	2381	-	2439	2439	-
Stage 2	-	-	-	-	-	-	1022	2446	-	999	2396	-
Critical Hdwy	5.36	-	-	5.36	-	-	6.44	6.54	7.14	6.44	6.54	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-	7.34	5.54	-	7.34	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.74	5.54	-	6.74	5.54	-
Follow-up Hdwy	3.13	-	-	3.13	-	-	3.82	4.02	3.92	3.82	4.02	3.92
Pot Cap-1 Maneuver	80	-	-	85	-	-	~ 8	~ 1	163	~ 8	~ 1	156
Stage 1	-	-	-	-	-	-	~ 20	66	-	18	61	-
Stage 2	-	-	-	-	-	-	228	61	-	236	64	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	80	-	-	85	-	-	~ 2	0	163	~ 2	0	156
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 2	0	-	~ 2	0	-
Stage 1	-	-	-	-	-	-	~ 10	31	-	~ 9	32	-
Stage 2	-	-	-	-	-	-	74	32	-	63	30	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			1.3			\$ 8456.2			\$ 4066.8		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)		5	80	-	-	85	-	8
HCM Lane V/C Ratio	16.632	0.526	-	-	0.471	-	-	8.026
HCM Control Delay (s)	\$ 8456.2	91.8	-	-	80.4	-	-	\$ 4066.8
HCM Lane LOS		F	F	-	-	F	-	F
HCM 95th %tile Q(veh)		12.3	2.3	-	-	2	-	9.5

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 17: World Center Dr & Caribe Royale Orlando

11/14/2022

Intersection						
Int Delay, s/veh	35.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	↗
Traffic Vol, veh/h	42	2132	2340	33	36	55
Future Vol, veh/h	42	2132	2340	33	36	55
Conflicting Peds, #/hr	0	0	0	0	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	270	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	3	3	3	2	2
Mvmt Flow	44	2244	2463	35	38	58

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	2498	0	-	0	3468 1249
Stage 1	-	-	-	-	2481 -
Stage 2	-	-	-	-	987 -
Critical Hdwy	5.36	-	-	-	5.74 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	3.13	-	-	-	3.82 3.92
Pot Cap-1 Maneuver	68	-	-	-	~ 14 141
Stage 1	-	-	-	-	~ 28 -
Stage 2	-	-	-	-	290 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	68	-	-	-	~ 5 141
Mov Cap-2 Maneuver	-	-	-	-	~ 5 -
Stage 1	-	-	-	-	~ 10 -
Stage 2	-	-	-	-	290 -

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	\$ 1753.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	68	-	-	-	5	141
HCM Lane V/C Ratio	0.65	-	-	-	7.579	0.411
HCM Control Delay (s)	126.5	-	-	-	\$ 4360.9	47.3
HCM Lane LOS	F	-	-	-	F	E
HCM 95th %tile Q(veh)	2.8	-	-	-	6.3	1.8

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 19: International Dr & World Gateway Dr

11/14/2022

Intersection						
Int Delay, s/veh	29.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	↗
Traffic Vol, veh/h	393	1045	882	344	561	272
Future Vol, veh/h	393	1045	882	344	561	272
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	0	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	414	1100	928	362	591	286

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1290	0	-	0	2377 645
Stage 1	-	-	-	-	1109 -
Stage 2	-	-	-	-	1268 -
Critical Hdwy	5.34	-	-	-	5.74 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	3.12	-	-	-	3.82 3.92
Pot Cap-1 Maneuver	~ 283	-	-	-	~ 58 356
Stage 1	-	-	-	-	~ 207 -
Stage 2	-	-	-	-	~ 204 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	~ 283	-	-	-	0 356
Mov Cap-2 Maneuver	-	-	-	-	0 -
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	~ 204 -

Approach	EB	WB	SB
HCM Control Delay, s	71.1	0	
HCM LOS			-

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	~ 283	-	-	-	-	356
HCM Lane V/C Ratio	1.462	-	-	-	-	0.804
HCM Control Delay (s)	260.1	-	-	-	-	45.9
HCM Lane LOS	F	-	-	-	-	E
HCM 95th %tile Q(veh)	23.1	-	-	-	-	6.9

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
 22: Poinciana Blvd & Westbound Off Ramp

11/14/2022

Intersection						
Int Delay, s/veh	47.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑			↑↑
Traffic Vol, veh/h	380	152	494	0	0	575
Future Vol, veh/h	380	152	494	0	0	575
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	400	160	520	0	0	605

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	823	260	0	-	-	-
Stage 1	520	-	-	-	-	-
Stage 2	303	-	-	-	-	-
Critical Hdwy	6.9	7	-	-	-	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.55	3.35	-	-	-	-
Pot Cap-1 Maneuver	~ 306	730	-	0	0	-
Stage 1	553	-	-	0	0	-
Stage 2	714	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	~ 306	730	-	-	-	-
Mov Cap-2 Maneuver	~ 306	-	-	-	-	-
Stage 1	553	-	-	-	-	-
Stage 2	714	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	141.8	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBTWBLn1WBLn2	SBT
Capacity (veh/h)	- 306 730	-
HCM Lane V/C Ratio	- 1.307 0.219	-
HCM Control Delay (s)	- 194 11.3	-
HCM Lane LOS	- F B	-
HCM 95th %tile Q(veh)	- 19.5 0.8	-

Notes
 -: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Arterial Level of Service

Arterial Level of Service: EB International Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Qd Rd @ Intl. Dr	II	45	59.8	20.0	79.8	0.75	33.7	B
SR 535	II	45	17.3	34.5	51.8	0.16	11.1	F
Total	II		77.1	54.5	131.6	0.91	24.8	C

Arterial Level of Service: WB International Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	II	45	37.7	45.8	83.5	0.40	17.3	D
Qd Rd @ Intl. Dr	II	45	17.3	0.9	18.2	0.16	31.5	B
Total	II		55.0	46.7	101.7	0.56	19.8	D

Arterial Level of Service: WB Jug Handle @ Poinciana

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	III	30	24.1	28.1	52.2	0.19	13.1	E
Total	III		24.1	28.1	52.2	0.19	13.1	E

Arterial Level of Service: EB Poinciana Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Poinciana Blvd WB On	II	40	9.7	0.2	9.9	0.08	30.7	B
SR 535	II	40	14.6	70.0	84.6	0.13	5.4	F
Total	II		24.3	70.2	94.5	0.21	8.0	F

Arterial Level of Service: SB Poinciana Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	III	30	24.1	55.5	79.6	0.19	8.6	F
Poinciana Blvd WB On	III	40	14.6	4.1	18.7	0.13	24.4	B
Poinciana Blvd EB Of	III	40	9.7	1.3	11.0	0.08	27.6	B
Total	III		48.4	60.9	109.3	0.40	13.2	E

Arterial Level of Service: EB Qd Rd @ Intl. Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	III	30	37.0	36.6	73.6	0.29	14.2	D
Total	III		37.0	36.6	73.6	0.29	14.2	D

Arterial Level of Service: NB Qd Rd @ Intl. Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
International Dr	III	35	35.0	12.7	47.7	0.29	22.0	C
Total	III		35.0	12.7	47.7	0.29	22.0	C

Arterial Level of Service: EB Qd Rd @ World Cnt. Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	III	30	40.1	65.7	105.8	0.32	10.7	E
Total	III		40.1	65.7	105.8	0.32	10.7	E

Arterial Level of Service: NB Qd Rd @ World Cnt. Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 536	III	35	37.9	32.5	70.4	0.32	16.1	D
Total	III		37.9	32.5	70.4	0.32	16.1	D

Arterial Level of Service: NB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 192	II	50	19.2	57.8	77.0	0.19	9.0	F
Kyns Heath Road	II	45	19.8	13.2	33.0	0.18	19.8	D
Osceola Pkwy on-ramp	II	45	30.5	1.5	32.0	0.31	34.7	B
Jug Handle @ Poincia	II	45	15.9	17.6	33.5	0.15	15.7	E
Poinciana Blvd	II	45	6.9	17.2	24.1	0.06	9.5	F
Median Opening S	II	45	20.2	4.4	24.6	0.19	27.1	C
Polynesian Isle Blvd	II	45	19.4	6.9	26.3	0.18	24.4	C
Median Opening N	II	45	19.6	4.2	23.8	0.18	27.2	C
LBV Factory Stores	II	45	16.0	9.2	25.2	0.15	20.9	D
Qd Rd @ Intl. Dr	II	45	24.5	5.2	29.7	0.24	28.6	B
International Dr	II	45	17.2	11.2	28.4	0.16	20.0	D
Qd Rd @ World Cnt. D	II	45	14.0	2.0	16.0	0.13	29.0	B
World Center Dr	II	45	15.2	23.8	39.0	0.14	12.9	F
Total	II		238.4	174.2	412.6	2.24	19.6	D

Arterial Level of Service: SB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 536	II	45	68.9	33.0	101.9	0.86	30.4	B
Qd Rd @ World Cnt. D	II	45	15.2	2.6	17.8	0.14	28.3	B
International Dr	II	45	14.0	8.4	22.4	0.13	20.7	D
Qd Rd @ Intl. Dr	II	45	17.2	2.6	19.8	0.16	28.8	B
LBV Factory Stores	II	45	24.5	9.4	33.9	0.24	25.0	C
Median Opening N	II	45	16.0	4.3	20.3	0.15	26.0	C
Polynesian Isle Blvd	II	45	19.6	11.5	31.1	0.18	20.8	D
Median Opening S	II	45	19.4	2.1	21.5	0.18	29.8	B
Poinciana Blvd	II	45	20.2	10.5	30.7	0.19	21.7	D
Jug Handle @ Poincia	II	45	6.9	0.1	7.0	0.06	32.7	B
Osceola Pkwy on-ramp	II	45	15.9	0.1	16.0	0.15	32.8	B
Kyns Heath Road	II	45	30.5	9.5	40.0	0.31	27.8	C
US 192	II	45	19.8	80.3	100.1	0.18	6.5	F
Total	II		288.1	174.4	462.5	2.91	22.7	C

Arterial Level of Service: EB SR 536

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
World Gateway Dr	I	55	33.3	32.5	65.8	0.41	22.2	D
Qd Rd @ World Cnt. D	I	55	29.8	28.0	57.8	0.32	20.2	E
SR 535	I	55	14.1	16.4	30.5	0.15	17.2	E
Total	I		77.2	76.9	154.1	0.88	20.4	E

Arterial Level of Service: WB SR 536

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Qd Rd @ World Cnt. D	I	55	14.1	7.0	21.1	0.15	24.8	D
World Gateway Dr	I	55	29.8	34.1	63.9	0.32	18.2	E
Total	I		43.9	41.1	85.0	0.47	19.9	E

Arterial Level of Service: EB International Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Qd Rd @ Intl. Dr	II	45	59.8	21.9	81.7	0.75	32.9	B
SR 535	II	45	17.3	19.9	37.2	0.16	15.4	E
Total	II		77.1	41.8	118.9	0.91	27.5	C

Arterial Level of Service: WB International Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	II	45	37.7	36.7	74.4	0.40	19.4	D
Qd Rd @ Intl. Dr	II	45	17.3	0.8	18.1	0.16	31.6	B
Total	II		55.0	37.5	92.5	0.56	21.8	D

Arterial Level of Service: WB Jug Handle @ Poinciana

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	III	30	24.1	54.5	78.6	0.19	8.7	F
Total	III		24.1	54.5	78.6	0.19	8.7	F

Arterial Level of Service: EB Poinciana Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Poinciana Blvd WB On	II	40	9.7	0.2	9.9	0.08	30.7	B
SR 535	II	40	14.6	68.4	83.0	0.13	5.5	F
Total	II		24.3	68.6	92.9	0.21	8.2	F

Arterial Level of Service: SB Poinciana Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	III	30	24.1	59.6	83.7	0.19	8.1	F
Poinciana Blvd WB On	III	40	14.6	6.9	21.5	0.13	21.2	C
Poinciana Blvd EB Of	III	40	9.7	2.2	11.9	0.08	25.6	B
Total	III		48.4	68.7	117.1	0.40	12.3	E

Arterial Level of Service: EB Qd Rd @ Intl. Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	III	30	37.0	36.8	73.8	0.29	14.2	D
Total	III		37.0	36.8	73.8	0.29	14.2	D

Arterial Level of Service: NB Qd Rd @ Intl. Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
International Dr	III	35	35.0	26.8	61.8	0.29	17.0	D
Total	III		35.0	26.8	61.8	0.29	17.0	D

Arterial Level of Service: EB Qd Rd @ World Cnt. Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	III	30	40.1	65.4	105.5	0.32	10.8	E
Total	III		40.1	65.4	105.5	0.32	10.8	E

Arterial Level of Service: NB Qd Rd @ World Cnt. Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 536	III	35	37.9	32.3	70.2	0.32	16.2	D
Total	III		37.9	32.3	70.2	0.32	16.2	D

Arterial Level of Service: NB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 192	II	50	19.2	45.7	64.9	0.19	10.7	F
Kyngs Heath Road	II	45	19.8	19.1	38.9	0.18	16.8	E
Osceola Pkwy on-ramp	II	45	30.5	3.5	34.0	0.31	32.6	B
Jug Handle @ Poincia	II	45	15.9	21.3	37.2	0.15	14.1	E
Poinciana Blvd	II	45	6.9	35.5	42.4	0.06	5.4	F
Median Opening S	II	45	20.2	17.9	38.1	0.19	17.5	D
Polynesian Isle Blvd	II	45	19.4	9.0	28.4	0.18	22.6	C
Median Opening N	II	45	19.6	8.4	28.0	0.18	23.1	C
LBV Factory Stores	II	45	16.0	12.7	28.7	0.15	18.4	D
Qd Rd @ Intl. Dr	II	45	24.5	8.3	32.8	0.24	25.9	C
International Dr	II	45	17.2	28.0	45.2	0.16	12.6	F
Qd Rd @ World Cnt. D	II	45	14.0	4.7	18.7	0.13	24.8	C
World Center Dr	II	45	15.2	41.2	56.4	0.14	8.9	F
Total	II		238.4	255.3	493.7	2.24	16.4	E

Arterial Level of Service: SB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 536	II	45	68.9	41.8	110.7	0.86	28.0	B
Qd Rd @ World Cnt. D	II	45	15.2	4.1	19.3	0.14	26.1	C
International Dr	II	45	14.0	28.7	42.7	0.13	10.9	F
Qd Rd @ Intl. Dr	II	45	17.2	1.0	18.2	0.16	31.3	B
LBV Factory Stores	II	45	24.5	14.9	39.4	0.24	21.5	D
Median Opening N	II	45	16.0	16.7	32.7	0.15	16.1	E
Polynesian Isle Blvd	II	45	19.6	11.8	31.4	0.18	20.6	D
Median Opening S	II	45	19.4	23.9	43.3	0.18	14.8	E
Poinciana Blvd	II	45	20.2	10.5	30.7	0.19	21.7	D
Jug Handle @ Poincia	II	45	6.9	0.3	7.2	0.06	31.8	B
Osceola Pkwy on-ramp	II	45	15.9	0.2	16.1	0.15	32.6	B
Kyngs Heath Road	II	45	30.5	13.1	43.6	0.31	25.5	C
US 192	II	45	19.8	54.9	74.7	0.18	8.7	F
Total	II		288.1	221.9	510.0	2.91	20.6	D

Arterial Level of Service: EB SR 536

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
World Gateway Dr	I	55	33.3	106.8	140.1	0.41	10.4	F
Qd Rd @ World Cnt. D	I	55	29.8	31.3	61.1	0.32	19.1	E
SR 535	I	55	14.1	18.5	32.6	0.15	16.1	E
Total	I		77.2	156.6	233.8	0.88	13.5	F

Arterial Level of Service: WB SR 536

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Qd Rd @ World Cnt. D	I	55	14.1	6.8	20.9	0.15	25.1	D
World Gateway Dr	I	55	29.8	110.6	140.4	0.32	8.3	F
Total	I		43.9	117.4	161.3	0.47	10.5	F

Arterial Level of Service: EB International Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Qd Rd @ Intl. Dr	II	45	59.8	14.8	74.6	0.75	36.1	A
SR 535	II	45	17.3	35.0	52.3	0.16	11.0	F
Total	II		77.1	49.8	126.9	0.91	25.7	C

Arterial Level of Service: WB International Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	II	45	37.7	41.7	79.4	0.40	18.2	D
Qd Rd @ Intl. Dr	II	45	17.3	0.6	17.9	0.16	32.0	B
Total	II		55.0	42.3	97.3	0.56	20.7	D

Arterial Level of Service: WB Jug Handle @ Poinciana

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	III	30	24.1	39.9	64.0	0.19	10.7	E
Total	III		24.1	39.9	64.0	0.19	10.7	E

Arterial Level of Service: EB Poinciana Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Poinciana Blvd WB On	II	40	9.7	0.1	9.8	0.08	31.0	B
SR 535	II	40	14.6	74.1	88.7	0.13	5.1	F
Total	II		24.3	74.2	98.5	0.21	7.7	F

Arterial Level of Service: SB Poinciana Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	III	30	24.1	76.0	100.1	0.19	6.8	F
Poinciana Blvd WB On	III	40	14.6	6.6	21.2	0.13	21.5	C
Poinciana Blvd EB Of	III	40	9.7	3.0	12.7	0.08	23.9	C
Total	III		48.4	85.6	134.0	0.40	10.8	E

Arterial Level of Service: EB Qd Rd @ Intl. Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	III	30	37.0	47.6	84.6	0.29	12.4	E
Total	III		37.0	47.6	84.6	0.29	12.4	E

Arterial Level of Service: NB Qd Rd @ Intl. Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
International Dr	III	35	35.0	33.6	68.6	0.29	15.3	D
Total	III		35.0	33.6	68.6	0.29	15.3	D

Arterial Level of Service: EB Qd Rd @ World Cnt. Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	III	30	40.1	67.3	107.4	0.32	10.6	E
Total	III		40.1	67.3	107.4	0.32	10.6	E

Arterial Level of Service: NB Qd Rd @ World Cnt. Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 536	III	35	37.9	45.5	83.4	0.32	13.6	E
Total	III		37.9	45.5	83.4	0.32	13.6	E

Arterial Level of Service: NB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 192	II	50	19.2	54.7	73.9	0.19	9.4	F
Kyngs Heath Road	II	45	19.8	16.8	36.6	0.18	17.8	D
Osceola Pkwy on-ramp	II	45	30.5	2.2	32.7	0.31	33.9	B
Jug Handle @ Poincia	II	45	15.9	9.2	25.1	0.15	20.9	D
Poinciana Blvd	II	45	6.9	10.0	16.9	0.06	13.6	E
Median Opening S	II	45	20.2	16.3	36.5	0.19	18.3	D
Polynesian Isle Blvd	II	45	19.4	5.3	24.7	0.18	26.0	C
Median Opening N	II	45	19.6	11.6	31.2	0.18	20.8	D
LBV Factory Stores	II	45	16.0	12.0	28.0	0.15	18.8	D
Qd Rd @ Intl. Dr	II	45	24.5	4.3	28.8	0.24	29.5	B
International Dr	II	45	17.2	10.6	27.8	0.16	20.5	D
Qd Rd @ World Cnt. D	II	45	14.0	2.9	16.9	0.13	27.4	C
World Center Dr	II	45	15.2	17.7	32.9	0.14	15.3	E
Total	II		238.4	173.6	412.0	2.24	19.6	D

Arterial Level of Service: SB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 536	II	45	68.9	32.8	101.7	0.86	30.5	B
Qd Rd @ World Cnt. D	II	45	15.2	6.3	21.5	0.14	23.4	C
International Dr	II	45	14.0	11.3	25.3	0.13	18.3	D
Qd Rd @ Intl. Dr	II	45	17.2	1.2	18.4	0.16	30.9	B
LBV Factory Stores	II	45	24.5	12.7	37.2	0.24	22.8	C
Median Opening N	II	45	16.0	7.8	23.8	0.15	22.2	C
Polynesian Isle Blvd	II	45	19.6	9.9	29.5	0.18	22.0	D
Median Opening S	II	45	19.4	12.6	32.0	0.18	20.0	D
Poinciana Blvd	II	45	20.2	6.1	26.3	0.19	25.4	C
Jug Handle @ Poincia	II	45	6.9	0.2	7.1	0.06	32.3	B
Osceola Pkwy on-ramp	II	45	15.9	0.1	16.0	0.15	32.8	B
Kyngs Heath Road	II	45	30.5	11.9	42.4	0.31	26.2	C
US 192	II	45	19.8	63.4	83.2	0.18	7.9	F
Total	II		288.1	176.3	464.4	2.91	22.6	C

Arterial Level of Service: EB SR 536

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
World Gateway Dr	I	55	33.3	32.8	66.1	0.41	22.1	D
Qd Rd @ World Cnt. D	I	55	29.8	28.3	58.1	0.32	20.1	E
SR 535	I	55	14.1	30.5	44.6	0.15	11.8	F
Total	I		77.2	91.6	168.8	0.88	18.7	E

Arterial Level of Service: WB SR 536

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Qd Rd @ World Cnt. D	I	55	14.1	4.2	18.3	0.15	28.7	C
World Gateway Dr	I	55	29.8	22.0	51.8	0.32	22.5	D
Total	I		43.9	26.2	70.1	0.47	24.1	D

Arterial Level of Service: EB International Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Qd Rd @ Intl. Dr	II	45	59.8	17.2	77.0	0.75	34.9	B
SR 535	II	45	17.3	24.9	42.2	0.16	13.6	E
Total	II		77.1	42.1	119.2	0.91	27.4	C

Arterial Level of Service: WB International Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	II	45	37.7	37.9	75.6	0.40	19.1	D
Qd Rd @ Intl. Dr	II	45	17.3	0.9	18.2	0.16	31.5	B
Total	II		55.0	38.8	93.8	0.56	21.5	D

Arterial Level of Service: WB Jug Handle @ Poinciana

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	III	30	24.1	40.9	65.0	0.19	10.5	E
Total	III		24.1	40.9	65.0	0.19	10.5	E

Arterial Level of Service: EB Poinciana Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Poinciana Blvd WB On	II	40	9.7	0.2	9.9	0.08	30.7	B
SR 535	II	40	14.6	67.0	81.6	0.13	5.6	F
Total	II		24.3	67.2	91.5	0.21	8.3	F

Arterial Level of Service: SB Poinciana Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	III	30	24.1	58.3	82.4	0.19	8.3	F
Poinciana Blvd WB On	III	40	14.6	8.7	23.3	0.13	19.6	C
Poinciana Blvd EB Of	III	40	9.7	2.6	12.3	0.08	24.7	B
Total	III		48.4	69.6	118.0	0.40	12.2	E

Arterial Level of Service: EB Qd Rd @ Intl. Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	III	30	37.0	45.7	82.7	0.29	12.7	E
Total	III		37.0	45.7	82.7	0.29	12.7	E

Arterial Level of Service: NB Qd Rd @ Intl. Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
International Dr	III	35	35.0	34.1	69.1	0.29	15.2	D
Total	III		35.0	34.1	69.1	0.29	15.2	D

Arterial Level of Service: EB Qd Rd @ World Cnt. Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 535	III	30	40.1	50.9	91.0	0.32	12.5	E
Total	III		40.1	50.9	91.0	0.32	12.5	E

Arterial Level of Service: NB Qd Rd @ World Cnt. Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 536	III	35	37.9	45.2	83.1	0.32	13.7	E
Total	III		37.9	45.2	83.1	0.32	13.7	E

Arterial Level of Service: NB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 192	II	50	19.2	54.0	73.2	0.19	9.5	F
Kyngs Heath Road	II	45	19.8	17.4	37.2	0.18	17.6	D
Osceola Pkwy on-ramp	II	45	30.5	2.0	32.5	0.31	34.2	B
Jug Handle @ Poincia	II	45	15.9	21.0	36.9	0.15	14.2	E
Poinciana Blvd	II	45	6.9	34.8	41.7	0.06	5.5	F
Median Opening S	II	45	20.2	21.7	41.9	0.19	15.9	E
Polynesian Isle Blvd	II	45	19.4	6.9	26.3	0.18	24.4	C
Median Opening N	II	45	19.6	7.9	27.5	0.18	23.6	C
LBV Factory Stores	II	45	16.0	17.1	33.1	0.15	15.9	E
Qd Rd @ Intl. Dr	II	45	24.5	6.7	31.2	0.24	27.2	C
International Dr	II	45	17.2	21.9	39.1	0.16	14.6	E
Qd Rd @ World Cnt. D	II	45	14.0	3.9	17.9	0.13	25.9	C
World Center Dr	II	45	15.2	33.2	48.4	0.14	10.4	F
Total	II		238.4	248.5	486.9	2.24	16.6	E

Arterial Level of Service: SB SR 535

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 536	II	45	68.9	52.5	121.4	0.86	25.5	C
Qd Rd @ World Cnt. D	II	45	15.2	8.3	23.5	0.14	21.4	D
International Dr	II	45	14.0	30.7	44.7	0.13	10.4	F
Qd Rd @ Intl. Dr	II	45	17.2	3.2	20.4	0.16	27.9	C
LBV Factory Stores	II	45	24.5	20.1	44.6	0.24	19.0	D
Median Opening N	II	45	16.0	17.8	33.8	0.15	15.6	E
Polynesian Isle Blvd	II	45	19.6	12.0	31.6	0.18	20.5	D
Median Opening S	II	45	19.4	25.1	44.5	0.18	14.4	E
Poinciana Blvd	II	45	20.2	12.8	33.0	0.19	20.2	D
Jug Handle @ Poincia	II	45	6.9	0.3	7.2	0.06	31.8	B
Osceola Pkwy on-ramp	II	45	15.9	0.2	16.1	0.15	32.6	B
Kyngs Heath Road	II	45	30.5	12.5	43.0	0.31	25.8	C
US 192	II	45	19.8	54.2	74.0	0.18	8.8	F
Total	II		288.1	249.7	537.8	2.91	19.5	D

Arterial Level of Service: EB SR 536

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
World Gateway Dr	I	55	33.3	57.8	91.1	0.41	16.0	E
Qd Rd @ World Cnt. D	I	55	29.8	35.5	65.3	0.32	17.9	E
SR 535	I	55	14.1	59.6	73.7	0.15	7.1	F
Total	I		77.2	152.9	230.1	0.88	13.7	F

Arterial Level of Service: WB SR 536

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Qd Rd @ World Cnt. D	I	55	14.1	5.7	19.8	0.15	26.5	D
World Gateway Dr	I	55	29.8	55.3	85.1	0.32	13.7	F
Total	I		43.9	61.0	104.9	0.47	16.1	E

Experienced Travel Time Calculations

Displaced Movement	Mvmt	MOE	2025		2045	
			AM	PM	AM	PM
ALT 2 Poinciana Boulevard EBL	EBT	Delay	70.0	74.1	68.4	67.0
	Loop	Running Time	24.1	24.1	24.1	24.1
	Loop	Delay	29.2	40.0	59.6	47.3
	NBT	Delay	18.0	10.6	35.7	34.9
		ETT	141.3	148.8	187.8	173.3
ALT 2 Poinciana Boulevard WBL	WBR	Delay	40.0	62.0	54.8	53.3
	NB	Running Time	20.2	20.2	20.2	20.2
	NBU	Delay	74.0	92.2	76.3	88.0
	SB	Running Time	19.4	19.4	19.4	19.4
	SBT	Delay	10.5	6.1	10.7	13.0
		ETT	164.1	199.9	181.4	193.9
ALT 1 Polynesian Isle Boulevard EBL	EBT	Delay	79.5	79.8	75.7	76.6
	EB	Running Time	11.5	11.5	11.5	11.5
	EBL	Delay	44.4	38.8	31.8	49.9
	WB	Running Time	20.5	20.5	20.5	20.5
	WBR	Delay	30.7	25.1	32.6	19.2
		ETT	186.6	175.7	172.1	177.7
ALT 1 Polynesian Isle Boulevard WBL	WBR	Delay	7.1	8.5	7.8	8.3
	WB	Running Time	20.5	20.5	20.5	20.5
	WBL	Delay	10.2	18.0	13.5	15.2
	SB	Running Time	9.1	9.1	9.1	9.1
	SBT	Delay	7.1	6.4	14.9	10.6
		ETT	54.0	62.5	65.8	63.7
ALT 1 Polynesian Isle Boulevard NBL	NBT	Delay	8.4	6.8	13.1	11.1
	NB	Running Time	9.1	9.1	9.1	9.1
	NBR	Delay	1.0	2.9	2.5	3.1
	SB	Running Time	20.5	20.5	20.5	20.5
	SBR	Delay	6.1	7.8	12.7	10.9
	WB	Running Time	16.9	16.9	16.9	16.9
	WBT	Delay	68.7	65.8	53.1	63.5
		ETT	130.7	129.8	127.9	135.1
ALT 1 Polynesian Isle Boulevard SBL	SBL	Delay	41.7	42.4	51.9	43.8
	SB	Running Time	20.5	20.5	20.5	20.5
	SBT	Delay	8.1	32.5	19.7	24.8
		ETT	70.3	95.4	92.1	89.1
ALT 2 Polynesian Isle Boulevard NBL	NBT	Delay	6.9	5.3	9.8	7.4
	NB	Running Time	19.6	19.6	19.6	19.6
	NBU	Delay	65.6	91.4	82.0	106.9
	SB	Running Time	19.6	19.6	19.6	19.6
	SBR	Delay	3.8	3.4	2.8	6.0
		ETT	115.5	139.3	133.8	159.5
ALT 2 Polynesian Isle Boulevard SBL	SBT	Delay	11.5	10.0	12.1	12.6
	SB	Running Time	19.4	19.4	19.4	19.4
	SBU	Delay	101.3	51.7	76.2	69.3
	NB	Running Time	19.4	19.4	19.4	19.4
	NBR	Delay	0.1	0.1	0.5	0.2
		ETT	151.7	100.6	127.6	120.9
ALT 2 LBV Factory Stores EBL	EBR	Delay	1.5	2.1	2.5	3.8
	SB	Running Time	16.0	16.0	16.0	16.0
	SBU	Delay	91.9	60.2	92.7	63.9
	NB	Running Time	16.0	16.0	16.0	16.0
	NBT	Delay	9.3	12.0	13.3	17.3
		ETT	134.7	106.3	140.5	117.0
ALT 2 LBV Factory Stores EBT	EBR	Delay	1.5	2.1	2.5	3.8
	SB	Running Time	16.0	16.0	16.0	16.0
	SBU	Delay	91.9	60.2	92.7	63.9
	NB	Running Time	16.0	16.0	16.0	16.0
	NBR	Delay	1.1	2.2	0.5	1.7
		ETT	126.5	96.5	127.7	101.4
ALT 2 International Drive EBL	EBR	Delay	2.8	1.7	2.4	1.8
	EB	Running Time	37.0	37.0	37.0	37.0
	EBL	Delay	36.6	47.6	36.8	45.7
	NB	Running Time	17.2	17.2	17.2	17.2
	NBT	Delay	11.2	10.6	28.0	21.9
		ETT	104.8	114.1	121.4	123.6
ALT 2 International Drive WBL	WBT	Delay	45.8	41.7	36.7	37.9
	WB	Running Time	17.3	17.3	17.3	17.3
	WBL	Delay	86.5	86.4	79.6	75.6
	EB	Running Time	37.0	37.0	37.0	37.0
	EBR	Delay	15.8	32.6	27.1	36.6
		ETT	202.4	215.0	197.7	204.4
ALT 2 International Drive NBL	NBL	Delay	57.0	49.3	58.0	34.1
	NB	Running Time	35.0	35.0	35.0	35.0
	NBL	Delay	12.7	33.6	26.8	51.3
			ETT	104.7	117.9	119.8	120.4
ALT 2 International Drive SBL	SBT	Delay	8.5	11.4	29.0	32.4
	SB	Running Time	17.2	17.2	17.2	17.2
	SBR	Delay	0.2	0.2	0.1	0.1
	NB	Running Time	35.0	35.0	35.0	35.0
	NBR	Delay	0.4	5.3	5.8	9.9
	EB	Running Time	17.3	17.3	17.3	17.3
	EBT	Delay	34.5	35.0	19.9	24.9
		ETT	113.1	121.4	124.3	136.8
ALT 2 SR 536 EBL	EBR	Delay	2.4	5.8	5.7	8.6
	EB	Running Time	40.1	40.1	40.1	40.1
	EBL	Delay	65.7	67.3	65.4	50.9
	NB	Running Time	15.2	15.2	15.2	15.2
	NBT	Delay	23.8	17.7	41.2	33.2
		ETT	147.2	146.1	167.6	148.0
ALT 2 SR 536 WBL	WBT	Delay	25.7	32.4	32.6	35.9
	WB	Running Time	14.1	14.1	14.1	14.1
	WBL	Delay	82.7	81.1	78.1	74.3
	EB	Running Time	40.1	40.1	40.1	40.1
	EBR	Delay	25.2	22.9	22.9	26.9
		ETT	187.8	190.6	187.8	191.3
ALT 2 SR 536 NBL	NBL	Delay	65.7	55.6	59.0	59.9
	NB	Running Time	37.9	37.9	37.9	37.9
	NBL	Delay	32.5	45.5	32.3	45.2
			ETT	136.1	139.0	129.2	143.0
ALT 2 SR 536 SBL	SBT	Delay	33.0	32.8	41.8	52.5
	SB	Running Time	15.2	15.2	15.2	15.2
	SBR	Delay	1.1	2.0	0.8	5.2
	NB	Running Time	37.9	37.9	37.9	37.9
	NBR	Delay	10.9	16.9	13.2	23.3
	EB	Running Time	14.1	14.1	14.1	14.1
	EBT	Delay	16.4	30.5	18.5	59.6
		ETT	128.6	149.4	141.5	207.8
ALT 1 International Drive EBL	EBL	Delay	17.9	18.7	18.5	19.4
	EBL	Delay	33.2	39.7	27.1	40.5
			ETT	51.1	58.4	45.6	59.9
ALT 1 International Drive WBL	WBL	Delay	29.5	33.0	25.8	31.4
	WBL	Delay	41.3	46.7	32.4	39.8
			ETT	70.8	79.7	58.2	71.2
ALT 1 SR 536 NBL	NBL	Delay	42.8	30.6	37.9	34.2
	NBL	Delay	13.7	61.5	12.4	58.6
			ETT	56.5	92.1	50.3	92.8
ALT 1 SR 536 SBL	SBL	Delay	30.4	29.8	30.8	28.8
	SBL	Delay	24.0	43.9	21.2	42.8
			ETT	54.4	73.7	52.0	71.6

Appendix K – Crash Modification Factors

Intersections



CMF / CRF Details

CMF ID: 8000

Install left-turn lane

Description:

Prior Condition: Intersections without left turn lanes

Category: Intersection geometry

Study: [Safety Evaluation of Signal Installation With and Without Left Turn Lanes on Two Lane Roads in Rural and Suburban Areas, Srinivasan et al., 2014](#)

Star Quality Rating:	
<input type="text" value="4"/>	[View score details] 4 Star

Crash Modification Factor (CMF)	
Value:	0.799
Adjusted Standard Error:	
Unadjusted Standard Error:	0.089

Crash Reduction Factor (CRF)	
Value:	20.1 (This value indicates a decrease in crashes)
Adjusted Standard Error:	
Unadjusted Standard Error:	8.9

Applicability

Crash Type:	All
Crash Severity:	K (fatal),A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Not specified
Number of Lanes:	2
Road Division Type:	
Speed Limit:	
Area Type:	All
Traffic Volume:	
Time of Day:	All

If countermeasure is intersection-based

Intersection Type:	Not specified
Intersection Geometry:	4-leg
Traffic Control:	Signalized
Major Road Traffic Volume:	1360 to 17566 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	746 to 8884 Annual Average Daily Traffic (AADT)

Development Details

Date Range of Data Used:	1992 to 2012
Municipality:	
State:	NC
Country:	
Type of Methodology Used:	2

Sample Size Used:	
--------------------------	--

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Nov-10-2016
Comments:	The CMF was developed for both rural and suburban areas. The number of crashes in the after period were not reported in this study, however, they have been recorded as 300 to give 10 points as a benefit of doubt for one or more of the following: (1) number of miles/sites in the reference/treatment group, (2) number of crashes in the references/treatment group, (3) reporting AADTs for the aggregate dataset but not for the disaggregate dataset used for CMF development.

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CMF / CRF Details

CMF ID: 351

Replace direct left-turn with right-turn/U-turn

Description:

Prior Condition: *No Prior Condition(s)*

Category: Access management

Study: [Right Turns Followed by U-Turns Versus Direct Left Turns: A Comparison of Safety Issues, Xu, 2001](#)

Star Quality Rating:



Crash Modification Factor (CMF)

Value: 0.8

Adjusted Standard Error: 0.13

Unadjusted Standard Error: 0.03

Crash Reduction Factor (CRF)

Value: 20 (This value indicates a **decrease** in crashes)

Adjusted Standard Error: 13

Unadjusted Standard Error:

3

Applicability

Crash Type:

All

Crash Severity:

All

Roadway Types:

Principal Arterial Other

Number of Lanes:

4 to 8

Road Division Type:

Speed Limit:

Area Type:

Not Specified

Traffic Volume:

Time of Day:

If countermeasure is intersection-based

Intersection Type:

Roadway/roadway (not interchange related)

Intersection Geometry:

Not Specified

Traffic Control:

Stop-controlled

Major Road Traffic Volume:

Minor Road Traffic Volume:

0 to 34000 Annual Average Daily Traffic (AADT)

Development Details

Date Range of Data Used:

Municipality:

State:

Country:	
Type of Methodology Used:	6
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	Yes. HSM lists this CMF in bold font to indicate that it has the highest reliability since it has an adjusted standard error of 0.1 or less.
Date Added to Clearinghouse:	Dec-01-2009
Comments:	

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TABLE C-1. ALTERNATIVE INTERSECTION CRASH MODIFICATION FACTORS

Intersection Type	CMF for Total Crashes	CMF for Fatal-Injury Crashes	Apply CMF to:	Data Source
Displaced Left Turn	0.88	-	Crash Prediction for a Conventional Signalized Intersection	Development of Performance Matrices for Innovative Intersections and Interchanges (UDOT)
Median U-Turn	0.85	0.70	Crash Prediction for a Conventional Signalized Intersection	NCHRP Report 420
Signalized RCUT	0.85	0.78	Crash Prediction for a Conventional Signalized Intersection	Ongoing FHWA study
Unsignalized RCUT	0.65	0.46	Crash Prediction for a Two-Way Stop-Controlled Intersection	CMF Clearinghouse
Continuous Green T	0.96	0.85	Crash Prediction for a Conventional Signalized Intersection	FHWA Safety Evaluation of Continuous Intersections (2016)
Jughandle	-	0.74	Crash Prediction for a Conventional Signalized Intersection	FHWA Traffic Performance of Three Typical Designs of New Jersey Jughandle Intersections
Diverging Diamond Interchange Ramp Terminal Intersection	0.67	0.59	Crash Prediction for a Signalized Ramp Terminal Intersection	FHWA Field Evaluation of Diverging Diamond Interchanges (2015)



CMF / CRF Details

CMF ID: 285

Provide a right-turn lane on one major-road approach

Description:

Prior Condition: *No Prior Condition(s)*

Category: Intersection geometry

Study: [*Safety Effectiveness of Intersection Left- and Right-Turn Lanes, Harwood et al., 2002*](#)

Star Quality Rating:	
<input type="text" value="X"/>	4 Star

Crash Modification Factor (CMF)	
Value:	0.86
Adjusted Standard Error:	0.06
Unadjusted Standard Error:	0.05

Crash Reduction Factor (CRF)	
Value:	14 (This value indicates a decrease in crashes)
Adjusted Standard Error:	6
Unadjusted Standard Error:	5

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	Not Specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	All
Traffic Volume:	
Time of Day:	

If countermeasure is intersection-based

Intersection Type:	Roadway/roadway (not interchange related)
Intersection Geometry:	3-leg,4-leg
Traffic Control:	Stop-controlled
Major Road Traffic Volume:	1500 to 40600 Average Daily Traffic (ADT)
Minor Road Traffic Volume:	25 to 26000 Average Daily Traffic (ADT)

Development Details

Date Range of Data Used:	
Municipality:	
State:	
Country:	
Type of Methodology Used:	2

Sample Size Used:

Other Details

Included in Highway Safety Manual?

Yes. HSM lists this CMF in **bold** font to indicate that it has the highest reliability since it has an adjusted standard error of 0.1 or less.

Date Added to Clearinghouse:

Dec-01-2009

Comments:

Countermeasure name changed to match HSM The number of crashes in the after period were not reported in this study, however, they have been recorded as 300 to give 10 points as a benefit of doubt for one or more of the following: (1) number of miles/sites in the reference/treatment group, (2) number of crashes in the references/treatment group, (3) reporting AADTs for the aggregate dataset but not for the disaggregate dataset used for CMF development.

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CMF / CRF Details

CMF ID: 321

Install a traffic signal

Description:

Prior Condition: *No Prior Condition(s)*

Category: Intersection traffic control

Study: [NCHRP Report 491: Crash Experience Warrant for Traffic Signals, McGee et al., 2003](#)

Star Quality Rating:



Crash Modification Factor (CMF)

Value: 1.38

Adjusted Standard Error: 0.46

Unadjusted Standard Error: 0.39

Crash Reduction Factor (CRF)

Value: -38 (*This value indicates an **increase** in crashes*)

Adjusted Standard Error: 46

Unadjusted Standard Error:

39

Applicability

Crash Type:

Rear end

Crash Severity:

K (fatal),A (serious injury),B (minor injury),C (possible injury)

Roadway Types:

Not specified

Number of Lanes:

Road Division Type:

Speed Limit:

Area Type:

Urban

Traffic Volume:

Time of Day:

If countermeasure is intersection-based

Intersection Type:

Roadway/roadway (not interchange related)

Intersection Geometry:

4-leg

Traffic Control:

Stop-controlled

Major Road Traffic Volume:

Minor Road Traffic Volume:

Development Details

Date Range of Data Used:

Municipality:

State:

Country:	
Type of Methodology Used:	2
Sample Size Used:	

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec-01-2009
Comments:	Countermeasure name has been slightly modified for consistency across Clearinghouse

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Segments



CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF DETAILS

CMF ID: 8334


INSTALL AN ADDITIONAL LANE

DESCRIPTION: USE REDUCING LANE AND SHOULDER WIDTH TO INSTALL ADDITIONAL LANES FOR URBAN FREEWAY

PRIOR CONDITION: FREEWAY WITH FEWER LANES

CATEGORY: ROADWAY

STUDY: [OPERATIONAL AND SAFETY TRADE-OFFS: REDUCING FREEWAY LANE AND SHOULDER WIDTH TO PERMIT AN ADDITIONAL LANE, DIXON ET AL., 2016](#)

Star Quality Rating:  [VIEW SCORE DETAILS]	
Rating Points Total:	80

Crash Modification Factor (CMF)	
Value:	0.76
Adjusted Standard Error:	
Unadjusted Standard Error:	0.092

Crash Reduction Factor (CRF)	
Value:	24 (This value indicates a decrease in crashes)

Adjusted Standard Error:	
Unadjusted Standard Error:	9.2

Applicability	
Crash Type:	All
Crash Severity:	K (fatal),A (serious injury),B (minor injury),C (possible injury)
Roadway Types:	Principal Arterial Other Freeways and Expressways
Number of Lanes:	2-5
Road Division Type:	Divided by Median
Speed Limit:	>50
Area Type:	Urban
Traffic Volume:	Minimum of 200 to Maximum of 281450 Average Daily Traffic (ADT)
Average Traffic Volume:	152163 Average Daily Traffic (ADT)
Time of Day:	All
<i>If countermeasure is intersection-based</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	

Development Details	
Date Range of Data Used:	2010 to 2013
Municipality:	Dallas, Houston, San Antonio
State:	TX
Country:	USA
Type of Methodology Used:	7
Sample Size (crashes):	407 crashes
Sample Size (sites):	536 sites
Sample Size (site-years):	2104 site-years

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jan-17-2017
Comments:	CMF applies to adding one additional lane with 11 ft average lane width

[VIEW THE FULL STUDY DETAILS](#)
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CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF DETAILS

CMF ID: 7924


INCREASE FROM 4 LANES TO 6 LANES

DESCRIPTION:

PRIOR CONDITION: 4 LANE ROADWAY

CATEGORY: ROADWAY

STUDY: ASSESSMENT OF SAFETY EFFECTS FOR WIDENING URBAN ROADWAYS IN DEVELOPING CRASH MODIFICATION FUNCTIONS USING NONLINEARIZING LINK FUNCTIONS, PARK ET AL., 2015

Star Quality Rating:		 [VIEW SCORE DETAILS]
Rating Points Total:		135

Crash Modification Factor (CMF)	
Value:	0.85
Adjusted Standard Error:	
Unadjusted Standard Error:	0.073

Crash Reduction Factor (CRF)	
Value:	15 (This value indicates a <i>decrease</i> in crashes)

Adjusted Standard Error:	
Unadjusted Standard Error:	7.3

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Not specified
Number of Lanes:	
Road Division Type:	
Speed Limit:	40-60
Area Type:	Urban
Traffic Volume:	Minimum of 20500 to Maximum of 60683 Annual Average Daily Traffic (AADT)
Average Traffic Volume:	
Time of Day:	
<i>If countermeasure is intersection-based</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	

Development Details	
Date Range of Data Used:	2003 to 2012
Municipality:	
State:	FL
Country:	
Type of Methodology Used:	2
Sample Size (crashes):	287 crashes before, 245 crashes after

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Mar-08-2016
Comments:	

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CRASH MODIFICATION FACTORS CLEARINGHOUSE

CMF / CRF DETAILS

CMF ID: 7440

ADD CONTINUOUS AUXILIARY LANE FOR WEAVING BETWEEN ENTRANCE RAMP AND EXIT RAMP

DESCRIPTION:

PRIOR CONDITION: *NO PRIOR CONDITION(S)*

CATEGORY: INTERCHANGE DESIGN

STUDY: [GUIDELINES FOR RAMP AND INTERCHANGE SPACING, RAY ET AL., 2011](#)

Star Quality Rating:		[VIEW SCORE DETAILS]	All similar CMFs are also 1 Star
Rating Points Total:		0	

Crash Modification Factor (CMF)	
Value:	0.79
Adjusted Standard Error:	
Unadjusted Standard Error:	

Crash Reduction Factor (CRF)	
Value:	21 (This value indicates a decrease in crashes)

Adjusted Standard Error:	
Unadjusted Standard Error:	

Applicability	
Crash Type:	All
Crash Severity:	All
Roadway Types:	Principal Arterial Other Freeways and Expressways
Number of Lanes:	
Road Division Type:	
Speed Limit:	
Area Type:	
Traffic Volume:	Minimum of 15928 to Maximum of 104079 Annual Average Daily Traffic (AADT)
Average Traffic Volume:	
Time of Day:	
<i>If countermeasure is intersection-based</i>	
Intersection Type:	
Intersection Geometry:	
Traffic Control:	
Major Road Traffic Volume:	
Minor Road Traffic Volume:	
Average Major Road Volume :	
Average Minor Road Volume :	

Development Details	
Date Range of Data Used:	2005 to 2007
Municipality:	
State:	WA
Country:	
Type of Methodology Used:	7
Sample Size (crashes):	5177 crashes

Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jun-22-2015
Comments:	ADT range for ramps is 100 to 31,000 AADT.

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CMF / CRF Details

CMF ID: 319

Install a traffic signal

Description:

Prior Condition: *No Prior Condition(s)*

Category: Intersection traffic control

Study: [NCHRP Report 491: Crash Experience Warrant for Traffic Signals, McGee et al., 2003](#)

Star Quality Rating:	
<input type="text" value="4"/>	4 Star

Crash Modification Factor (CMF)	
Value:	0.77
Adjusted Standard Error:	0.27
Unadjusted Standard Error:	0.22

Crash Reduction Factor (CRF)	
Value:	23 (This value indicates a decrease in crashes)
Adjusted Standard Error:	27
Unadjusted Standard Error:	22

Applicability

Crash Type:

All

Crash Severity:

K (fatal),A (serious injury),B (minor injury),C (possible injury)

Roadway Types:

Not specified

Number of Lanes:

Road Division Type:

Speed Limit:

Area Type:

Urban

Traffic Volume:

Time of Day:

If countermeasure is intersection-based

Intersection Type:

Roadway/roadway (not interchange related)

Intersection Geometry:

4-leg

Traffic Control:

Stop-controlled

Major Road Traffic Volume:

Minor Road Traffic Volume:

Development Details

Date Range of Data Used:

Municipality:

State:

Country:

Type of Methodology Used:

2

Sample Size Used:	
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Other Details	
Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Dec-01-2009
Comments:	Countermeasure name has been slightly modified for consistency across Clearinghouse

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