Via Email: (ELehman@nefrc.org)

Ref: 3676.04

January 7, 2010

Ed Lehman
Director of Transportation and Community Development
Northeast Florida Regional Council
6850 Belfort Oaks Place
Jacksonville, FL 32216

Re: Hunter's Ridge Development of Regional Impact (DRI) – Notice of Proposed Change (NOPC) First Sufficiency Responses

Dear Mr. Lehman:

We are in receipt of FDOT's (Florida Department of Transportation) Review Comments dated September 22, 2009, the City of Ormond Beach Comments dated September 22, 2009, Volusia County Traffic Engineering Comments dated September 30, 2009, and the Northeast Florida Regional Council Comments, dated September 30, 2009 as applicable to the Hunter's Ridge Development of Regional Impact (DRI). The review comments are presented below with our responses in bold text. Please note that the content of all tables included in the initial submittal have been revised as part of these responses.

FDOT Comments:

1.) Comment: Page 21-3, FDOT Counts. Please use FDOT counts for US 92 (SR 600).

Response: Annual Average Daily Traffic (AADT) counts were obtained from FDOT's Florida Traffic Information (FTI) database. FDOT counts were used in the ADA submittal.

2.) Comment: Page 21-3, Table Error. It appears that there is a formula/reference error in Existing P.M. Peak-Hour Peak Direction cells for the first three segments of SR 40. The volumes are corrected in subsequent tables.

Response: The formula was corrected for these first sufficiency responses. The revised Table 21-3 is attached.

3.) Comment: Page 21-5, Signalized Intersections. Please analyze the signalized intersection of SR 40 at Breakaway Trail, SR 40 at Seminole Dr., SR 40 at Old Tomoka Rd., SR 40 at Orchard Street and US 1 at Division.

Response: US 1 is not significant at Division Avenue. No Hunter's Ridge project traffic is on the minor street approach at Seminole Dive, Old Tomoka Road, or Orchard Street. SR 40 at Breakaway Trial has been analyzed as part of these first sufficiency responses. The tables and graphics have been modified to include this intersection.

4.) Comment: Pages 21-8 to 21-10 – Seasonal Factor. Please provide documentation of the seasonal factors used to adjust the traffic counts to the volumes shown in Map 21.A.2.

Response: FDOT seasonal factors, as obtained from *Florida Traffic Information 2007* software, were used to adjust the traffic counts, as shown. The seasonal factor that corresponds with the week in which the count was conducted was multiplied by the raw TMC volumes. All seasonal factors were greater than 1.0 which means the raw count data was increased for the analysis.

5.) Comment: Page 21- 11, Programmed Improvements. Some of the improvements listed in Table 21.A.3 are not programmed for improvement within the first three years of a CIP or work program (example: SR 40 is not programmed for construction in the first three years). These improvements should not be included in the analysis.

Please remove the 6-laning of US 1 from Crossings Blvd. to Crossings Blvd. as there is no assurance that that improvement will be constructed based on the requirements of 9(-2.045(7).

Response: Only road improvements that are funded within the first three years were included in the analysis, with the exception of US 1 from Tymber Creek Road to Crossings Boulevard. This improvement has been removed from the revised analysis. All associated tables and maps have been revised and attached with these responses. Please note that the project is not significant on this segment of US 1.

Table 21.A.3 has been revised to differentiate between the committed improvements and the planned improvements. Planned improvements have been included for informational purposes.

6.) Comment: Page 21-11, Travel Demand Model. Please provide all travel demand model files necessary to replicate the results of the analysis.

Commitments for improving all external and internal roadways up to the conditions that were coded in the models should be identified in the Development Order.

Please provide documentation for all roadway network improvements that were added to the model. Specifically, please provide documentation that the roads added near the I-95/US 1 interchange are committed improvements.

Distribution and model growth will be re-evaluated after all files have been provided.

Response: The model files are being provided with these sufficiency responses. The network of roads representing Ormond Crossings near the I-95/US 1 interchange has been modified as is consistent with latest development plan.

The E+C (existing + committed) network was used for all other areas. Network coding will not be used to determine roadway needs. Often times, new roadways are coded with additional lanes or more attractive speeds and capacities so constrained conditions are not present. The demand is then evaluated against actual or planning capacities to determine the number of lanes needed.

7.) Comment: Page 21-12, Trip Generation. It appears that the 7th edition of ITE was used for trip generation. Please use the 8th edition.

Response: All trip generation calculations were updated to reflect ITE 8th Edition rates. Please note that the 8th edition was not released at the time of the ADA submittal. Also regarding trip generation, site-specific rates for single-family uses were used for these sufficiency responses. The revised trip generation calculations are reflected in Tables 21.B.1 Revised – 21.B.3 Revised. The raw count data is provided in revised Appendix A.21.5.

8.) Comment: Page 21-12, Internal Capture. Use of the travel demand model is not an acceptable method by itself for determining internal capture rates. Once rates have been calculated and agreed to, the travel demand model should be modified to replicate the internal capture results and forecast trip distribution and background growth.

All requests for utilizing non-ITE internal capture rates require more detailed information, specific commitments for justification, and significant monitoring commitments, as described in our methodology comments.

In recognition of the unique characteristics of the DRI, FDOT feels that internal capture will be higher than typical ITE rates. Using the ITE method as a base, it is reasonable to expect that this DRI may exhibit double the internal capture unconstrained capture rates for the following relationships:

- Unconstrained Internal Capture Rates for Trip Origins (*ITE Handbook Table 7.1*)
  - from OFFICE to Residential – increased from 2% to 4%
  - from RETAIL to Office – increased from 3% to 6%
  - from RETAIL to Residential – increased from 12% to 24%
- Unconstrained Internal Capture Rates for Trip Distribution (*ITE Handbook Table 7.2*)
  - to RETAIL from Office – increased from 2% to 4%
  - to RETAIL from Residential – increased from 9% to 18%
  - to RESIDENTIAL from Office – increased from 2% to 4%

Note that residential internal capture rates do not apply to the Senior Detached Congregate Care or Assisted Living land uses.

As a result of the increases to unconstrained rates, the following internal capture percentages were calculated.

Phase	Internal Capture Rates	
	ITE	Reasonable
1	9.07%	17.49%
2	8.92%	17.42%
3	8.12%	15.85%

Note that these percentages represent the total internal capture for the compatible uses; it should not be applied directly to the total trip generation. Total inbound and outbound internal trips for each use should be distributed

between the uses that were included in the calculation of rates. FDOT will work with the applicant to calculate the resulting external trips.

Response: Due to the size, location, and nature of the proposed development, the application of ITE internal capture rates, even at double their intensity, underestimates the internal interaction that will actually occur at this site. The travel demand model was used and values of the resultant internal capture calculations were limited, where appropriate.

The Senior Detached Housing, Congregate Care, and Assisted Living land uses are expected to have a level of internal capture that is reasonably comparable to the residential internal capture. The internal capture percentage has been conservatively limited to half the value of the residential internal capture for each phase in the revised study.

9.) Comment: Page 21-16, ZDATA for other DRI's. Please justify and document the development levels assumed for each phase, as well as any adjustments to other model traffic analysis zones. This should include documentation that the development levels in the other DRIs are consistent with current development orders. It will be important that the total county population and employment remain the same after the adjustments. This may involve reducing some ZDATA in other TAZs. If this is the case, any reductions in other TAZs should be approved by the staff in the applicable local government (please provide documentation of this approval).

Recognizing the significant impact these adjustments will have on the analysis, it is recommended that the applicant reach agreement with the reviewing agencies prior to conducting additional analysis based on the results of the modeling effort.

Response: The development levels assumed for each phase of the adjacent DRIs included in the model have been included in the August 14, 2009 methodology letter for Hunter's Ridge DRI. The development levels are consistent with the proposed build-out schedules but, in general, have been delayed five years in consideration of recent development trends.

10.) Comment: Page 21-18, others – Growth Rate. Growth rates will be reviewed after model files are provided.

Please base the historic growth rates on the same number of historic years as the forecast. For example, a projection of 10 years out should consider 10 years of historic traffic counts. Please provide printouts from the *Traffic Trends* software.

A minimum annual growth rate of 1% was applied to many of the roads. Given the high projected population growth in this area, the minimum annual traffic growth rate may need to be greater than 1%.

Please clarify whether the "Model Background Volumes" include the DRI traffic.

Response: The historic growth rate calculations were revised to reflect the last available ten years of historical data. Refer to Table 21.D.1-Revised.

Facility-specific growth rates do not correlate directly with area-wide population projections. The model was relied upon as the best tool, in general

to project future background traffic. This was done primarily for the following reasons:

- **The model accounts for trip interaction between major land use center, such as future DRIs**
- **The model accounts for future congestion, through the application of friction factors and pathing, and assigns trips to the "path of least resistance"**
- **The model accounts for changes is roadway network, such as the addition of new facilities and changes in laneage.**

Historic growth rates do not reflect any of these future changes. A baseline growth rate of 1% for facilities expected to experience less 1% is appropriate. In some instances, model projections and historic growth calculations support application of either flat or negative growth. Additionally, 1% annual growth equates to 20% of total growth by project build-out. Note that Model Background Volumes do not include traffic from Hunter's Ridge DRI.

11.) Comment: Page 21-18, others – SR 11 Growth Rate. For SR 11, the model growth is explained by the population projections for the surrounding area and the relative lack of other options for traveling between Flagler and Volusia Counties. SR 11 is the only north/south road west of US 1 and I-95. Please use the model growth rates for this facility.

Response: A Select Link Analysis was performed to determine the origin and destination for trips traveling on the segment of SR 11 from CR 304 to US 1. The results of this select link analysis demonstrate that 48 percent of the trips on this link are EE trips between the I-95 External Station in Flagler County (TAZ 3741) and the I-4 external station in Polk County (TAZ 3712). This travel path between these two external stations is not logical. Trips travelling between these two external stations would likely stay on I-95 and I-4 and not utilize the "back roads."

12.) Comment: Page 21-18, others – SR 40 Growth Rates. The SR 40 segment between the I-95 ramps should consider the model growth rate, which addresses the overlapping 2-way trips created by the diamond interchange.

Should the SR 40 link between Williamson and Clyde Morris have a 2.49% growth rate as shown in the Methodology (Phase 1)?

Response: SR 40 between the I-95 Ramps has been revised to utilize the model growth rate.

It should be noted that all of the growth rates have been revised in general due to the rerunning of the mode for each phase year and the expansion of the data input in *Traffic Trends* to include the last ten years of available historical data. Refer to Table 21.D.1-Revised.

13.) Comment: Page 21-18, others – Project traffic adjacent to site. Project traffic on SR 40 traveling in either direction between the Airport Road extension and Shadow Crossings Boulevard will likely be composed of a combination of inbound and outbound traffic.

Response: It is correct that some traffic on SR 40 in either direction between the Airport Road extension and Shadow Crossings Boulevard is composed of a combination of inbound and outbound traffic. The appropriate changes to the future intersection volumes have been made. However, the maximum distribution reflected in the segment trip assignment occurs before there is multi-directional traffic due to the site access drives on SR 40.

14.) Comment: Page 21-19, others – Enter/Exit. Should NB project traffic on Tymber Creek between Riverbend and Peruvian be analyzed as Entering (rather than Exiting)?

Response: NB traffic along Tymber Creek Road between Riverbend Road and Airport Road has been reanalyzed as entering traffic. Refer to Tables 21.D.2 through 21.D.4.

15.) Comment: Page 21-24, US 92 Growth Rate. It seems unlikely that the volume at the segment between Grande Champion and Tomoka Farms will more than double between year 2020 and year 2025. Please check the growth that is shown on Table 21.D.4.

Response: The growth rate shown on Table 21.D.4 has been revised to reflect the appropriate model growth rate for this segment.

16.) Comment: Page 21-24, 21-25 – Phase 3 Growth Factors. Some of the segment growth factors in Phase 3 are lower than the factors in Phase 2. Please explain why the volumes are expected to decrease.

Response: Changes in socioeconomic data between the different model out-years is the reason for decreased volumes along certain roadway segments. As indicated in previous responses, the model has been revised for this second submittal and future background volumes are slightly different from those reflected previously.

17.) Comment: Page 21-39 - SR 40 at I-95 NB. It appears that the eastbound left turning project traffic is not listed in the turning movement diagram. Please add the project traffic to this movement and update the analysis.

Response: The eastbound left turning traffic was not previously listed in the turning movement diagram for the 2025 scenario. This has been corrected and is reflected in the revised submittal. Refer to Map 21.D.6.

18.) Comment: Page 21-43 – Study Area-Significance test. Please include roadway segments that extend one link beyond significant impacts. For example, it is not clear whether the link of SR 40 west of US 17 (SR 15) is significantly impacted.

Response: The link on SR 40, west of US 17 has been added. All other segments in the analysis extend one link beyond where it is significant.

19.) Comment: Page 21-43 – Spreadsheet formulas. It appears that the spreadsheet used to create Table 21.E.1 has the following errors/inconsistencies:

- SR 40 from Williamson to Clyde Morris – some of the cells appear to contain or reference data from the adjacent row.
- The Backlogged column appears to be incorrect and inconsistent with Table

21. F.1. (Phase 2 and Phase 3 Tables also have this inconsistency). These issues re-occur in the Phase 2 and Phase 3 tables.

Response: These formula inconsistencies have been corrected on the appropriate segments of the revised report. Refer to Table 21.E.1 – Revised. The Backlogged column has been checked and verified. Please provide particular instances where backlog inconsistencies appear to exist, if still applicable.

20.) Comment: Page 21-43 to 21-48, 21-52, 21-54 – Proportionate Share and Backlog. While the DRI is not responsible for the *additional* cost of reducing or eliminating backlogs, the DRI is responsible for mitigating its impacts on the transportation system (see FS 163.3180(12(a). Please modify Table 21.E.1 through Table 21.E.3 to show that an improvement is needed for all significantly impacted adverse facilities.

The DRI's mitigation responsibility should be calculated consistent with FS 163.3180 (12)(a) and FAC 9J-2.045(2)(h).

The additional cost due to backlog can be quantified by comparing the background traffic which exceeds the existing service volume with the increase to the improved service volume. A sample portion of Table 21.E.3 is provided with these calculations. The backlog percentage (for which the DRI is not responsible) can be recalculated by subtracting the existing service volume at the adopted LOS from the projected background traffic volume, then dividing the result by the increased service volume resulting from the needed improvement. Note that in the example for US 92 from Grande Champion to Tomoka, the proportionate share is based on widening US 1 to 6-lanes, even though additional improvements will be needed to achieve the adopted LOS. This is done in an effort to ensure that the DRI is not responsible for the additional cost of reducing or eliminating backlogs.

Response: The applicant anticipates more discussion regarding the application of the statutes in regards to backlogged facilities. We acknowledge that there are significant and adverse facilities for which no improvements were identified. The adverse component of each facility, relative to backlogs, was exclusively evaluated based on background traffic. If the facility was adverse due to existing and background growth traffic, it was noted as "backlogged" consistent with the statutory definition. We believe there is a fair and equitable solution to relieving the applicant of backlogged responsibilities and mitigating for impacts. The proportionate share analysis is presented in Appendix E.

21.) Comment: Page 21-41, AM Analysis. A heavy northbound right-turn in the PM would be expected to be a heavy westbound left-turn in the AM (likewise with right/left turns in the other directions). The heavy PM right-turns suggest that there may be a problem in the AM based on a reversal of PM peak-hour volumes. Please identify AM peak-hour conditions for the following significant intersections:

- LPGA at Williamson
- SR 40 at Williamson
- SR 40 at Clyde Morris
- Airport Road at Tymber Creek

Response: Synopsis counts were reviewed for each of the listed locations. It has been noted that for each of these intersections, with the exception of Tymber Creek at Airport Road, p.m. peak-hour conditions reflect the heaviest traffic volumes.

what is required by p.m. peak-hour conditions. Additionally, the analysis of a.m. peak-hour conditions is not typical of DRI analysis procedures.

22.) Comment: Page 21-49, HCS Reports – SR 40 at Tymber Creek Road. The westbound right turns were removed from the intersection analysis since the movement is operating under yield conditions. Since there is not a dedicated receiving lane for the westbound right turns, the right turns should be included in the intersection analysis.

Response: The westbound right-turn lane and corresponding volume has been included in the existing conditions analysis of this intersection. Note that all future analyses of this intersection reflect the programmed future geometry. Refer to Appendix A.21.2 - Revised.

23.) Comment: Page 21-52 to 21-54.- Intersection Mitigation. Mitigation should be proposed for significant intersections with v/c failures as well as LOS failures. V/C ratios at or above 1/0 are considered failing.

Response: Intersection mitigation has been proposed for all intersections with V/C ratios of greater than 1.0.

24.) Comment: Page 21-42 – Mitigation within TCEAs. Any alternative mitigation will need to be agreed to by the agency maintaining the roadway being impacted.

TCEAs exempt the land uses within the TCEA from concurrency. They do not exempt land uses outside the TCEA from their responsibility to mitigate their impacts on roadways within the TCEA. Until a comprehensive plan amendment is approved which may potentially change the LOS standards on some roadways in the TCEA, the existing adopted LOS standards must be maintained.

Response: Noted.

25.) Comment: Proportionate Share. Note that according to Florida Administrative Code (FAC) 9J-2.045(7)3, the proportionate share option is only available to the extent that any affected extra-jurisdictional local government, or the FDOT (for facilities on the state highway system) agrees to accept the proportionate share payment as adequately mitigating the DRI's impacts.

Response: Please see previous response to comment 20 regarding backlogged facilities

26.) Comment: Improvement Costs. FDOT may develop construction costs and right-of-way costs for improvements to state roadways. Ultimately, the improvement costs on state facilities must be agreed to and accepted by FDOT.

Response: Note that the client is proposing to construct mitigating improvements.

27.) Comment: Monitoring and Modeling. Please clarify in the methodology how the applicant, the County and the Regional Planning Council desire to proceed with the ADA. Specifically, will the development order include approval of all phases at this time (with mitigation to be based on full buildout) or will the development order address only Phase 1 with monitoring and modeling to be conducted prior to the following

phases.
Note that if non-ITE internal capture methods are used, additional monitoring will be required.

Response: The applicant is proceeding with the ADA based on full-build-out. Note that approval has already been obtained for 8,000 daily trips, according to the existing Development Order.
Internal Capture methodology has no impact on monitoring and modeling requirements.

28.) Comment: Permitting. Any construction in state road right-of-way, including access (driveways), utilities, drainage and any other associated features will require an FDOT permit. When ready, the developer should contact Richard Wiskerman, DeLand Operations, at (386) 740-3403, to discuss permitting requirements.

Response: Noted. The driveway permit has already been submitted for this development.

City of Ormond Beach:

29.) Comment: Paragraphs A – E: Overall, the analysis presented follows the approved Transportation Methodology letter dated August 14, 2009 and the question posed in Transportation Question 21 appear to be addressed.

Response: Noted.

Volusia County Comments:

33.) Comment: HCS Analysis/Appendix A.21.2: Please revise to include the following:
a. Minimum green time 8 seconds, which includes left turns and turn lanes.
b. Verify percentage of turns on all roads, default of 2% seems low on state routes.
c. Verify arrival types along computerized signal systems.
d. Signals within a system (i.e. SR 40) need the same cycle length.

Response: HCS+ analyses were revised to ensure that minimum green times plus extension times were consistent with provided County signal timings. Arrival types at all intersections along computerized signal systems were set to 4 in the coordinated direction, and the same cycle length was given to intersections within a coordinated signal system. Refer to Appendices A.21.10 through A.21-12.

34.) Comment: Existing Roadway Segment Conditions/Table 21.A.1:
a. Please document the year and source of "Existing AADT." It appears that the state counts are 2008 and county counts are 2007. Please use the most recent county counts. Note: many of the 2008 count segments are lower than 2007.
b. Please document where the K100 factors were obtained.
c. Why is the D factor the same for every road?
d. Please use the K and D factors from the FDOT website for all state roads.

Response: Volusia County 2007 traffic count data was the best available data at the time the ADA was prepared. All Existing AADT data have been revised to utilize 2008 counts. K-100 factors were obtained from a combination of FDOT traffic counts and Volusia County concurrency spreadsheets. D-factors were

obtained from FDOT counts, where appropriate, or applied using methodology outlined in the 2009 FDOT Quality Level of Service Handbook. Note also that K-factors for state roads were obtained from FDOT website.

35.) Comment: Existing PM Peak-Hour roadway segment volumes/Map 21.A.1:
a. Traffic Counts per Appendix A.21.5 were collected in the summer. How were these adjusted?

Response: The existing traffic counts were adjusted for use in these analyses by the application of the appropriate FDOT seasonal factor.

36.) Comment: Ormond Memorial Hospital relocation – TAZ questions:
a. How was the former location SR 5A./SR 40 adjusted?
b. How was the new location near Williamson Blvd./Hand Avenue adjusted?

Response: The Ormond Hospital Memorial is represented in the model at its new location along Williamson Boulevard only. Therefore, no further adjustments were made with respect to this development. It is anticipated that another larger employer will be located at the previous hospital location at SR 40 and Nova Road. Therefore, the S/E data was not modified.

37.) Comment: Table 21.A.3/Planned, Programmed and Committed Improvements:
a. Only improvements listed in the first 3 years of the County's five-year Road Program, FDOT Work Program or local jurisdiction's CIE can be used.
b. US 1 (Crossings Blvd. to Tymber Creek Rd.) 6 lanes. Per recent discussions with the City of Ormond and Ormond Crossings DRI developers, this project is no longer.

Also removed from the DRI planned projects is the IJM C&D system interchange. Please remove.
c. Hull Road and SR 40 Fiber Optic projects: Please amend the table to show the jurisdiction or developer committed to paying for these projects. The MPO should not be listed.
d. LPGA Blvd. (Jimmy Ann to Old Kings Rd.) 4 Lanes: This project has been removed from the County's 5-year Road Program.
e. SR 40 (SR 15 to Cone Road): Please check status of the PD&E study.
f. None of the improvements shown on Table 21.A.3 were incorporated into Appendices A.21.10 (2015), A.21.11 (2020) and A.21.12 (2025) HCS intersection analyses.

Response: Only improvements listed in the first 3 years of the County's Five-Year Road Program, FDOT Work Program, or Ormond Beach CIE have been included in these analyses.
The programmed improvements and their sources of funding shown in Table 21.A.3 – Revised have been verified. Note that the 4-laning of LPGA Boulevard from Jimmy Ann Drive to Old Kings Road is still included on the most recent existing version of the County's 5-year Road Program. The improvements shown in the Table have also been incorporated into the intersection analyses, where appropriate.

38.) Comment: Table 21.C.1/Intermodal/ External Split: How are the existing approved 1,152 single family and 186 condominium units addressed in this table and the remainder of the report?

Response: Trips from the constructed and approved units were included in the analysis to determine the study area. However, the associated trip generation for the existing approvals was not considered in the calculation of proportionate share costs due by the Developer for proposed mitigations. Note also that the trips generated by these approved and vested units are indicated separately in Map 21.D.4-Map 21.D.6.

39.) Comment: TAZ data modification: Since the Ormond Crossings DRI was never officially approved; the TAZ data needs to be discussed further.

Response: The TAZ data for the Ormond Crossings development has been revised as is consistent with its most recently submitted development program. Inclusion of the project increases background traffic in the area and provides for a conservative analysis.

40.) Comment: Appendix A.21.9/Trip Distribution:
a. Ormond Crossings DRI wasn't approved by Ormond Beach and it appears that the model network includes several new roads and improvements that have since been removed from the development. Traffic assumptions/distribution regarding this development need to be re-evaluated once roads are removed from network.
b. Plantation Oaks Blvd. is a private roadway, not open to the public at this time. We recommend a conservative approach and allow usage in the 2020 and 2025 analyses.

Response: The model network has been revised to reflect the Ormond Crossings roadway network presented in the most recent development plan. Please note that the City of Ormond Beach has requested inclusion of Ormond Crossings in the S/E data.

41.) Comment: Appendices A.21.12, A.21.11, and A.21.10:
a. Use yellow timing provided in timing sheets.
b. Use minimum 8 second green time on all phases.
c. Use consistent cycle length for each signal contained in a signal system, especially along the SR 40 corridor.
d. Intersection improvements (refer to Table 21.A.3)
1. LPGA/Williamson Blvd.: Use future geometry – based on County project.
2. SR 483/Mason Ave.: Add NB right-turn lane per FDOT project.
3. SR 5A/LPGA Blvd.: add EB right-turn lane per County project.
4. SR 40/Tymber Creek Road: Revise SB lane configuration based upon County project.
5. Please verify percentage turns with Appendix A.21.4.
6. Where appropriate use RT on reds – especially at the I-95 ramps.

Response: Yellow timings used in the analyses are as provided by the County. Consistent cycle lengths have been used for intersections contained in a signal system. The intersection improvements listed above have been incorporated into the respective intersection analyses. As indicated in the 2000 Highway Capacity manual, in the absence of field data, exclusion of right-turns on red yields a more conservative analysis.

42.) Comment: Table 21.E.1 through 21.E.3/Phases 1 through 3, Significance and Adversity:
a. If the project significantly impacts a segment and that segment is adverse, the project is responsible for paying the proportionate share of impacts on that segment –

regardless of its backlogged status. The project, however, should not be responsible for paying proportionate share toward the portion of the segment that is over-capacity and causing the "backlogged" status. The respective tables eliminate an improvement from being needed if the segment is considered "backlogged" or having an existing LOS failure. Please revise to show that the project will be responsible for mitigating for its proportionate share for these "backlogged facilities."

b. US 92 currently has 6 lanes between I-95 and Tomoka Farms Road by 2015.

Response: Please see response to Comment 20 in previous section.

43.) Comment: Tables 21.E.4 through 21.E.6: Please revise based upon adjustments, via various comments listed above, to HCS.

Response: These tables have been revised in response to other comments provided herein.

44.) Comment: Tables 21.F.4 through 21.F.6:

a. Please revise to include the improvements identified as "Backlogged."
b. Please split the projects out via jurisdiction (i.e. County and FDOT).
c. Please provide a proposed mitigation plan with costs.

Response: Backlogged improvements have been identified in tables 21.F.1 through 21.F.3-Revised. Note that the jurisdiction has been identified for each proposed mitigation project. Mitigation costs have also been provided.

45.) Comment: Page 21-55 (H) and 21.56 (Public Transit): Where appropriate, please follow VOTRAN's Transit Development Guidelines, especially VOTRAN's Gold Service that serves senior housing, congregate care, assisted living, general office and business park uses within the proposed development.

Response: Noted. These Transit Development Guidelines will be followed where appropriate.

46.) Comment: Tables 21.D.2 through 21.D.4: Please revise the directional volumes based on the current K and D factors.

Response: The K-factors used in these analyses were as obtained from the source of the traffic count – FDOT factors for FDOT traffic counts and County factors for County traffic counts. The D-factors used were consistent with methodology outlined in FDOT's 2009 Quality/Level of Service Handbook. Therefore, the K-factors and D-factors reflected in Tables 21.D.2- through 21.D.4 – Revised are as included in the initial submittal.

<u>Northeast Florida Regional Council</u>:

47.) Comment: Several of the programmed improvements shown on Table 21.A.3 do not appear to be committed improvements. Please provide the appropriate documentation (FDOT Five-Year Work Program, TIP, City or County Capital Improvement Plan, etc.) to verify classification of the improvements listed in the table as programmed improvements.

Provide a map that shows TAZ structure for the Hunter's Ridge project and clearly

delineate between proposed development and approved development in both Flagler County and Ormond Beach. The document is confusing, in that it is difficult to track residential development in the project description with that proposed in the transportation analysis.

All trip generation calculations should be estimated using the trip generation rates and equations from the 8th Edition of ITE. Please verify.

Staff has questions about the interpretation of Sec. 163.3180(12), F.S. and anticipates additional dialogue between the agencies and the applicant.

Staff recognizes that the City of Ormond Beach is a Dense Urban Land Area (DULA) and is therefore subject to the provisions of Transportation Concurrency Exception Area (TCEA) included in SB 360. What is the status of the City's mobility element? Staff will work with developer and the City to coordinate the mitigation plan for Hunter's Ridge in light of the DULA designation, however, staff sees nothing in SB 360 that specifically exempts a DRI that load trips into a specified DULA from the requirements of DRI traffic mitigation specified in Rule 9J-2.045, Florida Administrative Code.

Response: **Only committed improvements have been included in the analyses. Documentation of these improvements is included in Appendix A.21.7.**

A map showing the TAZ structure for Hunter's Ridge has been included in Appendix A.21.9.

Trip generation calculations have been estimated using the 8th Edition of ITE. As previously noted in responses above, the trip generation rate for the single family components of the residential development have been estimated based on actual traffic being generated by the approved units of Hunter's Ridge that have already been built and occupied.

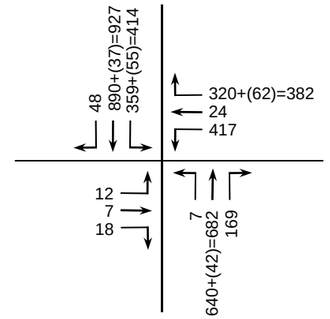
Proposed mitigations and proportionate fair-share calculations have been provided as a part of these responses. The applicant anticipates more discussion regarding the application of the statutes in regards to backlogged facilities.

Please contact me at 386.257.2571 should you have any questions.

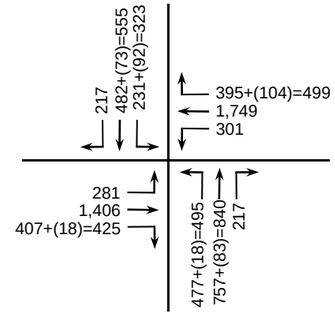
Sincerely,

LASSITER TRANSPORTATION GROUP, INC.

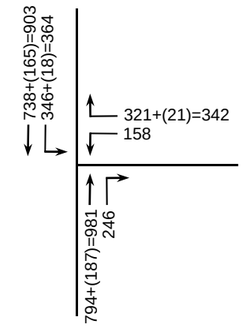
Daniel M. D'Antonio, PE
Senior Project Manager



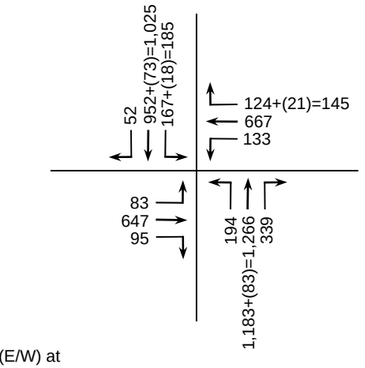
Mason Ave (E/W) at
Williamson Blvd (N/S)



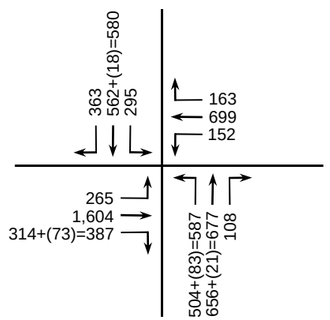
LPGA Blvd (E/W) at
Williamson Blvd (N/S)



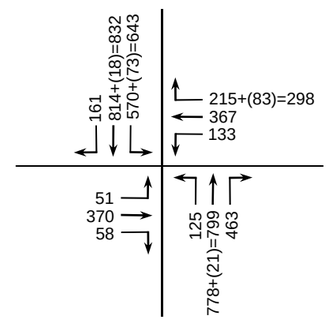
Hand Ave (E) at
Williamson Blvd (N/S)



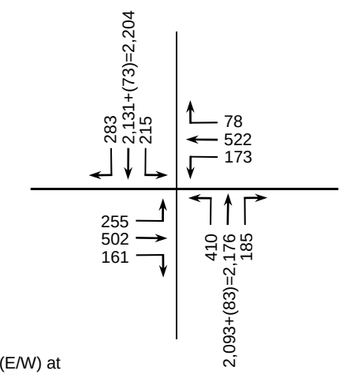
Mason Ave (E/W) at
Clyde Morris (N/S)



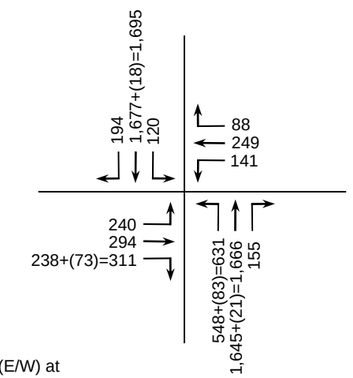
LPGA Blvd (N/S)
Clyde Morris Blvd (E/W) at



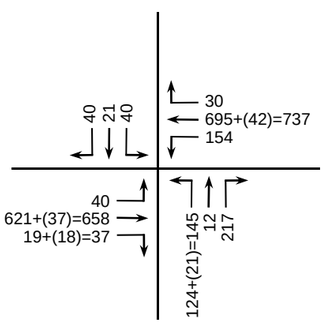
Hand Ave (E/W) at
Clyde Morris Blvd (N/S)



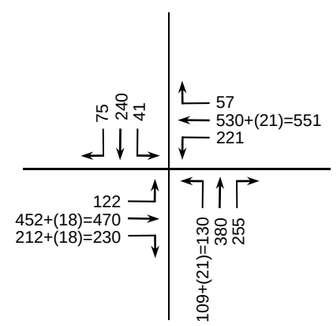
LPGA Blvd (E/W) at
Nova Rd (N/S)



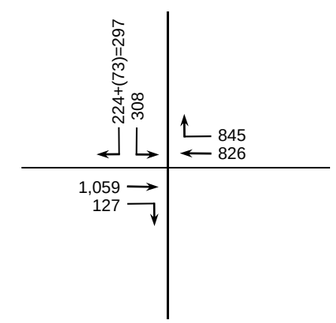
Hand Ave (E/W) at
Nova Rd (N/S)



Mason Ave (E/W) at
Fentress Ave (N/S)

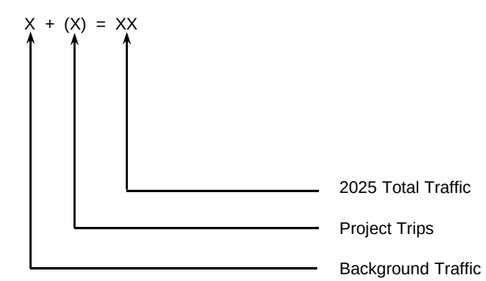


Mason Ave (E/W) at
Bill France Blvd (N/S)



LPGA Blvd (E/W) at
I-95 SB Ramps (S)

LEGEND:



Hunter's Ridge DRI
Substantial Deviation

NTS

Lassiter Transportation Group, Inc.
Engineering and Planning

123 Live Oak Avenue – Daytona Beach, Florida 32114
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2025 P.M. Peak-Hour Projected Turning Movements

Project Number: 3676.04

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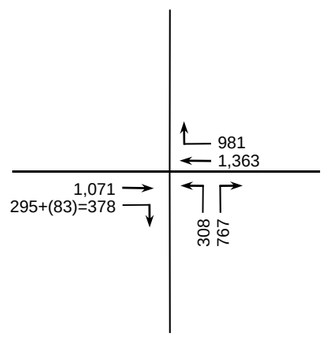
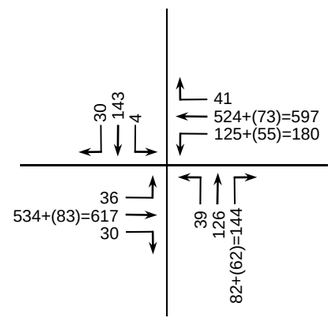
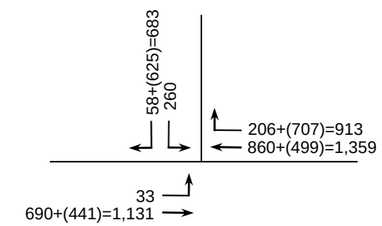


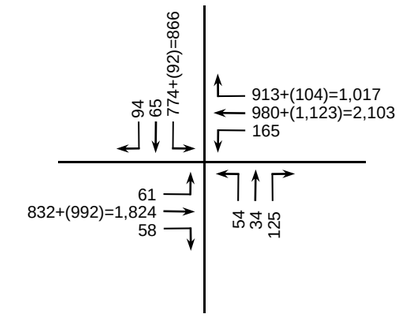
LPGA Blvd (E/W) at
I-95 NB Ramps (N)



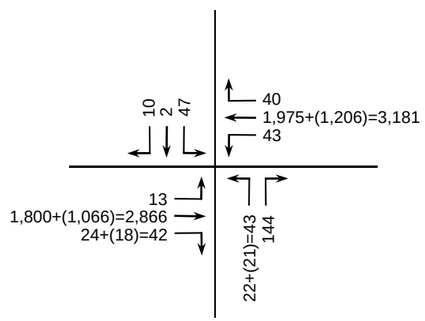
SR 40 (E/W) at
SR 11 (N/S)



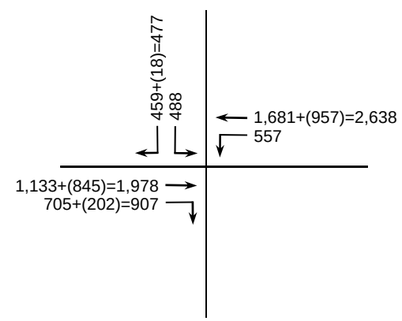
SR 40 (E/W) at
Shadow Crossings Blvd (S)



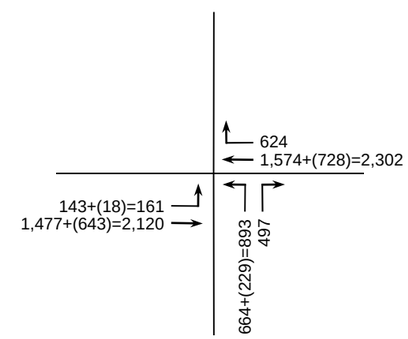
SR 40 (E/W) at
Tymber Creek Rd (N/S)



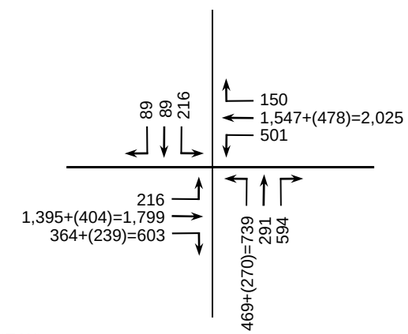
SR 40 (E/W) at
Booth Rd (N/S)



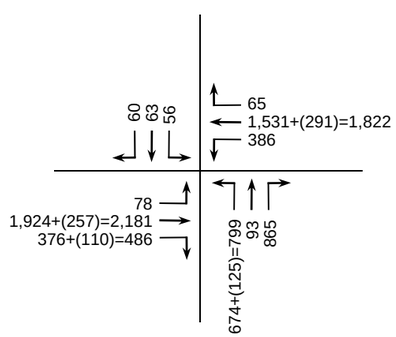
SR 40 (E/W) at
I-95 SB Ramps (S)



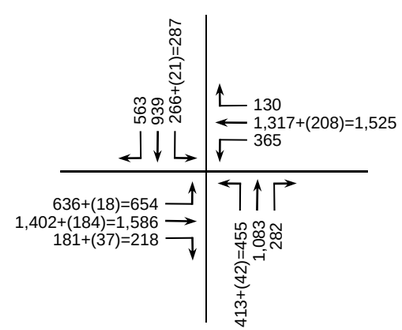
SR 40 (E/W) at
I-95 NB Ramps (N)



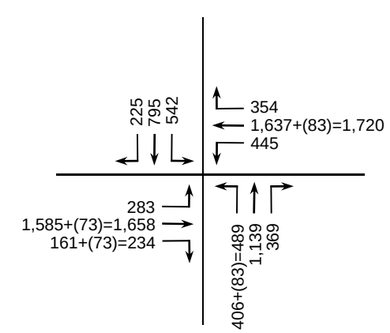
SR 40 (E/W) at
Williamson Blvd (N/S)



SR40 (E/W) at
Clyde Morris Blvd (S)/ Deer Lake Cir (N)

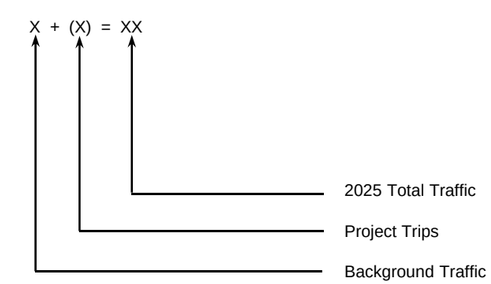


SR 40 (E/W) at
Nova Rd (N/S)



SR 40 (E/W) at
US 1 (N/S)

LEGEND:



Hunter's Ridge DRI
Substantial Deviation

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2025 P.M. Peak-Hour Projected Turning Movements

Project Number: 3676.04

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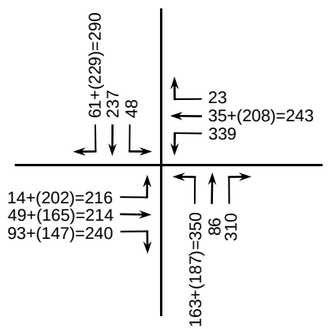
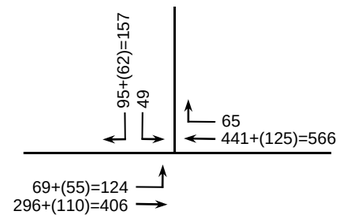
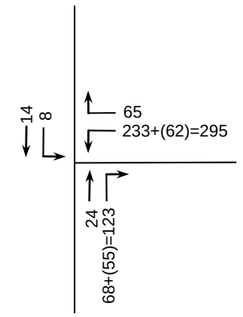


Airport Rd (E/W) at
Tymber Creek Rd (N/S)

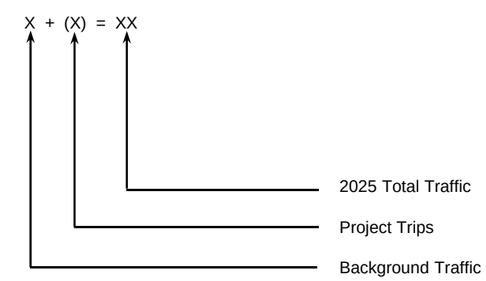


Airport Rd (E/W) at
Ormond Green Blvd (S)



Harmony Ave (W) at
Pineland Trail (N/S)

LEGEND:



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2025 P.M. Peak-Hour Projected Turning Movements

Project Number: 3676.04

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Table 21.A.1 - Revised
Existing Roadway Segment Conditions
Hunter's Ridge DRI Substantial Deviation

Road Name	Segment From	Segment To	Peak Direction	No. of Lanes (E + C)	Functional Classification	Area Type	Adopted LOS	Max Capacity at Adopted LOS	Adopted LOS and Capacity Source	Existing AADT	K_{100}-Factor	D-Factor	Existing P.M. Peak-Hour Peak-Directional Volume	Existing LOS
I-95 (SR 9)	SR 421 (Dunlawton Ave)	Beville Rd/I-4	NB	4	Interstate	Urban	C	3,020	FDOT	57,500	9.71	52.82	2,949	C
I-95 (SR 9)	Beville Rd/I-4	US 92 (SR 600)	NB	8	Interstate	Urban	C	5,580	FDOT	119,000	9.71	52.82	6,103	D
I-95 (SR 9)	US 92 (SR 600)	LPGA Blvd	NB	6	Interstate	Urban	C	4,580	FDOT	68,000	9.71	52.82	3,488	C
I-95 (SR 9)	LPGA Blvd	SR 40 (W. Granada Blvd)	NB	8	Interstate	Urban	C	5,580	FDOT	79,000	10.26	52.82	4,281	C
I-95 (SR 9)	SR 40 (W. Granada Blvd)	US 1 (SR 5)	SB	6	Interstate	Urban	C	4,580	FDOT	55,000	9.71	52.82	2,821	B
US 1 (SR 5)	6th St	Hand Ave	NB	4	Arterial	Urban	D	1,960	Holly Hill	27,000	10.26	52.82	1,463	B
US 1 (SR 5)	Hand Ave	SR 40 (W. Granada Blvd)	NB	4	Arterial	Urban	D	1,960	Ormond Beach	23,500	10.26	52.82	1,274	B
US 1 (SR 5)	SR 40 (W. Granada Blvd)	SR 5A (Nova Rd)	NB	4	Arterial	Urban	D	1,960	Ormond Beach	18,200	10.26	52.82	986	B
US 92 (SR 600)	LPGA Blvd	Grande Champion Blvd	EB	4	Arterial	Urban	D	1,960	Daytona Beach	28,500	10.26	52.82	1,545	B
US 92 (SR 600)	Grande Champion Blvd	Tomoka Farms Rd	EB	4	Arterial	Urban	D	1,960	Daytona Beach	28,500	10.26	52.82	1,545	B
US 92 (SR 600)	Tomoka Farms Rd	I-95 (SR 9)	EB	4	Arterial	Urban	D	1,960	Daytona Beach	28,500	10.26	52.82	1,545	B
SR 5A (Nova Rd)	10th St	LPGA Blvd	NB	6	Arterial	Urban	D	2,790	Daytona Beach	32,500	10.26	52.82	1,761	B
SR 5A (Nova Rd)	LPGA Blvd	Hand Ave	SB	6	Arterial	Urban	D	2,790	Holly Hill	30,500	10.26	52.82	1,653	B
SR 5A (Nova Rd)	Hand Ave	SR 40 (W. Granada Blvd)	SB	6	Arterial	Urban	D	2,790	Ormond Beach	29,000	10.26	52.82	1,572	B
SR 11	CR 304	SR 40	NB	2	Arterial	Rural	C	430	FDOT	2,600	9.71	52.82	133	B
SR 11	SR 40	CR 15A	NB	2	Arterial	Transitioning	C	430	FDOT	2,700	10.26	52.82	146	B
SR 11	CR 15A	US 17	NB	2	Arterial	Urban	D	1,120	FDOT	6,900	10.26	52.82	37	C
SR 40 (W. Granada Blvd)	Emporia Road	US 17/19 (SR 15)	WB	2	Arterial	Rural	C	820	FDOT	7,200	10.26	52.82	390	B
SR 40 (W. Granada Blvd)	US 17/19 (SR 15)	SR 11	WB	2	Arterial	Rural	C	820	FDOT	5,800	10.26	52.82	314	B
SR 40 (W. Granada Blvd)	SR 11	Buckskin Ln/Urban Boundary	WB	2	Arterial	Rural	C	820	FDOT	10,800	10.26	52.82	585	C
SR 40 (W. Granada Blvd)	Buckskin Ln/Urban Boundary	Airport Rd Ext.	WB	4	Arterial	Urban	C	1,890	FDOT	10,800	10.26	52.82	585	B
SR 40 (W. Granada Blvd)	Airport Rd Ext.	Shadow Crossings Blvd	WB	4	Arterial	Urban	C	1,890	FDOT	10,800	10.26	52.82	585	B
SR 40 (W. Granada Blvd)	Shadow Crossings Blvd	Tymber Creek Rd	WB	4	Arterial	Urban	C	1,890	FDOT	10,800	10.26	52.82	585	B
SR 40 (W. Granada Blvd)	Tymber Creek Rd	I-95 (SR 9) SB Ramps	WB	4	Arterial	Urban	C	1,890	FDOT	26,500	10.26	52.82	1,436	B
SR 40 (W. Granada Blvd)	I-95 (SR 9) SB Ramps	I-95 (SR 9) NB Ramps	WB	4	Arterial	Urban	C	1,890	FDOT	26,500	10.26	52.82	1,436	B
SR 40 (W. Granada Blvd)	I-95 (SR 9) NB Ramps	Williamson Boulevard	EB	4	Arterial	Urban	D	1,960	Ormond Beach	37,500	10.26	52.82	2,032	F
SR 40 (W. Granada Blvd)	Williamson Blvd	Clyde Morris Blvd	EB	4	Arterial	Urban	D	1,960	Ormond Beach	37,500	10.26	52.82	2,032	F
SR 40 (W. Granada Blvd)	Clyde Morris Blvd	SR 5A (Nova Rd)	EB	4	Arterial	Urban	D	1,960	Ormond Beach	35,000	10.26	52.82	1,897	D
SR 40 (W. Granada Blvd)	SR 5A (Nova Rd)	US 1 (SR 5)	EB	4	Arterial	Urban	D	1,960	Ormond Beach	32,000	10.26	52.82	1,734	C
SR 40 (W. Granada Blvd)	US 1 (SR 5)	John Anderson Dr	EB	4	Arterial	Urban	D	3,320	Ormond Beach	36,500	10.26	52.82	1,978	C
Airport Rd (OB)	Tymber Creek Rd	Pineland Tr	WB	2	Arterial	Urban	E	792	Volusia County	4,910	9.77	52.82	253	D
Airport Rd (OB)	Pineland Tr	Ocean Pine Dr	WB	2	Arterial	Urban	E	572	Volusia County	4,360	9.77	52.82	225	D
Airport Rd (OB)	Ocean Pine Dr	Bear Creek Path	WB	2	Arterial	Urban	E	572	Volusia County	4,360	9.77	52.82	225	D
Airport Rd (OB)	Bear Creek Path	US 1	WB	2	Arterial	Urban	E	572	Volusia County	7,380	9.77	52.82	381	D

Table 21.A.1 - Revised Cont'd.
Existing Roadway Segment Conditions
Hunter's Ridge DRI Substantial Deviation

Road Name	Segment From	Segment To	Peak Direction	No. of Lanes (E + C)	Functional Classification	Area Type	Adopted LOS	Max Capacity at Adopted LOS	Adopted LOS and Capacity Source	Existing AADT	K_{100}-Factor	D-Factor	Existing P.M. Peak-Hour Peak-Directional Volume	Existing LOS
Clyde Morris Blvd	SR 40 (W. Granada Blvd)	South Forty Trl	NB	4	Arterial	Urban	E	1,764	Volusia County	12,060	9.77	52.82	622	C
Clyde Morris Blvd	South Forty Trl	Falls Way	NB	4	Arterial	Urban	E	1,764	Volusia County	12,060	9.77	52.82	622	C
Clyde Morris Blvd	Falls Way	Coquina Point Dr	NB	4	Arterial	Urban	E	1,764	Volusia County	12,060	9.77	52.82	622	C
Clyde Morris Blvd	Coquina Point Dr	Hand Ave	NB	4	Arterial	Urban	E	1,764	Volusia County	12,060	9.77	52.82	622	C
Clyde Morris Blvd	Hand Ave	Flomich St	NB	4	Arterial	Urban	E	1,764	Volusia County	11,790	9.77	52.82	608	C
Clyde Morris Blvd	Flomich St	LPGA Blvd	NB	4	Arterial	Urban	E	1,764	Volusia County	11,790	9.77	52.82	608	C
Clyde Morris Blvd	LPGA Blvd	Bill France Blvd	NB	4	Arterial	Urban	E	1,764	Volusia County	12,700	9.77	52.82	655	C
Clyde Morris Blvd	Bill France Blvd	Jimmy Ann Dr	NB	4	Arterial	Urban	E	1,764	Volusia County	12,420	9.77	52.82	641	C
Clyde Morris Blvd	Jimmy Ann Dr	Midpoint	NB	4	Arterial	Urban	E	1,764	Volusia County	12,420	9.77	52.82	641	C
Clyde Morris Blvd	Midpoint	SR 430 (Mason Ave)	NB	4	Arterial	Urban	E	1,764	Volusia County	12,420	9.77	52.82	641	C
Clyde Morris Blvd	SR 430 (Mason Ave)	US 92 (SR 600)	SB	4	Arterial	Urban	D	1,862	Volusia County	18,400	10.26	52.82	997	B
Hand Ave	Spring Meadows Dr	Clyde Morris Blvd	EB	2	Collector	Urban	E	792	Volusia County	7,870	9.77	52.82	406	C
Hand Ave	Clyde Morris Blvd	Shangri La Dr	EB	2	Collector	Urban	E	792	Volusia County	13,150	9.77	52.82	679	D
Hand Ave	Shangri La Dr	SR 5A (Nova Rd)	WB	4	Collector	Urban	E	1,764	Volusia County	14,200	9.77	52.82	733	D
Hand Ave	SR 5A (Nova Rd)	Orchard St	WB	2	Collector	Urban	E	792	Volusia County	7,860	9.77	52.82	406	D
LPGA Blvd (DB)	US 92	International Golf Dr	EB	2	Arterial	Urban	E	1,440	Volusia County	9,570	9.77	52.82	494	C
LPGA Blvd (DB)	International Golf Dr	Tournament Dr	EB	2	Arterial	Urban	E	1,440	Volusia County	9,570	9.77	52.82	494	C
LPGA Blvd (DB)	Tournament Dr	I-95	EB	2	Arterial	Urban	E	1,440	Volusia County	9,570	9.77	52.82	494	C
LPGA Blvd (DB)	I-95	Williamson Blvd	WB	4	Arterial	Urban	E	1,764	Volusia County	27,120	9.77	52.82	1,400	D
LPGA Blvd (DB)	Williamson Blvd	Clyde Morris Blvd	WB	4	Arterial	Urban	E	1,764	Volusia County	22,550	9.77	52.82	1,164	D
LPGA Blvd (DB)	Clyde Morris Blvd	Midpoint	WB	4	Arterial	Urban	E	1,764	Volusia County	16,650	9.77	52.82	859	C
Mason Ave	Williamson Blvd	Fentress Blvd	WB	2	Arterial	Urban	E	804	Volusia County	9,090	9.77	52.82	469	C
Mason Ave	Fentress Blvd	Bill France Blvd	WB	2	Arterial	Urban	E	804	Volusia County	10,700	9.77	52.82	552	D
Pineland Trl	Airport Rd	Harmony Ave	NB	2	Collector	Urban	D	572	Volusia County	440	9.77	52.82	23	C
Pineland Trl	Harmony Ave	US 1 (SR 5)	NB	2	Collector	Urban	D	572	Volusia County	300	9.77	52.82	15	C
Tymber Creek Rd	Riverbend Rd	SR 40 (W. Granada Blvd)	NB	2	Collector	Urban	E	792	Volusia County	820	9.77	52.82	42	C
Tymber Creek Rd	SR 40 (W. Granada Blvd)	Tymber Run	SB	4	Collector	Urban	E	1,764	Volusia County	13,020	9.77	52.82	672	D
Tymber Creek Rd	Tymber Run	Peruvian Ln	SB	4	Collector	Urban	E	1,764	Volusia County	7,290	9.77	52.82	376	D
Tymber Creek Rd	Peruvian Ln	Airport Rd	SB	2	Collector	Urban	E	792	Volusia County	7,290	9.77	52.82	376	D
Tymber Creek Rd	Airport Rd	Durance Ln	SB	2	Collector	Urban	E	792	Volusia County	1,450	9.77	52.82	75	C
Tymber Creek Rd	Durance Ln	Broadway Ave	SB	2	Collector	Urban	E	792	Volusia County	1,450	9.77	52.82	75	C
Williamson Blvd	SR 40	Midpoint	NB	4	Arterial	Urban	E	1,764	Volusia County	19,590	9.77	52.82	1,011	C
Williamson Blvd	Midpoint	Hand Ave	NB	4	Arterial	Urban	E	1,764	Volusia County	19,590	9.77	52.82	1,011	C
Williamson Blvd	Hand Ave	Strickland Range Rd	NB	2	Arterial	Urban	E	804	Volusia County	13,530	9.77	52.82	698	D
Williamson Blvd	Strickland Range Rd	LPGA Blvd	NB	2	Arterial	Urban	E	804	Volusia County	13,530	9.77	52.82	698	D
Williamson Blvd	LPGA Blvd	Mason Ave	NB	4	Arterial	Urban	E	1,764	Volusia County	14,910	9.77	52.82	769	C
Williamson Blvd	Mason Ave	Dunn Ave	NB	4	Arterial	Urban	E	1,764	Volusia County	13,400	9.77	52.82	692	C

Table 21.A.2 - Revised
Existing P.M. Peak-Hour Intersection Capacity Analyses
Hunter's Ridge DRI Substantial Deviation

Signalized Intersections				
Intersection			P.M. Peak-Hour	
Major Street	Minor Street	Adopted LOS	Delay (sec.)	LOS
Williamson Blvd	Mason Ave	E	75.6	E
Williamson Blvd	LPGA Blvd	E	39.2	D
Williamson Blvd	Hand Ave	E	14.6	B
Clyde Morris Blvd	Mason Ave	E	31.5	C
Clyde Morris Blvd	LPGA Blvd	E	33.2	C
Clyde Morris Blvd	Hand Ave	E	30.4	C
Nova Rd (SR 5A)	LPGA Blvd	D	44.1	D
Nova Rd (SR 5A)	Hand Ave	D	42.3	D
Fentress Blvd	Mason Ave	E	17.6	B
Bill France Blvd	Mason Ave	E	23.9	C
LPGA Blvd	I-95 SB Ramps	D	8.8	A
LPGA Blvd	I-95 NB Ramps	D	6.9	A
SR 40 (W. Granada Blvd)	SR 11	C	18.1	B
SR 40 (W. Granada Blvd)	Tymber Creek Rd	C	36.3	D
SR 40 (W. Granada Blvd)	Booth Rd	C	6.9	A
SR 40 (W. Granada Blvd)	I-95 SB Ramps	C	19.6	B
SR 40 (W. Granada Blvd)	I-95 NB Ramps	C	25.1	C
SR 40 (W. Granada Blvd)	Williamson Blvd	D	37.9	D
SR 40 (W. Granada Blvd)	Clyde Morris Blvd	D	33.8	C
SR 40 (W. Granada Blvd)	Nova Rd	D	51.1	D
SR 40 (W. Granada Blvd)	US 1 (SR 5)	D	53.5	D
Tymber Creek Rd	Airport Rd	D	14.9	B

Unsignalized Intersections					
				P.M. Peak-Hour	
Major Street	Minor Street	Critical Approach	Adopted LOS	Delay (Sec.)	LOS
SR 40 (W. Granada Blvd)	Shadow Crossings Blvd	SB	D	12.5	B
Ormond Green Blvd	Airport Rd	SB	E	11.0	B
Pineland Trl	Harmony Ave	WB	E	8.8	A

Table 21.A.3 - Revised
Programmed, and Committed Improvements
Hunter's Ridge DRI Substantial Deviation

Roadway	Project Limits	Improvement	Phase	Estimated Completion	Funding Commitment
LPGA Blvd	Jimmy Ann to Old Kings Rd	2 lanes to 4 lanes	R/W	2011	Volusia County
			Construction	2012	Volusia County
LPGA Blvd	Old Kings Rd to Nova Rd (SR 5A)	2 lanes to 4 lanes	Construction	2009	Volusia County
LPGA Blvd	at Williamson Boulevard	Intersection Improvements	Construction	2010	Volusia County
LPGA Blvd	at SR 5A	Add EB RT Lane	Construction	2010	Volusia County
Tymber Creek Rd	SR 40 (W. Granada Blvd) to Peruvian Ln	2 lanes to 4 lanes	Construction	2014	Volusia County
Williamson Blvd	Dunn Ave to LPGA Blvd	2 lanes to 4 lanes	Construction	2014	Volusia County
Airport Rd	At Sunshine Blvd	Intersection Improvements	Construction	2009	Volusia County
Airport Rd	West of US 1 to Ocean Pines Dr	Add Shoulders	Construction	2009	Volusia County
SR 40	at Tymber Creek Road	Intersection Improvements	Construction	2009	Volusia County
SR 40	At US 1 (SR 5)	Intersection Improvements	Construction	2009	FDOT
SR 40	Hunter's Ridge to Tymber Creek Rd	Multi-Use Path	Construction	2009 tent.	Ormond Beach
SR 40	I-95 to SR A1A	Install Fiber Optic Interconnect and coordinate signals	Construction	2008/2009	Ormond Beach *
SR 483	at Mason Avenue	add NB RT Lane	Construction	2010	FDOT
SR 40	SR 15 to SR 11	2 lanes to 4 lanes	Engineering	2012	FDOT
SR 40	SR 11 to Cone Rd	2 lanes to 4 lanes	Engineering	2011	FDOT

* Using funds from the MPO

Table 21.B.1 - Revised
Phase 1 (2015) Trip Generation
Hunter's Ridge DRI Substantial Deviation

TAZ	ITE Land Use Descritpion	ITE Code	Qty.	Units	Trip Generation Rates: Daily Rate[1]	Trip Generation Rates: P.M. Peak-Hour Rate[2]	Trip Generation Rates: P.M. Peak-Hour Directional % In	Trip Generation Rates: P.M. Peak-Hour Directional % Out	Trip Generation: Daily Total	Trip Generation: P.M. Peak-Hour Total	Trip Generation: P.M. Peak-Hour Directional In	Trip Generation: P.M. Peak-Hour Directional Out	Net External Trip Generation: Internal Capture	Net External Trip Generation: Daily Internal Trips	Net External Trip Generation: Daily Daily Total	Net External Trip Generation: P.M. Peak-Hour Internal Trips	Net External Trip Generation: P.M. Peak-Hour Total	Net External Trip Generation: P.M. Peak-Hour In	Net External Trip Generation: P.M. Peak-Hour Out
3646	Shopping Center	820	57.25	KSF	82.55	7.65	48%	52%	4,726	438	210	228	28.7%	1,358	3,368	126	312	150	162
	Church	560	15.00	KSF	9.13	0.53	48%	52%	137	8	4	4	21.0%	29	108	2	6	3	3
3647	Senior Housing - Detached	251	0.00	DUs	0.00	0.00	61%	39%	0	0	0	0	9.8%	0	0	0	0	0	0
	Congregate Care	253	0.00	DUs	0.00	0.00	55%	45%	0	0	0	0	9.8%	0	0	0	0	0	0
3648	Assisted Living	254	172.00	Beds	2.74	0.22	44%	56%	471	38	17	21	9.8%	46	425	4	34	15	19
3649	General Office	710	30.00	KSF	17.60	3.73	17%	83%	528	112	19	93	37.2%	196	332	42	70	12	58
	Shopping Center	820	15.00	KSF	132.00	11.87	49%	51%	1,980	178	87	91	28.7%	569	1,411	51	127	62	65
3650	Elementary School	520	500.00	Students	1.29	0.15	49%	51%	645	75	37	38	46.3%	298	347	35	40	20	20
	Middle School	522	800.00	Students	1.62	0.16	49%	51%	1,296	128	63	65	46.3%	600	696	59	69	34	35
3651	Light Industrial	110	47.02	KSF	5.30	0.98	12%	88%	249	46	6	40	37.2%	93	156	17	29	3	26
3652	Shopping Center	820	51.37	KSF	85.77	7.92	49%	51%	4,406	407	199	208	28.7%	1,266	3,140	117	290	142	148
	General Office	710	110.00	KSF	13.05	1.84	17%	83%	1,436	202	34	168	37.2%	534	902	75	127	22	105
3653	Business Park	770	72.45	KSF	21.06	1.55	23%	77%	1,526	112	26	86	37.2%	568	958	42	70	16	54
3654	Condos/Townhomes	230	300.00	DUs	5.58	0.49	67%	33%	1,673	148	99	49	21.0%	352	1,321	31	117	78	39
3655	Shopping Center	820	0.00	KSF	0.00	0.00	49%	51%	0	0	0	0	28.7%	0	0	0	0	0	0
3656	Warehousing	150	30.00	KSF	5.87	0.93	25%	75%	176	28	7	21	37.2%	65	111	10	18	4	14
3657	General Office	710	0.00	KSF	0.00	0.00	17%	83%	0	0	0	0	37.2%	0	0	0	0	0	0
3658	Apartments	220	0.00	DUs	0.00	0.00	65%	35%	0	0	0	0	21.0%	0	0	0	0	0	0
3659	Single-family	210	0.00	DUs	0.00	0.00	53%	47%	0	0	0	0	21.0%	0	0	0	0	0	0
3660	Single-family	210	618.00	DUs	7.48	0.67	53%	47%	4,621	412	219	193	21.0%	972	3,649	87	325	173	152
3661	Single-family	210	464.00	DUs	7.48	0.67	53%	47%	3,470	309	164	145	21.0%	730	2,740	65	244	130	114
3662	Single-family	210	688.00	DUs	7.48	0.67	53%	47%	5,145	458	243	215	21.0%	1,082	4,063	96	362	192	170
	Condos/Townhomes	230	186.00	DUs	5.94	0.54	67%	33%	1,104	100	67	33	21.0%	232	872	21	79	53	26
								Totals [3]:	**33,589**	**3,199**	**1,501**	**1,698**	**27.49%**	**8,989**	**24,600**	**879**	**2,320**	**1,109**	**1,211**

1 Daily rate is back-calculated from Daily Total which was calculated using the equations in the methodology letter

2 P.M. Peak-Hour rate is back-calculated from P.M. Peak-Hour Total which was calculated using the equations in the methodology letter

3 Phase 1 Total Trips includes both the Approved Trips not yet built (4,723 daily external: 235 peak-hour inbound, 187 peak-hour outbound) & Existing Approved Trips (2,953 daily external: 140 peak-hour inbound, 123 peak-hour outbound)

Table 21.B.2 - Revised
Phase 2 (2020) Trip Generation
Hunter's Ridge DRI Substantial Deviation

TAZ	ITE Land Use Descritpion	ITE Code	Qty.	Units	Trip Generation Rates: Daily Rate[1]	Trip Generation Rates: P.M. Peak-Hour Rate[2]	Trip Generation Rates: P.M. Peak-Hour Directional % In	Trip Generation Rates: P.M. Peak-Hour Directional % Out	Trip Generation: Daily Total	Trip Generation: P.M. Peak-Hour Total	Trip Generation: P.M. Peak-Hour Directional In	Trip Generation: P.M. Peak-Hour Directional Out	Net External Trip Generation: Internal Capture	Net External Trip Generation: Daily Internal Trips	Net External Trip Generation: Daily Daily Total	Net External Trip Generation: P.M. Peak-Hour Internal Trips	Net External Trip Generation: P.M. Peak-Hour Total	Net External Trip Generation: P.M. Peak-Hour In	Net External Trip Generation: P.M. Peak-Hour Out
3646	Shopping Center	820	57.25	KSF	82.55	7.65	48%	52%	4,726	438	210	228	29.5%	1,396	3,330	129	309	148	161
	Church	560	15.00	KSF	9.13	0.53	48%	52%	137	8	4	4	20.6%	28	109	2	6	3	3
3647	Senior Housing - Detached	251	172.00	DUs	4.99	0.39	61%	39%	859	67	41	26	9.6%	82	777	6	61	37	24
	Congregate Care	253	0.00	DUs	0.00	0.00	55%	45%	0	0	0	0	9.6%	0	0	0	0	0	0
3648	Assisted Living	254	172.00	Beds	2.74	0.22	44%	56%	471	38	17	21	9.6%	45	426	4	34	15	19
3649	General Office	710	30.00	KSF	17.60	3.73	17%	83%	528	112	19	93	37.0%	196	332	41	71	12	59
	Shopping Center	820	15.00	KSF	132.00	11.87	49%	51%	1,980	178	87	91	29.5%	585	1,395	53	125	61	64
3650	Elementary School	520	500.00	Students	1.29	0.15	49%	51%	645	75	37	38	55.9%	361	284	42	33	16	17
	Middle School	522	800.00	Students	1.62	0.16	49%	51%	1,296	128	63	65	55.9%	725	571	72	56	28	28
3651	Light Industrial	110	94.04	KSF	6.39	0.97	12%	88%	601	91	11	80	37.0%	223	378	34	57	7	50
3652	Shopping Center	820	102.75	KSF	67.27	6.31	49%	51%	6,912	648	318	330	29.5%	2,042	4,870	191	457	224	233
	General Office	710	172.45	KSF	11.77	1.58	17%	83%	2,030	272	46	226	37.0%	752	1,278	101	171	29	142
3653	Business Park	770	72.45	KSF	21.06	1.55	23%	77%	1,526	112	26	86	37.0%	565	961	41	71	16	55
3654	Condos/Townhomes	230	300.00	DUs	5.58	0.49	67%	33%	1,673	148	99	49	20.6%	345	1,328	31	117	79	38
3655	Shopping Center	820	12.52	KSF	140.58	12.62	49%	51%	1,760	158	77	81	29.5%	520	1,240	47	111	55	56
3656	Warehousing	150	30.00	KSF	5.87	0.93	25%	75%	176	28	7	21	37.0%	65	111	10	18	4	14
3657	General Office	710	72.45	KSF	14.38	2.21	17%	83%	1,042	160	27	133	37.0%	386	656	59	101	17	84
3658	Apartments	220	316.00	DUs	6.45	0.60	65%	35%	2,039	191	124	67	20.6%	420	1,619	39	152	99	53
3659	Single-family	210	292.00	DUs	7.48	0.66	53%	47%	2,184	194	103	91	20.6%	450	1,734	40	154	82	72
3660	Single-family	210	967.00	DUs	7.48	0.67	53%	47%	7,231	644	342	302	20.6%	1,491	5,740	133	511	272	239
3661	Single-family	210	464.00	DUs	7.48	0.67	53%	47%	3,470	309	164	145	20.6%	715	2,755	64	245	130	115
3662	Single-family	210	688.00	DUs	7.48	0.67	53%	47%	5,145	458	243	215	20.6%	1,061	4,084	94	364	193	171
	Condos/Townhomes	230	186.00	DUs	5.94	0.54	67%	33%	1,104	100	67	33	20.6%	228	876	21	79	53	26
								Cumulative Totals:	**47,535**	**4,557**	**2,133**	**2,424**	**27.51%**	**12,679**	**34,856**	**1,254**	**3,303**	**1,580**	**1,723**
								Phase 2 Only Totals:	**13,946**	**1,358**	**631**	**727**		**3,690**	**10,256**	**374**	**984**	**471**	**513**

1 Daily rate is back-calculated from Daily Total which was calculated using the equations in the methodology letter

2 P.M. Peak-Hour rate is back-calculated from P.M. Peak-Hour Total which was calculated using the equations in the methodology letter

3 Phase 2 Total Trips includes both the Approved Trips not yet built (4,763 daily external: 236 peak-hour inbound, 189 peak-hour outbound) & Existing Approved Trips (2,953 daily external: 140 peak-hour inbound, 123 peak-hour outbound)

Note: Phase 2 Trip Generation totals include Phase 1 land use

Table 21.B.3 -Revised
Phase 3 (2025) Trip Generation
Hunter's Ridge DRI Substantial Deviation

TAZ	ITE Land Use Descritpion	ITE Code	Qty.	Units	Trip Generation Rates: Daily Rate[1]	Trip Generation Rates: P.M. Peak-Hour Rate[2]	Trip Generation Rates: P.M. Peak-Hour Directional % In	Trip Generation Rates: P.M. Peak-Hour Directional % Out	Trip Generation: Daily Total	Trip Generation: P.M. Peak-Hour Total	Trip Generation: P.M. Peak-Hour Directional In	Trip Generation: P.M. Peak-Hour Directional Out	Net External Trip Generation: Internal Capture	Net External Trip Generation: Daily: Internal Trips	Net External Trip Generation: Daily: Daily Total	Net External Trip Generation: P.M. Peak-Hour: Internal Trips	Net External Trip Generation: P.M. Peak-Hour: Total	Net External Trip Generation: P.M. Peak-Hour: In	Net External Trip Generation: P.M. Peak-Hour: Out
3646	Shopping Center	820	57.25	KSF	82.55	7.65	48%	52%	4,726	438	210	228	30.1%	1,422	3,304	132	306	147	159
	Church	560	15.00	KSF	9.13	0.53	48%	52%	137	8	4	4	17.6%	24	113	1	7	3	4
3647	Senior Housing - Detached	251	172.00	DUs	4.99	0.39	61%	39%	859	67	41	26	8.2%	70	789	5	62	38	24
	Congregate Care	253	146.00	DUs	2.02	0.17	55%	45%	295	25	14	11	8.2%	24	271	2	23	13	10
3648	Assisted Living	254	172.00	Beds	2.74	0.22	44%	56%	471	38	17	21	8.2%	38	433	3	35	15	20
3649	General Office	710	30.00	KSF	17.60	3.73	17%	83%	528	112	19	93	37.0%	196	332	41	71	12	59
	Shopping Center	820	15.00	KSF	132.00	11.87	49%	51%	1,980	178	87	91	30.1%	596	1,384	54	124	61	63
3650	Elementary School	520	500.00	Students	1.29	0.15	49%	51%	645	75	37	38	64.6%	416	229	48	27	13	14
	Middle School	522	800.00	Students	1.62	0.16	49%	51%	1,296	128	63	65	64.6%	837	459	83	45	22	23
3651	Light Industrial	110	141.07	KSF	6.75	0.97	12%	88%	952	137	16	121	37.0%	353	599	51	86	10	76
3652	Shopping Center	820	102.75	KSF	67.27	6.31	49%	51%	6,912	648	318	330	30.1%	2,080	4,832	195	453	222	231
	General Office	710	172.45	KSF	11.77	1.58	17%	83%	2,030	272	46	226	37.0%	752	1,278	101	171	29	142
3653	Business Park	770	72.45	KSF	21.06	1.55	23%	77%	1,526	112	26	86	37.0%	565	961	41	71	16	55
3654	Condos/Townhomes	230	300.00	DUs	5.58	0.49	67%	33%	1,673	148	99	49	17.6%	294	1,379	26	122	82	40
3655	Shopping Center	820	12.52	KSF	140.58	12.62	49%	51%	1,760	158	77	81	30.1%	530	1,230	48	110	54	56
3656	Warehousing	150	30.00	KSF	5.87	0.93	25%	75%	176	28	7	21	37.0%	65	111	10	18	4	14
3657	General Office	710	72.45	KSF	14.38	2.21	17%	83%	1,042	160	27	133	37.0%	386	656	59	101	17	84
3658	Apartments	220	416.00	DUs	6.36	0.59	65%	35%	2,645	246	160	86	17.6%	464	2,181	43	203	132	71
3659	Single-family	210	810.00	DUs	7.48	0.67	53%	47%	6,057	539	286	253	17.6%	1,064	4,993	95	444	236	208
3660	Single-family	210	967.00	DUs	7.48	0.67	53%	47%	7,231	644	342	302	17.6%	1,270	5,961	113	531	282	249
3661	Single-family	210	464.00	DUs	7.48	0.67	53%	47%	3,470	309	164	145	17.6%	609	2,861	54	255	135	120
3662	Single-family	210	688.00	DUs	7.48	0.67	53%	47%	5,145	458	243	215	17.6%	903	4,242	80	378	201	177
	Condos/Townhomes	230	186.00	DUs	5.94	0.54	67%	33%	1,104	100	67	33	17.6%	194	910	18	82	55	27
								Cumulative Totals:	**52,660**	**5,028**	**2,371**	**2,657**	**25.94%**	**13,152**	**39,508**	**1,304**	**3,724**	**1,799**	**1,925**
								Phase 3 Only Totals:	**5,125**	**471**	**238**	**233**		**473**	**4,652**	**51**	**420**	**219**	**201**

1 Daily rate is back-calculated from Daily Total which was calculated using the equations in the methodology letter

2 P.M. Peak-Hour rate is back-calculated from P.M. Peak-Hour Total which was calculated using the equations in the methodology letter

3 Phase 3 Total Trips includes both the Approved Trips not yet built (5,059 daily external: 251 peak-hour inbound, 201 peak-hour outbound) & Existing Approved Trips (2,953 daily external: 140 peak-hour inbound, 123 peak-hour outbound)

Note: Phase 3 Trip Generation totals include Phase 2 land use

Table 21.C.1 - Revised
Internal/External Split – Vehicle Trips
Hunter's Ridge DRI Substantial Deviation

	VEHICLE TRIPS (ADT)		PEAK HOUR VEHICLE TRIPS	
PHASING	INTERNAL	EXTERNAL	INTERNAL	EXTERNAL
Phase 1 (2015)	8,989	24,600	879	2,320
Phase 2 (2020) [cumulative]	3,690 [12,679]	10,256 [34,856]	374 [1,254]	984 [3,303]
Phase 3 (2025) [cumulative]	473 [13,152]	4,652 [39,508]	51 [1,304]	420 [3,724]

Table 21.D.1 - Revised
Background Traffic Growth Rates
Hunter's Ridge DRI Substansital Deviation

Road Name	Segment From	Segment To	AADT Source	Existing AADT	Year of Data	Historical Growth Rates	MOCF	2015 Model Background Volumes	2015 Background Volumes	2015 Average Annual Model Growth Rate	2015 Applied Growth Rate	2015 Growth Rate Orgin	2020 Model Background Volumes	2020 Background Volumes	2020 Average Annual Model Growth Rate	2020 Applied Growth Rate	2020 Growth Rate Orgin	2025 Model Background Volumes	2025 Background Volumes	2025 Average Annual Model Growth Rate	2025 Applied Growth Rate	2025 Growth Rate Orgin
I-95 (SR 9)	SR 421 (Dunlawton Ave)	Beville Rd/I-4	FDOT	57,500	2008	2.63%	0.94	58,139	54,651	-0.71%	1.00%	Model	60,132	56,524	-0.14%	1.00%	Model	61,574	57,880	0.04%	1.00%	Model
I-95 (SR 9)	Beville Rd/I-4	US 92 (SR 600)	FDOT	119,000	2008	5.99%	0.94	109,024	102,483	-1.98%	4.74%	Segment Ave.	114,545	107,672	-0.79%	3.36%	Segment Ave.	114,768	107,882	-0.55%	2.44%	Segment Ave.
I-95 (SR 9)	US 92 (SR 600)	LPGA Blvd	FDOT	68,000	2008	2.82%	0.94	101,953	95,836	5.85%	5.85%	Model	106,276	99,899	3.91%	3.91%	Model	104,936	98,640	2.65%	2.65%	Model
I-95 (SR 9)	LPGA Blvd	SR 40 (W. Granada Blvd)	FDOT	79,000	2008	3.16%	0.94	95,091	89,386	1.88%	1.88%	Model	99,273	93,317	1.51%	1.51%	Model	100,762	94,716	1.17%	1.17%	Model
I-95 (SR 9)	SR 40 (W. Granada Blvd)	US 1 (SR 5)	FDOT	55,000	2008	1.98%	0.94	88,773	83,447	7.39%	7.39%	Model	96,744	90,939	5.45%	5.45%	Model	99,457	93,490	4.12%	4.12%	Model
US 1 (SR 5)	6th St	Hand Ave	FDOT	27,000	2008	-1.16%	0.94	38,715	36,392	4.97%	4.97%	Model	37,210	34,977	2.46%	2.46%	Model	38,243	35,948	1.95%	1.95%	Model
US 1 (SR 5)	Hand Ave	SR 40 (W. Granada Blvd)	FDOT	23,500	2008	-0.62%	0.94	41,421	38,936	9.38%	9.38%	Model	36,957	34,740	3.99%	3.99%	Model	37,558	35,305	2.95%	2.95%	Model
US 1 (SR 5)	SR 40 (W. Granada Blvd)	SR 5A (Nova Rd)	FDOT	18,200	2008	-0.31%	0.94	37,170	34,940	13.14%	13.14%	Model	33,810	31,781	6.22%	6.22%	Model	34,330	32,270	4.55%	4.55%	Model
US 92 (SR 600)	LPGA Blvd	Grande Champion Blvd	FDOT	43,500	2008	1.08%	0.94	47,373	44,531	0.34%	1.00%	Model	51,894	48,780	1.01%	1.01%	Model	60,845	57,194	1.85%	1.85%	Model
US 92 (SR 600)	Grande Champion Blvd	Tomoka Farms Rd	FDOT	50,000	2008	1.08%	0.94	63,013	59,232	2.64%	2.64%	Model	70,515	66,284	2.71%	2.71%	Model	81,800	76,892	3.16%	3.16%	Model
US 92 (SR 600)	Tomoka Farms Rd	I-95 (SR 9)	FDOT	40,500	2008	1.08%	0.94	55,173	51,863	4.01%	4.01%	Model	59,669	56,089	3.21%	3.21%	Model	69,195	65,043	3.56%	3.56%	Model
SR 5A (Nova Rd)	10th St	LPGA Blvd	FDOT	32,500	2008	1.04%	0.94	44,698	42,016	4.18%	4.18%	Model	50,069	47,065	3.73%	3.73%	Model	52,774	49,608	3.10%	3.10%	Model
SR 5A (Nova Rd)	LPGA Blvd	Hand Ave	FDOT	30,500	2008	2.34%	0.94	42,063	39,539	4.23%	4.23%	Model	48,153	45,264	4.03%	4.03%	Model	51,612	48,515	3.47%	3.47%	Model
SR 5A (Nova Rd)	Hand Ave	SR 40 (W. Granada Blvd)	FDOT	29,000	2008	3.47%	0.94	32,430	30,484	0.73%	1.00%	Model	36,658	34,459	1.57%	1.57%	Model	39,082	36,737	1.57%	1.57%	Model
SR 11	CR 304	SR 40 (W. Granada Blvd)	FDOT	2,600	2008	2.85%	0.94	8,628	8,110	30.28%	2.85%	Historical	11,062	10,398	24.99%	2.85%	Historical	14,687	13,806	25.35%	2.85%	Historical
SR 11	SR 40 (W. Granada Blvd)	CR 15A	FDOT	2,700	2008	4.04%	0.94	8,820	8,291	29.58%	4.04%	Historical	11,208	10,536	24.18%	4.04%	Historical	16,221	15,248	27.34%	4.04%	Historical
SR 11	CR 15A	US 17	FDOT	6,900	2008	1.55%	0.94	24,746	23,261	33.87%	1.55%	Historical	27,272	25,636	22.63%	1.55%	Historical	30,028	28,226	18.18%	1.55%	Historical
SR 40 (W. Granada Blvd)	Emporia Road	US 17/19 (SR 15)	FDOT	7,200	2008	-0.32%	0.94	12,431	11,685	8.90%	8.90%	Model	14,974	14,076	7.96%	7.96%	Model	18,425	17,320	8.27%	8.27%	Model
SR 40 (W. Granada Blvd)	US 17/19 (SR 15)	SR 11	FDOT	5,800	2008	1.30%	0.94	9,986	9,387	8.83%	8.83%	Model	12,166	11,436	8.10%	8.10%	Model	13,171	12,381	6.67%	6.67%	Model
SR 40 (W. Granada Blvd)	SR 11	Buckskin Ln/Urban Boundary	FDOT	10,800	2008	4.14%	0.94	8,719	8,196	-3.44%	1.00%	Model	11,484	10,795	0.00%	1.00%	Model	13,561	12,747	1.06%	1.06%	Model
SR 40 (W. Granada Blvd)	Buckskin Ln/Urban Boundary	Airport Rd Ext.	FDOT	10,800	2008	4.14%	0.94	13,782	12,955	2.85%	2.85%	Model	17,018	15,997	4.01%	4.01%	Model	19,575	18,401	4.14%	4.14%	Model
SR 40 (W. Granada Blvd)	Airport Rd Ext.	Shadow Crossings Blvd	FDOT	10,800	2008	4.14%	0.94	11,662	10,962	0.21%	1.00%	Model	13,992	13,152	1.82%	1.82%	Model	15,892	14,938	2.25%	2.25%	Model
SR 40 (W. Granada Blvd)	Shadow Crossings Blvd	Tymber Creek Rd	FDOT	10,800	2008	4.14%	0.94	15,569	14,635	5.07%	5.07%	Model	18,444	17,337	5.04%	5.04%	Model	20,912	19,657	4.82%	4.82%	Model
SR 40 (W. Granada Blvd)	Tymber Creek Rd	I-95 (SR 9) SB Ramps	FDOT	26,500	2008	1.39%	0.94	34,224	32,171	3.06%	3.06%	Model	41,376	38,893	3.90%	3.90%	Model	40,389	37,966	2.55%	2.55%	Model
SR 40 (W. Granada Blvd)	I-95 (SR 9) SB Ramps	I-95 (SR 9) NB Ramps	FDOT	26,500	2008	1.81%	0.94	42,726	40,162	7.37%	7.37%	Model	46,407	43,623	5.38%	5.38%	Model	45,889	43,136	3.69%	3.69%	Model
SR 40 (W. Granada Blvd)	I-95 (SR 9) NB Ramps	Williamson Blvd	FDOT	37,500	2008	1.81%	0.94	46,767	43,961	2.46%	2.46%	Model	48,945	46,008	1.89%	1.89%	Model	48,308	45,410	1.24%	1.24%	Model
SR 40 (W. Granada Blvd)	Williamson Blvd	Clyde Morris Blvd	FDOT	37,500	2008	1.81%	0.94	30,396	28,572	-3.40%	1.00%	Model	30,576	28,741	-1.95%	1.00%	Model	31,208	29,336	-1.28%	1.00%	Model
SR 40 (W. Granada Blvd)	Clyde Morris Blvd	SR 5A (Nova Rd)	FDOT	35,000	2008	0.55%	0.94	38,654	36,335	0.54%	1.00%	Model	41,614	39,117	0.98%	1.00%	Model	41,685	39,184	0.70%	1.00%	Model
SR 40 (W. Granada Blvd)	SR 5A (Nova Rd)	US 1 (SR 5)	FDOT	32,000	2008	0.18%	0.94	36,349	34,168	0.97%	1.00%	Model	37,050	34,827	0.74%	1.00%	Model	37,643	35,384	0.62%	1.00%	Model
SR 40 (W. Granada Blvd)	US 1 (SR 5)	John Anderson Dr	FDOT	36,500	2008	-2.70%	0.94	50,925	47,870	4.45%	4.45%	Model	53,881	50,648	3.23%	3.23%	Model	53,537	50,325	2.23%	2.23%	Model
Airport Rd (OB)	Tymber Creek Rd	Pineland Trl	Volusia Co.	4,910	2008	0.84%	0.94	6,016	5,655	2.17%	2.17%	Model	7,801	7,333	4.11%	4.11%	Model	8,610	8,093	3.81%	3.81%	Model
Airport Rd (OB)	Pineland Trl	Ocean Pine Dr	Volusia Co.	4,360	2008	2.15%	0.94	6,098	5,732	4.50%	4.50%	Model	7,368	6,926	4.90%	4.90%	Model	9,020	8,479	5.56%	5.56%	Model
Airport Rd (OB)	Ocean Pine Dr	Bear Creek Path	Volusia Co.	4,360	2008	-0.82%	0.94	10,393	9,769	17.72%	4.54%	Segment Ave.	10,712	10,069	10.91%	4.45%	Segment Ave.	10,754	10,109	7.76%	4.16%	Segment Ave.
Airport Rd (OB)	Bear Creek Path	US 1 (SR 5)	Volusia Co.	7,380	2008	-0.83%	0.94	11,666	10,966	6.94%	6.94%	Model	11,928	11,212	4.33%	4.33%	Model	11,982	11,263	3.10%	3.10%	Model

Table 21.D.1 - Revised Cont'd.
Background Traffic Growth Rates
Hunter's Ridge DRI Substansital Deviation

Road Name	Segment From	Segment To	AADT Source	Existing AADT	Year of Data	Historical Growth Rates	MOCF	2015 Model Background Volumes	2015 Background Volumes	2015 Average Annual Model Growth Rate	2015 Applied Growth Rate	2015 Growth Rate Orgin	2020 Model Background Volumes	2020 Background Volumes	2020 Average Annual Model Growth Rate	2020 Applied Growth Rate	2020 Growth Rate Orgin	2025 Model Background Volumes	2025 Background Volumes	2025 Average Annual Model Growth Rate	2025 Applied Growth Rate	2025 Growth Rate Orgin
Clyde Morris Blvd	SR 40 (W. Granada Blvd)	South Forty Trl	Volusia Co.	12,060	2008	0.11%	0.94	23,115	21,728	11.45%	11.45%	Model	29,845	28,054	11.05%	11.05%	Model	32,503	30,553	9.02%	9.02%	Model
Clyde Morris Blvd	South Forty Trl	Falls Way	Volusia Co.	12,060	2008	1.84%	0.94	23,115	21,728	11.45%	11.45%	Model	29,845	28,054	11.05%	11.05%	Model	34,410	32,345	9.89%	9.89%	Model
Clyde Morris Blvd	Falls Way	Coquina Point Dr	Volusia Co.	12,060	2008	1.83%	0.94	22,066	20,742	10.28%	10.28%	Model	29,476	27,707	10.81%	10.81%	Model	34,410	32,345	9.89%	9.89%	Model
Clyde Morris Blvd	Coquina Point Dr	Hand Ave	Volusia Co.	12,060	2008	2.85%	0.94	22,066	20,742	10.28%	10.28%	Model	29,476	27,707	10.81%	10.81%	Model	34,410	32,345	9.89%	9.89%	Model
Clyde Morris Blvd	Hand Ave	Flomich St	Volusia Co.	11,790	2008	2.53%	0.94	17,915	16,840	6.12%	6.12%	Model	22,716	21,353	6.76%	6.76%	Model	27,287	25,650	6.92%	6.92%	Model
Clyde Morris Blvd	Flomich St	LPGA Blvd.	Volusia Co.	11,790	2008	3.33%	0.94	17,915	16,840	6.12%	6.12%	Model	22,716	21,353	6.76%	6.76%	Model	27,287	25,650	6.92%	6.92%	Model
Clyde Morris Blvd	LPGA Blvd.	Bill France Blvd	Volusia Co.	12,700	2008	2.82%	0.94	23,919	22,484	11.01%	11.01%	Model	25,403	23,879	7.34%	7.34%	Model	25,435	23,909	5.19%	5.19%	Model
Clyde Morris Blvd	Bill France Blvd	Jimmy Ann Dr	Volusia Co.	12,420	2008	1.02%	0.94	25,249	23,734	13.01%	13.01%	Model	27,031	25,409	8.72%	8.72%	Model	27,505	25,855	6.36%	6.36%	Model
Clyde Morris Blvd	Jimmy Ann Dr	Midpoint	Volusia Co.	12,420	2008	3.76%	0.94	23,039	21,657	10.62%	10.62%	Model	24,125	22,678	6.88%	6.88%	Model	23,637	22,219	4.64%	4.64%	Model
Clyde Morris Blvd	Midpoint	SR 430 (Mason Ave)	Volusia Co.	12,420	2008	3.18%	0.94	25,634	24,096	13.43%	13.43%	Model	26,739	25,135	8.53%	8.53%	Model	26,264	24,688	5.81%	5.81%	Model
Clyde Morris Blvd	SR 430 (Mason Ave)	US 92 (SR 600)	Volusia Co.	18,400	2008	-0.09%	0.94	32,337	30,397	9.31%	9.31%	Model	33,334	31,334	5.86%	5.86%	Model	36,709	34,506	5.15%	5.15%	Model
Hand Ave	Spring Meadows Dr	Clyde Morris Blvd	Volusia Co.	7,870	2008	4.38%	0.94	4,686	4,405	-6.29%	1.00%	Model	5,698	5,356	-2.66%	1.00%	Model	6,822	6,413	-1.09%	1.00%	Model
Hand Ave	Clyde Morris Blvd	Shangri La Dr	Volusia Co.	13,150	2008	3.80%	0.94	11,803	11,095	-2.23%	1.00%	Model	13,010	12,229	-0.58%	1.00%	Model	13,815	12,986	-0.07%	1.00%	Model
Hand Ave	Shangri La Dr	Nova Rd	Volusia Co.	14,200	2008	4.07%	0.94	12,455	11,708	-2.51%	1.00%	Model	13,714	12,891	-0.77%	1.00%	Model	14,311	13,452	-0.31%	1.00%	Model
Hand Ave	Nova Rd	Orchard St	Volusia Co.	7,860	2008	-0.37%	0.94	8,892	8,358	0.91%	1.00%	Model	8,336	7,836	-0.03%	1.00%	Model	9,273	8,717	0.64%	1.00%	Model
LPGA Blvd (DB)	US 92 (SR 600)	International Golf Dr	Volusia Co.	9,570	2008	3.77%	0.94	18,729	17,605	11.99%	11.99%	Model	19,943	18,746	7.99%	7.99%	Model	35,879	33,726	14.85%	14.85%	Model
LPGA Blvd (DB)	International Golf Dr	Tournament Dr	Volusia Co.	9,570	2008	5.74%	0.94	18,419	17,314	11.56%	11.56%	Model	19,069	17,925	7.28%	7.28%	Model	30,649	28,810	11.83%	11.83%	Model
LPGA Blvd (DB)	Tournament Dr	I-95 (SR 9)	Volusia Co.	9,570	2008	5.30%	0.94	32,036	30,114	30.67%	8.52%	Segment Ave.	37,201	34,969	22.12%	5.82%	Segment Ave.	52,223	49,090	24.29%	7.79%	Segment Ave.
LPGA Blvd (DB)	I-95 (SR 9)	Williamson Blvd	Volusia Co.	27,120	2008	5.24%	0.94	39,916	37,521	5.48%	5.48%	Model	43,946	41,309	4.36%	4.36%	Model	47,239	44,405	3.75%	3.75%	Model
LPGA Blvd (DB)	Williamson Blvd	Clyde Morris Blvd	Volusia Co.	22,550	2008	3.58%	0.94	42,650	40,091	11.11%	11.11%	Model	46,448	43,661	7.80%	7.80%	Model	48,926	45,990	6.11%	6.11%	Model
LPGA Blvd (DB)	Clyde Morris Blvd	Midpoint	Volusia Co.	16,650	2008	3.09%	0.94	11,121	10,454	-5.32%	1.00%	Model	11,082	10,417	-3.12%	1.00%	Model	12,855	12,084	-1.61%	1.00%	Model
Mason Ave	Williamson Blvd	Fentress Blvd	Volusia Co.	9,090	2008	-0.30%	0.94	11,336	10,656	2.46%	2.46%	Model	12,663	11,903	2.58%	2.58%	Model	15,360	14,438	3.46%	3.46%	Model
Mason Ave	Fentress Blvd	Bill France Blvd	Volusia Co.	10,700	2008	-2.78%	0.94	14,148	13,299	3.47%	3.47%	Model	11,525	10,834	0.10%	1.00%	Model	17,748	16,683	3.29%	3.29%	Model
Pineland Trl	Airport Rd	Harmony Ave	Volusia Co.	440	2008	4.90%	0.94	123	116	-10.53%	4.90%	Historical	2,211	2,078	31.03%	4.90%	Historical	3,502	3,292	38.13%	4.90%	Historical
Pineland Trl	Harmony Ave	US 1 (SR 5)	Volusia Co.	300	2008	5.88%	0.94	13,513	12,702	590.58%	5.88%	Historical	16,083	15,118	411.61%	5.88%	Historical	16,713	15,710	38.13%	5.88%	Historical
Tymber Creek Rd	Riverbend Rd	SR 40 (W. Granada Blvd)	Volusia Co.	820	2008	3.92%	0.94	2,243	2,108	22.45%	22.45%	Model	2,539	2,387	15.92%	15.92%	Model	2,809	2,640	13.06%	13.06%	Model
Tymber Creek Rd	SR 40 (W. Granada Blvd)	Tymber Run	Volusia Co.	13,020	2008	4.07%	0.94	15,942	14,985	2.16%	2.16%	Model	18,322	17,223	2.69%	2.69%	Model	17,421	16,376	1.52%	1.52%	Model
Tymber Creek Rd	Tymber Run	Peruvian Ln	Volusia Co.	7,290	2008	3.63%	0.94	9,755	9,170	3.68%	3.68%	Model	13,009	12,228	5.65%	5.65%	Model	14,176	13,325	4.87%	4.87%	Model
Tymber Creek Rd	Peruvian Ln	Airport Rd	Volusia Co.	7,290	2008	3.63%	0.94	9,755	9,170	3.68%	3.68%	Model	13,009	12,228	5.65%	5.65%	Model	14,176	13,325	4.87%	4.87%	Model
Tymber Creek Rd	Airport Rd	Durance Ln	Volusia Co.	1,450	2008	7.65%	0.94	3,719	3,496	20.16%	20.16%	Model	6,254	5,879	25.45%	25.45%	Model	6,897	6,483	20.42%	20.42%	Model
Tymber Creek Rd	Durance Ln	Broadway Ave	Volusia Co.	1,450	2008	9.83%	0.94	6,691	6,290	47.68%	9.83%	Historical	10,577	9,942	48.81%	9.83%	Historical	9,924	9,329	31.96%	9.83%	Historical
Williamson Blvd	SR 40 (W. Granada Blvd)	Midpoint	Volusia Co.	19,590	2008	5.75%	0.94	24,693	23,211	2.64%	2.64%	Model	26,704	25,102	2.34%	2.34%	Model	27,514	25,863	1.88%	1.88%	Model
Williamson Blvd	Midpoint	Hand Ave	Volusia Co.	19,590	2008	4.65%	0.94	21,438	20,152	0.41%	1.00%	Model	23,814	22,385	1.19%	1.19%	Model	24,775	23,289	1.11%	1.11%	Model
Williamson Blvd	Hand Ave	Strickland Range Rd	Volusia Co.	13,530	2008	4.88%	0.94	19,259	18,103	4.83%	4.83%	Model	20,500	19,270	3.54%	3.54%	Model	21,041	19,779	2.72%	2.72%	Model
Williamson Blvd	Strickland Range Rd	LPGA Blvd.	Volusia Co.	13,530	2008	5.28%	0.94	19,290	18,133	4.86%	4.86%	Model	20,547	19,314	3.56%	3.56%	Model	21,069	19,805	2.73%	2.73%	Model
Williamson Blvd	LPGA Blvd.	Mason Ave	Volusia Co.	14,910	2008	3.45%	0.94	19,234	18,080	3.04%	3.04%	Model	22,509	21,158	3.49%	3.49%	Model	29,141	27,393	4.92%	4.92%	Model
Williamson Blvd	Mason Ave	Dunn Ave	Volusia Co.	13,400	2008	2.89%	0.94	10,354	9,733	-3.91%	1.00%	Model	12,239	11,505	-1.18%	1.00%	Model	16,052	15,089	0.74%	1.00%	Model

Table 21.D.2 - Revised
Phase 1 (2015) P.M. Peak-Hour Directional Road Segment Traffic Assignments
Hunter's Ridge DRI Substantial Deviation

Road Name	Segment From	Segment To	Peak Direction	Existing AADT	K_{100}-Factor	D-Factor	NB / EB Existing P.M. Peak-Hour Directional Volume	SB / WB Existing P.M. Peak-Hour Directional Volume	Applied Average Annual Growth Rate	Growth Rate Origin	Growth Factor	NB / EB 2015 P.M. Peak-Hour Directional Background Traffic	SB / WB 2015 P.M. Peak-Hour Directional Background Traffic	Project Trip Distribution	NB / EB Enter/ Exit	NB / EB Net External Project Trips	NB / EB 2015 P.M. Peak-Hour Directional Build-Out Traffic	SB / WB Enter/ Exit	SB / WB Net External Project Trips	SB / WB 2015 P.M. Peak-Hour Directional Build-Out Traffic
I-95 (SR 9)	SR 421 (Dunlawton Ave)	Beville Rd/I-4	NB	57,500	9.71	52.82	2,949	2,634	1.00%	Model	1.07	3,156	2,819	6%	Enter	67	3,222	Exit	73	2,891
I-95 (SR 9)	Beville Rd/I-4	US 92 (SR 600)	NB	119,000	9.71	52.82	6,103	5,452	4.74%	Segment Ave.	1.33	8,128	7,260	12%	Enter	133	8,261	Exit	145	7,406
I-95 (SR 9)	US 92 (SR 600)	LPGA Blvd	NB	68,000	9.71	52.82	3,488	3,115	5.85%	Model	1.41	4,915	4,390	18%	Enter	200	5,115	Exit	218	4,608
I-95 (SR 9)	LPGA Blvd	SR 40 (W. Granada Blvd)	NB	79,000	10.26	52.82	4,281	3,824	1.88%	Model	1.13	4,844	4,327	22%	Enter	244	5,088	Exit	266	4,593
I-95 (SR 9)	SR 40 (W. Granada Blvd)	US 1 (SR 5)	SB	55,000	9.71	52.82	2,520	2,821	7.39%	Model	1.52	3,823	4,280	3%	Exit	36	3,859	Enter	33	4,313
US 1 (SR 5)	6th St	Hand Ave	NB	27,000	10.26	52.82	1,463	1,307	4.97%	Model	1.35	1,972	1,762	2%	Enter	22	1,994	Exit	24	1,786
US 1 (SR 5)	Hand Ave	SR 40 (W. Granada Blvd)	NB	23,500	10.26	52.82	1,274	1,138	9.38%	Model	1.66	2,110	1,885	4%	Enter	44	2,154	Exit	48	1,933
US 1 (SR 5)	SR 40 (W. Granada Blvd)	SR 5A (Nova Rd)	NB	18,200	10.26	52.82	986	881	13.14%	Model	1.92	1,894	1,691	0%	Exit	0	1,894	Enter	0	1,691
US 92 (SR 600)	I-4 Eastbound Ramp	LPGA Boulevard	EB	30,900	10.26	52.82	1,675	1,496	5.05%	Model	1.35	2,266	2,024	1%	Enter	11	2,277	Exit	12	2,036
US 92 (SR 600)	LPGA Blvd	Grande Champion Blvd	EB	28,500	10.26	52.82	1,545	1,380	1.00%	Model	1.07	1,653	1,476	2%	Enter	22	1,675	Exit	24	1,500
US 92 (SR 600)	Grande Champion Blvd	Tomoka Farms Rd	EB	28,500	10.26	52.82	1,545	1,380	2.64%	Model	1.18	1,830	1,634	3%	Enter	33	1,863	Exit	36	1,671
US 92 (SR 600)	Tomoka Farms Rd	I-95 (SR 9)	EB	28,500	10.26	52.82	1,545	1,380	4.01%	Model	1.28	1,978	1,767	3%	Enter	33	2,011	Exit	36	1,803
SR 5A (Nova Rd)	10th St	LPGA Blvd	NB	32,500	10.26	52.82	1,761	1,573	4.18%	Model	1.29	2,277	2,034	3%	Enter	33	2,310	Exit	36	2,070
SR 5A (Nova Rd)	LPGA Blvd	Hand Ave	SB	30,500	10.26	52.82	1,476	1,653	4.23%	Model	1.30	1,914	2,143	4%	Enter	44	1,958	Exit	48	2,191
SR 5A (Nova Rd)	Hand Ave	SR 40 (W. Granada Blvd)	SB	29,000	10.26	52.82	1,404	1,572	1.00%	Model	1.07	1,502	1,682	1%	Enter	11	1,513	Exit	12	1,694
SR 11	CR 304	SR 40	NB	2,600	9.71	52.82	133	119	2.85%	Historical	1.20	160	143	0%	Exit	0	160	Enter	0	143
SR 11	SR 40	CR 15A	NB	2,700	10.26	52.82	146	131	4.04%	Historical	1.28	188	168	1%	Enter	11	199	Exit	12	180
SR 11	CR 15A	US 17	NB	6,900	10.26	52.82	374	334	1.55%	Historical	1.11	415	370	1%	Enter	11	426	Exit	12	382
Blvd)	Emporia Road	US 17/19 (SR 15)	WB	7,200	10.26	52.82	349	390	8.90%	Model	1.62	566	633	1%	Enter	11	577	Exit	12	645
Blvd)	US 17/19 (SR 15)	SR 11	WB	5,800	10.26	52.82	281	314	8.83%	Model	1.62	454	509	6%	Enter	67	521	Exit	73	581
Blvd)	SR 11	Buckskin Ln/Urban Boundary	WB	10,800	10.26	52.82	523	585	1.00%	Model	1.07	559	626	6%	Enter	67	626	Exit	73	699
Blvd)	Buckskin Ln/Urban Boundary	Airport Rd Ext.	WB	10,800	10.26	52.82	523	585	2.85%	Model	1.20	627	702	14%	Enter	155	782	Exit	169	872
Blvd)	Airport Rd Ext.	Shadow Crossings Blvd	WB	10,800	10.26	52.82	523	585	1.00%	Model	1.07	559	626	25%	Exit	303	862	Enter	277	904
Blvd)	Shadow Crossings Blvd	Tymber Creek Rd	WB	10,800	10.26	52.82	523	585	5.07%	Model	1.36	708	793	55%	Exit	666	1,374	Enter	610	1,403
Blvd)	Tymber Creek Rd	I-95 (SR 9) SB Ramps	WB	26,500	10.26	52.82	1,283	1,436	3.06%	Model	1.21	1,557	1,743	62%	Exit	751	2,308	Enter	688	2,431
Blvd)	I-95 (SR 9) SB Ramps	I-95 (SR 9) NB Ramps	WB	26,500	10.26	52.82	1,283	1,436	7.37%	Model	1.52	1,944	2,177	48%	Exit	581	2,525	Enter	532	2,709
Blvd)	I-95 (SR 9) NB Ramps	Williamson Boulevard	EB	37,500	10.26	52.82	2,032	1,815	2.46%	Model	1.17	2,382	2,128	36%	Exit	436	2,818	Enter	399	2,527
Blvd)	Williamson Blvd	Clyde Morris Blvd	EB	37,500	10.26	52.82	2,032	1,815	1.00%	Model	1.07	2,175	1,942	21%	Exit	254	2,429	Enter	233	2,175
Blvd)	Clyde Morris Blvd	SR 5A (Nova Rd)	EB	35,000	10.26	52.82	1,897	1,694	1.00%	Model	1.07	2,030	1,813	15%	Exit	182	2,211	Enter	166	1,979
Blvd)	SR 5A (Nova Rd)	US 1 (SR 5)	EB	32,000	10.26	52.82	1,734	1,549	1.00%	Model	1.07	1,856	1,657	10%	Exit	121	1,977	Enter	111	1,768
Blvd)	US 1 (SR 5)	John Anderson Dr	EB	36,500	10.26	52.82	1,978	1,767	4.45%	Model	1.31	2,594	2,317	4%	Exit	48	2,643	Enter	44	2,362
Airport Rd (OB)	SR 40	Tymber Creek Rd.	WB	0	9.20	52.10	0	0	N/A	Model Vol.	N/A	90	98	20%	Exit	340	429	Enter	300	398
Airport Rd (OB)	Tymber Creek Rd	Pineland Tr	WB	4,910	9.20	52.10	216	235	2.17%	Model	1.17	254	276	6%	Exit	73	327	Enter	67	343
Airport Rd (OB)	Pineland Tr	Ocean Pine Dr	WB	4,360	9.50	61.00	162	253	4.50%	Model	1.36	220	344	6%	Exit	73	292	Enter	67	410
Airport Rd (OB)	Ocean Pine Dr	Bear Creek Path	WB	4,360	9.50	57.60	176	239	4.54%	Segment Ave.	1.36	239	325	2%	Exit	24	264	Enter	22	347
Airport Rd (OB)	Bear Creek Path	US 1	WB	7,380	9.60	56.40	309	400	6.94%	Model	1.56	480	622	2%	Exit	24	505	Enter	22	644

Table 21.D.2 - Revised Cont'd.
Phase 1 (2015) P.M. Peak-Hour Directional Road Segment Traffic Assignments
Hunter's Ridge DRI Substantial Deviation

	Segment						NB / EB	SB / WB				NB / EB	SB / WB		NB / EB			SB / WB		
Road Name	From	To	Peak Direction	Existing AADT	K_{100}-Factor	D-Factor	Existing P.M. Peak-Hour Directional Volume	Existing P.M. Peak-Hour Directional Volume	Applied Average Annual Growth Rate	Growth Rate Origin	Growth Factor	2015 P.M. Peak-Hour Directional Background Traffic	2015 P.M. Peak-Hour Directional Background Traffic	Project Trip Distribution	Enter/ Exit	Net External Project Trips	2015 P.M. Peak-Hour Directional Build-Out Traffic	Enter/ Exit	Net External Project Trips	2015 P.M. Peak-Hour Directional Build-Out Traffic
Clyde Morris Blvd	SR 40 (W. Granada Blvd)	South Forty Trl	NB	12,060	9.77	52.82	622	556	11.45%	Model	1.92	1,193	1,065	5%	Enter	55	1,248	Exit	61	1,126
Clyde Morris Blvd	South Forty Trl	Falls Way	NB	12,060	9.77	52.82	622	556	11.45%	Model	1.92	1,193	1,065	4%	Enter	44	1,237	Exit	48	1,114
Clyde Morris Blvd	Falls Way	Coquina Point Dr	NB	12,060	9.77	52.82	622	556	10.28%	Model	1.82	1,134	1,013	4%	Enter	44	1,179	Exit	48	1,062
Clyde Morris Blvd	Coquina Point Dr	Hand Ave	NB	12,060	9.77	52.82	622	556	10.28%	Model	1.82	1,134	1,013	4%	Enter	44	1,179	Exit	48	1,062
Clyde Morris Blvd	Hand Ave	Flomich St	NB	11,790	9.77	52.82	608	543	6.12%	Model	1.49	906	809	0%	Enter	0	906	Exit	0	809
Clyde Morris Blvd	Flomich St	LPGA Blvd	NB	11,790	9.77	52.82	608	543	6.12%	Model	1.49	906	809	0%	Enter	0	906	Exit	0	809
Clyde Morris Blvd	LPGA Blvd	Bill France Blvd	NB	12,700	9.77	52.82	655	585	11.01%	Model	1.88	1,232	1,101	6%	Enter	67	1,299	Exit	73	1,173
Clyde Morris Blvd	Bill France Blvd	Jimmy Ann Dr	NB	12,420	9.77	52.82	641	572	13.01%	Model	2.04	1,308	1,169	6%	Enter	67	1,375	Exit	73	1,241
Clyde Morris Blvd	Jimmy Ann Dr	Midpoint	NB	12,420	9.77	52.82	641	572	10.62%	Model	1.85	1,186	1,059	5%	Enter	55	1,241	Exit	61	1,120
Clyde Morris Blvd	Midpoint	SR 430 (Mason Ave)	NB	12,420	9.77	52.82	641	572	13.43%	Model	2.07	1,330	1,188	5%	Enter	55	1,385	Exit	61	1,248
Clyde Morris Blvd	SR 430 (Mason Ave)	US 92 (SR 600)	SB	18,400	10.26	52.82	891	997	9.31%	Model	1.75	1,554	1,740	4%	Enter	44	1,599	Exit	48	1,789
Hand Ave	Spring Meadows Dr	Clyde Morris Blvd	EB	7,870	9.77	52.82	406	363	1.00%	Model	1.07	435	388	1%	Exit	12	447	Enter	11	399
Hand Ave	Clyde Morris Blvd	Shangri La Dr	EB	13,150	9.77	52.82	679	606	1.00%	Model	1.07	726	649	4%	Exit	48	775	Enter	44	693
Hand Ave	Shangri La Dr	SR 5A (Nova Rd)	WB	14,200	9.77	52.82	655	733	1.00%	Model	1.07	700	784	4%	Exit	48	749	Enter	44	828
Hand Ave	SR 5A (Nova Rd)	Orchard St	WB	7,860	9.77	52.82	362	406	1.00%	Model	1.07	388	434	0%	Exit	0	388	Enter	0	434
LPGA Blvd (DB)	US 92	International Golf Dr	EB	9,570	9.77	52.82	494	441	11.99%	Model	1.96	968	864	1%	Enter	11	979	Exit	12	877
LPGA Blvd (DB)	International Golf Dr	Tournament Dr	EB	9,570	9.77	52.82	494	441	11.56%	Model	1.92	951	849	2%	Enter	22	973	Exit	24	873
LPGA Blvd (DB)	Tournament Dr	I-95	EB	9,570	9.77	52.82	494	441	8.52%	Segment Ave.	1.68	830	742	3%	Enter	33	864	Exit	36	778
LPGA Blvd (DB)	I-95	Williamson Blvd	WB	27,120	9.77	52.82	1,250	1,400	5.48%	Model	1.44	1,798	2,013	1%	Exit	12	1,810	Enter	11	2,024
LPGA Blvd (DB)	Williamson Blvd	Clyde Morris Blvd	WB	22,550	9.77	52.82	1,039	1,164	11.11%	Model	1.89	1,963	2,198	6%	Exit	73	2,036	Enter	67	2,265
LPGA Blvd (DB)	Clyde Morris Blvd	Midpoint	WB	16,650	9.77	52.82	767	859	1.00%	Model	1.07	821	919	0%	Exit	0	821	Enter	0	919
Mason Ave	Williamson Blvd	Fentress Blvd	WB	9,090	9.77	52.82	419	469	2.46%	Model	1.20	501	561	3%	Exit	36	538	Enter	33	595
Mason Ave	Fentress Blvd	Bill France Blvd	WB	10,700	9.77	52.82	493	552	3.47%	Model	1.28	630	705	2%	Exit	24	654	Enter	22	728
Pineland Trl	Airport Rd	Harmony Ave	NB	440	9.77	52.82	23	20	4.90%	Historical	1.39	32	28	0%	Exit	0	32	Enter	0	28
Pineland Trl	Harmony Ave	US 1 (SR 5)	NB	300	9.77	52.82	15	14	5.88%	Historical	1.47	23	20	5%	Exit	61	83	Enter	55	76
Tymber Creek Rd	Riverbend Rd	SR 40 (W. Granada Blvd)	NB	820	9.77	52.82	42	38	22.45%	Model	2.80	118	106	1%	Enter	11	129	Exit	12	118
Tymber Creek Rd	SR 40 (W. Granada Blvd)	Tymber Run	SB	13,020	9.77	52.82	600	672	2.16%	Model	1.17	704	788	12%	Enter	133	837	Exit	145	933
Tymber Creek Rd	Tymber Run	Peruvian Ln	SB	7,290	9.77	52.82	336	376	3.68%	Model	1.29	435	487	12%	Enter	133	568	Exit	145	632
Tymber Creek Rd	Peruvian Ln	Airport Rd	SB	7,290	9.77	52.82	336	376	3.68%	Model	1.29	435	487	12%	Enter	133	568	Exit	145	632
Tymber Creek Rd	Airport Rd	Durance Ln	SB	1,450	9.77	52.82	67	75	20.16%	Model	2.61	175	195	11%	Exit	133	308	Enter	122	317
Tymber Creek Rd	Durance Ln	Broadway Ave	SB	1,450	9.77	52.82	67	75	9.83%	Historical	1.79	119	134	11%	Exit	133	253	Enter	122	256
Williamson Blvd	SR 40	Midpoint	NB	19,590	9.77	52.82	1,011	903	2.64%	Model	1.21	1,225	1,094	15%	Exit	182	1,406	Enter	166	1,260
Williamson Blvd	Midpoint	Hand Ave	NB	19,590	9.77	52.82	1,011	903	1.00%	Model	1.07	1,082	966	12%	Exit	145	1,227	Enter	133	1,099
Williamson Blvd	Hand Ave	Strickland Range Rd	NB	13,530	9.77	52.82	698	624	4.83%	Model	1.39	968	865	11%	Exit	133	1,101	Enter	122	987
Williamson Blvd	Strickland Range Rd	LPGA Blvd	NB	13,530	9.77	52.82	698	624	4.86%	Model	1.39	970	866	11%	Exit	133	1,103	Enter	122	988
Williamson Blvd	LPGA Blvd	Mason Ave	NB	14,910	9.77	52.82	769	687	3.04%	Model	1.24	956	854	5%	Exit	61	1,017	Enter	55	910
Williamson Blvd	Mason Ave	Dunn Ave	NB	13,400	9.77	52.82	692	618	1.00%	Model	1.07	740	661	2%	Exit	24	764	Enter	22	683

Table 21.D.3 - Revised
Phase 2 (2020) P.M. Peak-Hour Directional Road Segment Traffic Assignments
Hunter's Ridge DRI Substantial Deviation

	Segment						NB / EB	SB / WB				NB / EB	SB / WB		NB / EB			SB / WB		
Road Name	From	To	Peak Direction	Existing AADT	K_{100}-Factor	D-Factor	Existing P.M. Peak-Hour Directional Volume	Existing P.M. Peak-Hour Directional Volume	Applied Average Annual Growth Rate	Growth Rate Origin	Growth Factor	2020 P.M. Peak-Hour Directional Background Traffic	2020 P.M. Peak-Hour Directional Background Traffic	Project Trip Distribution	Enter/ Exit	Net External Project Trips	2020 P.M. Peak-Hour Directional Build-Out Traffic	Enter/ Exit	Net External Project Trips	2020 P.M. Peak-Hour Directional Build-Out Traffic
I-95 (SR 9)	SR 421 (Dunlawton Ave)	Beville Rd/I-4	NB	57,500	9.71	52.82	2,949	2,634	1.00%	Model	1.12	3,303	2,950	6%	Enter	95	3,398	Exit	103	3,054
I-95 (SR 9)	Beville Rd/I-4	US 92 (SR 600)	NB	119,000	9.71	52.82	6,103	5,452	3.36%	Segment Ave.	1.47	8,976	8,018	12%	Enter	190	9,166	Exit	207	8,225
I-95 (SR 9)	US 92 (SR 600)	LPGA Blvd	NB	68,000	9.71	52.82	3,488	3,115	3.91%	Model	1.47	5,124	4,577	18%	Enter	284	5,408	Exit	310	4,887
I-95 (SR 9)	LPGA Blvd	SR 40 (W. Granada Blvd)	NB	79,000	10.26	52.82	4,281	3,824	1.51%	Model	1.18	5,057	4,517	21%	Enter	332	5,389	Exit	362	4,879
I-95 (SR 9)	SR 40 (W. Granada Blvd)	US 1 (SR 5)	SB	55,000	9.71	52.82	2,520	2,821	5.45%	Model	1.65	4,166	4,664	2%	Exit	34	4,201	Enter	32	4,696
US 1 (SR 5)	6th St	Hand Ave	NB	27,000	10.26	52.82	1,463	1,307	2.46%	Model	1.30	1,896	1,693	2%	Enter	32	1,927	Exit	34	1,728
US 1 (SR 5)	Hand Ave	SR 40 (W. Granada Blvd)	NB	23,500	10.26	52.82	1,274	1,138	3.99%	Model	1.48	1,883	1,682	3%	Enter	47	1,930	Exit	52	1,733
US 1 (SR 5)	SR 40 (W. Granada Blvd)	SR 5A (Nova Rd)	NB	18,200	10.26	52.82	986	881	6.22%	Model	1.75	1,722	1,538	0%	Exit	0	1,722	Enter	0	1,538
US 92 (SR 600)	LPGA Blvd	Grande Champion Blvd	EB	28,500	10.26	52.82	1,545	1,380	1.01%	Model	1.12	1,732	1,547	2%	Enter	32	1,764	Exit	34	1,582
US 92 (SR 600)	Grande Champion Blvd	Tomoka Farms Rd	EB	28,500	10.26	52.82	1,545	1,380	2.71%	Model	1.33	2,048	1,829	3%	Enter	47	2,095	Exit	52	1,881
US 92 (SR 600)	Tomoka Farms Rd	I-95 (SR 9)	EB	28,500	10.26	52.82	1,545	1,380	3.21%	Model	1.38	2,139	1,911	4%	Enter	63	2,202	Exit	69	1,980
SR 5A (Nova Rd)	10th St	LPGA Blvd	NB	32,500	10.26	52.82	1,761	1,573	3.73%	Model	1.45	2,551	2,278	3%	Enter	47	2,598	Exit	52	2,330
SR 5A (Nova Rd)	LPGA Blvd	Hand Ave	SB	30,500	10.26	52.82	1,476	1,653	4.03%	Model	1.48	2,191	2,453	4%	Enter	63	2,254	Exit	69	2,522
SR 5A (Nova Rd)	Hand Ave	SR 40 (W. Granada Blvd)	SB	29,000	10.26	52.82	1,404	1,572	1.57%	Model	1.19	1,668	1,867	1%	Enter	16	1,684	Exit	17	1,885
SR 11	CR 304	SR 40	NB	2,600	9.71	52.82	133	119	2.85%	Historical	1.34	179	160	0%	Exit	0	179	Enter	0	160
SR 11	SR 40	CR 15A	NB	2,700	10.26	52.82	146	131	4.04%	Historical	1.48	217	194	2%	Enter	32	249	Exit	34	229
SR 11	CR 15A	US 17	NB	6,900	10.26	52.82	374	334	1.55%	Historical	1.19	443	396	1%	Enter	16	459	Exit	17	413
Blvd)	Emporia Road	US 17/19 (SR 15)	WB	7,200	10.26	52.82	349	390	7.96%	Model	1.95	681	763	1%	Enter	16	697	Exit	17	780
Blvd)	US 17/19 (SR 15)	SR 11	WB	5,800	10.26	52.82	281	314	8.10%	Model	1.97	554	620	4%	Enter	63	617	Exit	69	689
Blvd)	SR 11	Buckskin Ln/Urban Boundary	WB	10,800	10.26	52.82	523	585	1.00%	Model	1.12	586	656	12%	Enter	190	775	Exit	207	862
Blvd)	Buckskin Ln/Urban Boundary	Airport Rd Ext.	WB	10,800	10.26	52.82	523	585	4.01%	Model	1.48	774	867	13%	Enter	205	980	Exit	224	1,091
Blvd)	Airport Rd Ext.	Shadow Crossings Blvd	WB	10,800	10.26	52.82	523	585	1.82%	Model	1.22	637	713	25%	Exit	431	1,068	Enter	395	1,108
Blvd)	Shadow Crossings Blvd	Tymber Creek Rd	WB	10,800	10.26	52.82	523	585	5.04%	Model	1.61	839	940	56%	Exit	965	1,804	Enter	885	1,824
Blvd)	Tymber Creek Rd	I-95 (SR 9) SB Ramps	WB	26,500	10.26	52.82	1,283	1,436	3.90%	Model	1.47	1,883	2,108	60%	Exit	1,034	2,917	Enter	948	3,056
Blvd)	I-95 (SR 9) SB Ramps	I-95 (SR 9) NB Ramps	WB	26,500	10.26	52.82	1,283	1,436	5.38%	Model	1.65	2,112	2,364	47%	Exit	810	2,922	Enter	743	3,107
Blvd)	I-95 (SR 9) NB Ramps	Williamson Boulevard	EB	37,500	10.26	52.82	2,032	1,815	1.89%	Model	1.23	2,493	2,227	36%	Exit	620	3,114	Enter	569	2,796
Blvd)	Williamson Blvd	Clyde Morris Blvd	EB	37,500	10.26	52.82	2,032	1,815	1.00%	Model	1.12	2,276	2,033	21%	Exit	362	2,638	Enter	332	2,365
Blvd)	Clyde Morris Blvd	SR 5A (Nova Rd)	EB	35,000	10.26	52.82	1,897	1,694	1.00%	Model	1.12	2,124	1,898	14%	Exit	241	2,366	Enter	221	2,119
Blvd)	SR 5A (Nova Rd)	US 1 (SR 5)	EB	32,000	10.26	52.82	1,734	1,549	1.00%	Model	1.12	1,942	1,735	10%	Exit	172	2,115	Enter	158	1,893
Blvd)	US 1 (SR 5)	John Anderson Dr	EB	36,500	10.26	52.82	1,978	1,767	3.23%	Model	1.39	2,745	2,452	5%	Exit	86	2,831	Enter	79	2,531
Airport Rd (OB)	SR 40	Tymber Creek Rd.	WB	0	9.20	52.10	0	0	N/A	Model Vol.	N/A	148	161	19%	Exit	461	609	Enter	405	567
Airport Rd (OB)	Tymber Creek Rd	Pineland Tr	WB	4,910	9.20	52.10	216	235	4.11%	Model	1.53	332	361	8%	Exit	138	470	Enter	126	488
Airport Rd (OB)	Pineland Tr	Ocean Pine Dr	WB	4,360	9.50	61.00	162	253	4.90%	Model	1.64	264	414	6%	Exit	103	368	Enter	95	509
Airport Rd (OB)	Ocean Pine Dr	Bear Creek Path	WB	4,360	9.50	57.60	176	239	4.45%	Segment Ave.	1.58	277	377	2%	Exit	34	312	Enter	32	408
Airport Rd (OB)	Bear Creek Path	US 1	WB	7,380	9.60	56.40	309	400	4.33%	Model	1.56	483	624	2%	Exit	34	517	Enter	32	656

Table 21.D.3 - Revised Cont'd.
Phase 2 (2020) P.M. Peak-Hour Directional Road Segment Traffic Assignments
Hunter's Ridge DRI Substantial Deviation

	Segment						NB / EB	SB / WB				NB / EB	SB / WB		NB / EB			SB / WB		
Road Name	From	To	Peak Direction	Existing AADT	K_{100}-Factor	D-Factor	Existing P.M. Peak-Hour Directional Volume	Existing P.M. Peak-Hour Directional Volume	Applied Average Annual Growth Rate	Growth Rate Origin	Growth Factor	2020 P.M. Peak-Hour Directional Background Traffic	2020 P.M. Peak-Hour Directional Background Traffic	Project Trip Distribution	Enter/ Exit	Net External Project Trips	2020 P.M. Peak-Hour Directional Build-Out Traffic	Enter/ Exit	Net External Project Trips	2020 P.M. Peak-Hour Directional Build-Out Traffic
Clyde Morris Blvd	SR 40 (W. Granada Blvd)	South Forty Trl	NB	12,060	9.77	52.82	622	556	11.05%	Model	2.44	1,517	1,355	5%	Enter	79	1,596	Exit	86	1,441
Clyde Morris Blvd	South Forty Trl	Falls Way	NB	12,060	9.77	52.82	622	556	11.05%	Model	2.44	1,517	1,355	5%	Enter	79	1,596	Exit	86	1,441
Clyde Morris Blvd	Falls Way	Coquina Point Dr	NB	12,060	9.77	52.82	622	556	10.81%	Model	2.41	1,497	1,337	4%	Enter	63	1,560	Exit	69	1,406
Clyde Morris Blvd	Coquina Point Dr	Hand Ave	NB	12,060	9.77	52.82	622	556	10.81%	Model	2.41	1,497	1,337	4%	Enter	63	1,560	Exit	69	1,406
Clyde Morris Blvd	Hand Ave	Flomich St	NB	11,790	9.77	52.82	608	543	6.76%	Model	1.88	1,143	1,021	1%	Enter	16	1,159	Exit	17	1,038
Clyde Morris Blvd	Flomich St	LPGA Blvd	NB	11,790	9.77	52.82	608	543	6.76%	Model	1.88	1,143	1,021	1%	Enter	16	1,159	Exit	17	1,038
Clyde Morris Blvd	LPGA Blvd	Bill France Blvd	NB	12,700	9.77	52.82	655	585	7.34%	Model	1.95	1,280	1,144	6%	Enter	95	1,375	Exit	103	1,247
Clyde Morris Blvd	Bill France Blvd	Jimmy Ann Dr	NB	12,420	9.77	52.82	641	572	8.72%	Model	2.13	1,367	1,221	6%	Enter	95	1,462	Exit	103	1,325
Clyde Morris Blvd	Jimmy Ann Dr	Midpoint	NB	12,420	9.77	52.82	641	572	6.88%	Model	1.89	1,214	1,085	5%	Enter	79	1,293	Exit	86	1,171
Clyde Morris Blvd	Midpoint	SR 430 (Mason Ave)	NB	12,420	9.77	52.82	641	572	8.53%	Model	2.11	1,352	1,207	5%	Enter	79	1,431	Exit	86	1,294
Clyde Morris Blvd	SR 430 (Mason Ave)	US 92 (SR 600)	SB	18,400	10.26	52.82	891	997	5.86%	Model	1.76	1,569	1,757	4%	Enter	63	1,632	Exit	69	1,825
Hand Ave	Spring Meadows Dr	Clyde Morris Blvd	EB	7,870	9.77	52.82	406	363	1.00%	Model	1.13	459	410	1%	Exit	17	476	Enter	16	426
Hand Ave	Clyde Morris Blvd	Shangri La Dr	EB	13,150	9.77	52.82	679	606	1.00%	Model	1.13	767	685	4%	Exit	69	836	Enter	63	748
Hand Ave	Shangri La Dr	SR 5A (Nova Rd)	WB	14,200	9.77	52.82	655	733	1.00%	Model	1.13	740	828	4%	Exit	69	809	Enter	63	891
Hand Ave	SR 5A (Nova Rd)	Orchard St	WB	7,860	9.77	52.82	362	406	1.00%	Model	1.13	409	458	0%	Exit	0	409	Enter	0	458
LPGA Blvd (DB)	US 92	International Golf Dr	EB	9,570	9.77	52.82	494	441	7.99%	Model	2.04	1,007	899	1%	Enter	16	1,023	Exit	17	917
LPGA Blvd (DB)	International Golf Dr	Tournament Dr	EB	9,570	9.77	52.82	494	441	7.28%	Model	1.95	961	858	2%	Enter	32	993	Exit	34	893
LPGA Blvd (DB)	Tournament Dr	I-95	EB	9,570	9.77	52.82	494	441	5.82%	Segment Ave.	1.76	867	775	3%	Enter	47	915	Exit	52	826
LPGA Blvd (DB)	I-95	Williamson Blvd	WB	27,120	9.77	52.82	1,250	1,400	4.36%	Model	1.57	1,959	2,193	1%	Exit	17	1,976	Enter	16	2,209
LPGA Blvd (DB)	Williamson Blvd	Clyde Morris Blvd	WB	22,550	9.77	52.82	1,039	1,164	7.80%	Model	2.01	2,094	2,344	6%	Exit	103	2,197	Enter	95	2,439
LPGA Blvd (DB)	Clyde Morris Blvd	Midpoint	WB	16,650	9.77	52.82	767	859	1.00%	Model	1.13	867	971	0%	Exit	0	867	Enter	0	971
Mason Ave	Williamson Blvd	Fentress Blvd	WB	9,090	9.77	52.82	419	469	2.58%	Model	1.34	559	626	3%	Exit	52	611	Enter	47	674
Mason Ave	Fentress Blvd	Bill France Blvd	WB	10,700	9.77	52.82	493	552	1.00%	Model	1.13	557	624	2%	Exit	34	592	Enter	32	656
Pineland Trl	Airport Rd	Harmony Ave	NB	440	9.77	52.82	23	20	4.90%	Historical	1.64	37	33	2%	Exit	34	72	Enter	32	65
Pineland Trl	Harmony Ave	US 1 (SR 5)	NB	300	9.77	52.82	15	14	5.88%	Historical	1.76	27	24	2%	Exit	34	62	Enter	32	56
Tymber Creek Rd	Riverbend Rd	SR 40 (W. Granada Blvd)	NB	820	9.77	52.82	42	38	15.92%	Model	3.07	130	116	0%	Enter	0	130	Exit	0	116
Tymber Creek Rd	SR 40 (W. Granada Blvd)	Tymber Run	SB	13,020	9.77	52.82	600	672	2.69%	Model	1.35	810	907	9%	Enter	142	952	Exit	155	1,062
Tymber Creek Rd	Tymber Run	Peruvian Ln	SB	7,290	9.77	52.82	336	376	5.65%	Model	1.73	583	652	9%	Enter	142	725	Exit	155	807
Tymber Creek Rd	Peruvian Ln	Airport Rd	SB	7,290	9.77	52.82	336	376	5.65%	Model	1.73	583	652	10%	Enter	158	741	Exit	172	825
Tymber Creek Rd	Airport Rd	Durance Ln	SB	1,450	9.77	52.82	67	75	25.45%	Model	4.31	288	322	12%	Exit	207	495	Enter	190	512
Tymber Creek Rd	Durance Ln	Broadway Ave	SB	1,450	9.77	52.82	67	75	9.83%	Historical	2.28	152	170	12%	Exit	207	359	Enter	190	360
Williamson Blvd	SR 40	Midpoint	NB	19,590	9.77	52.82	1,011	903	2.34%	Model	1.30	1,319	1,178	14%	Exit	241	1,560	Enter	221	1,399
Williamson Blvd	Midpoint	Hand Ave	NB	19,590	9.77	52.82	1,011	903	1.19%	Model	1.15	1,167	1,043	11%	Exit	190	1,357	Enter	174	1,216
Williamson Blvd	Hand Ave	Strickland Range Rd	NB	13,530	9.77	52.82	698	624	3.54%	Model	1.46	1,019	910	10%	Exit	172	1,191	Enter	158	1,068
Williamson Blvd	Strickland Range Rd	LPGA Blvd	NB	13,530	9.77	52.82	698	624	3.56%	Model	1.46	1,022	913	10%	Exit	172	1,194	Enter	158	1,071
Williamson Blvd	LPGA Blvd	Mason Ave	NB	14,910	9.77	52.82	769	687	3.49%	Model	1.45	1,119	999	4%	Exit	69	1,188	Enter	63	1,062
Williamson Blvd	Mason Ave	Dunn Ave	NB	13,400	9.77	52.82	692	618	1.00%	Model	1.13	781	698	2%	Exit	34	816	Enter	32	730

Table 21.D.4 - Revised
Phase 3 (2025) P.M. Peak-Hour Directional Road Segment Traffic Assignments
Hunter's Ridge DRI Substantial Deviation

Road Name	Segment From	Segment To	Peak Direction	Existing AADT	K_{100}-Factor	D-Factor	NB / EB Existing P.M. Peak-Hour Directional Volume	SB / WB Existing P.M. Peak-Hour Directional Volume	Applied Average Annual Growth Rate	Growth Rate Origin	Years	Growth Factor	NB / EB 2025 P.M. Peak-Hour Directional Background Traffic	SB / WB 2025 P.M. Peak-Hour Directional Background Traffic	Project Trip Distribution	NB / EB Enter/ Exit	NB / EB Net External Project Trips	NB / EB 2025 P.M. Peak-Hour Directional Build-Out Traffic	SB / WB Enter/ Exit	SB / WB Net External Project Trips	SB / WB 2025 P.M. Peak-Hour Directional Build-Out Traffic
I-95 (SR 9)	SR 421 (Dunlawton Ave)	Beville Rd/I-4	NB	57,500	9.71	52.82	2,949	2,634	1.00%	Model	17	1.17	3,450	3,082	6%	Enter	108	3,558	Exit	115	3,197
I-95 (SR 9)	Beville Rd/I-4	US 92 (SR 600)	NB	119,000	9.71	52.82	6,103	5,452	2.44%	Segment Avg	17	1.42	8,639	7,717	12%	Enter	216	8,855	Exit	231	7,948
I-95 (SR 9)	US 92 (SR 600)	LPGA Blvd	NB	68,000	9.71	52.82	3,488	3,115	2.65%	Model	17	1.45	5,059	4,519	18%	Enter	324	5,383	Exit	346	4,865
I-95 (SR 9)	LPGA Blvd	SR 40 (W. Granada Blvd)	NB	79,000	10.26	52.82	4,281	3,824	1.17%	Model	17	1.20	5,133	4,585	22%	Enter	396	5,529	Exit	423	5,008
I-95 (SR 9)	SR 40 (W. Granada Blvd)	US 1 (SR 5)	SB	55,000	9.71	52.82	2,520	2,821	4.12%	Model	17	1.70	4,283	4,795	2%	Exit	38	4,321	Enter	36	4,831
US 1 (SR 5)	6th St	Hand Ave	NB	27,000	10.26	52.82	1,463	1,307	1.95%	Model	17	1.33	1,948	1,740	2%	Enter	36	1,984	Exit	38	1,779
US 1 (SR 5)	Hand Ave	SR 40 (W. Granada Blvd)	NB	23,500	10.26	52.82	1,274	1,138	2.95%	Model	17	1.50	1,913	1,709	4%	Enter	72	1,985	Exit	77	1,786
US 1 (SR 5)	SR 40 (W. Granada Blvd)	SR 5A (Nova Rd)	NB	18,200	10.26	52.82	986	881	4.55%	Model	17	1.77	1,749	1,562	0%	Exit	0	1,749	Enter	0	1,562
US 92 (SR 600)	LPGA Blvd	Grande Champion Blvd	EB	28,500	10.26	52.82	1,545	1,380	1.85%	Model	17	1.31	2,031	1,814	1%	Enter	18	2,049	Exit	19	1,833
US 92 (SR 600)	Grande Champion Blvd	Tomoka Farms Rd	EB	28,500	10.26	52.82	1,545	1,380	3.16%	Model	17	1.54	2,375	2,122	4%	Enter	72	2,447	Exit	77	2,199
US 92 (SR 600)	Tomoka Farms Rd	I-95 (SR 9)	EB	28,500	10.26	52.82	1,545	1,380	3.56%	Model	17	1.61	2,480	2,216	4%	Enter	72	2,552	Exit	77	2,293
SR 5A (Nova Rd)	10th St	LPGA Blvd	NB	32,500	10.26	52.82	1,761	1,573	3.10%	Model	17	1.53	2,688	2,401	3%	Enter	54	2,742	Exit	58	2,459
SR 5A (Nova Rd)	LPGA Blvd	Hand Ave	SB	30,500	10.26	52.82	1,476	1,653	3.47%	Model	17	1.59	2,348	2,629	5%	Enter	90	2,438	Exit	96	2,725
SR 5A (Nova Rd)	Hand Ave	SR 40 (W. Granada Blvd)	SB	29,000	10.26	52.82	1,404	1,572	1.57%	Model	17	1.27	1,778	1,991	1%	Enter	18	1,796	Exit	19	2,010
SR 11	CR 304	SR 40	NB	2,600	9.71	52.82	133	119	2.85%	Model	17	1.48	198	177	0%	Exit	0	198	Enter	0	177
SR 11	SR 40	CR 15A	NB	2,700	10.26	52.82	146	131	4.04%	Model	17	1.69	247	220	3%	Enter	54	301	Exit	58	278
SR 11	CR 15A	US 17	NB	6,900	10.26	52.82	374	334	1.55%	Model	17	1.26	472	422	1%	Enter	18	490	Exit	19	441
Blvd)	Emporia Road	US 17/19 (SR 15)	WB	7,200	10.26	52.82	349	390	8.27%	Model	17	2.41	838	939	1%	Enter	18	856	Exit	19	958
Blvd)	US 17/19 (SR 15)	SR 11	WB	5,800	10.26	52.82	281	314	6.67%	Model	17	2.13	599	671	4%	Enter	72	671	Exit	77	748
Blvd)	SR 11	Buckskin Ln/Urban Boundary	WB	10,800	10.26	52.82	523	585	1.06%	Model	17	1.18	617	691	8%	Enter	144	761	Exit	154	845
Blvd)	Buckskin Ln/Urban Boundary	Airport Rd Ext.	WB	10,800	10.26	52.82	523	585	4.14%	Model	17	1.70	891	997	14%	Enter	252	1,143	Exit	269	1,267
Blvd)	Airport Rd Ext.	Shadow Crossings Blvd	WB	10,800	10.26	52.82	523	585	2.25%	Model	17	1.38	723	810	24%	Exit	462	1,185	Enter	432	1,241
Blvd)	Shadow Crossings Blvd	Tymber Creek Rd	WB	10,800	10.26	52.82	523	585	4.82%	Model	17	1.82	952	1,065	58%	Exit	1,116	2,068	Enter	1,043	2,109
Blvd)	Tymber Creek Rd	I-95 (SR 9) SB Ramps	WB	26,500	10.26	52.82	1,283	1,436	2.55%	Model	17	1.43	1,838	2,057	58%	Exit	1,116	2,954	Enter	1,043	3,101
Blvd)	I-95 (SR 9) SB Ramps	I-95 (SR 9) NB Ramps	WB	26,500	10.26	52.82	1,283	1,436	3.69%	Model	17	1.63	2,088	2,338	46%	Exit	885	2,973	Enter	828	3,165
Blvd)	I-95 (SR 9) NB Ramps	Williamson Boulevard	EB	37,500	10.26	52.82	2,032	1,815	1.24%	Model	17	1.21	2,461	2,198	35%	Exit	674	3,135	Enter	630	2,828
Blvd)	Williamson Blvd	Clyde Morris Blvd	EB	37,500	10.26	52.82	2,032	1,815	1.00%	Model	17	1.17	2,378	2,124	22%	Exit	423	2,801	Enter	396	2,520
Blvd)	Clyde Morris Blvd	SR 5A (Nova Rd)	EB	35,000	10.26	52.82	1,897	1,694	1.00%	Model	17	1.17	2,219	1,982	14%	Exit	269	2,489	Enter	252	2,234
Blvd)	SR 5A (Nova Rd)	US 1 (SR 5)	EB	32,000	10.26	52.82	1,734	1,549	1.00%	Model	17	1.17	2,029	1,812	10%	Exit	192	2,221	Enter	180	1,992
Blvd)	US 1 (SR 5)	John Anderson Dr	EB	36,500	10.26	52.82	1,978	1,767	2.23%	Model	17	1.38	2,727	2,436	4%	Exit	77	2,804	Enter	72	2,508
Airport Rd (OB)	SR 40	Tymber Creek Rd.	WB	0	9.20	52.10	0	0	N/A	Model Volume	18	N/A	155	168	17%	Exit	452	607	Enter	403	572
Airport Rd (OB)	Tymber Creek Rd	Pineland Tr	WB	4,910	9.20	52.10	216	235	3.81%	Model	18	1.69	365	397	9%	Exit	173	538	Enter	162	559
Airport Rd (OB)	Pineland Tr	Ocean Pine Dr	WB	4,360	9.50	61.00	162	253	5.56%	Model	18	2.00	323	505	6%	Exit	115	439	Enter	108	613
Airport Rd (OB)	Ocean Pine Dr	Bear Creek Path	WB	4,360	9.50	57.60	176	239	4.16%	Segment Avg	18	1.75	307	417	2%	Exit	38	345	Enter	36	453
Airport Rd (OB)	Bear Creek Path	US 1	WB	7,380	9.60	56.40	309	400	3.10%	Model	18	1.56	481	622	2%	Exit	38	519	Enter	36	658

Table 21.D.4 - Revised Cont'd.
Phase 3 (2025) P.M. Peak-Hour Directional Road Segment Traffic Assignments
Hunter's Ridge DRI Substantial Deviation

Road Name	Segment From	Segment To	Peak Direction	Existing AADT	K_{100}-Factor	D-Factor	NB / EB Existing P.M. Peak-Hour Directional Volume	SB / WB Existing P.M. Peak-Hour Directional Volume	Applied Average Annual Growth Rate	Growth Rate Origin	Years	Growth Factor	NB / EB 2025 P.M. Peak-Hour Directional Background Traffic	SB / WB 2025 P.M. Peak-Hour Directional Background Traffic	Project Trip Distribution	NB / EB Enter/ Exit	NB / EB Net External Project Trips	NB / EB 2025 P.M. Peak-Hour Directional Build-Out Traffic	SB / WB Enter/ Exit	SB / WB Net External Project Trips	SB / WB 2025 P.M. Peak-Hour Directional Build-Out Traffic
Clyde Morris Blvd	SR 40 (W. Granada Blvd)	South Forty Trl	NB	12,060	9.77	52.82	622	556	9.02%	Model	18	2.62	1,633	1,458	6%	Enter	108	1,741	Exit	115	1,574
Clyde Morris Blvd	South Forty Trl	Falls Way	NB	12,060	9.77	52.82	622	556	9.89%	Model	18	2.78	1,731	1,546	6%	Enter	108	1,839	Exit	115	1,661
Clyde Morris Blvd	Falls Way	Coquina Point Dr	NB	12,060	9.77	52.82	622	556	9.89%	Model	18	2.78	1,731	1,546	6%	Enter	108	1,839	Exit	115	1,661
Clyde Morris Blvd	Coquina Point Dr	Hand Ave	NB	12,060	9.77	52.82	622	556	9.89%	Model	18	2.78	1,731	1,546	6%	Enter	108	1,839	Exit	115	1,661
Clyde Morris Blvd	Hand Ave	Flomich St	NB	11,790	9.77	52.82	608	543	6.92%	Model	18	2.24	1,366	1,220	2%	Enter	36	1,402	Exit	38	1,258
Clyde Morris Blvd	Flomich St	LPGA Blvd	NB	11,790	9.77	52.82	608	543	6.92%	Model	18	2.24	1,366	1,220	2%	Enter	36	1,402	Exit	38	1,258
Clyde Morris Blvd	LPGA Blvd	Bill France Blvd	NB	12,700	9.77	52.82	655	585	5.19%	Model	18	1.93	1,268	1,132	5%	Enter	90	1,358	Exit	96	1,229
Clyde Morris Blvd	Bill France Blvd	Jimmy Ann Dr	NB	12,420	9.77	52.82	641	572	6.36%	Model	18	2.15	1,375	1,228	5%	Enter	90	1,465	Exit	96	1,324
Clyde Morris Blvd	Jimmy Ann Dr	Midpoint	NB	12,420	9.77	52.82	641	572	4.64%	Model	18	1.84	1,176	1,051	5%	Enter	90	1,266	Exit	96	1,147
Clyde Morris Blvd	Midpoint	SR 430 (Mason Ave)	NB	12,420	9.77	52.82	641	572	5.81%	Model	18	2.05	1,311	1,171	5%	Enter	90	1,401	Exit	96	1,268
Clyde Morris Blvd	SR 430 (Mason Ave)	US 92 (SR 600)	SB	18,400	10.26	52.82	891	997	5.15%	Model	18	1.93	1,716	1,921	2%	Enter	36	1,752	Exit	38	1,960
Hand Ave	Spring Meadows Dr	Clyde Morris Blvd	EB	7,870	9.77	52.82	406	363	1.00%	Model	18	1.18	479	428	1%	Exit	19	498	Enter	18	446
Hand Ave	Clyde Morris Blvd	Shangri La Dr	EB	13,150	9.77	52.82	679	606	1.00%	Model	18	1.18	801	715	4%	Exit	77	878	Enter	72	787
Hand Ave	Shangri La Dr	SR 5A (Nova Rd)	WB	14,200	9.77	52.82	655	733	1.00%	Model	18	1.18	772	865	4%	Exit	77	849	Enter	72	937
Hand Ave	SR 5A (Nova Rd)	Orchard St	WB	7,860	9.77	52.82	362	406	1.00%	Model	18	1.18	428	479	0%	Exit	0	428	Enter	0	479
LPGA Blvd (DB)	US 92	International Golf Dr	EB	9,570	9.77	52.82	494	441	14.85%	Model	18	3.67	1,814	1,620	1%	Enter	18	1,832	Exit	19	1,639
LPGA Blvd (DB)	International Golf Dr	Tournament Dr	EB	9,570	9.77	52.82	494	441	11.83%	Model	18	3.13	1,545	1,380	3%	Enter	54	1,599	Exit	58	1,438
LPGA Blvd (DB)	Tournament Dr	I-95	EB	9,570	9.77	52.82	494	441	7.79%	Model	18	2.40	1,186	1,059	4%	Enter	72	1,258	Exit	77	1,136
LPGA Blvd (DB)	I-95	Williamson Blvd	WB	27,120	9.77	52.82	1,250	1,400	3.75%	Model	18	1.67	2,094	2,344	0%	Exit	0	2,094	Enter	0	2,344
LPGA Blvd (DB)	Williamson Blvd	Clyde Morris Blvd	WB	22,550	9.77	52.82	1,039	1,164	6.11%	Model	18	2.10	2,183	2,444	4%	Exit	77	2,260	Enter	72	2,516
LPGA Blvd (DB)	Clyde Morris Blvd	Midpoint	WB	16,650	9.77	52.82	767	859	1.00%	Model	18	1.18	906	1,014	0%	Exit	0	906	Enter	0	1,014
Mason Ave	Williamson Blvd	Fentress Blvd	WB	9,090	9.77	52.82	419	469	3.46%	Model	18	1.62	680	761	3%	Exit	58	738	Enter	54	815
Mason Ave	Fentress Blvd	Bill France Blvd	WB	10,700	9.77	52.82	493	552	3.29%	Model	18	1.59	785	879	2%	Exit	38	824	Enter	36	915
Pineland Trl	Airport Rd	Harmony Ave	NB	440	9.77	52.82	23	20	4.90%	Model	18	1.88	43	38	4%	Exit	77	120	Enter	72	110
Pineland Trl	Harmony Ave	US 1 (SR 5)	NB	300	9.77	52.82	15	14	5.88%	Model	18	2.06	32	28	4%	Exit	77	109	Enter	72	100
Tymber Creek Rd	Riverbend Rd	SR 40 (W. Granada Blvd)	NB	820	9.77	52.82	42	38	22.45%	Model	18	5.04	213	191	1%	Enter	18	231	Exit	19	210
Tymber Creek Rd	SR 40 (W. Granada Blvd)	Tymber Run	SB	13,020	9.77	52.82	600	672	2.16%	Model	18	1.39	833	933	8%	Enter	144	977	Exit	154	1,087
Tymber Creek Rd	Tymber Run	Peruvian Ln	SB	7,290	9.77	52.82	336	376	3.68%	Model	18	1.66	559	626	8%	Enter	144	703	Exit	154	780
Tymber Creek Rd	Peruvian Ln	Airport Rd	SB	7,290	9.77	52.82	336	376	3.68%	Model	18	1.66	559	626	8%	Enter	144	703	Exit	154	780
Tymber Creek Rd	Airport Rd	Durance Ln	SB	1,450	9.77	52.82	67	75	20.16%	Model	18	4.63	309	346	11%	Exit	212	521	Enter	198	544
Tymber Creek Rd	Durance Ln	Broadway Ave	SB	1,450	9.77	52.82	67	75	9.83%	Model	18	2.77	185	207	11%	Exit	212	397	Enter	198	405
Williamson Blvd	SR 40	Midpoint	NB	19,590	9.77	52.82	1,011	903	1.88%	Model	18	1.34	1,354	1,209	13%	Exit	250	1,604	Enter	234	1,443
Williamson Blvd	Midpoint	Hand Ave	NB	19,590	9.77	52.82	1,011	903	1.11%	Model	18	1.20	1,213	1,084	10%	Exit	192	1,406	Enter	180	1,263
Williamson Blvd	Hand Ave	Strickland Range Rd	NB	13,530	9.77	52.82	698	624	2.72%	Model	18	1.49	1,040	929	9%	Exit	173	1,213	Enter	162	1,091
Williamson Blvd	Strickland Range Rd	LPGA Blvd	NB	13,530	9.77	52.82	698	624	2.73%	Model	18	1.49	1,041	930	9%	Exit	173	1,214	Enter	162	1,092
Williamson Blvd	LPGA Blvd	Mason Ave	NB	14,910	9.77	52.82	769	687	4.92%	Model	18	1.89	1,451	1,297	5%	Exit	96	1,548	Enter	90	1,386
Williamson Blvd	Mason Ave	Dunn Ave	NB	13,400	9.77	52.82	692	618	1.00%	Model	18	1.18	816	729	2%	Exit	38	854	Enter	36	765

Table 21.E.1 - Revised
Phase 1 (2015) Projected Roadway Segment Significance and Adversity
Hunter's Ridge DRI Substantial Deviation

Road Name	Segment		Peak Direction	No. of Lanes	Adopted LOS	Peak-Hour Two-Way Capacity	Peak Direction Max Capacity at Adopted LOS	Non-Peak Direction Max Capacity at Adopted LOS	Northbound/Eastbound						Southbound/Westbound						Backlogged ?	Improvement Required? (Sig & Adv)
	From	To							Net External Project Trips	2015 P.M. Peak-Hour Directional Background Traffic	2015 P.M. Peak-Hour Directional Build-Out Traffic	% of Adopted Capacity	Significant ?	Adverse ?	Net External Project Trips	2015 P.M. Peak-Hour Directional Background Traffic	2015 P.M. Peak-Hour Directional Build-Out Traffic	% of Adopted Capacity	Significant ?	Adverse ?		
I-95 (SR 9)	SR 421 (Dunlawton Ave)	Beville Rd/I-4	NB	4	C	5,410	3,020	2,390	67	3,156	3,222	2.20%	NO	YES	73	2,819	2,891	3.04%	NO	YES	NO	NO
I-95 (SR 9)	Beville Rd/I-4	US 92 (SR 600)	NB	8	C	10,870	5,580	5,290	133	8,128	8,261	2.38%	NO	YES	145	7,260	7,406	2.75%	NO	YES	NO	NO
I-95 (SR 9)	US 92 (SR 600)	LPGA Blvd	NB	6	C	8,320	4,580	3,740	200	4,915	5,115	4.36%	NO	YES	218	4,390	4,608	5.83%	YES	YES	YES	YES
I-95 (SR 9)	LPGA Blvd	SR 40 (W. Granada Blvd)	NB	8	C	10,870	5,580	5,290	244	4,844	5,088	4.37%	NO	NO	266	4,327	4,593	5.04%	YES	NO	NO	NO
I-95 (SR 9)	SR 40 (W. Granada Blvd)	US 1 (SR 5)	SB	6	C	8,320	4,580	3,740	36	3,823	3,859	0.97%	NO	YES	33	4,280	4,313	0.73%	NO	NO	YES	NO
US 1 (SR 5)	6th St	Hand Ave	NB	4	D	3,560	1,960	1,600	22	1,972	1,994	1.13%	NO	YES	24	1,762	1,786	1.51%	NO	YES	YES	NO
US 1 (SR 5)	Hand Ave	SR 40 (W. Granada Blvd)	NB	4	D	3,560	1,960	1,600	44	2,110	2,154	2.26%	NO	YES	48	1,885	1,933	3.03%	NO	YES	YES	NO
US 1 (SR 5)	SR 40 (W. Granada Blvd)	SR 5A (Nova Rd)	NB	4	D	3,560	1,960	1,600	0	1,894	1,894	0.00%	NO	NO	0	1,691	1,691	0.00%	NO	YES	YES	NO
US 92 (SR 600)	LPGA Blvd	Grande Champion Blvd	EB	4	D	3,560	1,960	1,600	22	1,653	1,675	1.13%	NO	NO	24	1,476	1,500	1.51%	NO	NO	NO	NO
US 92 (SR 600)	Grande Champion Blvd	Tomoka Farms Rd	EB	4	D	3,560	1,960	1,600	33	1,830	1,863	1.70%	NO	NO	36	1,634	1,671	2.27%	NO	YES	YES	NO
US 92 (SR 600)	Tomoka Farms Rd	I-95 (SR 9)	EB	4	D	3,560	1,960	1,600	33	1,978	2,011	1.70%	NO	YES	36	1,767	1,803	2.27%	NO	YES	YES	NO
SR 5A (Nova Rd)	10th St	LPGA Blvd	NB	6	D	5,360	2,790	2,570	33	2,277	2,310	1.19%	NO	NO	36	2,034	2,070	1.41%	NO	NO	NO	NO
SR 5A (Nova Rd)	LPGA Blvd	Hand Ave	SB	6	D	5,360	2,790	2,570	44	1,914	1,958	1.73%	NO	NO	48	2,143	2,191	1.74%	NO	NO	NO	NO
SR 5A (Nova Rd)	Hand Ave	SR 40 (W. Granada Blvd)	SB	6	D	5,360	2,790	2,570	11	1,502	1,513	0.43%	NO	NO	12	1,682	1,694	0.43%	NO	NO	NO	NO
SR 11	CR 304	SR 40	NB	2	C	790	430	360	0	160	160	0.00%	NO	NO	0	143	143	0.00%	NO	NO	NO	NO
SR 11	SR 40	CR 15A	NB	2	C	790	430	360	11	188	199	2.58%	NO	NO	12	168	180	3.36%	NO	NO	NO	NO
SR 11	CR 15A	US 17	NB	2	D	2,040	1,120	920	11	415	426	0.99%	NO	NO	12	370	382	1.32%	NO	NO	NO	NO
SR 40 (W. Granada Blvd)	Emporia Road	US 17/19 (SR 15)	WB	2	C	1,500	820	680	11	566	577	1.63%	NO	NO	12	633	645	1.48%	NO	NO	NO	NO
SR 40 (W. Granada Blvd)	US 17/19 (SR 15)	SR 11	WB	2	C	1,500	820	680	67	454	521	9.79%	YES	NO	73	509	581	8.86%	YES	NO	NO	NO
SR 40 (W. Granada Blvd)	SR 11	Buckskin Ln/Urban Boundary	WB	2	C	1,500	820	680	67	559	626	9.79%	YES	NO	73	626	699	8.86%	YES	NO	NO	NO
SR 40 (W. Granada Blvd)	Buckskin Ln/Urban Boundary	Airport Rd Ext.	WB	4	C	3,440	1,890	1,550	155	627	782	10.02%	YES	NO	169	702	872	8.97%	YES	NO	NO	NO
SR 40 (W. Granada Blvd)	Airport Rd Ext.	Shadow Crossings Blvd	WB	4	C	3,440	1,890	1,550	303	559	862	19.53%	YES	NO	277	626	904	14.67%	YES	NO	NO	NO
SR 40 (W. Granada Blvd)	Shadow Crossings Blvd	Tymber Creek Rd	WB	4	C	3,440	1,890	1,550	666	708	1,374	42.96%	YES	NO	610	793	1,403	32.27%	YES	NO	NO	NO
SR 40 (W. Granada Blvd)	Tymber Creek Rd	I-95 (SR 9) SB Ramps	WB	4	C	3,440	1,890	1,550	751	1,557	2,308	48.43%	YES	YES	688	1,743	2,431	36.38%	YES	YES	NO	YES
SR 40 (W. Granada Blvd)	I-95 (SR 9) SB Ramps	I-95 (SR 9) NB Ramps	WB	4	C	3,440	1,890	1,550	581	1,944	2,525	37.49%	YES	YES	532	2,177	2,709	28.17%	YES	YES	NO	YES
SR 40 (W. Granada Blvd)	I-95 (SR 9) NB Ramps	Williamson Boulevard	EB	4	D	3,560	1,960	1,600	436	2,382	2,818	22.24%	YES	YES	399	2,128	2,527	24.95%	YES	YES	NO	YES
SR 40 (W. Granada Blvd)	Williamson Blvd	Clyde Morris Blvd	EB	4	D	3,560	1,960	1,600	254	2,175	2,429	12.97%	YES	YES	233	1,942	2,175	14.56%	YES	YES	NO	YES
SR 40 (W. Granada Blvd)	Clyde Morris Blvd	SR 5A (Nova Rd)	EB	4	D	3,560	1,960	1,600	182	2,030	2,211	9.27%	YES	YES	166	1,813	1,979	10.40%	YES	YES	NO	YES
SR 40 (W. Granada Blvd)	SR 5A (Nova Rd)	US 1 (SR 5)	EB	4	D	3,560	1,960	1,600	121	1,856	1,977	6.18%	YES	YES	111	1,657	1,768	6.93%	YES	YES	NO	YES
SR 40 (W. Granada Blvd)	US 1 (SR 5)	John Anderson Dr	EB	4	D	6,040	3,320	2,720	48	2,594	2,643	1.46%	NO	NO	44	2,317	2,362	1.63%	NO	NO	NO	NO
Airport Rd (OB)	SR 40	Tymber Creek Rd.	WB	2	E	1,440	792	648	340	90	429	52.39%	YES	NO	300	98	398	37.91%	YES	NO	NO	NO
Airport Rd (OB)	Tymber Creek Rd	Pineland Tr	WB	2	E	1,440	792	648	73	254	327	11.21%	YES	NO	67	276	343	8.40%	YES	NO	NO	NO
Airport Rd (OB)	Pineland Tr	Ocean Pine Dr	WB	2	E	1,040	572	468	73	220	292	15.52%	YES	NO	67	344	410	11.63%	YES	NO	NO	NO
Airport Rd (OB)	Ocean Pine Dr	Bear Creek Path	WB	2	E	1,040	572	468	24	239	264	5.17%	YES	NO	22	325	347	3.88%	YES	NO	NO	NO
Airport Rd (OB)	Bear Creek Path	US 1	WB	2	E	1,040	572	468	24	480	505	5.17%	YES	YES	22	622	644	3.88%	YES	YES	YES	YES

Table 21.E.1 - Revised Cont'd.
Phase 1 (2015) Projected Roadway Segment Significance and Adversity
Hunter's Ridge DRI Substantial Deviation

Road Name	Segment		Peak Direction	No. of Lanes	Adopted LOS	Peak-Hour Two-Way Capacity	Peak Direction Max Capacity at Adopted LOS	Non-Peak Direction Max Capacity at Adopted LOS	Northbound/Eastbound						Southbound/Westbound						Backlogged ?	Improvement Required? (Sig & Adv)
	From	To							Net External Project Trips	2015 P.M. Peak-Hour Directional Background Traffic	2015 P.M. Peak-Hour Directional Build-Out Traffic	% of Adopted Capacity	Significant ?	Adverse ?	Net External Project Trips	2015 P.M. Peak-Hour Directional Background Traffic	2015 P.M. Peak-Hour Directional Build-Out Traffic	% of Adopted Capacity	Significant ?	Adverse ?		
Clyde Morris Blvd	SR 40 (W. Granada Blvd)	South Forty Trl	NB	4	E	3,204	1,764	1,440	55	1,193	1,248	3.14%	NO	NO	61	1,065	1,126	4.20%	NO	NO	NO	NO
Clyde Morris Blvd	South Forty Trl	Falls Way	NB	4	E	3,204	1,764	1,440	44	1,193	1,237	2.51%	NO	NO	48	1,065	1,114	3.36%	NO	NO	NO	NO
Clyde Morris Blvd	Falls Way	Coquina Point Dr	NB	4	E	3,204	1,764	1,440	44	1,134	1,179	2.51%	NO	NO	48	1,013	1,062	3.36%	NO	NO	NO	NO
Clyde Morris Blvd	Coquina Point Dr	Hand Ave	NB	4	E	3,204	1,764	1,440	44	1,134	1,179	2.51%	NO	NO	48	1,013	1,062	3.36%	NO	NO	NO	NO
Clyde Morris Blvd	Hand Ave	Flomich St	NB	4	E	3,204	1,764	1,440	0	906	906	0.00%	NO	NO	0	809	809	0.00%	NO	NO	NO	NO
Clyde Morris Blvd	Flomich St	LPGA Blvd	NB	4	E	3,204	1,764	1,440	0	906	906	0.00%	NO	NO	0	809	809	0.00%	NO	NO	NO	NO
Clyde Morris Blvd	LPGA Blvd	Bill France Blvd	NB	4	E	3,204	1,764	1,440	67	1,232	1,299	3.77%	NO	NO	73	1,101	1,173	5.04%	YES	NO	NO	NO
Clyde Morris Blvd	Bill France Blvd	Jimmy Ann Dr	NB	4	E	3,204	1,764	1,440	67	1,308	1,375	3.77%	NO	NO	73	1,169	1,241	5.04%	YES	NO	NO	NO
Clyde Morris Blvd	Jimmy Ann Dr	Midpoint	NB	4	E	3,204	1,764	1,440	55	1,186	1,241	3.14%	NO	NO	61	1,059	1,120	4.20%	NO	NO	NO	NO
Clyde Morris Blvd	Midpoint	SR 430 (Mason Ave)	NB	4	E	3,204	1,764	1,440	55	1,330	1,385	3.14%	NO	NO	61	1,188	1,248	4.20%	NO	NO	NO	NO
Clyde Morris Blvd	SR 430 (Mason Ave)	US 92 (SR 600)	SB	4	D	3,204	1,862	1,342	44	1,554	1,599	3.31%	NO	YES	48	1,740	1,789	2.60%	NO	NO	YES	NO
Hand Ave	Spring Meadows Dr	Clyde Morris Blvd	EB	2	E	1,440	792	648	12	435	447	1.53%	NO	NO	11	388	399	1.71%	NO	NO	NO	NO
Hand Ave	Clyde Morris Blvd	Shangri La Dr	EB	2	E	1,440	792	648	48	726	775	6.11%	YES	NO	44	649	693	6.85%	YES	YES	NO	YES
Hand Ave	Shangri La Dr	SR 5A (Nova Rd)	WB	4	E	3,204	1,764	1,440	48	700	749	3.36%	NO	NO	44	784	828	2.51%	NO	NO	NO	NO
Hand Ave	SR 5A (Nova Rd)	Orchard St	WB	2	E	1,440	792	648	0	388	388	0.00%	NO	NO	0	434	434	0.00%	NO	NO	NO	NO
LPGA Blvd (DB)	US 92	International Golf Dr	EB	2	E	2,620	1,440	1,180	11	968	979	0.77%	NO	NO	12	864	877	1.03%	NO	NO	NO	NO
LPGA Blvd (DB)	International Golf Dr	Tournament Dr	EB	2	E	2,620	1,440	1,180	22	951	973	1.54%	NO	NO	24	849	873	2.05%	NO	NO	NO	NO
LPGA Blvd (DB)	Tournament Dr	I-95	EB	2	E	2,620	1,440	1,180	33	830	864	2.31%	NO	NO	36	742	778	3.08%	NO	NO	NO	NO
LPGA Blvd (DB)	I-95	Williamson Blvd	WB	4	E	3,204	1,764	1,440	12	1,798	1,810	0.84%	NO	YES	11	2,013	2,024	0.63%	NO	YES	YES	NO
LPGA Blvd (DB)	Williamson Blvd	Clyde Morris Blvd	WB	4	E	3,204	1,764	1,440	73	1,963	2,036	5.04%	YES	YES	67	2,198	2,265	3.77%	YES	YES	YES	YES
LPGA Blvd (DB)	Clyde Morris Blvd	Midpoint	WB	4	E	3,204	1,764	1,440	0	821	821	0.00%	NO	NO	0	919	919	0.00%	NO	NO	NO	NO
Mason Ave	Williamson Blvd	Fentress Blvd	WB	2	E	1,440	804	636	36	501	538	5.71%	YES	NO	33	561	595	4.14%	YES	NO	NO	NO
Mason Ave	Fentress Blvd	Bill France Blvd	WB	2	E	1,440	804	636	24	630	654	3.81%	NO	YES	22	705	728	2.76%	NO	NO	NO	NO
Pineland Trl	Airport Rd	Harmony Ave	NB	2	E	1,040	572	468	0	32	32	0.00%	NO	NO	0	28	28	0.00%	NO	NO	NO	NO
Pineland Trl	Harmony Ave	US 1 (SR 5)	NB	2	E	1,040	572	468	61	23	83	10.58%	YES	NO	55	20	76	11.85%	YES	NO	NO	NO
Tymber Creek Rd	Riverbend Rd	SR 40 (W. Granada Blvd)	NB	2	E	1,440	792	648	11	118	129	1.40%	NO	NO	12	106	118	1.87%	NO	NO	NO	NO
Tymber Creek Rd	SR 40 (W. Granada Blvd)	Tymber Run	SB	4	E	3,204	1,764	1,440	133	704	837	9.24%	YES	NO	145	788	933	8.24%	YES	NO	NO	NO
Tymber Creek Rd	Tymber Run	Peruvian Ln	SB	4	E	3,204	1,764	1,440	133	435	568	9.24%	YES	NO	145	487	632	8.24%	YES	NO	NO	NO
Tymber Creek Rd	Peruvian Ln	Airport Rd	SB	2	E	1,440	792	648	133	435	568	20.54%	YES	NO	145	487	632	18.34%	YES	NO	NO	NO
Tymber Creek Rd	Airport Rd	Durance Ln	SB	2	E	1,440	792	648	133	175	308	20.55%	YES	NO	122	195	317	15.40%	YES	NO	NO	NO
Tymber Creek Rd	Durance Ln	Broadway Ave	SB	2	E	1,440	792	648	133	119	253	20.55%	YES	NO	122	134	256	15.40%	YES	NO	NO	NO
Williamson Blvd	SR 40	Midpoint	NB	4	E	3,204	1,764	1,440	182	1,225	1,406	10.30%	YES	NO	166	1,094	1,260	11.55%	YES	NO	NO	NO
Williamson Blvd	Midpoint	Hand Ave	NB	4	E	3,204	1,764	1,440	145	1,082	1,227	8.24%	YES	NO	133	966	1,099	9.24%	YES	NO	NO	NO
Williamson Blvd	Hand Ave	Strickland Range Rd	NB	2	E	1,440	804	636	133	968	1,101	16.57%	YES	YES	122	865	987	19.18%	YES	YES	NO	YES
Williamson Blvd	Strickland Range Rd	LPGA Blvd	NB	2	E	1,440	804	636	133	970	1,103	16.57%	YES	YES	122	866	988	19.18%	YES	YES	NO	YES
Williamson Blvd	LPGA Blvd	Mason Ave	NB	4	E	3,204	1,764	1,440	61	956	1,017	3.43%	NO	NO	55	854	910	3.85%	NO	NO	NO	NO
Williamson Blvd	Mason Ave	Dunn Ave	NB	4	E	3,204	1,764	1,440	24	740	764	1.37%	NO	NO	22	661	683	1.54%	NO	NO	NO	NO

Table 21.E.2 - Revised
Phase 2 (2020) Projected Roadway Segment Significance and Adversity
Hunter's Ridge DRI Substantial Deviation

Road Name	Segment		Peak Direction	No. of Lanes	Adopted LOS	Peak-Hour Two-Way Capacity	Peak Direction Max Capacity at Adopted LOS	Non-Peak Direction Max Capacity at Adopted LOS	Northbound/Eastbound						Southbound/Westbound						Backlogged ?	Improvement Required? (Sig & Adv)
	From	To							Net External Project Trips	2020 P.M. Peak-Hour Directional Background Traffic	2020 P.M. Peak-Hour Directional Build-Out Traffic	% of Adopted Capacity	Significant ?	Adverse ?	Net External Project Trips	2020 P.M. Peak-Hour Directional Background Traffic	2020 P.M. Peak-Hour Directional Build-Out Traffic	% of Adopted Capacity	Significant ?	Adverse ?		
I-95 (SR 9)	SR 421 (Dunlawton Ave)	Beville Rd/I-4	NB	4	C	5,410	3,020	2,390	95	3,303	3,398	3.14%	NO	YES	103	2,950	3,054	4.33%	NO	YES	NO	NO
I-95 (SR 9)	Beville Rd/I-4	US 92 (SR 600)	NB	8	C	10,870	5,580	5,290	190	8,976	9,166	3.40%	NO	YES	207	8,018	8,225	3.91%	NO	YES	NO	NO
I-95 (SR 9)	US 92 (SR 600)	LPGA Blvd	NB	6	C	8,320	4,580	3,740	284	5,124	5,408	6.21%	YES	YES	310	4,577	4,887	8.29%	YES	YES	YES	YES
I-95 (SR 9)	LPGA Blvd	SR 40 (W. Granada Blvd)	NB	8	C	10,870	5,580	5,290	332	5,057	5,389	5.95%	YES	NO	362	4,517	4,879	6.84%	YES	NO	NO	NO
I-95 (SR 9)	SR 40 (W. Granada Blvd)	US 1 (SR 5)	SB	6	C	8,320	4,580	3,740	34	4,166	4,201	0.92%	NO	YES	32	4,664	4,696	0.69%	NO	YES	YES	NO
US 1 (SR 5)	6th St	Hand Ave	NB	4	D	3,560	1,960	1,600	32	1,896	1,927	1.61%	NO	NO	34	1,693	1,728	2.15%	NO	YES	YES	NO
US 1 (SR 5)	Hand Ave	SR 40 (W. Granada Blvd)	NB	4	D	3,560	1,960	1,600	47	1,883	1,930	2.42%	NO	NO	52	1,682	1,733	3.23%	NO	YES	YES	NO
US 1 (SR 5)	SR 40 (W. Granada Blvd)	SR 5A (Nova Rd)	NB	4	D	3,560	1,960	1,600	0	1,722	1,722	0.00%	NO	NO	0	1,538	1,538	0.00%	NO	NO	NO	NO
US 92 (SR 600)	LPGA Blvd	Grande Champion Blvd	EB	4	D	3,560	1,960	1,600	32	1,732	2,095	1.61%	NO	YES	34	1,547	1,881	2.15%	NO	YES	NO	NO
US 92 (SR 600)	Grande Champion Blvd	Tomoka Farms Rd	EB	4	D	3,560	1,960	1,600	47	2,048	2,202	2.42%	NO	YES	52	1,829	1,980	3.23%	NO	YES	YES	NO
US 92 (SR 600)	Tomoka Farms Rd	I-95 (SR 9)	EB	4	D	3,560	1,960	1,600	63	2,139	3,560	3.22%	NO	YES	69	1,911	3,180	4.31%	NO	YES	YES	NO
SR 5A (Nova Rd)	10th St	LPGA Blvd	NB	6	D	5,360	2,790	2,570	47	2,551	2,598	1.70%	NO	NO	52	2,278	2,330	2.01%	NO	NO	NO	NO
SR 5A (Nova Rd)	LPGA Blvd	Hand Ave	SB	6	D	5,360	2,790	2,570	63	2,191	2,254	2.46%	NO	NO	69	2,453	2,522	2.47%	NO	NO	NO	NO
SR 5A (Nova Rd)	Hand Ave	SR 40 (W. Granada Blvd)	SB	6	D	5,360	2,790	2,570	16	1,668	1,684	0.61%	NO	NO	17	1,867	1,885	0.62%	NO	NO	NO	NO
SR 11	CR 304	SR 40	NB	2	C	790	430	360	0	179	179	0.00%	NO	NO	0	160	160	0.00%	NO	NO	NO	NO
SR 11	SR 40	CR 15A	NB	2	C	790	430	360	32	217	249	7.35%	YES	NO	34	194	229	9.57%	YES	NO	NO	NO
SR 11	CR 15A	US 17	NB	2	D	2,040	1,120	920	16	443	459	1.41%	NO	NO	17	396	413	1.87%	NO	NO	NO	NO
SR 40 (W. Granada Blvd)	Emporia Road	US 17/19 (SR 15)	WB	2	C	790	430	360	16	681	697	4.39%	NO	YES	17	763	780	4.01%	NO	YES	NO	NO
SR 40 (W. Granada Blvd)	US 17/19 (SR 15)	SR 11	WB	2	C	790	430	360	63	554	617	17.56%	YES	YES	69	620	689	16.03%	YES	YES	YES	YES
SR 40 (W. Granada Blvd)	SR 11	Buckskin Ln/Urban Boundary	WB	2	C	820	430	390	190	586	775	48.62%	YES	YES	207	656	862	48.09%	YES	YES	NO	YES
SR 40 (W. Granada Blvd)	Buckskin Ln/Urban Boundary	Airport Rd Ext.	WB	4	C	3,440	1,890	1,550	205	774	980	13.25%	YES	NO	224	867	1,091	11.85%	YES	NO	NO	NO
SR 40 (W. Granada Blvd)	Airport Rd Ext.	Shadow Crossings Blvd	WB	4	C	3,440	1,890	1,550	431	637	1,068	27.80%	YES	NO	395	713	1,108	20.90%	YES	NO	NO	NO
SR 40 (W. Granada Blvd)	Shadow Crossings Blvd	Tymber Creek Rd	WB	4	C	3,440	1,890	1,550	965	839	1,804	62.26%	YES	YES	885	940	1,824	46.81%	YES	NO	NO	YES
SR 40 (W. Granada Blvd)	Tymber Creek Rd	I-95 (SR 9) SB Ramps	WB	4	C	3,440	1,890	1,550	1,034	1,883	2,917	66.71%	YES	YES	948	2,108	3,056	50.16%	YES	YES	NO	YES
SR 40 (W. Granada Blvd)	I-95 (SR 9) SB Ramps	I-95 (SR 9) NB Ramps	WB	4	C	3,440	1,890	1,550	810	2,112	2,922	52.26%	YES	YES	743	2,364	3,107	39.29%	YES	YES	NO	YES
SR 40 (W. Granada Blvd)	I-95 (SR 9) NB Ramps	Williamson Boulevard	EB	4	D	3,560	1,960	1,600	620	2,493	3,114	31.65%	YES	YES	569	2,227	2,796	35.55%	YES	YES	NO	YES
SR 40 (W. Granada Blvd)	Williamson Blvd	Clyde Morris Blvd	EB	4	D	3,560	1,960	1,600	362	2,276	2,366	18.46%	YES	YES	332	2,033	2,119	20.74%	YES	YES	NO	YES
SR 40 (W. Granada Blvd)	Clyde Morris Blvd	SR 5A (Nova Rd)	EB	4	D	3,560	1,960	1,600	241	2,124	2,366	12.31%	YES	YES	221	1,898	2,119	13.83%	YES	YES	NO	YES
SR 40 (W. Granada Blvd)	SR 5A (Nova Rd)	US 1 (SR 5)	EB	4	D	3,560	1,960	1,600	172	1,942	2,115	8.79%	YES	YES	158	1,735	1,893	9.88%	YES	YES	NO	YES
SR 40 (W. Granada Blvd)	US 1 (SR 5)	John Anderson Dr	EB	4	D	6,040	3,320	2,720	86	2,745	2,831	2.60%	NO	NO	79	2,452	2,531	2.90%	NO	NO	NO	NO
Airport Rd (OB)	SR 40	Tymber Creek Rd.	WB	2	E	1,440	792	648	461	90	429	71.08%	YES	NO	405	98	398	51.17%	YES	NO	NO	NO
Airport Rd (OB)	Tymber Creek Rd	Pineland Tr	WB	2	E	1,440	792	648	138	332	470	21.28%	YES	NO	126	361	488	15.96%	YES	NO	NO	NO
Airport Rd (OB)	Pineland Tr	Ocean Pine Dr	WB	2	E	1,040	572	468	103	264	368	22.09%	YES	NO	95	414	509	16.57%	YES	NO	NO	NO
Airport Rd (OB)	Ocean Pine Dr	Bear Creek Path	WB	2	E	1,040	572	468	34	277	312	7.36%	YES	NO	32	377	408	5.52%	YES	NO	NO	NO
Airport Rd (OB)	Bear Creek Path	US 1	WB	2	E	1,092	601	491	34	483	517	7.01%	YES	YES	32	624	656	5.26%	YES	YES	YES	YES

Table 21.E.2 - Revised Cont'd.
Phase 2 (2020) Projected Roadway Segment Significance and Adversity
Hunter's Ridge DRI Substantial Deviation

Road Name	Segment		Peak Direction	No. of Lanes	Adopted LOS	Peak-Hour Two-Way Capacity	Peak Direction Max Capacity at Adopted LOS	Non-Peak Direction Max Capacity at Adopted LOS	Northbound/Eastbound						Southbound/Westbound						Backlogged ?	Improvement Required? (Sig & Adv)
	From	To							Net External Project Trips	2020 P.M. Peak-Hour Directional Background Traffic	2020 P.M. Peak-Hour Directional Build-Out Traffic	% of Adopted Capacity	Significant ?	Adverse ?	Net External Project Trips	2020 P.M. Peak-Hour Directional Background Traffic	2020 P.M. Peak-Hour Directional Build-Out Traffic	% of Adopted Capacity	Significant ?	Adverse ?		
Clyde Morris Blvd	SR 40 (W. Granada Blvd)	South Forty Trl	NB	4	E	3,204	1,764	1,440	79	1,517	1,596	4.48%	NO	NO	86	1,355	1,441	5.98%	YES	YES	NO	YES
Clyde Morris Blvd	South Forty Trl	Falls Way	NB	4	E	3,204	1,764	1,440	79	1,517	1,596	4.48%	NO	NO	86	1,355	1,441	5.98%	YES	YES	NO	YES
Clyde Morris Blvd	Falls Way	Coquina Point Dr	NB	4	E	3,204	1,764	1,440	63	1,497	1,560	3.58%	NO	NO	69	1,337	1,406	4.79%	NO	NO	NO	NO
Clyde Morris Blvd	Coquina Point Dr	Hand Ave	NB	4	E	3,204	1,764	1,440	63	1,497	1,560	3.58%	NO	NO	69	1,337	1,406	4.79%	NO	NO	NO	NO
Clyde Morris Blvd	Hand Ave	Flomich St	NB	4	E	3,204	1,764	1,440	16	1,143	1,159	0.90%	NO	NO	17	1,021	1,038	1.20%	NO	NO	NO	NO
Clyde Morris Blvd	Flomich St	LPGA Blvd	NB	4	E	3,204	1,764	1,440	16	1,143	1,159	0.90%	NO	NO	17	1,021	1,038	1.20%	NO	NO	NO	NO
Clyde Morris Blvd	LPGA Blvd	Bill France Blvd	NB	4	E	3,204	1,764	1,440	95	1,280	1,375	5.37%	YES	NO	103	1,144	1,247	7.18%	YES	NO	NO	NO
Clyde Morris Blvd	Bill France Blvd	Jimmy Ann Dr	NB	4	E	3,204	1,764	1,440	95	1,367	1,462	5.37%	YES	NO	103	1,221	1,325	7.18%	YES	NO	NO	NO
Clyde Morris Blvd	Jimmy Ann Dr	Midpoint	NB	4	E	3,204	1,764	1,440	79	1,214	1,293	4.48%	NO	NO	86	1,085	1,171	5.98%	YES	NO	NO	NO
Clyde Morris Blvd	Midpoint	SR 430 (Mason Ave)	NB	4	E	3,204	1,764	1,440	79	1,352	1,431	4.48%	NO	NO	86	1,207	1,294	5.98%	YES	NO	NO	NO
Clyde Morris Blvd	SR 430 (Mason Ave)	US 92 (SR 600)	SB	4	D	3,204	1,862	1,342	63	1,569	1,632	4.71%	NO	YES	69	1,757	1,825	3.70%	NO	NO	YES	NO
Hand Ave	Spring Meadows Dr	Clyde Morris Blvd	EB	2	E	1,440	792	648	17	459	476	2.18%	NO	NO	16	410	426	2.44%	NO	NO	NO	NO
Hand Ave	Clyde Morris Blvd	Shangri La Dr	EB	2	E	1,440	792	648	69	767	836	8.70%	YES	YES	63	685	748	9.75%	YES	YES	NO	YES
Hand Ave	Shangri La Dr	SR 5A (Nova Rd)	WB	4	E	3,204	1,764	1,440	69	740	809	4.79%	NO	NO	63	828	891	3.58%	NO	NO	NO	NO
Hand Ave	SR 5A (Nova Rd)	Orchard St	WB	2	E	1,440	792	648	0	409	409	0.00%	NO	NO	0	458	458	0.00%	NO	NO	NO	NO
LPGA Blvd (DB)	US 92	International Golf Dr	EB	2	E	2,620	1,440	1,180	16	1,007	1,023	1.10%	NO	NO	17	899	917	1.46%	NO	NO	NO	NO
LPGA Blvd (DB)	International Golf Dr	Tournament Dr	EB	2	E	2,620	1,440	1,180	32	961	993	2.19%	NO	NO	34	858	893	2.92%	NO	NO	NO	NO
LPGA Blvd (DB)	Tournament Dr	I-95	EB	2	E	2,620	1,440	1,180	47	867	915	3.29%	NO	NO	52	775	826	4.38%	NO	NO	NO	NO
LPGA Blvd (DB)	I-95	Williamson Blvd	WB	4	E	3,204	1,764	1,440	17	1,959	1,976	1.20%	NO	YES	16	2,193	2,209	0.90%	NO	YES	YES	NO
LPGA Blvd (DB)	Williamson Blvd	Clyde Morris Blvd	WB	4	E	3,204	1,764	1,440	103	2,094	2,197	7.18%	YES	YES	95	2,344	2,439	5.37%	YES	YES	YES	YES
LPGA Blvd (DB)	Clyde Morris Blvd	Midpoint	WB	4	E	3,204	1,764	1,440	0	867	867	0.00%	NO	NO	0	971	971	0.00%	NO	NO	NO	NO
Mason Ave	Williamson Blvd	Fentress Blvd	WB	2	E	1,440	804	636	52	559	611	8.13%	YES	NO	47	626	674	5.90%	YES	NO	NO	NO
Mason Ave	Fentress Blvd	Bill France Blvd	WB	2	E	1,440	804	636	34	557	592	5.42%	YES	NO	32	624	656	3.93%	YES	NO	NO	NO
Pineland Trl	Airport Rd	Harmony Ave	NB	2	E	1,040	572	468	34	37	72	6.03%	YES	NO	32	33	65	6.75%	YES	NO	NO	NO
Pineland Trl	Harmony Ave	US 1 (SR 5)	NB	2	E	1,040	572	468	34	27	62	6.03%	YES	NO	32	24	56	6.75%	YES	NO	NO	NO
Tymber Creek Rd	Riverbend Rd	SR 40 (W. Granada Blvd)	NB	2	E	1,440	792	648	0	130	130	0.00%	NO	NO	0	116	116	0.00%	NO	NO	NO	NO
Tymber Creek Rd	SR 40 (W. Granada Blvd)	Tymber Run	SB	4	E	3,204	1,764	1,440	142	810	952	9.88%	YES	NO	155	907	1,062	8.79%	YES	NO	NO	NO
Tymber Creek Rd	Tymber Run	Peruvian Ln	SB	4	E	3,204	1,764	1,440	142	583	725	9.88%	YES	NO	155	652	807	8.79%	YES	NO	NO	NO
Tymber Creek Rd	Peruvian Ln	Airport Rd	SB	2	E	1,440	792	648	158	583	741	24.38%	YES	YES	172	652	825	21.76%	YES	YES	NO	YES
Tymber Creek Rd	Airport Rd	Durance Ln	SB	2	E	1,440	792	648	207	288	495	31.91%	YES	NO	190	322	512	23.94%	YES	NO	NO	NO
Tymber Creek Rd	Durance Ln	Broadway Ave	SB	2	E	1,440	792	648	207	152	359	31.91%	YES	NO	190	170	360	23.94%	YES	NO	NO	NO
Williamson Blvd	SR 40	Midpoint	NB	4	E	3,204	1,764	1,440	241	1,319	1,560	13.68%	YES	NO	221	1,178	1,399	15.36%	YES	NO	NO	NO
Williamson Blvd	Midpoint	Hand Ave	NB	4	E	3,204	1,764	1,440	190	1,167	1,357	10.75%	YES	NO	174	1,043	1,216	12.07%	YES	NO	NO	NO
Williamson Blvd	Hand Ave	Strickland Range Rd	NB	2	E	1,440	804	636	172	1,019	1,191	21.44%	YES	YES	158	910	1,068	24.84%	YES	YES	NO	YES
Williamson Blvd	Strickland Range Rd	LPGA Blvd	NB	2	E	1,440	804	636	172	1,022	1,194	21.44%	YES	YES	158	913	1,071	24.84%	YES	YES	NO	YES
Williamson Blvd	LPGA Blvd	Mason Ave	NB	4	E	3,204	1,764	1,440	69	1,119	1,188	3.91%	NO	NO	63	999	1,062	4.39%	NO	NO	NO	NO
Williamson Blvd	Mason Ave	Dunn Ave	NB	4	E	3,204	1,764	1,440	34	781	816	1.95%	NO	NO	32	698	730	2.19%	NO	NO	NO	NO

Table 21.E.3 - Revised
Phase 3 (2025) Projected Roadway Segment Significance and Adversity
Hunter's Ridge DRI Substantial Deviation

Road Name	Segment		Peak Direction	No. of Lanes	Adopted LOS	Peak-Hour Two Way Capacity	Peak Direction Max Capacity at Adopted LOS	Non-Peak Direction Max Capacity at Adopted LOS	Northbound/Eastbound						Southbound/Westbound						Backlogged ?	Improvement Required? (Sig & Adv)
	From	To							Net External Project Trips	2025 P.M. Peak-Hour Directional Background Traffic	2025 P.M. Peak-Hour Directional Build-Out Traffic	% of Adopted Capacity	Significant ?	Adverse ?	Net External Project Trips	2025 P.M. Peak-Hour Directional Background Traffic	2025 P.M. Peak-Hour Directional Build-Out Traffic	% of Adopted Capacity	Significant ?	Adverse ?		
I-95 (SR 9)	SR 421 (Dunlawton Ave)	Beville Rd/I-4	NB	4	C	5,410	3,020	2,390	108	3,450	3,558	3.57%	NO	YES	115	3,082	3,197	4.83%	NO	YES	NO	NO
I-95 (SR 9)	Beville Rd/I-4	US 92 (SR 600)	NB	8	C	10,870	5,580	5,290	216	8,639	8,855	3.87%	NO	YES	231	7,717	7,948	4.37%	NO	YES	NO	NO
I-95 (SR 9)	US 92 (SR 600)	LPGA Blvd	NB	6	C	8,320	4,580	3,740	324	5,059	5,383	7.07%	YES	YES	346	4,519	4,865	9.26%	YES	YES	YES	YES
I-95 (SR 9)	LPGA Blvd	SR 40 (W. Granada Blvd)	NB	8	C	10,870	5,580	5,290	396	5,133	5,529	7.09%	YES	NO	423	4,585	5,008	8.00%	YES	NO	NO	NO
I-95 (SR 9)	SR 40 (W. Granada Blvd)	US 1 (SR 5)	SB	6	C	8,320	4,580	3,740	38	4,283	4,321	1.03%	NO	YES	36	4,795	4,831	0.79%	NO	YES	YES	NO
US 1 (SR 5)	6th St	Hand Ave	NB	4	D	3,560	1,960	1,600	36	1,948	1,984	1.84%	NO	YES	38	1,740	1,779	2.41%	NO	YES	YES	NO
US 1 (SR 5)	Hand Ave	SR 40 (W. Granada Blvd)	NB	4	D	3,560	1,960	1,600	72	1,913	1,985	3.67%	NO	YES	77	1,709	1,786	4.81%	NO	YES	YES	NO
US 1 (SR 5)	SR 40 (W. Granada Blvd)	SR 5A (Nova Rd)	NB	4	D	3,560	1,960	1,600	0	1,749	1,749	0.00%	NO	NO	0	1,562	1,562	0.00%	NO	NO	NO	NO
US 92 (SR 600)	LPGA Blvd	Grande Champion Blvd	EB	4	D	3,560	1,960	1,600	18	2,031	2,447	0.92%	NO	YES	19	1,814	2,199	1.20%	NO	YES	YES	NO
US 92 (SR 600)	Grande Champion Blvd	Tomoka Farms Rd	EB	4	D	3,560	1,960	1,600	72	2,375	2,552	3.67%	NO	YES	77	2,122	2,293	4.81%	NO	YES	YES	NO
US 92 (SR 600)	Tomoka Farms Rd	I-95 (SR 9)	EB	4	D	3,560	1,960	1,600	72	2,480	3,553	3.67%	NO	YES	77	2,216	3,174	4.81%	NO	YES	YES	NO
SR 5A (Nova Rd)	10th St	LPGA Blvd	NB	6	D	5,360	2,790	2,570	54	2,688	2,742	1.93%	NO	NO	58	2,401	2,459	2.25%	NO	NO	NO	NO
SR 5A (Nova Rd)	LPGA Blvd	Hand Ave	SB	6	D	5,360	2,790	2,570	90	2,348	2,438	3.50%	NO	NO	96	2,629	2,725	3.45%	NO	NO	NO	NO
SR 5A (Nova Rd)	Hand Ave	SR 40 (W. Granada Blvd)	SB	6	D	5,360	2,790	2,570	18	1,778	1,796	0.70%	NO	NO	19	1,991	2,010	0.69%	NO	NO	NO	NO
SR 11	CR 304	SR 40	NB	2	C	790	430	360	0	198	198	0.00%	NO	NO	0	177	177	0.00%	NO	NO	NO	NO
SR 11	SR 40	CR 15A	NB	2	C	790	430	360	54	247	301	12.55%	YES	NO	58	220	278	16.04%	YES	NO	NO	NO
SR 11	CR 15A	US 17	NB	2	D	2,040	1,120	920	18	472	490	1.61%	NO	NO	19	422	441	2.09%	NO	NO	NO	NO
SR 40 (W. Granada Blvd)	Emporia Road	US 17/19 (SR 15)	WB	2	C	1,500	820	680	18	838	856	2.65%	NO	YES	19	939	958	2.35%	NO	YES	YES	NO
SR 40 (W. Granada Blvd)	US 17/19 (SR 15)	SR 11	WB	2	C	1,500	820	680	72	599	671	10.58%	YES	NO	77	671	748	9.39%	YES	NO	NO	NO
SR 40 (W. Granada Blvd)	SR 11	Buckskin Ln/Urban Boundary	WB	2	C	1,500	820	680	144	617	761	21.16%	YES	YES	154	691	845	18.78%	YES	YES	NO	YES
SR 40 (W. Granada Blvd)	Buckskin Ln/Urban Boundary	Airport Rd Ext.	WB	4	C	3,440	1,890	1,550	252	891	1,143	16.25%	YES	NO	269	997	1,267	14.26%	YES	NO	NO	NO
SR 40 (W. Granada Blvd)	Airport Rd Ext.	Shadow Crossings Blvd	WB	4	C	3,440	1,890	1,550	462	723	1,185	29.80%	YES	NO	432	810	1,241	22.84%	YES	NO	NO	NO
SR 40 (W. Granada Blvd)	Shadow Crossings Blvd	Tymber Creek Rd	WB	4	C	3,440	1,890	1,550	1,116	952	2,068	72.02%	YES	YES	1,043	1,065	2,109	55.21%	YES	YES	NO	YES
SR 40 (W. Granada Blvd)	Tymber Creek Rd	I-95 (SR 9) SB Ramps	WB	4	C	3,440	1,890	1,550	1,116	1,838	2,954	72.02%	YES	YES	1,043	2,057	3,101	55.21%	YES	YES	NO	YES
SR 40 (W. Granada Blvd)	I-95 (SR 9) SB Ramps	I-95 (SR 9) NB Ramps	WB	4	C	3,440	1,890	1,550	885	2,088	2,973	57.12%	YES	YES	828	2,338	3,165	43.79%	YES	YES	NO	YES
SR 40 (W. Granada Blvd)	I-95 (SR 9) NB Ramps	Williamson Boulevard	EB	4	D	3,560	1,960	1,600	674	2,461	3,135	34.37%	YES	YES	630	2,198	2,828	39.35%	YES	YES	NO	YES
SR 40 (W. Granada Blvd)	Williamson Blvd	Clyde Morris Blvd	EB	4	D	3,560	1,960	1,600	423	2,378	2,489	21.60%	YES	YES	396	2,124	2,234	24.74%	YES	YES	NO	YES
SR 40 (W. Granada Blvd)	Clyde Morris Blvd	SR 5A (Nova Rd)	EB	4	D	3,560	1,960	1,600	269	2,219	2,489	13.75%	YES	YES	252	1,982	2,234	15.74%	YES	YES	NO	YES
SR 40 (W. Granada Blvd)	SR 5A (Nova Rd)	US 1 (SR 5)	EB	4	D	3,560	1,960	1,600	192	2,029	2,221	9.82%	YES	YES	180	1,812	1,992	11.24%	YES	YES	NO	YES
SR 40 (W. Granada Blvd)	US 1 (SR 5)	John Anderson Dr	EB	4	D	6,040	3,320	2,720	77	2,727	2,804	2.32%	NO	NO	72	2,436	2,508	2.65%	NO	NO	NO	NO
Airport Rd (OB)	SR 40	Tymber Creek Rd.	WB	2	E	1,440	792	648	452	90	429	69.70%	YES	NO	403	98	398	50.90%	YES	NO	NO	NO
Airport Rd (OB)	Tymber Creek Rd	Pineland Tr	WB	2	E	1,440	792	648	173	365	538	26.73%	YES	NO	162	397	559	20.44%	YES	NO	NO	NO
Airport Rd (OB)	Pineland Tr	Ocean Pine Dr	WB	2	E	1,040	572	468	115	323	439	24.68%	YES	NO	108	505	613	18.87%	YES	YES	NO	YES
Airport Rd (OB)	Ocean Pine Dr	Bear Creek Path	WB	2	E	1,040	572	468	38	307	345	8.23%	YES	NO	36	417	453	6.29%	YES	NO	NO	NO
Airport Rd (OB)	Bear Creek Path	US 1	WB	2	E	1,040	572	468	38	481	519	8.23%	YES	YES	36	622	658	6.29%	YES	YES	YES	YES

Table 21.E.3 - Revised Cont'd.
Phase 3 (2025) Projected Roadway Segment Significance and Adversity
Hunter's Ridge DRI Substantial Deviation

Road Name	Segment		Peak Direction	No. of Lanes	Adopted LOS	Peak-Hour Two Way Capacity	Peak Direction Max Capacity at Adopted LOS	Non-Peak Direction Max Capacity at Adopted LOS	Northbound/Eastbound						Southbound/Westbound						Backlogged ?	Improvement Required? (Sig & Adv)
	From	To							Net External Project Trips	2025 P.M. Peak-Hour Directional Background Traffic	2025 P.M. Peak-Hour Directional Build-Out Traffic	% of Adopted Capacity	Significant ?	Adverse ?	Net External Project Trips	2025 P.M. Peak-Hour Directional Background Traffic	2025 P.M. Peak-Hour Directional Build-Out Traffic	% of Adopted Capacity	Significant ?	Adverse ?		
Clyde Morris Blvd	SR 40 (W. Granada Blvd)	South Forty Trl	NB	4	E	3,204	1,764	1,440	108	1,633	1,741	6.12%	YES	NO	115	1,458	1,574	8.02%	YES	YES	YES	YES
Clyde Morris Blvd	South Forty Trl	Falls Way	NB	4	E	3,204	1,764	1,440	108	1,731	1,839	6.12%	YES	YES	115	1,546	1,661	8.02%	YES	YES	YES	YES
Clyde Morris Blvd	Falls Way	Coquina Point Dr	NB	4	E	3,204	1,764	1,440	108	1,731	1,839	6.12%	YES	YES	115	1,546	1,661	8.02%	YES	YES	YES	YES
Clyde Morris Blvd	Coquina Point Dr	Hand Ave	NB	4	E	3,204	1,764	1,440	108	1,731	1,839	6.12%	YES	YES	115	1,546	1,661	8.02%	YES	YES	YES	YES
Clyde Morris Blvd	Hand Ave	Flomich St	NB	4	E	3,204	1,764	1,440	36	1,366	1,402	2.04%	NO	NO	38	1,220	1,258	2.67%	NO	NO	NO	NO
Clyde Morris Blvd	Flomich St	LPGA Blvd	NB	4	E	3,204	1,764	1,440	36	1,366	1,402	2.04%	NO	NO	38	1,220	1,258	2.67%	NO	NO	NO	NO
Clyde Morris Blvd	LPGA Blvd	Bill France Blvd	NB	4	E	3,204	1,764	1,440	90	1,268	1,358	5.10%	YES	NO	96	1,132	1,229	6.68%	YES	NO	NO	NO
Clyde Morris Blvd	Bill France Blvd	Jimmy Ann Dr	NB	4	E	3,204	1,764	1,440	90	1,375	1,465	5.10%	YES	NO	96	1,228	1,324	6.68%	YES	NO	NO	NO
Clyde Morris Blvd	Jimmy Ann Dr	Midpoint	NB	4	E	3,204	1,764	1,440	90	1,176	1,266	5.10%	YES	NO	96	1,051	1,147	6.68%	YES	NO	NO	NO
Clyde Morris Blvd	Midpoint	SR 430 (Mason Ave)	NB	4	E	3,204	1,764	1,440	90	1,311	1,401	5.10%	YES	NO	96	1,171	1,268	6.68%	YES	NO	NO	NO
Clyde Morris Blvd	SR 430 (Mason Ave)	US 92 (SR 600)	SB	4	D	3,204	1,862	1,342	36	1,716	1,752	2.68%	NO	YES	38	1,921	1,960	2.07%	NO	YES	YES	NO
Hand Ave	Spring Meadows Dr	Clyde Morris Blvd	EB	2	E	1,440	792	648	19	479	498	2.43%	NO	NO	18	428	446	2.78%	NO	NO	NO	NO
Hand Ave	Clyde Morris Blvd	Shangri La Dr	EB	2	E	1,440	792	648	77	801	878	9.72%	YES	YES	72	715	787	11.10%	YES	YES	NO	YES
Hand Ave	Shangri La Dr	SR 5A (Nova Rd)	WB	4	E	3,204	1,764	1,440	77	772	849	5.35%	YES	NO	72	865	937	4.08%	YES	NO	NO	NO
Hand Ave	SR 5A (Nova Rd)	Orchard St	WB	2	E	1,440	792	648	0	428	428	0.00%	NO	NO	0	479	479	0.00%	NO	NO	NO	NO
LPGA Blvd (DB)	US 92	International Golf Dr	EB	2	E	2,620	1,440	1,180	18	1,814	1,832	1.25%	NO	YES	19	1,620	1,639	1.63%	NO	YES	YES	NO
LPGA Blvd (DB)	International Golf Dr	Tournament Dr	EB	2	E	2,620	1,440	1,180	54	1,545	1,599	3.75%	NO	YES	58	1,380	1,438	4.89%	NO	YES	YES	NO
LPGA Blvd (DB)	Tournament Dr	I-95	EB	2	E	2,620	1,440	1,180	72	1,186	1,258	5.00%	NO	NO	77	1,059	1,136	6.52%	YES	NO	NO	NO
LPGA Blvd (DB)	I-95	Williamson Blvd	WB	4	E	3,204	1,764	1,440	0	2,094	2,094	0.00%	NO	YES	0	2,344	2,344	0.00%	NO	YES	YES	NO
LPGA Blvd (DB)	Williamson Blvd	Clyde Morris Blvd	WB	4	E	3,204	1,764	1,440	77	2,183	2,260	5.35%	YES	YES	72	2,444	2,516	4.08%	YES	YES	YES	YES
LPGA Blvd (DB)	Clyde Morris Blvd	Midpoint	WB	4	E	3,204	1,764	1,440	0	906	906	0.00%	NO	NO	0	1,014	1,014	0.00%	NO	NO	NO	NO
Mason Ave	Williamson Blvd	Fentress Blvd	WB	2	E	1,440	804	636	58	680	738	9.08%	YES	YES	54	761	815	6.71%	YES	YES	YES	YES
Mason Ave	Fentress Blvd	Bill France Blvd	WB	2	E	1,440	804	636	38	785	824	6.05%	YES	YES	36	879	915	4.48%	YES	YES	YES	YES
Pineland Trl	Airport Rd	Harmony Ave	NB	2	E	1,040	572	468	77	43	120	13.46%	YES	NO	72	38	110	15.38%	YES	NO	NO	NO
Pineland Trl	Harmony Ave	US 1 (SR 5)	NB	2	E	1,040	572	468	77	32	109	13.46%	YES	NO	72	28	100	15.38%	YES	NO	NO	NO
Tymber Creek Rd	Riverbend Rd	SR 40 (W. Granada Blvd)	NB	2	E	1,440	792	648	18	213	231	2.27%	NO	NO	19	191	210	2.97%	NO	NO	NO	NO
Tymber Creek Rd	SR 40 (W. Granada Blvd)	Tymber Run	SB	4	E	3,204	1,764	1,440	144	833	977	9.99%	YES	NO	154	933	1,087	8.73%	YES	NO	NO	NO
Tymber Creek Rd	Tymber Run	Peruvian Ln	SB	4	E	3,204	1,764	1,440	144	559	703	9.99%	YES	NO	154	626	780	8.73%	YES	NO	NO	NO
Tymber Creek Rd	Peruvian Ln	Airport Rd	SB	2	E	1,440	792	648	144	559	703	22.21%	YES	YES	154	626	780	19.44%	YES	NO	NO	YES
Tymber Creek Rd	Airport Rd	Durance Ln	SB	2	E	1,440	792	648	212	309	521	32.67%	YES	NO	198	346	544	24.99%	YES	NO	NO	NO
Tymber Creek Rd	Durance Ln	Broadway Ave	SB	2	E	1,440	792	648	212	185	397	32.67%	YES	NO	198	207	405	24.99%	YES	NO	NO	NO
Williamson Blvd	SR 40	Midpoint	NB	4	E	3,204	1,764	1,440	250	1,354	1,604	14.18%	YES	NO	234	1,209	1,443	16.24%	YES	YES	NO	YES
Williamson Blvd	Midpoint	Hand Ave	NB	4	E	3,204	1,764	1,440	192	1,213	1,406	10.91%	YES	NO	180	1,084	1,263	12.49%	YES	NO	NO	NO
Williamson Blvd	Hand Ave	Strickland Range Rd	NB	2	E	1,440	804	636	173	1,040	1,213	21.55%	YES	YES	162	929	1,091	25.45%	YES	YES	NO	YES
Williamson Blvd	Strickland Range Rd	LPGA Blvd	NB	2	E	1,440	804	636	173	1,041	1,214	21.55%	YES	YES	162	930	1,092	25.45%	YES	YES	NO	YES
Williamson Blvd	LPGA Blvd	Mason Ave	NB	4	E	3,204	1,764	1,440	96	1,451	1,548	5.46%	YES	NO	90	1,297	1,386	6.25%	YES	NO	NO	NO
Williamson Blvd	Mason Ave	Dunn Ave	NB	4	E	3,204	1,764	1,440	38	816	854	2.18%	NO	NO	36	729	765	2.50%	NO	NO	NO	NO

Table 21.E.4 - Revised
Phase 1 (2015) P.M. Peak-Hour Intersection Capacity Analysis
Hunter's Ridge DRI Substantial Deviation

Signalized Intersections					
Intersection		Adopted LOS	P.M. Peak-Hour		
Major Street	Minor Street		Delay (sec.)	LOS	Max V/C
Williamson Blvd	Mason Ave	E	19.6	B	0.90
Williamson Blvd	LPGA Blvd	E	78.6	E	1.20
Williamson Blvd	Hand Ave	E	21.4	C	0.93
Clyde Morris Blvd	Mason Ave	E	40.7	D	0.96
Clyde Morris Blvd	LPGA Blvd	E	119.1	F	1.55
Clyde Morris Blvd	Hand Ave	E	39.8	D	0.95
Nova Rd	LPGA Blvd	D	111.9	F	1.68
Nova Rd	Hand Ave	D	44.9	D	0.99
Fentress Blvd	Mason Ave	E	23.9	C	0.89
Bill France Blvd	Mason Ave	E	24.7	C	0.65
LPGA Blvd	I-95 Southbound Ramps	D	8.7	A	0.52
LPGA Blvd	I-95 Northbound Ramps	D	9.4	A	0.67
SR 40	SR 11	C	23.7	C	0.79
SR 40	Tymber Creek Rd	C	53.0	D	1.14
SR 40	Booth Rd	C	19.6	B	0.92
SR 40	I-95 Southbound Ramps	C	39.2	D	1.20
SR 40	I-95 Northbound Ramps	C	36.6	D	1.18
SR 40	Williamson Blvd	D	88.4	F	1.61
SR 40	Clyde Morris Blvd	D	126.3	F	1.63
SR 40	Nova Rd	D	186.4	F	1.64
SR 40	US 1	D	223.5	F	1.47
Tymber Creek Rd	Airport Rd	D	18.5	B	0.63

Unsignalized Intersections					
Intersection		Critical Approach	Adopted LOS	P.M. Peak-Hour	
Major Street	Minor Street			Delay (sec.)	LOS
SR 40	Shadow Crossings Blvd	SB	D	208.5	F
Ormond Green Blvd	Airport Rd	SB	E	13.2	B
Pineland Trl	Harmony Ave	WB	E	9.6	A

Table 21.E.5 - Revised
Phase 2 (2020) P.M. Peak-Hour Intersection Capacity Analysis
Hunter's Ridge DRI Substantial Deviation

Signalized Intersections					
Intersection		Adopted LOS	P.M. Peak-Hour		
Major Street	Minor Street		Delay (sec.)	LOS	Max V/C
Williamson Blvd	Mason Ave	E	25.3	C	0.92
Williamson Blvd	LPGA Blvd	E	128.5	F	1.46
Williamson Blvd	Hand Ave	E	21.5	C	0.93
Clyde Morris Blvd	Mason Ave	E	45.0	D	0.99
Clyde Morris Blvd	LPGA Blvd	E	122.9	F	1.78
Clyde Morris Blvd	Hand Ave	E	63.7	E	1.20
Nova Rd	LPGA Blvd	D	133.2	F	1.77
Nova Rd	Hand Ave	D	79.0	E	1.71
Fentress Blvd	Mason Ave	E	20.4	C	0.71
Bill France Blvd	Mason Ave	E	20.3	C	0.71
LPGA Blvd	I-95 Southbound Ramps	D	9.1	A	0.76
LPGA Blvd	I-95 Northbound Ramps	D	9.9	A	0.67
SR 40	SR 11	C	26.1	C	0.79
SR 40	Tymber Creek Rd	C	83.8	F	1.32
SR 40	Booth Rd	C	115.2	F	1.22
SR 40	I-95 Southbound Ramps	C	88.3	F	1.62
SR 40	I-95 Northbound Ramps	C	54.8	D	1.49
SR 40	Williamson Blvd	D	104.6	F	1.35
SR 40	Clyde Morris Blvd	D	158.2	F	1.58
SR 40	Nova Rd	D	199.7	F	1.70
SR 40	US 1	D	236.6	F	1.90
Tymber Creek Rd	Airport Rd	D	37.2	D	0.82

Signalized Intersections					
Intersection		Critical Approach	Adopted LOS	P.M. Peak-Hour	
Major Street	Minor Street			Delay (sec.)	LOS
SR 40	Shadow Crossings Blvd	SB	D	548.6	F
Ormond Green Blvd	Airport Rd	SB	E	16.0	C
Pineland Trl	Harmony Ave	WB	E	10.1	B

Table 21.E.6 - Revised
Phase 3 (2025) P.M. Peak-Hour Intersection Capacity Analysis
Hunter's Ridge DRI Substantial Deviation

Signalized Intersections					
Intersection		Adopted LOS	P.M. Peak-Hour		
Major Street	Minor Street		Delay (sec.)	LOS	Max V/C
Williamson Blvd	Mason Ave	E	34.4	C	1
Williamson Blvd	LPGA Blvd	E	135.0	F	1.51
Williamson Blvd	Hand Ave	E	25.4	C	0.99
Clyde Morris Blvd	Mason Ave	E	49.5	D	1.00
Clyde Morris Blvd	LPGA Blvd	E	147.3	F	1.83
Clyde Morris Blvd	Hand Ave	E	95.8	F	1.67
Nova Rd	LPGA Blvd	D	183.2	F	2.04
Nova Rd	Hand Ave	D	90.4	F	1.67
Fentress Blvd	Mason Ave	E	22.1	C	0.77
Bill France Blvd	Mason Ave	E	26.1	C	0.77
LPGA Blvd	I-95 Southbound Ramps	D	12.2	B	0.79
LPGA Blvd	I-95 Northbound Ramps	D	11.8	B	0.78
SR 40	SR 11	C	32.7	C	0.88
SR 40	Tymber Creek Rd	C	106.4	F	1.81
SR 40	Booth Rd	C	130.1	F	1.25
SR 40	I-95 Southbound Ramps	C	97.4	F	1.18
SR 40	I-95 Northbound Ramps	C	62.0	E	1.46
SR 40	Williamson Blvd	D	141.0	F	1.65
SR 40	Clyde Morris Blvd	D	188.4	F	2
SR 40	Nova Rd	D	239.8	F	1.73
SR 40	US 1	D	237.2	F	1.89
Tymber Creek Rd	Airport Rd	D	46.9	D	1.14

Signalized Intersections					
Intersection		Critical Approach	Adopted LOS	P.M. Peak-Hour	
Major Street	Minor Street			Delay (sec.)	LOS
SR 40	Shadow Crossings Blvd	SB	D	988.4	F
Ormond Green Blvd	Airport Rd	SB	E	20.7	C
Pineland Trl	Harmony Ave	WB	E	12.3	B

Table 21.F.1 - Revised
Phase 1 (2015) Projected Roadway Deficiencies
Hunter's Ridge DRI Substantial Deviation

Road Name	Limits (From - To)		Existing + Committed No. of Lanes	Over Capacity w/out Project Traffic?
I-95 (SR 9)	US 92 (SR 600)	LPGA Blvd	6	YES
SR 40 (W. Granada Blvd)	Tymber Creek Rd	I-95 (SR 9) SB Ramps	4	YES
SR 40 (W. Granada Blvd)	I-95 (SR 9) SB Ramps	I-95 (SR 9) NB Ramps	4	YES
SR 40 (W. Granada Blvd)	I-95 (SR 9) NB Ramps	Williamson Boulevard	4	YES
SR 40 (W. Granada Blvd)	Williamson Blvd	Clyde Morris Blvd	4	YES
SR 40 (W. Granada Blvd)	Clyde Morris Blvd	SR 5A (Nova Rd)	4	YES
SR 40 (W. Granada Blvd)	SR 5A (Nova Rd)	US 1 (SR 5)	4	YES
Airport Rd (OB)	Bear Creek Path	US 1 (SR 5)	2	YES
Hand Ave	Clyde Morris Blvd	Shangri La Dr	2	YES
LPGA Blvd (DB)	Williamson Blvd	Clyde Morris Blvd	4	YES
Williamson Blvd	Hand Ave	Strickland Range Rd	4	YES
Williamson Blvd	Strickland Range Rd	LPGA Blvd	4	YES

Table 21.F.2 - Revised
Phase 2 (2020) Projected Roadway Deficiencies
Hunter's Ridge DRI Substantial Deviation

Road Name	Limits (From - To)		Existing + Committed No. of Lanes	Over Capacity w/out Project Traffic?
I-95 (SR 9)	US 92 (SR 600)	LPGA Blvd	6	YES
SR 40 (W. Granada Blvd)	SR 11	Buckskin Ln/Urban Boundary	2	NO
SR 40 (W. Granada Blvd)	Shadow Crossings Blvd	Tymber Creek Rd	4	NO
SR 40 (W. Granada Blvd)	Tymber Creek Rd	I-95 (SR 9) SB Ramps	4	YES
SR 40 (W. Granada Blvd)	I-95 (SR 9) SB Ramps	I-95 (SR 9) NB Ramps	4	YES
SR 40 (W. Granada Blvd)	I-95 (SR 9) NB Ramps	Williamson Boulevard	4	YES
SR 40 (W. Granada Blvd)	Williamson Blvd	Clyde Morris Blvd	4	YES
SR 40 (W. Granada Blvd)	Clyde Morris Blvd	SR 5A (Nova Rd)	4	YES
SR 40 (W. Granada Blvd)	SR 5A (Nova Rd)	US 1 (SR 5)	4	YES
Airport Rd (OB)	Bear Creek Path	US 1 (SR 5)	2	YES
Hand Ave	Clyde Morris Blvd	Shangri La Dr	2	YES
LPGA Blvd (DB)	Williamson Blvd	Clyde Morris Blvd	4	YES
Mason Avenue	Williamson Blvd	Fentress Blvd	2	YES
Mason Avenue	Fentress Blvd	Bill France Blvd	2	YES
Tymber Creek Rd	Peruvian Ln	Airport Rd	2	NO
Williamson Blvd	Hand Ave	Strickland Range Rd	4	YES
Williamson Blvd	Strickland Range Rd	LPGA Blvd	4	YES

Table 21.F.3 - Revised
Projected Roadway Deficiencies
Hunter's Ridge DRI Substantial Deviation

Road Name	Limits (From - To)		Existing + Committed No. of Lanes	Over Capacity w/out Project Traffic?
I-95 (SR 9)	US 92 (SR 600)	LPGA Blvd	6	YES
SR 40 (W. Granada Blvd)	SR 11	Buckskin Ln/Urban Boundary	2	NO
SR 40 (W. Granada Blvd)	Shadow Crossings Blvd	Tymber Creek Rd	4	NO
SR 40 (W. Granada Blvd)	Tymber Creek Rd	I-95 (SR 9) SB Ramps	4	YES
SR 40 (W. Granada Blvd)	I-95 (SR 9) SB Ramps	I-95 (SR 9) NB Ramps	4	YES
SR 40 (W. Granada Blvd)	I-95 (SR 9) NB Ramps	Williamson Boulevard	4	YES
SR 40 (W. Granada Blvd)	Williamson Blvd	Clyde Morris Blvd	4	YES
SR 40 (W. Granada Blvd)	Clyde Morris Blvd	SR 5A (Nova Rd)	4	YES
SR 40 (W. Granada Blvd)	SR 5A (Nova Rd)	US 1 (SR 5)	4	YES
Airport Rd (OB)	Pineland Tr	Ocean Pine Dr	2	NO
Airport Rd (OB)	Bear Creek Path	US 1 (SR 5)	2	YES
Clyde Morris Blvd	SR 40 (W. Granada Blvd)	South Forty Trl	4	YES
Clyde Morris Blvd	South Forty Trl	Falls Way	4	YES
Clyde Morris Blvd	Falls Way	Coquina Point Dr	4	YES
Clyde Morris Blvd	Coquina Point Dr	Hand Ave	4	YES
Hand Ave	Clyde Morris Blvd	Shangri La Dr	2	YES
LPGA Blvd (DB)	Williamson Blvd	Clyde Morris Blvd	4	YES
Mason Avenue	Williamson Blvd	Fentress Blvd	2	YES
Mason Avenue	Fentress Blvd	Bill France Blvd	2	YES
Tymber Creek Rd	Peruvian Ln	Airport Rd	2	NO
Williamson Blvd	SR 40 (W. Granada Blvd)	Midpoint	4	YES
Williamson Blvd	Hand Ave	Strickland Range Rd	4	YES
Williamson Blvd	Strickland Range Rd	LPGA Blvd	4	YES

Table 21.F.4
Full Build-Out Proportionate Share - Roadway Segments
Hunter's Ridge DRI

Roadway	Limits		Maintaining Agency	Length (mi.)	Max Capacity at Adopted LOS [1]	Net External Project Trips [2]	Mitigation Costs											
							Proposed Mitigation	Improved Capacity [3]	Construction Costs			Design and CEI Cost (25% of Total Constr-uction)	Right-of-Way Costs			Total Cost	Prop-ortionate Share %	Prop-ortionate Share $
									Total Roadway Construction Cost [4]	Total Bridge Construction Cost [4]	Total Signalization Cost		Additional R/W Needed (sq. ft.) [5]	R/W Unit Cost ($/sq. ft.) [6]	R/W Total Cost			
SEGMENTS																		
SR 40 (W. Granada Blvd)	SR 11	Buckskin Dr	FDOT	6.69	430	128	HIGHPLAN Capacity Analysis	2,210	$0	$0	$0	$0	0	$0.00	$0	$0	7.20%	$0
SR 40 (W. Granada Blvd)	Shadow Crossings Blvd	Tymber Creek Rd	FDOT	3.40	2,682	1,089	Construct Airport Rd as 4-Lane urban divided Facility (parallel facility)	3,654	$4,967,269	$0	$0	$1,241,817	1,795,200	$4.00	$7,180,800	$13,389,886	100.00%	$13,389,886
SR 40 (W. Granada Blvd)	Tymber Creek Rd	I-95 (SR 9) SB Ramps	FDOT	0.79	1,890	817	divided	2,860	$2,671,673	$1,616,793	$240,000	$1,132,117	43,560	$10.00	$435,600	$6,096,183	84.19%	$5,132,357
SR 40 (W. Granada Blvd)	I-95 (SR 9) SB Ramps	I-95 (SR 9) NB Ramps	FDOT	0.08	1,890	648	Widen from 4-lane urban divided to 6-lane urban divided	2,860	$545,879	$0	$0	$136,470	0	$0.00	$0	$682,349	66.77%	$455,612
SR 40 (W. Granada Blvd)	I-95 (SR 9) NB Ramps	Williamson Blvd	FDOT	0.15	1,960	560	Widen from 4-lane urban divided to 6-lane urban divided	2,940	$545,879	$0	$0	$136,470	0	$0.00	$0	$682,349	57.18%	$390,167
SR 40 (W. Granada Blvd)	Williamson Blvd	Clyde Morris Blvd	FDOT	1.40	2,752	368	Widen Hand Ave from from 2-lane rural undivided to 4-lane suburban divided (parallel facility)	3,654	$1,429,540.91	$0	$240,000	$417,385	0	$0.00	$0	$2,086,926	40.82%	$851,982
SR 40 (W. Granada Blvd)	Clyde Morris Blvd	SR 5A (Nova Rd)	FDOT	0.75	2,752	224	Widen Hand Ave from from 2-lane rural undivided to 4-lane suburban divided (parallel facility)	3,654	$765,825.49	$0	$0	$191,456	0	$0.00	$0	$957,282	24.85%	$237,883
SR 40 (W. Granada Blvd)	SR 5A (Nova Rd)	US 1 (SR 5)	FDOT	1.33			Policy Constrained											
Airport Rd (OB)	Pineland Tr	Ocean Pine Dr	Volusia County	1.40	792	84	undivided	1,676	$3,738,015	$0	$0	$934,504		$0.00		$4,672,519	9.56%	$446,633
Tymber Creek Rd	Peruvian Ln	Airport Rd	Volusia County	0.70	792	128	Widen 2-lane rural undivided to 4-lane suburban divided	1,764	$5,000,000	$0	$0	$0		$0.00	$2,000,000	$7,000,000	13.18%	$922,409
Williamson Blvd	Hand Ave	Strickland Range Rd	Volusia County	1.10	792	144	Widen 2-lane rural undivided to 4-lane suburban divided	1,764	$2,800,000	$0	$0	$0		$0.00	$1,000,000	$3,800,000	14.82%	$563,329
Williamson Blvd	Strickland Range Rd	LPGA Blvd (DB)	Volusia County	0.95	792	144	Widen 2-lane rural undivided to 4-lane suburban divided	1,764	$2,418,182	$0	$0	$0		$0.00	$0	$2,418,182	14.82%	$358,482
															Subtotals:	**$41,785,675**		**$22,748,740**
BACKLOGGED FACILITIES																		
I-95 (SR 9)	US 92	LPGA Blvd (DB)	Daytona Beach	2.56	4,580	253	Widen from 6-lane freeway to 8-lane freeway	6,080	$7,093,980	$0	$0	$1,773,495	217,800	$8.00	$1,742,400	$10,609,875	16.90%	$1,792,644
Airport Rd (OB)	Bear Creek Path	US 1	Volusia County	0.30	572	28	undivided	1,274	$750,000	$0	$0	$187,500	0	$0.00	$0	$937,500	4.01%	$37,607
															Subtotals:	**$11,547,375**		**$1,830,251**
															Grand Totals:	**$53,333,050**		**$24,578,991**

Table 21.F.5
Proposed Mitigation Plan
Hunter's Ridge DRI

Roadway	Limits		Maintaining Agency	Length (mi.)	Mitigation Costs								
					Proposed Mitigation	Construction Costs			Design and CEI Cost (25% of Total Constr-uction)	Right-of-Way Costs			Total Cost
						Total Roadway Construction Cost	Total Bridge Construction Cost	Total Signalization Cost		Additional R/W Needed (sq. ft.)	R/W Unit Cost ($/sq. ft.)	R/W Total Cost	
SEGMENTS													
SR 40 (W. Granada Blvd)	Shadow Crossings Blvd	Tymber Creek Rd	FDOT	3.40	Construct Airport Rd as 4-Lane urban divided Facility (parallel facility)	$4,967,269	$0	$0	$1,241,817	1,795,200	$4.00	$7,180,800	$13,389,886
Tymber Creek Rd	Peruvian Ln	Airport Rd	Volusia County	0.70	Widen 2-lane rural undivided to 4-lane suburban divided	$5,000,000	$0	$0	$0		$0.00	$2,000,000	$7,000,000
Williamson Blvd	Hand Ave	Strickland Range Rd	Volusia County	1.10	Widen 2-lane rural undivided to 4-lane suburban divided	$2,800,000	$0	$0	$0		$0.00	$1,000,000	$3,800,000
												Totals:	**$24,189,886**

Appendix A.21.2

Existing HCS Detailed Reports – Signalized Intersections

HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	*CAM*	Intersection	*Williamson Blvd at Mason Blv*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	0	1		1	1	0	1	1	0
Lane Group	L	TR			LT		L	TR		L	TR	
Volume, V (vph)	10	6	16	332	19		6	603	159	178	441	24
% Heavy Vehicles, %HV	2	2	2	2	2		2	2	2	2	2	2
Peak-Hour Factor, PHF	0.77	0.77	0.77	0.90	0.90		0.89	0.89	0.89	0.93	0.93	0.93
Pretimed (P) or Actuated (A)	A	A	A	A	A		A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Arrival Type, AT	3	3			3		3	3		3	3	
Unit Extension, UE	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000			0.388		1.000	1.000		0.541	0.541	
Initial Unmet Demand, Q_b	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0		0	0	0	0	0	0
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0			0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	SB Only	NS Perm	07	08
Timing	G = 25.0	G = 0.0	G = 0.0	G = 0.0	G = 8.0	G = 30.0	G = 0.0	G = 0.0
	Y = 6	Y = 0	Y = 0	Y = 0	Y = 5	Y = 7	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 81.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	13	29			390		7	857		191	500	
Lane Group Capacity, c	434	533			428		342	690		289	1004	
v/c Ratio, X	0.03	0.05			0.91		0.02	1.24		0.66	0.50	
Total Green Ratio, g/C	0.32	0.32			0.32		0.38	0.38		0.57	0.54	
Uniform Delay, d_1	18.9	19.0			26.4		15.6	25.0		16.0	11.6	
Progression Factor, PF	1.000	1.000			1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.11	0.11			0.43		0.11	0.50		0.24	0.11	
Incremental Delay, d_2	0.0	0.0			11.3		0.0	121.0		3.0	0.2	
Initial Queue Delay, d_3	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Control Delay	18.9	19.0			37.6		15.6	146.0		19.0	11.8	
Lane Group LOS	B	B			D		B	F		B	B	
Approach Delay	19.0			37.6			144.9			13.8		
Approach LOS	B			D			F			B		
Intersection Delay	75.6			X_C = 1.11			Intersection LOS			E		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Williamson Blvd at LPGA Blv*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	1	1	2	1	1	1	0	1	1	0
Lane Group	L	T	R	L	T	R	L	TR		L	TR	
Volume, V (vph)	113	568	164	133	774	175	306	486	139	158	331	149
% Heavy Vehicles, %HV	2	2	2	2	2	0	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.90	0.90	0.90	0.96	0.96	0.96	0.91	0.91	0.91
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Extension of Effective Green, e	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Arrival Type, AT	3	3	3	3	3	3	3	3		3	3	
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Filtering/Metering, I	0.899	0.899	0.899	0.611	0.611	0.611	0.090	0.090		0.970	0.970	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0	0	0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08
Timing	G = 8.0	G = 26.0	G = 0.0	G = 0.0	G = 10.0	G = 38.0	G =	G =
	Y = 5	Y = 7	Y = 0	Y = 0	Y = 5	Y = 7	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 106.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	119	598	173	148	860	194	319	651		174	528	
Lane Group Capacity, c	220	903	403	272	903	411	325	663		254	653	
v/c Ratio, X	0.54	0.66	0.43	0.54	0.95	0.47	0.98	0.98		0.69	0.81	
Total Green Ratio, g/C	0.40	0.25	0.25	0.40	0.25	0.25	0.53	0.37		0.53	0.37	
Uniform Delay, d_1	24.4	35.4	33.1	22.7	38.9	33.5	20.1	33.2		22.3	30.1	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000		1.000	1.000	
Delay Calibration, k	0.14	0.24	0.11	0.14	0.46	0.11	0.49	0.49		0.25	0.35	
Incremental Delay, d_2	2.4	1.6	0.7	1.4	13.7	0.5	11.0	7.0		7.2	7.3	
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay	26.8	37.1	33.7	24.1	52.6	34.0	31.2	40.1		29.5	37.4	
Lane Group LOS	C	D	C	C	D	C	C	D		C	D	
Approach Delay	35.0			46.1			37.2			35.5		
Approach LOS	D			D			D			D		
Intersection Delay	39.2			X_C = 1.01			Intersection LOS			D		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Williamson Blvd at Hand Ave*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1				1		1		2	0	1	2	
Lane Group				L		R		TR		L	T	
Volume, V (vph)				174		353		550	171	179	382	
% Heavy Vehicles, %HV				2		2		2	2	2	2	
Peak-Hour Factor, PHF				0.87		0.87		0.94	0.94	0.87	0.87	
Pretimed (P) or Actuated (A)				A		A		A	A	A	A	
Start-up Lost Time, l_1				2.0		2.0		2.0		2.0	2.0	
Extension of Effective Green, e				3.0		3.0		3.0		3.0	3.0	
Arrival Type, AT				3		3		3		3	3	
Unit Extension, UE				3.0		3.0		3.0		3.0	3.0	
Filtering/Metering, I				1.000		1.000		1.000		1.000	1.000	
Initial Unmet Demand, Q_b				0.0		0.0		0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0		0	0	80	0	0	0	0	0	
Lane Width				12.0		12.0		12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B				0		0		0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 15.0	G = 0.0	G = 0.0	G = 0.0	G = 8.0	G = 22.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y = 0	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v				200		314		767		206	439	
Lane Group Capacity, c				472		422		1311		449	2128	
v/c Ratio, X				0.42		0.74		0.59		0.46	0.21	
Total Green Ratio, g/C				0.27		0.27		0.38		0.60	0.60	
Uniform Delay, d_1				18.2		20.1		14.7		6.8	5.5	
Progression Factor, PF				1.000		1.000		1.000		1.000	1.000	
Delay Calibration, k				0.11		0.30		0.18		0.11	0.11	
Incremental Delay, d_2				0.6		7.0		0.7		0.7	0.0	
Initial Queue Delay, d_3				0.0		0.0		0.0		0.0	0.0	
Control Delay				18.8		27.1		15.4		7.5	5.5	
Lane Group LOS				B		C		B		A	A	
Approach Delay				23.9			15.4			6.2		
Approach LOS				C			B			A		
Intersection Delay	14.6			X_C = 0.67			Intersection LOS			B		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Clyde Morris Blvd at Mason Ave*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	0	1	2	0	1	2	0	1	2	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	51	395	58	121	604	112	94	570	163	124	704	38
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.87	0.87	0.87	0.94	0.94	0.94	0.94	0.94	0.94	0.90	0.90	0.90
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3		3	3		3	3		3	3	
Unit Extension, UE	3.0	4.0		3.0	4.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	0.966	0.966		1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08
Timing	G = 8.0	G = 23.0	G = 0.0	G =	G = 8.0	G = 30.0	G = 0.0	G = 0.0
	Y = 5	Y = 6.5	Y = 0	Y =	Y = 5	Y = 6.5	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 92.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	59	521		129	762		100	779		138	824	
Lane Group Capacity, c	235	870		313	866		271	1118		286	1148	
v/c Ratio, X	0.25	0.60		0.41	0.88		0.37	0.70		0.48	0.72	
Total Green Ratio, g/C	0.41	0.25		0.41	0.25		0.48	0.33		0.48	0.33	
Uniform Delay, d_1	19.0	30.4		18.4	33.2		15.5	27.0		15.6	27.3	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.11	0.22		0.11	0.42		0.11	0.26		0.11	0.28	
Incremental Delay, d_2	0.5	1.3		0.9	10.6		0.9	1.9		1.3	2.2	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	19.5	31.7		19.3	43.8		16.3	29.0		16.9	29.5	
Lane Group LOS	B	C		B	D		B	C		B	C	
Approach Delay	30.5			40.2			27.5			27.7		
Approach LOS	C			D			C			C		
Intersection Delay	31.5			X_C = 0.84			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Clyde Morris Blvd at LPGA Blv*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	1	1	2	0	1	2	0	1	2	1
Lane Group	L	T	R	L	TR		L	TR		L	T	R
Volume, V (vph)	112	680	133	123	564	131	378	492	81	181	344	223
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	3	2	2	2
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.97	0.97	0.97	0.93	0.93	0.93	0.92	0.92	0.92
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3		3	3		3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Filtering/Metering, I	0.604	0.604	0.604	1.000	1.000		1.000	1.000		1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0		0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08
Timing	G = 8.0	G = 23.0	G = 0.0	G = 0.0	G = 8.0	G = 33.0	G = 0.0	G =
	Y = 5	Y = 7	Y = 0	Y = 0	Y = 5	Y = 7	Y = 0	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 96.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	123	747	146	127	716		406	616		197	374	242
Lane Group Capacity, c	227	850	379	226	826		480	1192		361	1219	544
v/c Ratio, X	0.54	0.88	0.39	0.56	0.87		0.85	0.52		0.55	0.31	0.44
Total Green Ratio, g/C	0.40	0.24	0.24	0.40	0.24		0.50	0.34		0.50	0.34	0.34
Uniform Delay, d_1	21.2	35.2	30.6	21.5	35.0		24.6	25.1		14.8	23.1	24.4
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	1.000
Delay Calibration, k	0.14	0.41	0.11	0.16	0.40		0.38	0.12		0.15	0.11	0.11
Incremental Delay, d_2	1.6	6.7	0.4	3.2	9.7		13.1	0.4		1.7	0.1	0.6
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay	22.8	41.9	31.0	24.6	44.7		37.8	25.5		16.6	23.3	25.0
Lane Group LOS	C	D	C	C	D		D	C		B	C	C
Approach Delay	38.0			41.7			30.4			22.1		
Approach LOS	D			D			C			C		
Intersection Delay	33.2			X_C = 0.88			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Clyde Morris Blvd at Hand Ave*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	1	1	1	1	2	1	1	2	0
Lane Group	L	TR		L	T	R	L	T	R	L	TR	
Volume, V (vph)	43	307	48	128	353	207	67	416	248	165	236	47
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	3	2
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.92	0.92	0.92	0.92	0.92	0.92	0.86	0.86	0.86
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3	3	3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	0.888	0.888		0.618	0.618	0.618	1.000	1.000	1.000	0.743	0.743	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0	0	0	0	0	0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08
Timing	G = 8.0	G = 30.0	G = 0.0	G = 0.0	G = 8.0	G = 34.0	G = 0.0	G = 0.0
	Y = 6	Y = 7	Y = 0	Y = 0	Y = 6	Y = 7	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 106.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	47	390		139	384	225	73	452	270	192	329	
Lane Group Capacity, c	288	517		283	527	448	459	1138	508	394	1100	
v/c Ratio, X	0.16	0.75		0.49	0.73	0.50	0.16	0.40	0.53	0.49	0.30	
Total Green Ratio, g/C	0.42	0.28		0.42	0.28	0.28	0.46	0.32	0.32	0.46	0.32	
Uniform Delay, d_1	20.1	34.6		21.5	34.3	31.8	16.3	28.0	29.5	17.9	27.0	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.31		0.11	0.29	0.11	0.11	0.11	0.13	0.11	0.11	
Incremental Delay, d_2	0.2	5.6		0.8	3.2	0.6	0.2	0.2	1.1	0.7	0.1	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay	20.4	40.2		22.3	37.5	32.3	16.4	28.3	30.6	18.6	27.2	
Lane Group LOS	C	D		C	D	C	B	C	C	B	C	
Approach Delay	38.1			33.1			27.9			24.0		
Approach LOS	D			C			C			C		
Intersection Delay	30.4			X_C = 0.73			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Nova Rd at LPGA Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	1	1	0	1	3	0	1	3	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	138	272	87	100	301	45	222	1129	100	96	946	126
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.89	0.89	0.89	0.91	0.91	0.91	0.88	0.88	0.88
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Arrival Type, AT	3	3		3	3		4	4		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	4.0		3.0	4.0	
Filtering/Metering, I	0.457	0.457		1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 8.0	G = 36.0	G = 0.0	G = 0.0	G = 14.5	G = 49.5	G = 0.0	G =
	Y = 5	Y = 5	Y = 0	Y = 0	Y = 5	Y = 7	Y = 0	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	153	399		112	389		244	1351		109	1218	
Lane Group Capacity, c	240	511		232	520		211	1947		211	1936	
v/c Ratio, X	0.64	0.78		0.48	0.75		1.16	0.69		0.52	0.63	
Total Green Ratio, g/C	0.38	0.28		0.38	0.28		0.12	0.39		0.12	0.39	
Uniform Delay, d_1	29.9	42.8		29.3	42.3		57.3	33.3		53.7	32.2	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	0.906		1.000	1.000	
Delay Calibration, k	0.22	0.33		0.11	0.30		0.50	0.29		0.12	0.24	
Incremental Delay, d_2	2.6	3.6		1.6	5.9		110.5	1.2		2.2	0.8	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	32.5	46.4		30.9	48.2		167.8	31.4		56.0	32.9	
Lane Group LOS	C	D		C	D		F	C		E	C	
Approach Delay	42.6			44.3			52.2			34.8		
Approach LOS	D			D			D			C		
Intersection Delay	44.1			X_c = 0.81			Intersection LOS			D		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Nova Rd at Hand Ave*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	1	1	2	0	1	3	0	1	3	0
Lane Group	L	T	R	L	TR		L	TR		L	TR	
Volume, V (vph)	181	222	179	130	229	81	353	1059	100	62	873	101
% Heavy Vehicles, %HV	2	2	2	2	2	5	2	2	2	3	2	2
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.91	0.91	0.91	0.93	0.93	0.93
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3	3	3	3		4	4		4	4	
Unit Extension, UE	3.0	4.0	4.0	3.0	4.0		3.0	4.0		3.0	4.0	
Filtering/Metering, I	0.090	0.090	0.090	1.000	1.000		1.000	1.000		0.519	0.519	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 8.0	G = 27.0	G = 0.0	G = 0.0	G = 8.0	G = 12.0	G = 48.0	G = 0.0
	Y = 5	Y = 5	Y = 0	Y = 0	Y = 5	Y = 5	Y = 7	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	197	241	195	141	337		388	1274		67	1048	
Lane Group Capacity, c	272	387	329	249	702		340	2504		108	1844	
v/c Ratio, X	0.72	0.62	0.59	0.57	0.48		1.14	0.51		0.62	0.57	
Total Green Ratio, g/C	0.31	0.21	0.21	0.31	0.21		0.19	0.50		0.06	0.37	
Uniform Delay, d_1	43.0	46.9	46.5	35.0	45.3		52.5	21.8		59.5	32.7	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	0.767		1.000	0.926	
Delay Calibration, k	0.28	0.24	0.21	0.16	0.15		0.50	0.16		0.20	0.20	
Incremental Delay, d_2	0.9	0.3	0.3	3.0	0.7		92.8	0.2		5.6	0.3	
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	43.9	47.2	46.8	38.0	46.0		145.3	16.9		65.1	30.6	
Lane Group LOS	D	D	D	D	D		F	B		E	C	
Approach Delay	46.0			43.7			46.9			32.6		
Approach LOS	D			D			D			C		
Intersection Delay	42.3			X_c = 0.72			Intersection LOS			D		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Mason Ave at Fentress Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	1	1	0	0	1	1	0	1	1
Lane Group	L	TR		L	TR			LT	R		LT	R
Volume, V (vph)	18	275	8	112	506	22	85	8	150	34	18	34
% Heavy Vehicles, %HV	6	2	2	2	2	10	2	10	2	10	2	2
Peak-Hour Factor, PHF	0.81	0.81	0.81	0.91	0.91	0.91	0.85	0.85	0.85	0.94	0.94	0.94
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Arrival Type, AT	3	3		3	3			3	3		3	3
Unit Extension, UE	3.0	4.0		3.0	4.0			3.0	3.0		3.0	3.0
Filtering/Metering, I	0.316	0.316		0.927	0.927			1.000	1.000		1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0			12.0	12.0		12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0			0	0		0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 8.0	G = 36.0	G = 0.0	G = 0.0	G = 13.0	G = 0.0	G = 0.0	G = 0.0
	Y = 5	Y = 7	Y = 0	Y = 0	Y = 5	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 74.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	22	350		123	580			109	176		55	36
Lane Group Capacity, c	454	902		661	898			229	278		238	278
v/c Ratio, X	0.05	0.39		0.19	0.65			0.48	0.63		0.23	0.13
Total Green Ratio, g/C	0.69	0.49		0.69	0.49			0.18	0.18		0.18	0.18
Uniform Delay, d_1	5.9	12.0		4.5	14.2			27.4	28.3		26.2	25.7
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000	1.000		1.000	1.000
Delay Calibration, k	0.11	0.15		0.11	0.25			0.11	0.21		0.11	0.11
Incremental Delay, d_2	0.0	0.1		0.1	1.7			1.6	4.6		0.5	0.2
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Control Delay	5.9	12.1		4.6	15.9			29.0	32.9		26.7	25.9
Lane Group LOS	A	B		A	B			C	C		C	C
Approach Delay	11.8			13.9			31.4			26.4		
Approach LOS	B			B			C			C		
Intersection Delay	17.6			X_C = 0.67			Intersection LOS			B		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Mason Ave at Bill France Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	1	1	2	0	1	2	0	1	2	0
Lane Group	L	T	R	L	TR		L	TR		L	TR	
Volume, V (vph)	67	246	115	184	442	48	78	271	182	37	216	68
% Heavy Vehicles, %HV	2	2	4	3	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.93	0.93	0.93	0.91	0.91	0.91	0.75	0.75	0.75
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3	3	3	3		3	3		3	3	
Unit Extension, UE	3.0	4.0	4.0	3.0	4.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	0.936	0.936	0.936	1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = 15.0	G = 25.5	G = 0.0	G = 0.0	G = 22.5	G = 0.0	G = 0.0	G = 0.0
	Y = 5	Y = 6	Y = 0	Y = 0	Y = 6	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 80.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	85	311	146	198	527		86	498		49	379	
Lane Group Capacity, c	332	1131	495	329	1114		262	937		205	962	
v/c Ratio, X	0.26	0.27	0.29	0.60	0.47		0.33	0.53		0.24	0.39	
Total Green Ratio, g/C	0.19	0.32	0.32	0.19	0.32		0.28	0.28		0.28	0.28	
Uniform Delay, d_1	27.7	20.3	20.5	29.8	21.9		22.8	24.3		22.2	23.2	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.11	0.15	0.15	0.19	0.15		0.11	0.13		0.11	0.11	
Incremental Delay, d_2	0.4	0.2	0.4	3.1	0.4		0.7	0.6		0.6	0.3	
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	28.1	20.5	20.9	32.8	22.3		23.5	24.9		22.8	23.5	
Lane Group LOS	C	C	C	C	C		C	C		C	C	
Approach Delay	21.8			25.2			24.7			23.4		
Approach LOS	C			C			C			C		
Intersection Delay	23.9			X_C = 0.52			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*I-95 SB Ramp at LPGA Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1		2			2					2		
Lane Group		T			T					L		
Volume, V (vph)		510			419					265		
% Heavy Vehicles, %HV		2			0					3		
Peak-Hour Factor, PHF		0.95			0.90					0.91		
Pretimed (P) or Actuated (A)		A			A					A		
Start-up Lost Time, l_1		2.0			2.0					2.0		
Extension of Effective Green, e		2.0			2.0					2.0		
Arrival Type, AT		3			3					3		
Unit Extension, UE		4.0			4.0					3.0		
Filtering/Metering, I		1.000			0.363					1.000		
Initial Unmet Demand, Q_b		0.0			0.0					0.0		
Ped / Bike / RTOR Volumes	0	0		0	0		0	0		0	0	
Lane Width		12.0			12.0					12.0		
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B		0			0					0		
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Thru Only	02	03	04	SB Only	06	07	08
Timing	G = 24.0	G = 0.0	G = 0.0	G = 0.0	G = 8.0	G = 0.0	G = 0.0	G = 0.0
	Y = 7	Y = 0	Y = 0	Y = 0	Y = 7	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 46.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		537			466					291		
Lane Group Capacity, c		1851			1888					592		
v/c Ratio, X		0.29			0.25					0.49		
Total Green Ratio, g/C		0.52			0.52					0.17		
Uniform Delay, d_1		6.2			6.0					17.2		
Progression Factor, PF		1.000			1.000					1.000		
Delay Calibration, k		0.15			0.15					0.11		
Incremental Delay, d_2		0.1			0.0					0.6		
Initial Queue Delay, d_3		0.0			0.0					0.0		
Control Delay		6.3			6.1					17.8		
Lane Group LOS		A			A					B		
Approach Delay	6.3			6.1						17.8		
Approach LOS	A			A						B		
Intersection Delay	8.8			X_C = 0.34			Intersection LOS			A		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*I-95 NB Ramp at LPGA Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1		2			2		2					
Lane Group		T			T		L					
Volume, V (vph)		608			750		96					
% Heavy Vehicles, %HV		0			2		5					
Peak-Hour Factor, PHF		0.90			0.90		0.87					
Pretimed (P) or Actuated (A)		A			A		A					
Start-up Lost Time, l_1		2.0			2.0		2.0					
Extension of Effective Green, e		2.0			2.0		2.0					
Arrival Type, AT		3			3		3					
Unit Extension, UE		4.0			4.0		3.0					
Filtering/Metering, I		0.930			0.339		1.000					
Initial Unmet Demand, Q_b		0.0			0.0		0.0					
Ped / Bike / RTOR Volumes	0	0		0	0		0	0				
Lane Width		12.0			12.0		12.0					
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N			
Parking Maneuvers, N_m												
Buses Stopping, N_B		0			0		0					
Min. Time for Pedestrians, G_p	3.2			3.2			3.2					

Phasing	Thru Only	02	03	04	NB Only	06	07	08
Timing	G = 30.0	G = 0.0	G = 0.0	G = 0.0	G = 8.0	G = 0.0	G = 0.0	G = 0.0
	Y = 7	Y = 0	Y = 0	Y = 0	Y = 7	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 52.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		676			833		110					
Lane Group Capacity, c		2087			2046		514					
v/c Ratio, X		0.32			0.41		0.21					
Total Green Ratio, g/C		0.58			0.58		0.15					
Uniform Delay, d_1		5.7			6.1		19.2					
Progression Factor, PF		1.000			1.000		1.000					
Delay Calibration, k		0.15			0.15		0.11					
Incremental Delay, d_2		0.1			0.1		0.2					
Initial Queue Delay, d_3		0.0			0.0		0.0					
Control Delay		5.8			6.1		19.5					
Lane Group LOS		A			A		B					
Approach Delay	5.8			6.1			19.5					
Approach LOS	A			A			B					
Intersection Delay	6.9			X_C = 0.37			Intersection LOS			A		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 11 at SR 40*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	1	1	0	0	1		0	1	
Lane Group	L	TR		L	TR			LT			LT	
Volume, V (vph)	12	186	10	67	279	22	18	57		3	100	
% Heavy Vehicles, %HV	2	5	2	6	4	2	2	10		10	4	
Peak-Hour Factor, PHF	0.81	0.81	0.81	0.90	0.90	0.90	0.82	0.82		0.71	0.71	
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A		A	A	
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0			2.0			2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0			2.0			2.0	
Arrival Type, AT	3	3		3	3			3			3	
Unit Extension, UE	3.5	3.5		3.5	3.5			3.5			3.5	
Filtering/Metering, I	0.865	0.865		1.000	1.000			1.000			1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0			0.0			0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0		0	0	
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0			0			0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 10.0	G = 24.0	G = 0.0	G = 0.0	G = 10.0	G = 0.0	G = 0.0	G = 0.0
	Y = 7	Y = 7	Y = 0	Y = 0	Y = 7	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 65.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	15	242		74	334			92			145	
Lane Group Capacity, c	272	664		675	668			242			277	
v/c Ratio, X	0.06	0.36		0.11	0.50			0.38			0.52	
Total Green Ratio, g/C	0.15	0.37		0.63	0.37			0.15			0.15	
Uniform Delay, d_1	23.5	14.9		5.0	15.9			24.7			25.3	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000			1.000	
Delay Calibration, k	0.13	0.13		0.13	0.13			0.13			0.15	
Incremental Delay, d_2	0.1	0.3		0.1	0.7			1.2			2.1	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0			0.0	
Control Delay	23.6	15.3		5.1	16.6			25.9			27.4	
Lane Group LOS	C	B		A	B			C			C	
Approach Delay	15.8			14.5			25.9			27.4		
Approach LOS	B			B			C			C		
Intersection Delay	18.1			X_c = 0.46			Intersection LOS			B		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at Tymber Creek*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	0	1	2	1	0	1	0	1	1	0
Lane Group	L	TR		L	T	R		LTR		L	LTR	
Volume, V (vph)	40	537	37	100	594	553	34	22	80	436	36	53
% Heavy Vehicles, %HV	5	3	3	2	2	0	2	2	2	2	3	2
Peak-Hour Factor, PHF	0.88	0.88	0.88	0.87	0.87	0.90	0.86	0.86	0.86	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0	2.0		2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0		2.0		2.0	2.0	
Arrival Type, AT	3	3		4	4	4		3		3	3	
Unit Extension, UE	4.0	4.0		4.0	4.0	3.0		4.0		4.0	4.0	
Filtering/Metering, I	1.000	1.000		0.728	0.728	0.728		0.999		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0		12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0	0		0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	SB Only	NB Only	07	08
Timing	G = 8.0	G = 50.0	G = 0.0	G = 0.0	G = 36.0	G = 15.0	G = 0.0	G = 0.0
	Y = 5	Y = 6	Y = 0	Y = 0	Y = 6	Y = 6	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 132.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	45	652		115	683	614		159		459	94	
Lane Group Capacity, c	310	1317		317	1344	612		193		483	461	
v/c Ratio, X	0.15	0.50		0.36	0.51	1.00		0.82		0.95	0.20	
Total Green Ratio, g/C	0.48	0.38		0.48	0.38	0.38		0.11		0.27	0.27	
Uniform Delay, d_1	19.3	31.3		20.4	31.5	41.0		57.2		47.1	37.0	
Progression Factor, PF	1.000	1.000		1.000	0.916	0.916		1.000		1.000	1.000	
Delay Calibration, k	0.15	0.15		0.15	0.16	0.50		0.38		0.47	0.15	
Incremental Delay, d_2	0.3	0.4		0.7	0.3	31.8		25.0		28.9	0.3	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Control Delay	19.6	31.7		21.1	29.2	69.4		82.2		76.0	37.3	
Lane Group LOS	B	C		C	C	E		F		E	D	
Approach Delay	31.0			46.0			82.2			69.4		
Approach LOS	C			D			F			E		
Intersection Delay	48.9			X_c = 0.97			Intersection LOS			D		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at Booth Rd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	0	1	2		0	1	0	1	1	0
Lane Group	L	TR		L	T			LTR		L	LTR	
Volume, V (vph)	7	995	14	30	1390		6	0	41	41	2	8
% Heavy Vehicles, %HV	2	2	2	2	2		2	2	2	2	2	10
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.95	0.95		0.80	0.80	0.80	0.88	0.88	0.88
Pretimed (P) or Actuated (A)	A	A	A	A	A		A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Arrival Type, AT	3	3		4	4			3		3	3	
Unit Extension, UE	3.0	4.0		3.0	4.0			4.0		4.0	4.0	
Filtering/Metering, I	0.541	0.541		0.842	0.842			1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0		0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0			0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 8.0	G = 85.0	G = 0.0	G =	G = 11.0	G = 0.0	G = 0.0	G = 0.0
	Y = 5	Y = 7	Y = 0	Y =	Y = 5	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 121.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	8	1085		32	1463			58		47	11	
Lane Group Capacity, c	352	2486		423	2492			144		126	140	
v/c Ratio, X	0.02	0.44		0.08	0.59			0.40		0.37	0.08	
Total Green Ratio, g/C	0.83	0.70		0.83	0.70			0.09		0.09	0.09	
Uniform Delay, d_1	2.1	7.7		3.1	9.1			51.9		51.8	50.4	
Progression Factor, PF	1.000	1.000		1.000	0.245			1.000		1.000	1.000	
Delay Calibration, k	0.11	0.15		0.11	0.21			0.15		0.15	0.15	
Incremental Delay, d_2	0.0	0.1		0.1	0.4			2.5		2.5	0.3	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Control Delay	2.1	7.8		3.1	2.6			54.4		54.3	50.7	
Lane Group LOS	A	A		A	A			D		D	D	
Approach Delay	7.8			2.6			54.4			53.6		
Approach LOS	A			A			D			D		
Intersection Delay	6.9			X_c = 0.55			Intersection LOS			A		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at I-95 SB Ramps*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1		3	0	2	2					2		1
Lane Group		TR		L	T					L		R
Volume, V (vph)		614	431	393	1188					160		151
% Heavy Vehicles, %HV		2	0	2	2					2		2
Peak-Hour Factor, PHF		0.94	0.90	0.92	0.92					0.90		0.90
Pretimed (P) or Actuated (A)		A	A	A	A					A		A
Start-up Lost Time, l_1		2.0		2.0	2.0					2.0		2.0
Extension of Effective Green, e		2.0		2.0	2.0					2.0		2.0
Arrival Type, AT		3		4	4					3		3
Unit Extension, UE		4.0		4.0	4.0					4.0		4.0
Filtering/Metering, I		0.757		0.090	0.090					1.000		1.000
Initial Unmet Demand, Q_b		0.0		0.0	0.0					0.0		0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0					12.0		12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B		0		0	0					0		0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	WB Only	Thru & RT	03	04	SB Only	06	07	08
Timing	G = 27.5	G = 53.5	G =	G =	G = 22.0	G =	G =	G =
	Y = 5	Y = 7	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 120.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		1132		427	1291					178		168
Lane Group Capacity, c		2136		788	2542					630		290
v/c Ratio, X		0.53		0.54	0.51					0.28		0.58
Total Green Ratio, g/C		0.45		0.23	0.72					0.18		0.18
Uniform Delay, d_1		24.1		40.7	7.6					42.2		44.8
Progression Factor, PF		1.000		1.000	0.203					1.000		1.000
Delay Calibration, k		0.17		0.18	0.16					0.15		0.21
Incremental Delay, d_2		0.2		0.1	0.0					0.3		3.5
Initial Queue Delay, d_3		0.0		0.0	0.0					0.0		0.0
Control Delay		24.4		40.8	1.6					42.5		48.2
Lane Group LOS		C		D	A					D		D
Approach Delay	24.4			11.3						45.3		
Approach LOS	C			B						D		
Intersection Delay	19.6			X_c = 0.52			Intersection LOS			B		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at I-95 NB Ramps*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	3			2		2		2			
Lane Group	L	T			T		L		R			
Volume, V (vph)	78	804			673		572		428			
% Heavy Vehicles, %HV	8	2			2		2		2			
Peak-Hour Factor, PHF	0.95	0.95			0.92		0.95		0.95			
Pretimed (P) or Actuated (A)	A	A			A		A		A			
Start-up Lost Time, l_1	2.0	2.0			2.0		2.0		2.0			
Extension of Effective Green, e	2.0	2.0			2.0		2.0		2.0			
Arrival Type, AT	3	3			4		3		3			
Unit Extension, UE	4.0	4.0			4.0		4.0		4.0			
Filtering/Metering, I	0.975	0.975			0.090		1.000		1.000			
Initial Unmet Demand, Q_b	0.0	0.0			0.0		0.0		0.0			
Ped / Bike / RTOR Volumes	0	0		0	0		0	0	0			
Lane Width	12.0	12.0			12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N			
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0			0		0		0			
Min. Time for Pedestrians, G_p	3.2			3.2			3.2					

Phasing	EB Only	Thru Only	03	04	NB Only	06	07	08
Timing	G = 12.0	G = 62.0	G =	G =	G = 29.0	G =	G =	G =
	Y = 5	Y = 7	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 120.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	82	846			732		602		451			
Lane Group Capacity, c	167	3340			1833		831		677			
v/c Ratio, X	0.49	0.25			0.40		0.72		0.67			
Total Green Ratio, g/C	0.10	0.66			0.52		0.24		0.24			
Uniform Delay, d_1	51.1	8.4			17.7		41.8		41.1			
Progression Factor, PF	1.000	1.000			0.740		1.000		1.000			
Delay Calibration, k	0.15	0.15			0.15		0.31		0.27			
Incremental Delay, d_2	3.0	0.1			0.0		3.4		2.8			
Initial Queue Delay, d_3	0.0	0.0			0.0		0.0		0.0			
Control Delay	54.1	8.5			13.1		45.2		43.9			
Lane Group LOS	D	A			B		D		D			
Approach Delay	12.5			13.1			44.7					
Approach LOS	B			B			D					
Intersection Delay	25.1			X_c = 0.50			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at Williamson Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2		2	2	1	2	1		2	1	1
Lane Group	L	T		L	T	R	L	T		L	T	R
Volume, V (vph)	136	881		336	1037	101	318	198		216	89	89
% Heavy Vehicles, %HV	2	2		2	2	2	2	2		2	2	2
Peak-Hour Factor, PHF	0.92	0.92		0.93	0.93	0.93	0.95	0.95		0.86	0.86	0.86
Pretimed (P) or Actuated (A)	A	A		A	A	A	A	A		A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green, e	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Arrival Type, AT	3	3		4	4	4	3	3		3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Filtering/Metering, I	0.931	0.931		0.493	0.493	0.493	0.957	0.957		1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0		0	0	0	0	0		0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0	0	0	0		0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 16.0	G = 53.0	G =	G =	G = 16.0	G = 13.0	G = 0.0	G = 0.0
	Y = 5	Y = 7	Y =	Y =	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 120.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	148	958		361	1115	109	335	208		251	103	103
Lane Group Capacity, c	251	1596		487	1596	712	487	217		487	217	185
v/c Ratio, X	0.59	0.60		0.74	0.70	0.15	0.69	0.96		0.52	0.47	0.56
Total Green Ratio, g/C	0.14	0.45		0.14	0.45	0.45	0.14	0.12		0.14	0.12	0.12
Uniform Delay, d_1	48.2	24.9		49.4	26.5	19.5	49.0	52.7		47.7	49.6	50.1
Progression Factor, PF	1.000	1.000		1.000	0.836	0.836	1.000	1.000		1.000	1.000	1.000
Delay Calibration, k	0.18	0.19		0.30	0.26	0.11	0.26	0.47		0.12	0.11	0.15
Incremental Delay, d_2	3.4	0.6		3.0	0.7	0.0	3.9	48.0		1.0	1.6	3.7
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay	51.6	25.5		52.4	22.8	16.4	52.9	100.7		48.6	51.2	53.8
Lane Group LOS	D	C		D	C	B	D	F		D	D	D
Approach Delay	29.0			29.1			71.2			50.4		
Approach LOS	C			C			E			D		
Intersection Delay	37.9			X_c = 0.74			Intersection LOS			D		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at Clyde Morris Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficienc*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	1	2	2	1	1	1	1	1	1	0
Lane Group	L	T	R	L	T	R	L	T	R	L	TR	
Volume, V (vph)	51	1263	246	310	1228	52	279	38	358	17	19	18
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	6	2	2
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.91	0.91	0.91	0.92	0.92	0.92	0.80	0.80	0.80
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	
Unit Extension, UE	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	0.478	0.478	0.478	0.449	0.449	0.449	0.958	0.958	0.958	1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	77	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	NB Only	NS Perm	07	08
Timing	G = 15.5	G = 50.0	G = 0.0	G =	G = 15.5	G = 8.0	G = 0.0	G = 0.0
	Y = 5	Y = 7	Y = 0	Y =	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 111.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	57	1403	273	341	1349	57	303	41	305	21	46	
Lane Group Capacity, c	247	1598	713	480	1598	713	373	478	406	94	125	
v/c Ratio, X	0.23	0.88	0.38	0.71	0.84	0.08	0.81	0.09	0.75	0.22	0.37	
Total Green Ratio, g/C	0.14	0.45	0.45	0.14	0.45	0.45	0.26	0.26	0.26	0.07	0.07	
Uniform Delay, d_1	42.5	27.7	20.3	45.6	27.0	17.4	38.7	31.3	38.0	48.6	49.1	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.41	0.15	0.27	0.39	0.15	0.35	0.11	0.31	0.11	0.11	
Incremental Delay, d_2	0.2	3.0	0.2	2.2	2.1	0.0	12.3	0.1	7.4	1.2	1.8	
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay	42.7	30.8	20.5	47.8	29.1	17.4	51.0	31.4	45.3	49.8	50.9	
Lane Group LOS	D	C	C	D	C	B	D	C	D	D	D	
Approach Delay	29.5			32.4			47.1			50.6		
Approach LOS	C			C			D			D		
Intersection Delay	33.8			X_c = 0.81			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Nova Rd at SR 40*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	2	2	0	2	2	0	2	3	0	2	3	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	443	977	126	265	958	95	227	595	155	146	514	308
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	5	2	4	2
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.97	0.97	0.97	0.92	0.92	0.92	0.94	0.94	0.94
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Arrival Type, AT	3	3		3	3		3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	0.415	0.415		1.000	1.000		0.790	0.790		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 17.0	G = 42.0	G = 0.0	G = 0.0	G = 10.0	G = 24.0	G = 0.0	G = 0.0
	Y = 7	Y = 7	Y = 0	Y = 0	Y = 7	Y = 7	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 121.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	476	1186		273	1086		247	815		155	875	
Lane Group Capacity, c	511	1239		511	1243		312	1010		312	977	
v/c Ratio, X	0.93	0.96		0.53	0.87		0.79	0.81		0.50	0.90	
Total Green Ratio, g/C	0.15	0.36		0.15	0.36		0.09	0.21		0.09	0.21	
Uniform Delay, d_1	50.9	38.1		47.6	36.5		53.9	45.7		52.4	46.7	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.45	0.47		0.14	0.40		0.34	0.35		0.11	0.42	
Incremental Delay, d_2	12.6	8.7		1.1	7.1		10.5	3.9		1.2	10.8	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	63.5	46.8		48.7	43.6		64.4	49.6		53.6	57.5	
Lane Group LOS	E	D		D	D		E	D		D	E	
Approach Delay	51.6			44.6			53.1			56.9		
Approach LOS	D			D			D			E		
Intersection Delay	51.1			X_c = 0.92			Intersection LOS			D		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at US 1*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	0	1	2	0	1	2	1	1	2	1
Lane Group	L	TR		L	TR		L	T	R	L	T	R
Volume, V (vph)	166	933	95	208	764	165	259	726	235	285	418	119
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.96	0.96	0.96	0.85	0.85	0.85	0.83	0.83	0.83
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Arrival Type, AT	4	4		3	3		3	3	3	3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	0.409	0.409		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0		0	0	0	0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08
Timing	G = 13.0	G = 48.0	G = 0.0	G = 0.0	G = 24.0	G = 34.0	G = 0.0	G = 0.0
	Y = 5	Y = 5	Y = 0	Y = 0	Y = 5	Y = 6	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 140.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	184	1143		217	968		305	854	276	343	504	143
Lane Group Capacity, c	245	1224		230	1208		452	887	396	369	887	396
v/c Ratio, X	0.75	0.93		0.94	0.80		0.67	0.96	0.70	0.93	0.57	0.36
Total Green Ratio, g/C	0.48	0.35		0.48	0.35		0.46	0.25	0.25	0.46	0.25	0.25
Uniform Delay, d_1	28.9	43.9		41.9	41.1		26.1	51.9	47.7	42.7	45.9	43.3
Progression Factor, PF	1.000	0.944		1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.31	0.45		0.46	0.35		0.25	0.47	0.26	0.45	0.16	0.11
Incremental Delay, d_2	5.3	6.3		43.8	4.0		4.0	21.6	5.3	29.6	0.9	0.6
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	34.2	47.7		85.7	45.1		30.0	73.5	53.0	72.3	46.8	43.8
Lane Group LOS	C	D		F	D		C	E	D	E	D	D
Approach Delay	45.9			52.5			60.3			55.2		
Approach LOS	D			D			E			E		
Intersection Delay	53.5			X_c = 0.97			Intersection LOS			D		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Tymber Creek at Airport Rd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*07/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	1	1	1	0	1	1	1	1	1	0
Lane Group	L	T	R	L	TR		L	T	R	L	TR	
Volume, V (vph)	9	33	63	232	24	16	102	54	194	11	56	15
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	3	9	4	2
Peak-Hour Factor, PHF	0.94	0.94	0.94	0.78	0.78	0.78	0.84	0.84	0.84	0.79	0.79	0.79
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000	1.000	0.716	0.716		0.868	0.868	0.868	1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	51	0	0	5	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0	0	0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	WB Only	EW Perm	03	04	NB Only	NS Perm	07	08
Timing	G = 10.0	G = 13.0	G = 0.0	G = 0.0	G = 8.0	G = 20.0	G = 0.0	G = 0.0
	Y = 5	Y = 5	Y = 0	Y = 0	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 71.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	10	35	13	297	45		121	64	231	14	90	
Lane Group Capacity, c	248	341	290	574	700		608	866	729	351	500	
v/c Ratio, X	0.04	0.10	0.04	0.52	0.06		0.20	0.07	0.32	0.04	0.18	
Total Green Ratio, g/C	0.18	0.18	0.18	0.39	0.39		0.46	0.46	0.46	0.28	0.28	
Uniform Delay, d_1	23.9	24.1	23.9	15.7	13.4		11.0	10.5	11.9	18.5	19.3	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.11	0.11	0.12	0.11		0.11	0.11	0.11	0.11	0.11	
Incremental Delay, d_2	0.1	0.1	0.1	0.6	0.0		0.1	0.0	0.2	0.0	0.2	
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	23.9	24.3	24.0	16.3	13.4		11.1	10.6	12.1	18.6	19.5	
Lane Group LOS	C	C	C	B	B		B	B	B	B	B	
Approach Delay	24.1			15.9			11.6			19.3		
Approach LOS	C			B			B			B		
Intersection Delay	14.9			X_c = 0.38			Intersection LOS			B		

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Appendix A.21.3

Existing HCS Detailed Reports – Unsignalized Intersections

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CAM*	Intersection	*SR 40 at Shadow Crossings*
Agency/Co.	*LTG*	Jurisdiction	*Volusia County*
Date Performed	*11/14/2009*	Analysis Year	*2009 Existing*
Analysis Time Period	*P.M. Peak-Hour*		

Project Description

East/West Street: *SR 40*	North/South Street: *Shadow Crossings Boulevard*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*10*	*216*		*0*	*439*	
Peak-Hour Factor, PHF	*0.83*	*0.83*	*1.00*	*0.84*	*0.84*	*0.84*
Hourly Flow Rate, HFR (veh/h)	*12*	*260*	*0*	*0*	*522*	*0*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*		*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*70*		*16*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.93*	*1.00*	*0.93*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*75*	*0*	*17*
Percent Heavy Vehicles	*0*	*0*	*0*	*2*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*Y*	
Storage		*0*			*2*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*					*LR*	
v (veh/h)	*12*	*0*					*92*	
C (m) (veh/h)	*1027*	*1287*					*632*	
v/c	*0.01*	*0.00*					*0.15*	
95% queue length	*0.04*	*0.00*					*0.51*	
Control Delay (s/veh)	*8.5*	*7.8*					*12.5*	
LOS	*A*	*A*					*B*	
Approach Delay (s/veh)	--	--				*12.5*		
Approach LOS	--	--				*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*CAM*
Agency/Co.	*LTG*
Date Performed	*11/30/09*
Analysis Time Period	*P.M. Peak-Hour*

Site Information

Intersection	*Airport Rd at Ormond Green*
Jurisdiction	*Ormond Beach*
Analysis Year	*2009 Existing*

Project Description *Hunter's Ridge DRI 1st Sufficiency*

East/West Street: *Airport Road* | North/South Street: *Ormond Green*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*47*	*200*			*233*	*34*
Peak-Hour Factor, PHF	*0.88*	*0.88*	*0.91*	*0.93*	*0.93*	*0.93*
Hourly Flow Rate, HFR (veh/h)	*53*	*227*	*0*	*0*	*250*	*36*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*19*		*36*
Peak-Hour Factor, PHF	*0.84*	*0.84*	*0.84*	*0.88*	*0.75*	*0.88*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*21*	*0*	*40*
Percent Heavy Vehicles	*4*	*4*	*4*	*2*	*4*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*					*L*		*R*
v (veh/h)	*53*					*21*		*40*
C (m) (veh/h)	*1276*					*455*		*789*
v/c	*0.04*					*0.05*		*0.05*
95% queue length	*0.13*					*0.14*		*0.16*
Control Delay (s/veh)	*7.9*					*13.3*		*9.8*
LOS	*A*					*B*		*A*
Approach Delay (s/veh)	--	--				*11.0*		
Approach LOS	--	--				*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CAM*	Intersection	*Pineland Trail at Harmony Ave*
Agency/Co.	*LTG*	Jurisdiction	*Ormond Beach*
Date Performed	*11/14/2009*	Analysis Year	*2009 Existing*
Analysis Time Period	*P.M. Peak-Hour*		

Project Description *Hunter's Ridge DRI 1st Sufficiency*

East/West Street: *Harmony Ave*	North/South Street: *Pineland Trail*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*9*	*26*	*3*	*5*	
Peak-Hour Factor, PHF	*0.84*	*0.75*	*0.75*	*0.75*	*0.75*	*0.88*
Hourly Flow Rate, HFR (veh/h)	*0*	*12*	*34*	*4*	*6*	*0*
Percent Heavy Vehicles	*4*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*19*		*5*
Peak-Hour Factor, PHF	*0.88*	*0.88*	*0.91*	*0.75*	*0.93*	*0.75*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*25*	*0*	*6*
Percent Heavy Vehicles	*2*	*0*	*0*	*2*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*4*		*31*				
C (m) (veh/h)		*1562*		*981*				
v/c		*0.00*		*0.03*				
95% queue length		*0.01*		*0.10*				
Control Delay (s/veh)		*7.3*		*8.8*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*8.8*					
Approach LOS	--	--	*A*					

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Appendix A.21.7

Planned, Programmed, and Committed Improvements – Supporting Documentation

Volusia County Road Program

IMPACT FEE ZONE 1 - Northeast Volusia

Proposed 5 Year Road Program FY 09/10 - FY 13/14

Potential Future Funding FY 14/15 - FY 18/19

	Project	Section		Scope	PRIOR YEAR ENG	PRIOR YEAR R/W	PRIOR YEAR CON	FY 09/10 ENG	FY 09/10 R/W	FY 09/10 CON	FY 10/11 ENG	FY 10/11 R/W	FY 10/11 CON	FY 11/12 ENG	FY 11/12 R/W	FY 11/12 CON	FY 12/13 ENG	FY 12/13 R/W	FY 12/13 CON	FY 13/14 ENG	FY 13/14 R/W	FY 13/14 CON	FY 14/15 ENG	FY 14/15 R/W	FY 14/15 CON	FY 15/16 ENG	FY 15/16 R/W	FY 15/16 CON	FY 16/17 ENG	FY 16/17 R/W	FY 16/17 CON	FY 17/18 ENG	FY 17/18 R/W	FY 17/18 CON	FY 18/19 ENG	FY 18/19 R/W	FY 18/19 CON
1	Airport Rd, OB	@ Sunshine Blvd	LOGT	Intersection			100																														
	"	"	ONE	"			230																														
2	Airport Rd, OB	RR Tracks W of US 1 to Ocean Pines Dr	LAP	P Shoulders			841																														
3	Airport Rd, Port Orange	W of Sabal Cr Bl to S of Creekside Sch	NLOGT	4 LN							400												ROW & CONST UNFUNDED (ROW ~ $2 million CONST ~ $6.4 million)														
4	Clyde Morris Blvd (Phase 1)	LPGA Bl to The Aberdeen	LOGT	4 LN			225																														
5	Clyde Morris Blvd (Phase 2)	The Aberdeen to Fallsway Blvd	LOGT	4 LN			305																														
	"	"	CITY	"																																	
	"	"	DEV	"			686																														
6	CRA1A@Dunlawton	County Share w/DB Shores & FDOT	LOGT	Mast Arm Signal			100																														
7	Dunn Av Extension	Tomoka Frms Rd - Williamson Blvd	LOGT	NEW 2 LN	25																																
	"	"	CIGP	"		555																															
	"	"	FED GRANT	"		1434																															
	"	"	IMPACT	"	25	765				360																											
	"	"	CITY	"						1125																											
	"	"	DEV	"						1125																											
	"	"	COUNTY	"						1848																											
	"	"	FED STIMILUS	"						5472																											
	Hand Ave Extension	Williamson Bl to Tymber Cr Rd Ext	IMPACT	NEW 2 LN																			ROW & CONST UNFUNDED (ROW ~ $10 million CONST ~ $35 million)														
8	LPGA Blvd (Phase 2)	Jimmy Ann Dr to W. of Old Kings Rd	LOGT	4 LN		1000									2500							5000															
9	LPGA Blvd (Phase 1)	W of Old Kings Rd to Nova Rd	LOGT	4 LN			2500																														
	LPGA Extension	Tomoka Farms Rd to US92		NEW 2 LN																			ROW & CONST UNFUNDED (ROW ~ $1.7 million CONST ~$22.1 million)														
	Madeline Av Ext - East	Sauls Rd to US 1		NEW 2 LN																			ROW & CONST UNFUNDED (ROW ~ $2 million CONST ~ $5 million)														
	Madeline Av Ext - West	Williamson Bl to Tomoka Farms Rd		NEW 2 LN																			ROW & CONST UNFUNDED (ROW ~ $2.2 million CONST ~$11.2 million)														
10	Taylor Rd (Phase 1)	Summer Trees Blvd to Williamson Blvd	DEV	4LN			110																														
11	Taylor Rd (Phase 2)	Forest Preserve Blvd to Summertrees Bl	IMPACT	4LN	400																																
	"	"	NLOGT	"					2000														CONST UNFUNDED (CONST ~ $4 million)														
12	Tomoka Frms Rd	SR 44 to US 92	LOGT	4 LN Study	20																		UNFUNDED														
13	Tymber Creek	SR 40 to Airport Rd	BOND	Design	250																																
13a	Tymber Creek (Phase 1)	SR 40 to Peruvian Ln	BOND	4 LN		1000			2490	3300																											
	Tymber Creek (Phase 2)	Peruvian Ln to Airport Rd	IMPACT	4 LN																			ROW & CONST UNFUNDED (ROW ~ $5 million CONST ~ $5 million)														
14	Veterans Mem Br. (Orange Av)	over Halifax River	CBIR	PD&E	750																		CONST UNFUNDED (CONST ~ $40 million)														
	Williamson Blvd, Daytona	S of Fl Hospital to Hand Av	LOGT	4 LN																			ROW & CONST UNFUNDED (ROW ~ $1 million CONST ~ $3 million)														
	Williamson Blvd, Daytona	N of LPGA to S of Fl Hospital	LOGT	4 LN																			CONST UNFUNDED (CONST ~ $6 million)														
15	Williamson Blvd, Daytona (Phase 2)	N of Dunn Blvd to N of LPGA	DEV	4 LN			1800																														
	"	"	BOND	"			811			189																											
	"	"	LOGT	"						296																											
	"	"	CITY	"			811																														
16	Williamson Blvd, Daytona (Phase 1)	US 92 to Dunn Av	BOND	4 LN			14																														
17	Williamson Blvd, PO (Phase 1)	Spruce Creek Br to Taylor Rd	BOND	4 LN		400	2351																														
17a	Williamson Blvd, PO (Phase 3)	Taylor Rd to N. of Summer Trees Rd	DEV	"			2500																														
18	Williamson Blvd, PO (Phase 2)	W of Sabal Cr Blvd to Spruce Creek Br	BOND	4 LN		30	75																														
	"	"	IMPACT	"																																	
	"	"	TRIP	"																																	
	"	"	COUNTY	"			1145																														
	"	"	CITY	"																																	
	Williamson Blvd, PO	N of SummerTrees Rd to S of I-95	IMPACT	4 LN																			ROW & CONST UNFUNDED (ROW ~ $3 million CONST ~ $6 million)														
	Yorktown Extension	Hidden Lake Drive to Willow Run Blv		NEW 2 LN																			UNFUNDED														
	Debt Service for Bonds		*IMPACT*				*2055*			*2055*			*2055*			*2055*			*2055*			*2055*			*2055*			*2055*			*2055*			*1905*			*1805*
	Debt Service for Bonds		*LOGT*																															*150*			*250*
19	*Debt Service for Williamson Bl*	*Airport Rd to Pioneer Tr*	*IMPACT*	*4 LN*									*1584*			*789*			*153*			*144*			*122*			*122*			*122*			*122*			*122*
	"	"	*LOGT*													*795*			*1431*			*1440*			*1462*			*1462*			*1462*			*1462*			*1462*

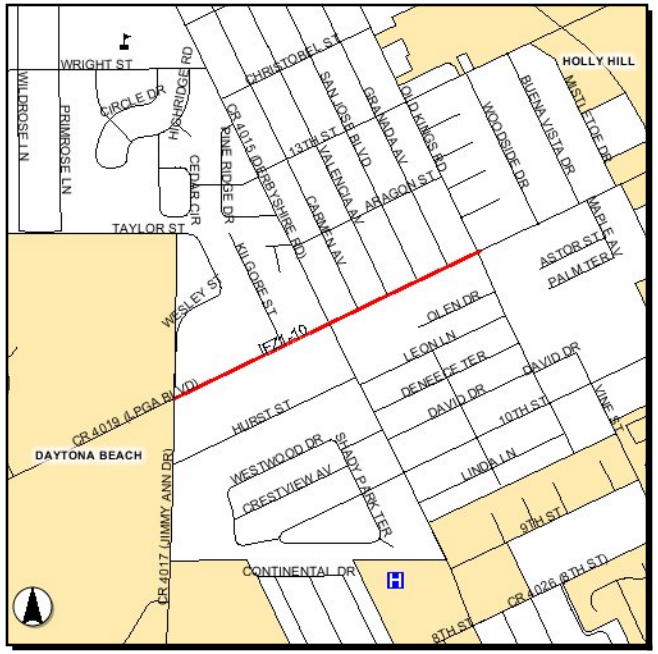
BOND - Bond Funding **CBIR** - Community Budget Issue Request (State Funding) **CIGP** - County Incentive Grant Program (State Grant) **CITY** - Cost sharing with City **DEV** - Developer Funding **FED GRANT** - Federal Grant **IMPACT** - Road Impact Fee Funding

LAP - Local Agency Program (Federal Grant) **LOGT** - Local Option Gas Tax Funding **ONE** - One Cent Gas Tax Funding **SCHOOL** - Cost sharing with School Board **TRIP** - Transportation Regional Incentive Program (State Grant)

Zone 1
Costs of Unfunded Projects in 10-Yr Program
$170.6 million (ROW & CONST)
(shown in parentheses in the above table)

Current Year Costs in ($1,000)

IFZ1-10 LPGA Boulevard Widening (Phase 2)



Work Summary: Widen to 4 lanes

From: Jimmy Ann Dr

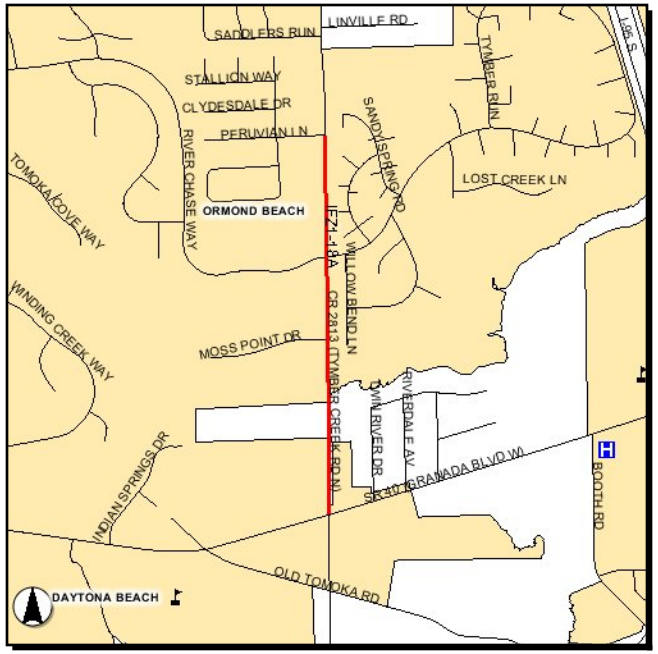
To: Old Kings Rd

Jurisdiction: Volusia County

Phase	Fund Source	2009/10	2010/11	2011/12	2012/13	2013/14	Total
CST	LOGT	0	0	2,500,000	0	0	**2,500,000**
Total		**0**	**0**	**2,500,000**	**0**	**0**	**2,500,000**

Project Description: Four-lane LPGA Boulevard between Jimmy Ann Drive and Old Kings Road. Right-of-way acquisition is programmed in FY 2011/12 using Local Option Gas Tax funds. Construction has not yet been scheduled. Project length: 0.52 mile.

IFZ1-18A Tymber Creek Road Widening (Phase 1)



Work Summary: Widen to 4 lanes

From: SR 40

To: Peruvian Ln

Jurisdiction: Volusia County

Phase	Fund Source	2009/10	2010/11	2011/12	2012/13	2013/14	Total
CST	BOND	3,300,000	0	0	0	0	**3,300,000**
CST	LOGT	1,800,000	500,000	0	0	0	**2,300,000**
Total		**5,100,000**	**500,000**	**0**	**0**	**0**	**5,600,000**

Project Description: Widening Tymber Creed Road between SR 40 and Peruvian Lane. Funding for construction is programmed in FY 2009/10 and FY 2010/11. Project length: 0.73 mile.

2409924 SR 5 (US 1)/SR 40 Intersection Improvement

Work Summary: INTERSECTION (MAJOR) **From:** at SR 40 (Granada Blvd)

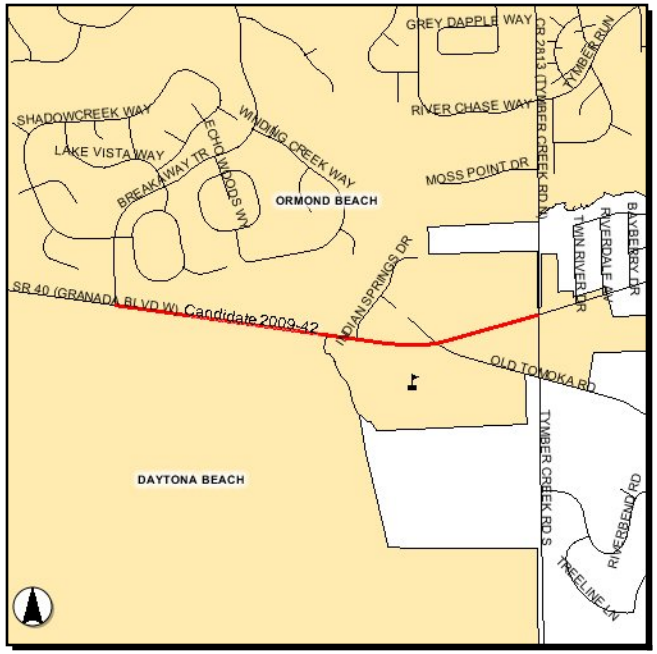
To:

Jurisdiction: Florida Department of Transportation

Phase	Fund Source	2009/10	2010/11	2011/12	2012/13	2013/14	Total
CST	SU	1,979,245	0	102,690	0	0	**2,081,935**
Total		**1,979,245**	**0**	**102,690**	**0**	**0**	**2,081,935**

Project Description: Intersection enhancements at SR 5 (US 1) and SR 40 (Granada Blvd) to improve capacity and safety.

Candidate 2009-42 SR 40 Multi-use Trail (Phase I)



Work Summary: BIKE PATH

From: Tymber Creek Road

To: Breakaway Trails

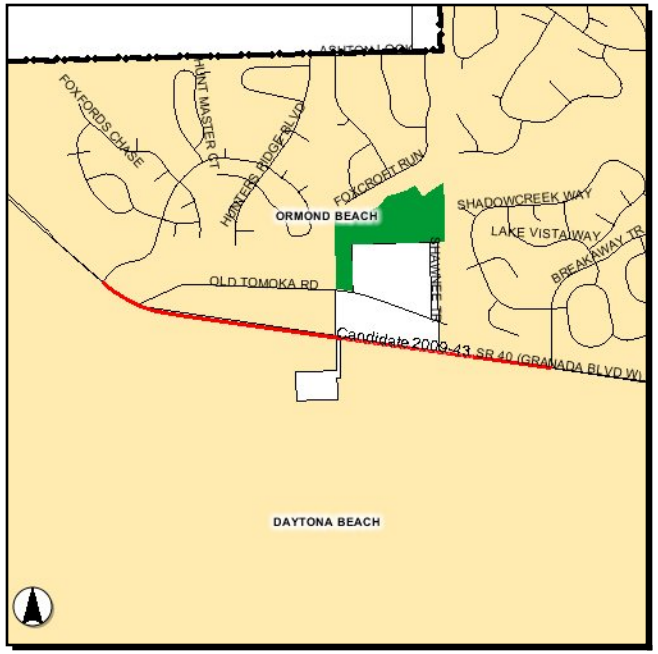
Jurisdiction: City of Ormond Beach

Phase	Fund Source	2009/10	2010/11	2011/12	2012/13	2013/14	Total
CST	ARRA	400,000	0	0	0	0	**400,000**
Total		**400,000**	**0**	**0**	**0**	**0**	**400,000**

Project Description: Construct new multi-use trail along SR 40 from Tymber Creek Road to Breakaway Trails using American Recovery & Reinvestment Act (ARRA) funding. This is the first phase of a two-phase project. Phase II will extend from Breakaway Trails to Hunters Ridge.

*Completion of this project is subject to the availability of ARRA funding.

Candidate 2009-43 SR 40 Multi-use Trail (Phase II)



Work Summary: BIKE PATH

From: Breakaway Trails

To: Hunters Ridge

Jurisdiction: City of Ormond Beach

Phase	Fund Source	2009/10	2010/11	2011/12	2012/13	2013/14	Total
CST	ARRA	400,000	0	0	0	0	**400,000**
Total		**400,000**	**0**	**0**	**0**	**0**	**400,000**

Project Description: Construct new multi-use trail along SR 40 from Breakaway Trails to Hunters Ridge using American Recovery & Reinvestment Act (ARRA) funding. Phase I will extend from Tymber Creek Road to Breakaway Trails.

*Completion of this project is subject to the availability of ARRA funding.

Candidate 4-2009 Hull Road Improvement

Work Summary: ADD RIGHT TURN LANE(S)

From: at SR 5 (US 1)

To:

Responsible Agency: City of Ormond Beach

Project Description:

Construct eastbound right turn lane on Hull Road at SR 5 (US 1).

PROPOSED AMENDED FY 2008/09 to FY 2012/13 TIP

Phase	Fund Source	2008/09	2009/10	2010/11	2011/12	2012/13
CST	LF	$18,750	0	0	0	0
CST	XU	$56,250	0	0	0	0
		$75,000	0	0	0	0

ADOPTED FY 2008/09 to FY 2012/13 TIP

Phase	Fund Source	2008/09	2009/10	2010/11	2011/12	2012/13

- 15 -

Candidate 6-2009 Traffic Signal Interconnect & Coordination (SR 40)

Work Summary: ITS COMMUNICATION SYSTEM

From: I-95

To: SR A1A

Responsible Agency: City of Ormond Beach

Project Description:

Install traffic signal interconnect and coordinate signals along SR 40 (Granada Boulevard) between I-95 and SR A1A (Atlantic Avenue).

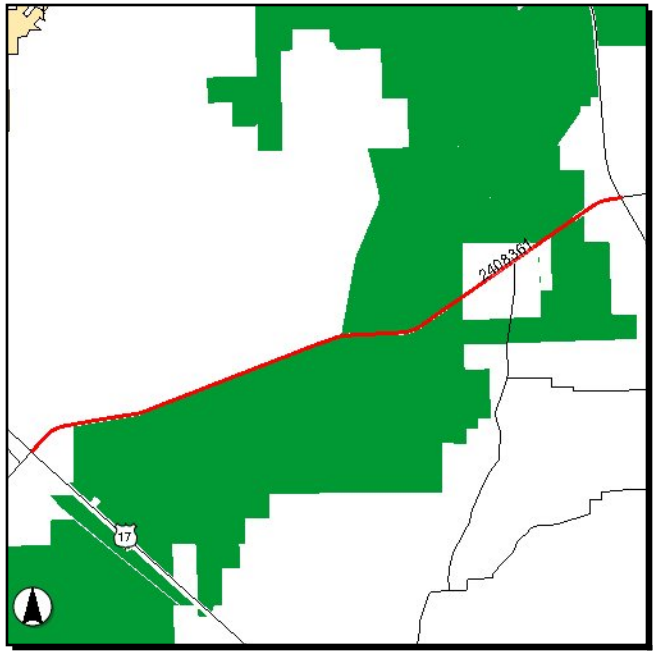
PROPOSED AMENDED FY 2008/09 to FY 2012/13 TIP

Phase	Fund Source	2008/09	2009/10	2010/11	2011/12	2012/13
CST	LF	$56,231	0	0	0	0
CST	XU	$168,695	0	0	0	0
		$224,926	0	0	0	0

ADOPTED FY 2008/09 to FY 2012/13 TIP

Phase	Fund Source	2008/09	2009/10	2010/11	2011/12	2012/13

2408361 SR 40 Widening - SR 15 to SR 11



Work Summary: ADD LANES & RECONSTRUCT

From: SR 15 (US 17)

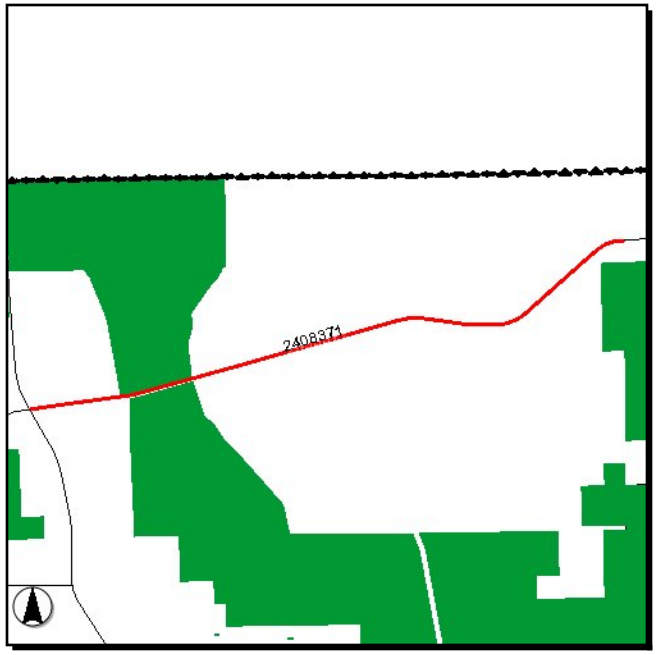
To: SR 11

Jurisdiction: Florida Department of Transportation

Phase	Fund Source	2009/10	2010/11	2011/12	2012/13	2013/14	Total
PE	DIH	0	0	0	50,000	0	**50,000**
PE	DS	0	0	0	6,000,000	0	**6,000,000**
Total		**0**	**0**	**0**	**6,050,000**	**0**	**6,050,000**

Project Description: Widening SR 40 from 2 lanes to 4 between SR 15 (US 17) and SR 11. Preliminary engineering is programmed for FY 2012/13. Project length is 3.71 miles.

2408371 SR 40 Widening - SR 11 to Cone Road



Work Summary: ADD LANES & RECONSTRUCT

From: SR 11

To: CONE ROAD

Jurisdiction: Florida Department of Transportation

Phase	Fund Source	2009/10	2010/11	2011/12	2012/13	2013/14	Total
PE	DIH	0	0	50,000	0	0	**50,000**
PE	DS	0	0	6,500,000	0	0	**6,500,000**
Total		**0**	**0**	**6,550,000**	**0**	**0**	**6,550,000**

Project Description: Widening SR 40 from 2 lanes to 4 between SR 11 and Cone Road. Project length is 7.1 miles.

Appendix A.21.8

Internal/External Split Supporting Documentation

Phase 1 Internal Capture Summary Matrix
Hunter's Ridge DRI - 1st Sufficiency

TAZ		3646 (Comm.)	3647 (Res.)	3648 (Res.)	3649 (Comm/Ofc.)	3650 (School)	3651 (Ofc./Ind.)	3652 (Comm/Ofc.)	3653 (Ofc./Ind.)	3654 (Res.)	3655 (Comm.)	3656 (Ofc./Ind.)	3657 (Ofc./Ind.)	3658 (Res.)	3659 (Res.)	3660 (Res.)	3661 (Res.)	3662 (Res.)	Interzonal	Intrazonal	Totals (with intrazonal trips)	Totals (without intrazonal trips)
3646	**(Comm.)**	0	0	7	78	0	1	58	18	14	0	1	0	0	0	55	34	390	656	260	2,343	2,083
3647	**(Res.)**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3648	**(Res.)**	7	0	0	9	0	0	5	4	2	0	0	0	0	0	6	4	13	50	3	163	161
3649	**(Comm/Ofc.)**	78	0	9	0	0	1	43	16	13	0	0	0	0	0	54	31	106	351	101	1,242	1,141
3650	**(School)**	0	0	0	0	0	0	0	0	54	0	0	0	0	0	203	87	107	450	0	974	974
3651	**(Ofc./Ind.)**	1	0	0	1	0	0	7	8	4	0	2	0	0	0	8	4	6	42	4	124	120
3652	**(Comm/Ofc.)**	58	0	5	43	0	7	0	93	179	0	4	0	0	0	398	161	109	1,056	415	2,878	2,463
3653	**(Ofc./Ind.)**	18	0	4	16	0	8	93	0	37	0	3	0	0	0	82	42	53	356	68	1,047	979
3654	**(Res.)**	14	0	2	13	54	4	179	37	0	0	7	0	0	0	30	20	17	378	30	823	794
3655	**(Comm.)**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3656	**(Ofc./Ind.)**	1	0	0	0	0	2	4	3	7	0	0	0	0	0	6	6	4	33	3	94	91
3657	**(Ofc./Ind.)**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3658	**(Res.)**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3659	**(Res.)**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3660	**(Res.)**	55	0	6	54	203	8	398	82	30	0	6	0	0	0	0	25	35	902	248	2,360	2,112
3661	**(Res.)**	34	0	4	31	87	4	161	42	20	0	6	0	0	0	25	0	21	434	94	1,736	1,643
3662	**(Res.)**	390	0	13	106	107	6	109	53	17	0	4	0	0	0	35	21	0	862	308	3,232	2,925
Interzonal		656	0	50	351	450	42	1,056	356	378	0	33	0	0	0	902	434	862	11,140			
Intrazonal		260	0	3	101	0	4	415	68	30	0	3	0	0	0	248	94	308		3,065		
Totals (with intrazonal trips)		2,343	0	163	1,242	974	124	2,878	1,047	823	0	94	0	0	0	2,360	1,736	3,232			34,034	
Totals (without intrazonal		2,083	0	161	1,141	974	120	2,463	979	794	0	91	0	0	0	2,112	1,643	2,925				30,970

Internal Capture 35.97%

External Project Trips 19,830

Model Internal Capture by Use

	Residential	Retail	Office
Residential	-	20.28%	23.41%
Retail	20.28%	18.77%	17.08%
Office	23.41%	17.08%	23.16%

Phase 2 Internal Capture Summary Matrix
Hunter's Ridge DRI - 1st Sufficiency

TAZ		3646 (Comm.)	3647 (Res.)	3648 (Res.)	3649 Comm/Ofc.	3650 (School)	3651 (Ofc./Ind.)	3652 Comm/Ofc.	3653 (Ofc./Ind.)	3654 (Res.)	3655 (Comm.)	3656 (Ofc./Ind.)	3657 (Ofc./Ind.)	3658 (Res.)	3659 (Res.)	3660 (Res.)	3661 (Res.)	3662 (Res.)	Interzonal	Intrazonal	Totals (with intrazonal trips)	Totals (without intrazonal trips)
3646	**(Comm.)**	0	38	6	73	0	1	75	12	10	15	0	5	17	20	70	24	366	732	260	2,429	2,169
3647	**(Res.)**	38	0	7	51	26	3	18	7	2	4	1	2	3	2	9	2	15	191	13	440	427
3648	**(Res.)**	6	7	0	7	0	1	5	2	2	1	0	1	3	2	8	3	11	59	2	174	172
3649	**(Comm/Ofc.)**	73	51	7	0	0	3	54	10	8	10	0	4	14	17	59	18	87	413	91	1,237	1,146
3650	**(School)**	0	26	0	0	0	0	0	0	38	0	0	0	44	56	239	62	79	544	0	972	972
3651	**(Ofc./Ind.)**	1	3	1	3	0	0	9	11	8	0	1	2	6	6	24	8	12	94	12	288	276
3652	**(Comm/Ofc.)**	75	18	5	54	0	9	0	80	172	87	1	31	179	167	653	155	134	1,820	753	4,510	3,757
3653	**(Ofc./Ind.)**	12	7	2	10	0	11	80	0	20	9	2	6	20	20	69	24	30	322	30	766	737
3654	**(Res.)**	10	2	2	8	38	8	172	20	0	40	5	15	11	9	36	17	14	410	26	838	812
3655	**(Comm.)**	15	4	1	10	0	0	87	9	40	0	0	10	20	24	76	79	25	398	51	905	853
3656	**(Ofc./Ind.)**	0	1	0	0	0	1	1	2	5	0	0	1	1	1	6	3	3	26	1	83	82
3657	**(Ofc./Ind.)**	5	2	1	4	0	2	31	6	15	10	1	0	11	11	33	30	15	178	17	514	498
3658	**(Res.)**	17	3	3	14	44	6	179	20	11	20	1	11	0	22	91	10	13	466	47	1,031	984
3659	**(Res.)**	20	2	2	17	56	6	167	20	9	24	1	11	22	0	67	9	14	447	51	1,121	1,070
3660	**(Res.)**	70	9	8	59	239	24	653	69	36	76	6	33	91	67	0	28	44	1,514	384	3,700	3,315
3661	**(Res.)**	24	2	3	18	62	8	155	24	17	79	3	30	10	9	28	0	17	491	80	1,758	1,678
3662	**(Res.)**	366	15	11	87	79	12	134	30	14	25	3	15	13	14	44	17	0	878	282	3,297	3,015
Interzonal		732	191	59	413	544	94	1,820	322	410	398	26	178	466	447	1,514	491	878	17,968			
Intrazonal		260	13	2	91	0	12	753	30	26	51	1	17	47	51	384	80	282		4,200		
Totals (with intrazonal trips)		2,469	443	175	1,254	969	284	4,546	766	841	922	82	517	1,036	1,125	3,714	1,770	3,318			48,293	
Totals (without intrazonal trips)		2,210	430	173	1,163	969	272	3,793	736	815	871	81	501	989	1,074	3,329	1,690	3,036				44,094

Internal Capture 40.75%

External Project Trips 26,126

Model Internal Capture by Use

	Residential	Retail	Office
Residential	-	23.25%	24.54%
Retail	23.25%	18.53%	22.23%
Office	24.54%	22.23%	21.59%

Phase 3 Internal Capture Summary Matrix
Hunter's Ridge DRI - 1st Sufficiency

TAZ		3646 (Comm.)	3647 (Res.)	3648 (Res.)	3649 (Comm/Ofc.)	3650 (School)	3651 (Ofc./Ind.)	3652 (Comm/Ofc.)	3653 (Ofc./Ind.)	3654 (Res.)	3655 (Comm.)	3656 (Ofc./Ind.)	3657 (Ofc./Ind.)	3658 (Res.)	3659 (Res.)	3660 (Res.)	3661 (Res.)	3662 (Res.)	Interzonal	Intrazonal	Totals (with intrazonal trips)	Totals (without intrazonal trips)
3646	**(Comm.)**	0	51	6	71	0	2	80	10	11	13	0	5	21	52	64	23	356	763	246	2,436	2,190
3647	**(Res.)**	51	0	8	66	32	8	24	8	3	5	0	3	2	8	12	2	18	250	18	591	573
3648	**(Res.)**	6	8	0	8	0	2	7	2	2	1	0	0	3	5	8	2	9	62	2	165	163
3649	**(Comm/Ofc.)**	71	66	8	0	0	3	56	8	8	9	0	5	16	42	54	18	81	442	87	1,251	1,164
3650	**(School)**	0	32	0	0	0	0	0	0	35	0	0	0	51	134	216	54	70	593	0	981	981
3651	**(Ofc./Ind.)**	2	8	2	3	0	0	17	22	16	2	4	4	20	34	47	16	23	219	59	706	647
3652	**(Comm/Ofc.)**	80	24	7	56	0	17	0	81	170	91	2	31	227	444	642	151	131	2,154	879	5,122	4,244
3653	**(Ofc./Ind.)**	10	8	2	8	0	22	81	0	19	9	1	6	22	47	60	21	27	343	25	776	751
3654	**(Res.)**	11	3	2	8	35	16	170	19	0	38	4	14	14	21	32	14	12	410	24	836	812
3655	**(Comm.)**	13	5	1	9	0	2	91	9	38	0	2	8	26	58	71	74	23	429	49	925	876
3656	**(Ofc./Ind.)**	0	0	0	0	0	4	2	1	4	2	0	1	2	4	5	3	2	31	1	92	91
3657	**(Ofc./Ind.)**	5	3	0	5	0	4	31	6	14	8	1	0	12	24	31	27	15	186	14	519	505
3658	**(Res.)**	21	2	3	16	51	20	227	22	14	26	2	12	0	63	100	12	15	604	69	1,342	1,273
3659	**(Res.)**	52	8	5	42	134	34	444	47	21	58	4	24	63	0	145	21	30	1,133	277	3,106	2,829
3660	**(Res.)**	64	12	8	54	216	47	642	60	32	71	5	31	100	145	0	25	36	1,547	331	3,689	3,358
3661	**(Res.)**	23	2	2	18	54	16	151	21	14	74	3	27	12	21	25	0	15	480	76	1,765	1,689
3662	**(Res.)**	356	18	9	81	70	23	131	27	12	23	2	15	15	30	36	15	0	863	229	3,215	2,986
Interzonal		763	250	62	442	593	219	2,154	343	410	429	31	186	604	1,133	1,547	480	863	21,021			
Intrazonal		246	18	2	87	0	59	879	25	24	49	1	14	69	277	331	76	229		4,773		
Totals (with intrazonal trips)		2,478	593	165	1,270	977	690	5,170	776	839	942	91	520	1,349	3,123	3,702	1,776	3,235			55,214	
Totals (without intrazonal trips)		2,231	575	163	1,183	977	631	4,291	751	815	893	90	506	1,279	2,847	3,371	1,700	3,006				50,441

Internal Capture 41.67%

External Project Trips 29,420

Model Internal Capture by Use

	Residential	Retail	Office
Residential	-	23.14%	19.42%
Retail	23.14%	24.90%	20.85%
Office	19.42%	20.85%	27.45%

HUNTER'S RIDGE
MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst: CAM

Date: 11/8/2009

Name of Development: Hunter's Ridge DRI First Sufficiency - Phase I

Time Period: P.M. Peak-Hour

	Land Use A:	Residential		
	ITE LU CODE	251, 253, 254		
	SIZE			
Exit to External		**Total**	**Internal**	**External**
536	**Enter**	810	189	621
Enter from External	**Exit**	655	119	536
	Total	1,465	308	1,157
621	**%**	100%	21%	79%

20% 133	20% 164	20% 131	20% 162	
101	107	18	82	
20% 101	20% 107	20% 18	20% 82	

	Land Use B:	Retail		
	ITE LU CODE	820		
	SIZE			
Exit to External		**Total**	**Internal**	**External**
403	**Enter**	497	171	326
Enter from External	**Exit**	526	123	403
	Total	1,023	294	729
326	**%**	100%	29%	71%

17% 85	70	17% 70
17% 90	16	17% 16

	Land Use C:	Office		
	ITE LU CODE	110, 150, 710, 770		
	SIZE			
		Total	**Internal**	**External**	*Exit to External*
	Enter	92	34	58	***256***
Enter from External	**Exit**	408	152	256	
	Total	500	186	314	
58	**%**	100%	37%	63%	

Net External Trips for Multi-Use Development				
	Land Use A	**Land Use B**	**Land Use C**	**Total**
Enter	621	326	58	1,004
Exit	536	403	256	1,196
Total	1,157	729	314	2,200
Single Use	1,465	1,023	500	2,988
Internal Capture				26%

Lassiter Transportation Group, Inc.

HUNTER'S RIDGE
MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst: CAM

Date: 11/8/2009

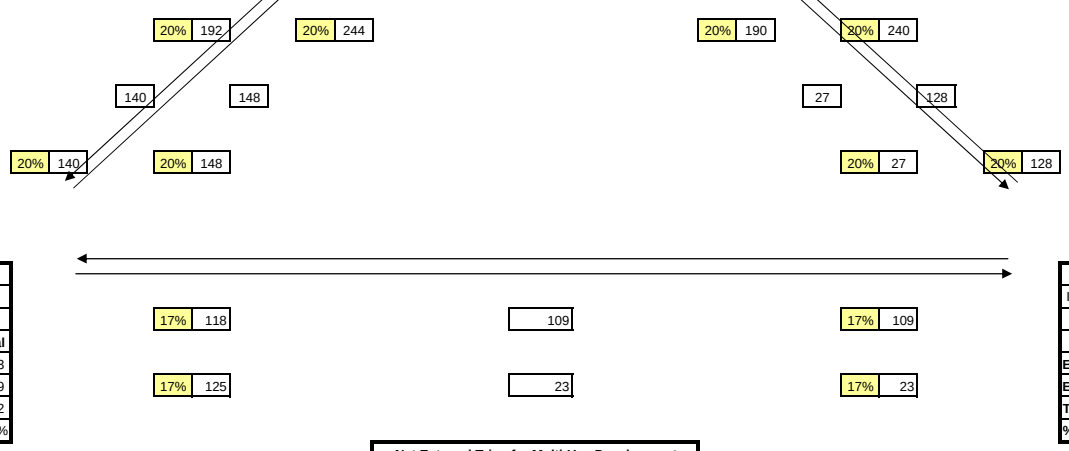
Name of Development: Hunter's Ridge DRI First Sufficiency - Phase II

Time Period: P.M. Peak-Hour

	Land Use A:	Residential		
	ITE LU CODE	251, 253, 254		
	SIZE			
Exit to External		**Total**	**Internal**	**External**
781	**Enter**	1,201	276	925
Enter from External	**Exit**	948	167	781
	Total	2,149	443	1,706
925	**%**	100%	21%	79%

	Land Use B:	Retail		
	ITE LU CODE	820		
	SIZE			
Exit to External		**Total**	**Internal**	**External**
559	**Enter**	692	249	443
Enter from External	**Exit**	730	171	559
	Total	1,422	420	1,002
443	**%**	100%	30%	70%

	Land Use C:	Office		
	ITE LU CODE	110, 150, 710, 770		
	SIZE			
		Total	**Internal**	**External**	*Exit to External*
	Enter	136	50	86	***402***
Enter from External	**Exit**	639	237	402	
	Total	775	287	488	
	%	100%	37%	63%	***86***



Net External Trips for Multi-Use Development				
	Land Use A	**Land Use B**	**Land Use C**	**Total**
Enter	925	443	86	1,455
Exit	781	559	402	1,741
Total	1,706	1,002	488	3,196
Single Use	2,149	1,422	775	4,346
Internal Capture				26%

Lassiter Transportation Group, Inc.

HUNTER'S RIDGE
MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst: CAM

Date: 11/8/2009

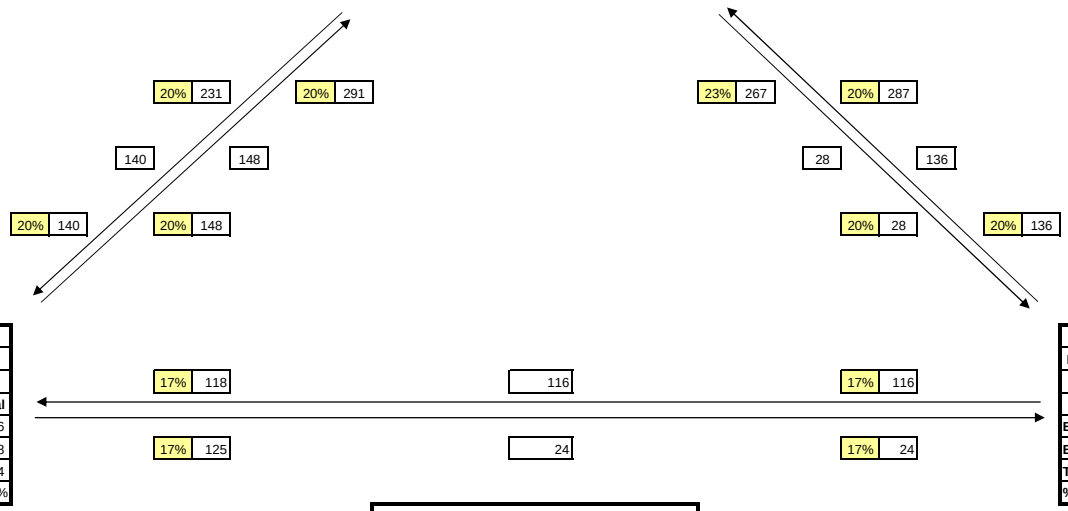
Name of Development: Hunter's Ridge DRI First Sufficiency - Phase III

Time Period: P.M. Peak-Hour

		Land Use A:	Residential	
		ITE LU CODE	251, 253, 254	
		SIZE		
Exit to External		**Total**	**Internal**	**External**
972	**Enter**	1,434	284	1,150
Enter from External	**Exit**	1,140	168	972
	Total	2,574	452	2,122
1,150	**%**	100%	18%	82%

		Land Use B:	Retail	
		ITE LU CODE	820	
		SIZE		
Exit to External		**Total**	**Internal**	**External**
558	**Enter**	692	256	436
Enter from External	**Exit**	730	172	558
	Total	1,422	428	994
436	**%**	100%	30%	70%

		Land Use C:	Office		
		ITE LU CODE	110, 150, 710, 770		
		SIZE			
		Total	**Internal**	**External**	*Exit to Exter*
	Enter	142	52	90	***427***
	Exit	679	252	427	*Enter from Exter*
	Total	821	304	517	
	%	100%	37%	63%	***90***



Net External Trips for Multi-Use Development				
	Land Use A	**Land Use B**	**Land Use C**	**Total**
Enter	1,150	436	90	1,676
Exit	972	558	427	1,957
Total	2,122	994	517	3,633
Single Use	2,574	1,422	821	4,817
Internal Capture				25%

Appendix A.21.9
CFRPM Trip Distribution Graphics

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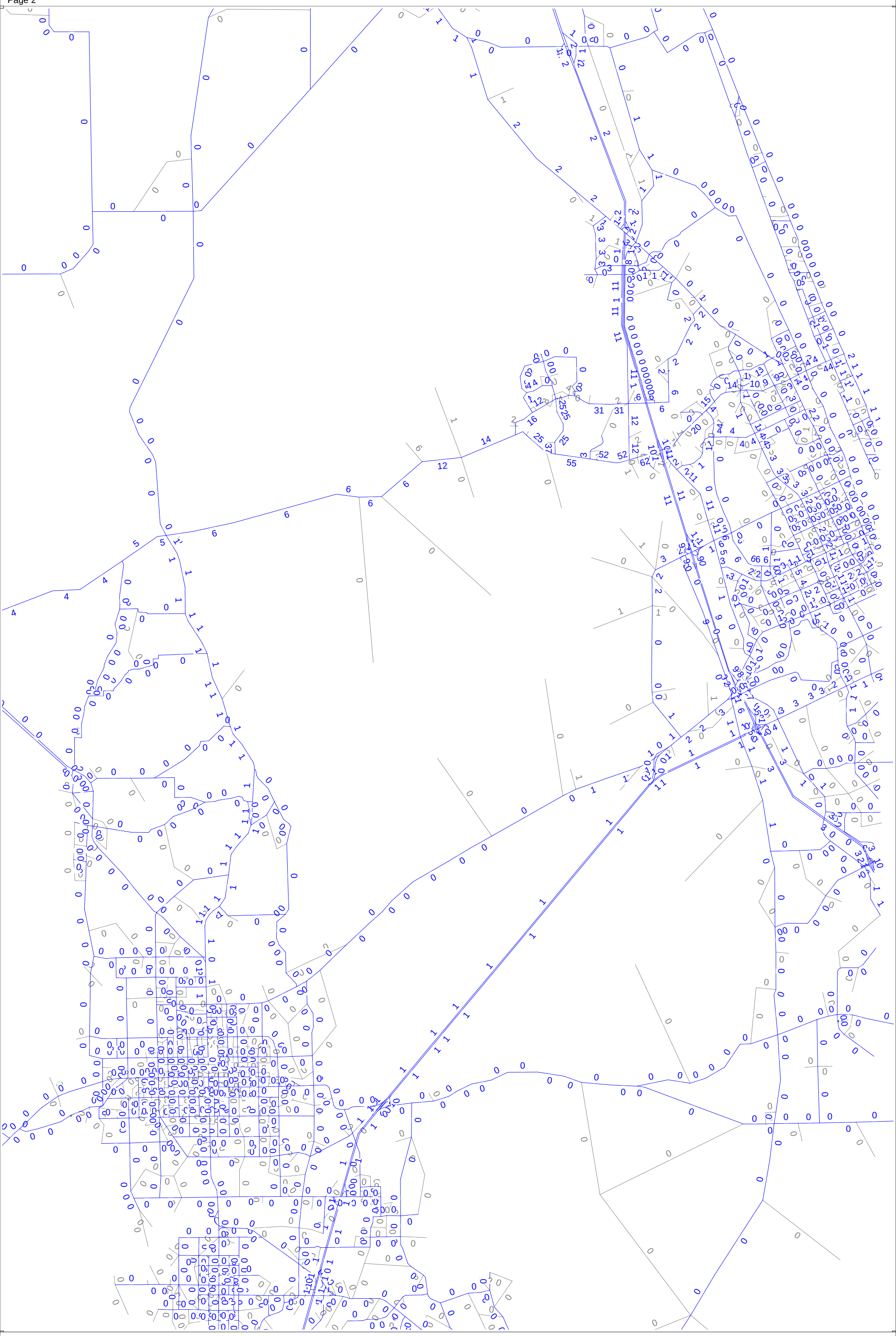

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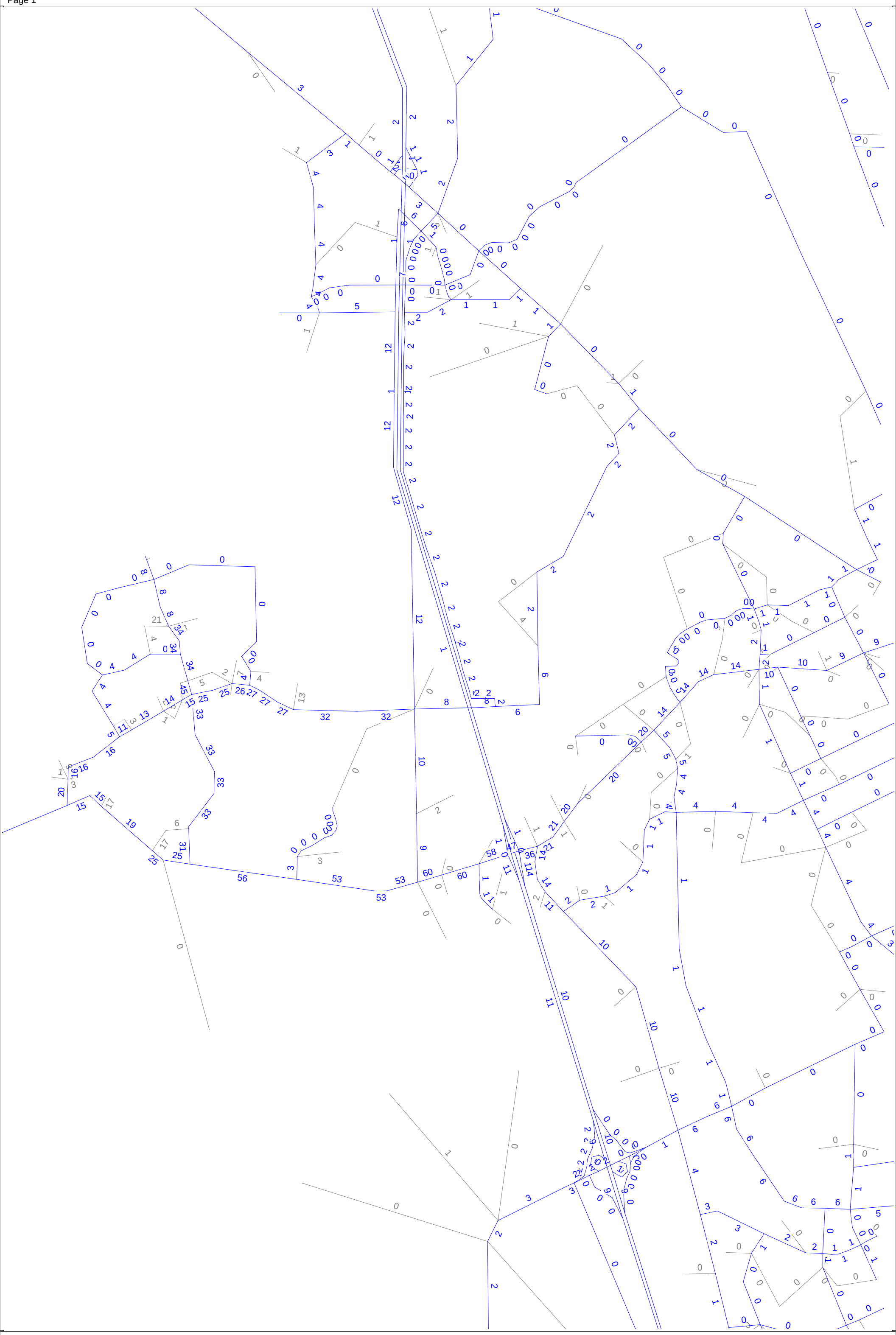
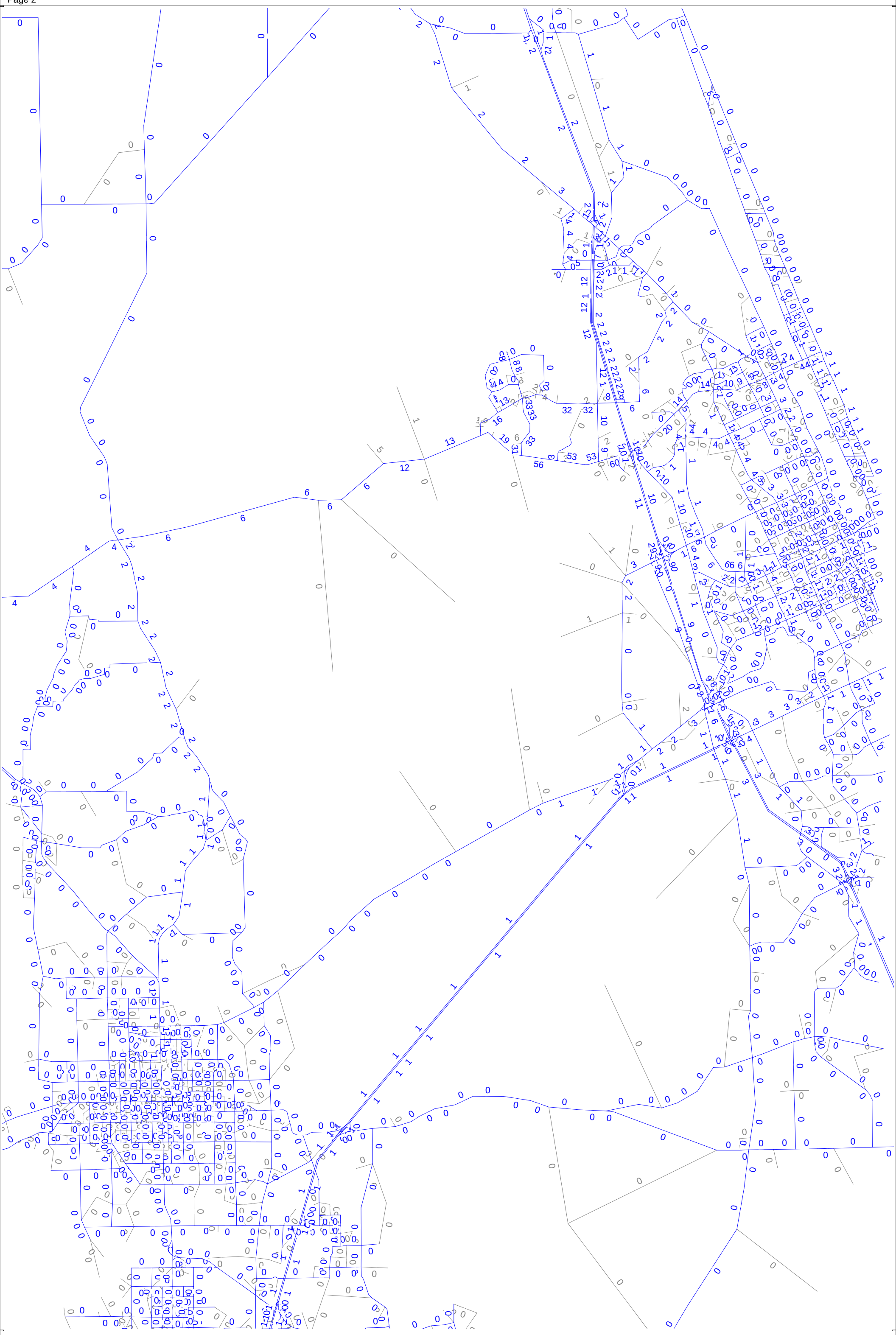
Licensed to Lassiter Transportation Group, Inc.





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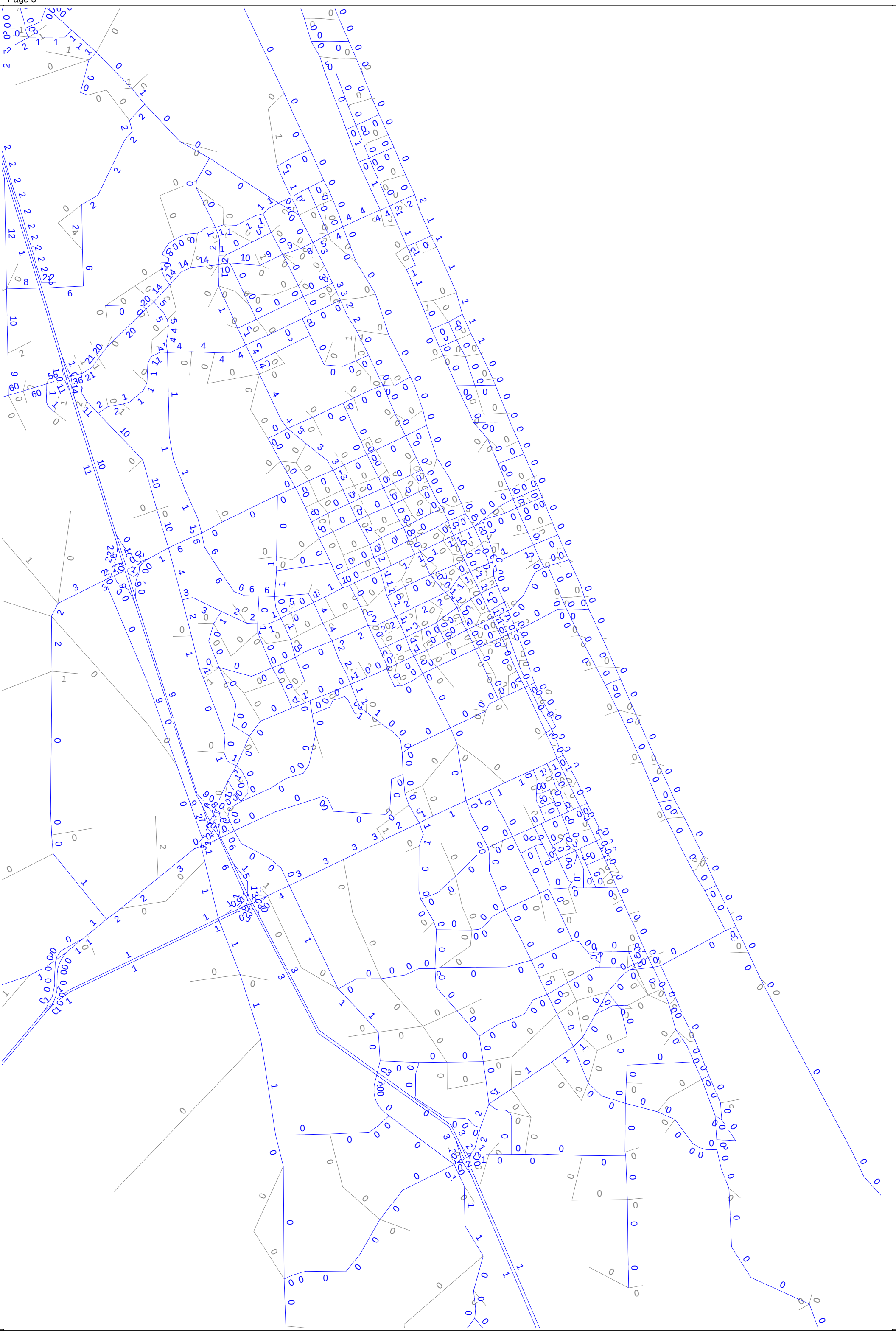

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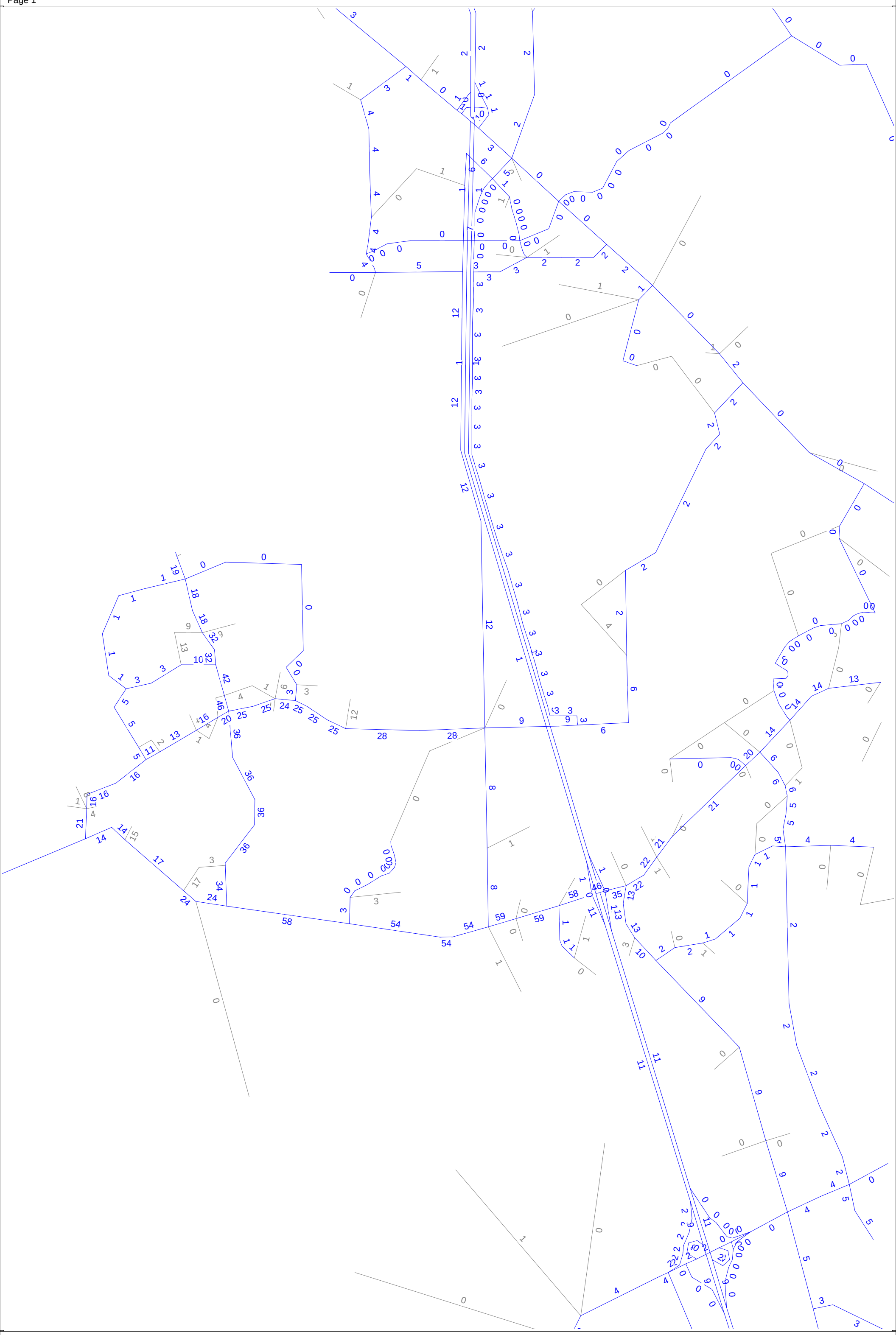

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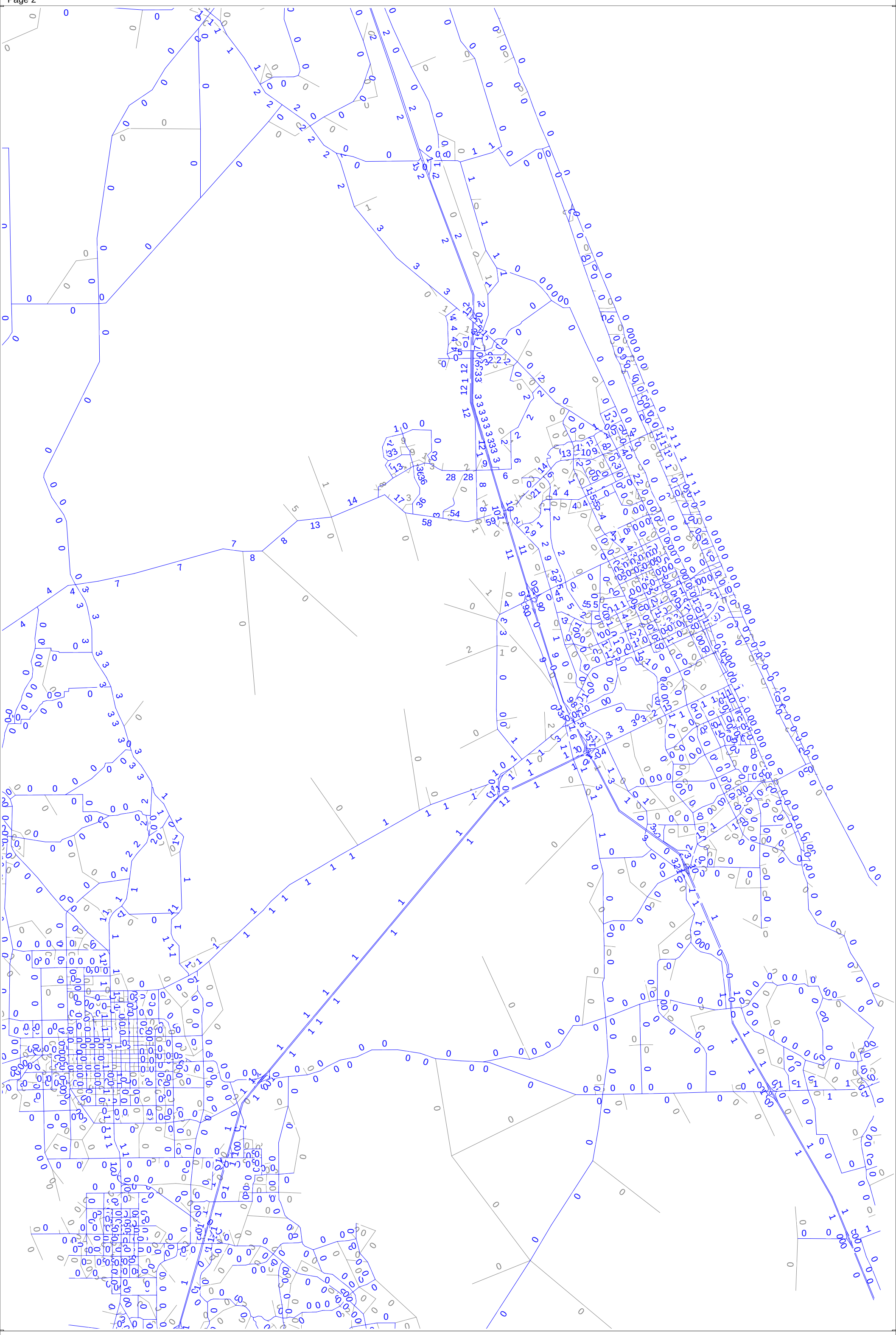

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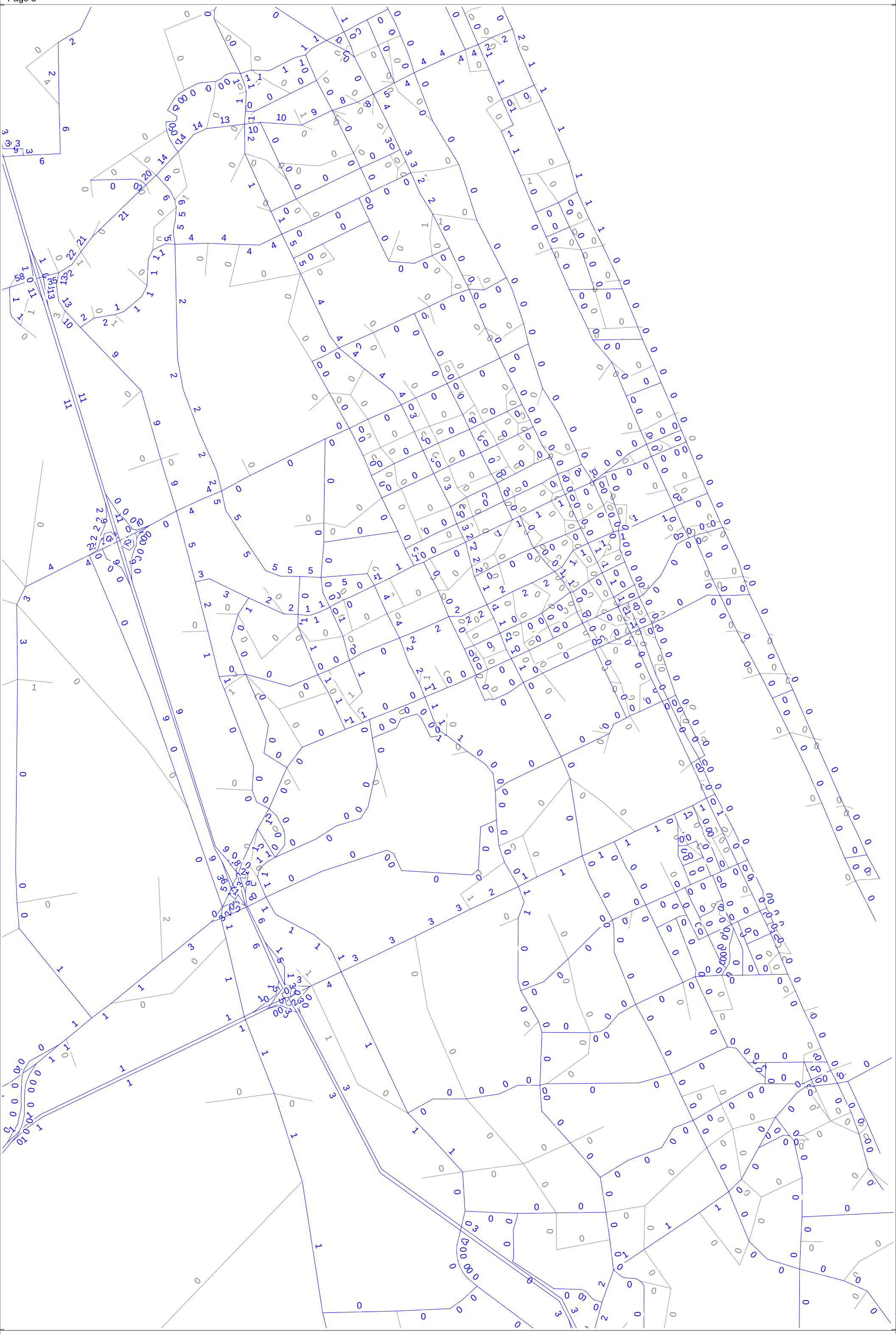

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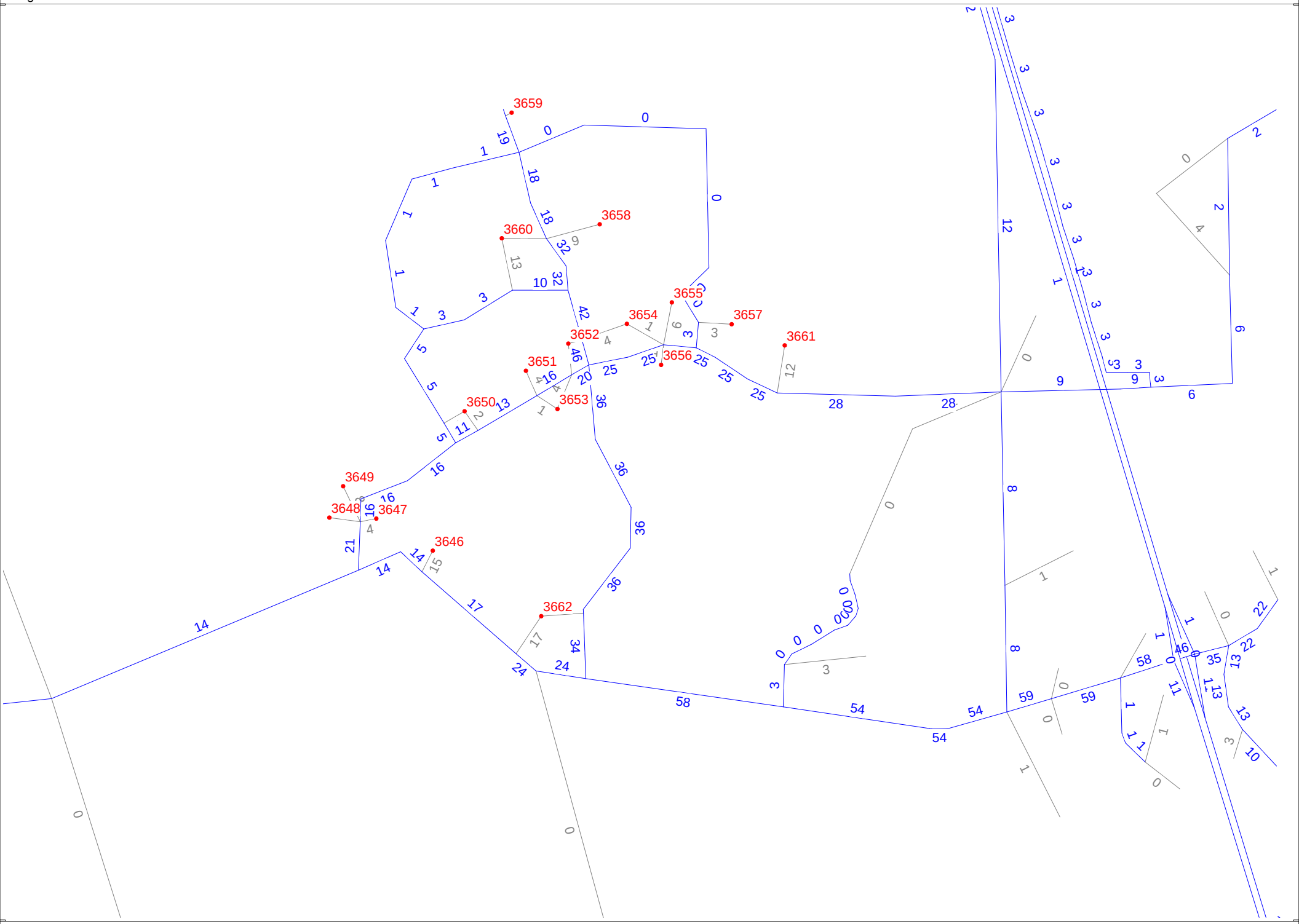
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Appendix A.21.10

Phase 1 HCS Detailed Reports

HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Williamson Blvd at Mason Blv*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	0	1		1	2	0	1	2	0
Lane Group	L	TR			LT		L	TR		L	TR	
Volume, V (vph)	11	7	17	308	17		6	603	153	272	610	32
% Heavy Vehicles, %HV	2	2	2	2	2		2	2	2	2	2	2
Peak-Hour Factor, PHF	0.77	0.77	0.77	0.90	0.90		0.89	0.89	0.89	0.93	0.93	0.93
Pretimed (P) or Actuated (A)	A	A	A	A	A		A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Arrival Type, AT	3	3			3		3	3		3	3	
Unit Extension, UE	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000			0.388		1.000	1.000		0.541	0.541	
Initial Unmet Demand, Q_b	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0		0	0	0	0	0	0
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0			0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	SB Only	NS Perm	07	08
Timing	G = 23.0	G = 0.0	G = 0.0	G = 0.0	G = 9.0	G = 30.0	G = 0.0	G = 0.0
	Y = 6	Y = 0	Y = 0	Y = 0	Y = 5	Y = 7	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 80.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	14	31			361		7	850		292	690	
Lane Group Capacity, c	413	499			399		281	1333		382	1980	
v/c Ratio, X	0.03	0.06			0.90		0.02	0.64		0.76	0.35	
Total Green Ratio, g/C	0.30	0.30			0.30		0.39	0.39		0.59	0.56	
Uniform Delay, d_1	19.8	20.0			26.9		15.2	19.9		11.2	9.5	
Progression Factor, PF	1.000	1.000			1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.11	0.11			0.43		0.11	0.22		0.32	0.11	
Incremental Delay, d_2	0.0	0.1			11.2		0.0	1.0		5.0	0.1	
Initial Queue Delay, d_3	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Control Delay	19.8	20.0			38.1		15.2	21.0		16.2	9.6	
Lane Group LOS	B	C			D		B	C		B	A	
Approach Delay	20.0			38.1			20.9			11.6		
Approach LOS	B			D			C			B		
Intersection Delay	19.6			X_C = 0.82			Intersection LOS			B		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	*CAM*	Intersection	*Williamson Blvd at LPGA Blv*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI Substantial Deviation*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	2	2	1	2	2	1	1	2	1	1	2	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	241	1208	361	271	1573	422	325	554	143	288	510	202
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.96	0.96	0.96	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	0.899	0.899	0.899	0.611	0.611	0.611	0.090	0.090	0.090	0.970	0.970	0.970
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 8.0	G = 41.0	G = 0.0	G = 0.0	G = 17.0	G = 13.0	G =	G =
	Y = 5	Y = 7	Y = 0	Y = 0	Y = 5	Y = 7	Y =	Y =
Duration of Analysis, T = 0.25					Cycle Length, C = 103.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	254	1272	380	285	1656	444	339	577	149	303	537	213
Lane Group Capacity, c	300	1446	645	300	1446	645	309	482	200	309	482	200
v/c Ratio, X	0.85	0.88	0.59	0.95	1.15	0.69	1.10	1.20	0.75	0.98	1.11	1.07
Total Green Ratio, g/C	0.09	0.41	0.41	0.09	0.41	0.41	0.17	0.14	0.13	0.17	0.14	0.13
Uniform Delay, d_1	46.3	28.2	23.8	46.8	30.5	25.1	42.5	44.5	43.4	42.3	44.5	45.0
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.38	0.41	0.18	0.46	0.50	0.26	0.50	0.50	0.30	0.48	0.50	0.50
Incremental Delay, d_2	18.0	6.0	1.3	28.4	70.9	1.9	49.0	90.7	1.4	45.0	75.4	80.9
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	64.3	34.2	25.1	75.2	101.4	27.0	91.5	135.2	44.8	87.3	119.9	125.9
Lane Group LOS	E	C	C	E	F	C	F	F	D	F	F	F
Approach Delay	36.4			84.4			108.6			111.8		
Approach LOS	D			F			F			F		
Intersection Delay	78.6			X_C = 1.12			Intersection LOS			E		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	*CAM*	Intersection	*Williamson Blvd at Hand Ave*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1				1		1		2	0	1	2	
Lane Group				L		R		TR		L	T	
Volume, V (vph)				143		313		861	229	332	791	
% Heavy Vehicles, %HV				2		2		2	2	2	2	
Peak-Hour Factor, PHF				0.87		0.87		0.94	0.94	0.87	0.87	
Pretimed (P) or Actuated (A)				A		A		A	A	A	A	
Start-up Lost Time, l_1				2.0		2.0		2.0		2.0	2.0	
Extension of Effective Green, e				3.0		3.0		3.0		3.0	3.0	
Arrival Type, AT				3		3		3		3	3	
Unit Extension, UE				3.0		3.0		3.0		3.0	3.0	
Filtering/Metering, I				1.000		1.000		1.000		1.000	1.000	
Initial Unmet Demand, Q_b				0.0		0.0		0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0		0	0	80	0	0	0	0	0	
Lane Width				12.0		12.0		12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B				0		0		0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 15.0	G = 0.0	G = 0.0	G = 0.0	G = 9.0	G = 22.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y = 0	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 61.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v				164		268		1160		382	909	
Lane Group Capacity, c				464		415		1295		412	2151	
v/c Ratio, X				0.35		0.65		0.90		0.93	0.42	
Total Green Ratio, g/C				0.26		0.26		0.38		0.61	0.61	
Uniform Delay, d_1				18.3		20.0		17.9		14.7	6.3	
Progression Factor, PF				1.000		1.000		1.000		1.000	1.000	
Delay Calibration, k				0.11		0.22		0.42		0.44	0.11	
Incremental Delay, d_2				0.5		3.5		8.5		27.0	0.1	
Initial Queue Delay, d_3				0.0		0.0		0.0		0.0	0.0	
Control Delay				18.8		23.4		26.3		41.7	6.5	
Lane Group LOS				B		C		C		D	A	
Approach Delay				21.7			26.3			16.9		
Approach LOS				C			C			B		
Intersection Delay	21.4			X_C = 0.84			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Clyde Morris Blvd at Mason Ave*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI Substantial Deviation*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	0	1	2	0	1	2	1	1	2	0
Lane Group	L	TR		L	TR		L	T	R	L	TR	
Volume, V (vph)	76	587	86	121	605	123	176	1115	307	182	1013	53
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	3.0	3.0		3.0	3.0		3.0	3.0	2.0	3.0	3.0	
Arrival Type, AT	3	3		3	3		3	3	3	3	3	
Unit Extension, UE	3.0	4.0		3.0	4.0		3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	0.966	0.966		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0		0	0	0	0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08
Timing	G = 5.0	G = 21.0	G = 0.0	G =	G = 7.0	G = 30.0	G = 0.0	G = 0.0
	Y = 9	Y = 6.5	Y = 0	Y =	Y = 5	Y = 6.5	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 90.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	80	709		127	766		185	1174	323	192	1122	
Lane Group Capacity, c	201	850		201	845		240	1222	528	240	1212	
v/c Ratio, X	0.40	0.83		0.63	0.91		0.77	0.96	0.61	0.80	0.93	
Total Green Ratio, g/C	0.37	0.24		0.37	0.24		0.49	0.34	0.33	0.49	0.34	
Uniform Delay, d_1	20.9	32.3		21.2	33.0		18.5	28.9	25.1	19.1	28.4	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.38		0.21	0.43		0.32	0.47	0.20	0.34	0.44	
Incremental Delay, d_2	1.3	7.2		6.3	13.6		14.2	17.2	2.1	17.3	12.0	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	22.2	39.5		27.5	46.6		32.8	46.1	27.2	36.4	40.4	
Lane Group LOS	C	D		C	D		C	D	C	D	D	
Approach Delay	37.7			43.9			41.0			39.8		
Approach LOS	D			D			D			D		
Intersection Delay	40.7			X_C = 0.94			Intersection LOS			D		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Clyde Morris Blvd at LPGA Blv*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	1	1	2	0	1	2	0	1	2	1
Lane Group	L	T	R	L	TR		L	TR		L	T	R
Volume, V (vph)	238	1443	355	138	634	147	556	638	105	196	373	241
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	3	2	2	2
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.97	0.97	0.97	0.93	0.93	0.93	0.92	0.92	0.92
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3		3	3		3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Filtering/Metering, I	0.604	0.604	0.604	1.000	1.000		1.000	1.000		1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0		0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08
Timing	G = 8.0	G = 31.0	G = 0.0	G = 0.0	G = 9.0	G = 25.0	G = 0.0	G =
	Y = 5	Y = 7	Y = 0	Y = 0	Y = 5	Y = 7	Y = 0	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 97.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	262	1586	390	142	806		598	799		213	405	262
Lane Group Capacity, c	264	1134	506	223	1101		385	894		241	914	408
v/c Ratio, X	0.99	1.40	0.77	0.64	0.73		1.55	0.89		0.88	0.44	0.64
Total Green Ratio, g/C	0.47	0.32	0.32	0.47	0.32		0.42	0.26		0.42	0.26	0.26
Uniform Delay, d_1	34.8	33.0	29.8	21.0	29.3		33.1	34.7		21.8	30.2	32.0
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	1.000
Delay Calibration, k	0.49	0.50	0.32	0.22	0.29		0.50	0.42		0.41	0.11	0.22
Incremental Delay, d_2	41.0	182.7	4.4	5.9	2.5		261.5	11.4		29.7	0.3	3.4
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay	75.8	215.7	34.2	26.9	31.9		294.6	46.1		51.5	30.5	35.4
Lane Group LOS	E	F	C	C	C		F	D		D	C	D
Approach Delay	167.7			31.1			152.5			37.1		
Approach LOS	F			C			F			D		
Intersection Delay	119.1			X_C = 1.62			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Clyde Morris Blvd at Hand Ave*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI Substantial Deviation*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	1	1	1	1	2	1	1	2	0
Lane Group	L	TR		L	T	R	L	T	R	L	TR	
Volume, V (vph)	47	336	52	121	333	239	83	516	307	422	534	106
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	3	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Arrival Type, AT	3	3		3	3	3	3	3	3	3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	0.888	0.888		0.618	0.618	0.618	1.000	1.000	1.000	0.743	0.743	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0	0	0	0	0	0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08
Timing	G = 8.0	G = 26.0	G = 0.0	G = 0.0	G = 15.0	G = 34.0	G = 0.0	G = 0.0
	Y = 6	Y = 7	Y = 0	Y = 0	Y = 6	Y = 7	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 109.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	49	409		127	351	252	87	543	323	444	674	
Lane Group Capacity, c	270	452		225	461	392	415	1139	508	468	1101	
v/c Ratio, X	0.18	0.90		0.56	0.76	0.64	0.21	0.48	0.64	0.95	0.61	
Total Green Ratio, g/C	0.39	0.25		0.39	0.25	0.25	0.52	0.32	0.32	0.52	0.32	
Uniform Delay, d_1	23.1	39.8		25.3	38.0	36.7	14.8	29.7	31.6	34.0	31.3	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.43		0.16	0.31	0.22	0.11	0.11	0.22	0.46	0.20	
Incremental Delay, d_2	0.3	19.6		2.0	4.6	2.2	0.3	0.3	2.6	23.9	0.8	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay	23.4	59.4		27.3	42.6	38.9	15.0	30.0	34.2	57.9	32.0	
Lane Group LOS	C	E		C	D	D	B	C	C	E	C	
Approach Delay	55.5			38.7			30.0			42.3		
Approach LOS	E			D			C			D		
Intersection Delay	39.8			X_C = 0.93			Intersection LOS			D		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Nova Rd at LPGA Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*07/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	1	1	1	0	1	3	0	1	3	0
Lane Group	L	T	R	L	TR		L	TR		L	TR	
Volume, V (vph)	231	455	146	175	527	78	348	1806	157	176	1772	231
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	3.0	3.0	2.0	3.0	3.0		3.0	3.0		3.0	3.0	
Arrival Type, AT	3	3	3	3	3		4	4		3	3	
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	4.0		3.0	4.0	
Filtering/Metering, I	0.457	0.457	0.457	1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 8.0	G = 25.0	G = 0.0	G = 0.0	G = 15.0	G = 60.0	G = 0.0	G =
	Y = 5	Y = 5	Y = 0	Y = 0	Y = 5	Y = 7	Y = 0	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	243	479	154	184	637		366	2066		185	2108	
Lane Group Capacity, c	180	373	304	180	365		218	2352		218	2340	
v/c Ratio, X	1.35	1.28	0.51	1.02	1.75		1.68	0.88		0.85	0.90	
Total Green Ratio, g/C	0.30	0.20	0.19	0.30	0.20		0.12	0.47		0.12	0.47	
Uniform Delay, d_1	40.3	52.0	47.0	40.3	52.0		57.0	31.2		55.8	31.7	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	0.811		1.000	1.000	
Delay Calibration, k	0.50	0.50	0.12	0.50	0.50		0.50	0.41		0.38	0.43	
Incremental Delay, d_2	173.5	137.2	0.6	73.0	346.5		324.7	4.3		25.7	5.4	
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	213.8	189.2	47.6	113.3	398.5		381.7	29.5		81.5	37.1	
Lane Group LOS	F	F	D	F	F		F	C		F	D	
Approach Delay	171.1			334.6			82.5			40.7		
Approach LOS	F			F			F			D		
Intersection Delay	111.9			X_C = 1.33			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Nova Rd at Hand Ave*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*07/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI Substantial Deviation*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	1	1	2	0	1	3	0	1	3	0
Lane Group	L	T	R	L	TR		L	TR		L	TR	
Volume, V (vph)	218	267	251	128	226	80	480	1352	126	101	1429	164
% Heavy Vehicles, %HV	2	2	2	2	2	5	2	2	2	3	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Arrival Type, AT	3	3	3	3	3		4	4		4	4	
Unit Extension, UE	3.0	4.0	4.0	3.0	4.0		3.0	4.0		3.0	4.0	
Filtering/Metering, I	0.090	0.090	0.090	1.000	1.000		1.000	1.000		0.519	0.519	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	242	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 8.0	G = 20.0	G = 0.0	G = 0.0	G = 8.0	G = 24.0	G = 43.0	G = 0.0
	Y = 5	Y = 5	Y = 0	Y = 0	Y = 5	Y = 5	Y = 7	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	229	281	9	135	322		505	1556		106	1677	
Lane Group Capacity, c	232	301	256	180	546		517	2813		121	1691	
v/c Ratio, X	0.99	0.93	0.04	0.75	0.59		0.98	0.55		0.88	0.99	
Total Green Ratio, g/C	0.26	0.16	0.16	0.26	0.16		0.29	0.56		0.07	0.34	
Uniform Delay, d_1	51.0	53.8	46.0	40.1	50.5		45.6	18.1		59.9	42.8	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		0.992	0.659		1.000	0.954	
Delay Calibration, k	0.49	0.45	0.15	0.31	0.21		0.48	0.19		0.40	0.49	
Incremental Delay, d_2	14.8	5.8	0.0	16.0	2.0		33.5	0.3		29.0	13.9	
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	65.8	59.6	46.0	56.1	52.5		78.7	12.2		88.9	54.7	
Lane Group LOS	E	E	D	E	D		E	B		F	D	
Approach Delay	62.1			53.6			28.5			56.7		
Approach LOS	E			D			C			E		
Intersection Delay	44.9			X_c = 0.98			Intersection LOS			D		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Mason Ave at Fentress Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	1	1	0	0	1	1	0	1	1
Lane Group	L	TR		L	TR			LT	R		LT	R
Volume, V (vph)	29	482	26	124	580	135	135	12	217	36	19	36
% Heavy Vehicles, %HV	6	2	2	2	2	10	2	10	2	10	2	2
Peak-Hour Factor, PHF	0.81	0.81	0.81	0.91	0.91	0.91	0.85	0.85	0.85	0.94	0.94	0.94
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Arrival Type, AT	3	3		3	3			3	3		3	3
Unit Extension, UE	3.0	4.0		3.0	4.0			3.0	3.0		3.0	3.0
Filtering/Metering, I	0.316	0.316		0.927	0.927			1.000	1.000		1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0			12.0	12.0		12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0			0	0		0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 8.0	G = 36.0	G = 0.0	G = 0.0	G = 13.0	G = 0.0	G = 0.0	G = 0.0
	Y = 5	Y = 7	Y = 0	Y = 0	Y = 5	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 74.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	36	627		136	785			173	255		58	38
Lane Group Capacity, c	305	899		435	868			228	278		222	278
v/c Ratio, X	0.12	0.70		0.31	0.90			0.76	0.92		0.26	0.14
Total Green Ratio, g/C	0.69	0.49		0.69	0.49			0.18	0.18		0.18	0.18
Uniform Delay, d_1	9.8	14.8		7.2	17.4			29.0	30.0		26.4	25.8
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000	1.000		1.000	1.000
Delay Calibration, k	0.11	0.29		0.11	0.43			0.31	0.44		0.11	0.11
Incremental Delay, d_2	0.1	0.8		0.4	12.3			13.7	33.1		0.6	0.2
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Control Delay	9.9	15.6		7.6	29.7			42.8	63.1		27.0	26.0
Lane Group LOS	A	B		A	C			D	E		C	C
Approach Delay	15.3			26.4			54.9			26.6		
Approach LOS	B			C			D			C		
Intersection Delay	28.7			X_C = 0.91			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Mason Ave at Bill France Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	1	1	2	0	1	2	0	1	2	0
Lane Group	L	T	R	L	TR		L	TR		L	TR	
Volume, V (vph)	98	374	182	200	492	52	100	310	208	32	188	59
% Heavy Vehicles, %HV	2	2	4	3	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.79	0.79	0.79	0.93	0.93	0.93	0.91	0.91	0.91	0.75	0.75	0.75
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3	3	3	3		3	3		3	3	
Unit Extension, UE	3.0	4.0	4.0	3.0	4.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	0.936	0.936	0.936	1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = 15.0	G = 25.5	G = 0.0	G = 0.0	G = 22.5	G = 0.0	G = 0.0	G = 0.0
	Y = 5	Y = 6	Y = 0	Y = 0	Y = 6	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 80.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	124	473	230	215	585		110	570		43	330	
Lane Group Capacity, c	332	1131	495	329	1114		288	937		174	962	
v/c Ratio, X	0.37	0.42	0.46	0.65	0.53		0.38	0.61		0.25	0.34	
Total Green Ratio, g/C	0.19	0.32	0.32	0.19	0.32		0.28	0.28		0.28	0.28	
Uniform Delay, d_1	28.4	21.4	21.8	30.1	22.3		23.2	24.9		22.2	22.9	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.11	0.15	0.15	0.23	0.17		0.11	0.19		0.11	0.11	
Incremental Delay, d_2	0.7	0.3	0.9	4.6	0.6		0.8	1.2		0.7	0.2	
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	29.1	21.7	22.7	34.7	22.9		24.0	26.1		23.0	23.1	
Lane Group LOS	C	C	C	C	C		C	C		C	C	
Approach Delay	23.1			26.1			25.7			23.1		
Approach LOS	C			C			C			C		
Intersection Delay	24.7			X_C = 0.59			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*I-95 SB Ramp at LPGA Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1		2			2					2		
Lane Group		T			T					L		
Volume, V (vph)		741			726					281		
% Heavy Vehicles, %HV		2			0					3		
Peak-Hour Factor, PHF		0.95			0.90					0.91		
Pretimed (P) or Actuated (A)		A			A					A		
Start-up Lost Time, l_1		2.0			2.0					2.0		
Extension of Effective Green, e		2.0			2.0					2.0		
Arrival Type, AT		3			3					3		
Unit Extension, UE		4.0			4.0					3.0		
Filtering/Metering, I		1.000			0.363					1.000		
Initial Unmet Demand, Q_b		0.0			0.0					0.0		
Ped / Bike / RTOR Volumes	0	0		0	0		0	0		0	0	
Lane Width		12.0			12.0					12.0		
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B		0			0					0		
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Thru Only	02	03	04	SB Only	06	07	08
Timing	G = 24.0	G = 0.0	G = 0.0	G = 0.0	G = 8.0	G = 0.0	G = 0.0	G = 0.0
	Y = 7	Y = 0	Y = 0	Y = 0	Y = 7	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 46.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		780			807					309		
Lane Group Capacity, c		1851			1888					592		
v/c Ratio, X		0.42			0.43					0.52		
Total Green Ratio, g/C		0.52			0.52					0.17		
Uniform Delay, d_1		6.7			6.8					17.3		
Progression Factor, PF		1.000			1.000					1.000		
Delay Calibration, k		0.15			0.15					0.13		
Incremental Delay, d_2		0.2			0.1					0.8		
Initial Queue Delay, d_3		0.0			0.0					0.0		
Control Delay		7.0			6.8					18.1		
Lane Group LOS		A			A					B		
Approach Delay	7.0			6.8						18.1		
Approach LOS	A			A						B		
Intersection Delay	8.7			X_C = 0.45			Intersection LOS			A		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	*CAM*	Intersection	*I-95 NB Ramp at LPGA Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1		2			2		2					
Lane Group		T			T		L					
Volume, V (vph)		801			1170		298					
% Heavy Vehicles, %HV		0			2		5					
Peak-Hour Factor, PHF		0.90			0.90		0.87					
Pretimed (P) or Actuated (A)		A			A		A					
Start-up Lost Time, l_1		2.0			2.0		2.0					
Extension of Effective Green, e		2.0			2.0		2.0					
Arrival Type, AT		3			3		3					
Unit Extension, UE		4.0			4.0		3.0					
Filtering/Metering, I		0.930			0.339		1.000					
Initial Unmet Demand, Q_b		0.0			0.0		0.0					
Ped / Bike / RTOR Volumes	0	0		0	0		0	0				
Lane Width		12.0			12.0		12.0					
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N			
Parking Maneuvers, N_m												
Buses Stopping, N_B		0			0		0					
Min. Time for Pedestrians, G_p	3.2			3.2			3.2					

Phasing	Thru Only	02	03	04	NB Only	06	07	08
Timing	G = 30.0	G = 0.0	G = 0.0	G = 0.0	G = 8.0	G = 0.0	G = 0.0	G = 0.0
	Y = 7	Y = 0	Y = 0	Y = 0	Y = 7	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 52.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		890			1300		343					
Lane Group Capacity, c		2087			2046		514					
v/c Ratio, X		0.43			0.64		0.67					
Total Green Ratio, g/C		0.58			0.58		0.15					
Uniform Delay, d_1		6.2			7.3		20.7					
Progression Factor, PF		1.000			1.000		1.000					
Delay Calibration, k		0.15			0.24		0.24					
Incremental Delay, d_2		0.2			0.3		3.3					
Initial Queue Delay, d_3		0.0			0.0		0.0					
Control Delay		6.4			7.6		24.1					
Lane Group LOS		A			A		C					
Approach Delay	6.4			7.6			24.1					
Approach LOS	A			A			C					
Intersection Delay	9.4			X_C = 0.64			Intersection LOS			A		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 11 at SR 40*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	1	1	0	0	1		0	1	
Lane Group	L	TR		L	TR			LT			LT	
Volume, V (vph)	27	449	23	138	523	37	30	96		4	115	
% Heavy Vehicles, %HV	2	5	2	6	4	2	2	10		10	4	
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90		0.90	0.90	
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A		A	A	
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0			2.0			2.0	
Extension of Effective Green, e	3.0	3.0		3.0	3.0			3.0			3.0	
Arrival Type, AT	3	3		3	3			3			3	
Unit Extension, UE	3.5	3.5		3.5	3.5			3.5			3.5	
Filtering/Metering, I	0.865	0.865		1.000	1.000			1.000			1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0			0.0			0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0		0	0	
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0			0			0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 13.5	G = 35.0	G = 0.0	G = 0.0	G = 13.5	G = 0.0	G = 0.0	G = 0.0
	Y = 7	Y = 7	Y = 0	Y = 0	Y = 7	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 83.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	30	525		153	622			140			132	
Lane Group Capacity, c	309	780		528	785			273			315	
v/c Ratio, X	0.10	0.67		0.29	0.79			0.51			0.42	
Total Green Ratio, g/C	0.17	0.43		0.68	0.43			0.17			0.17	
Uniform Delay, d_1	28.8	18.8		7.4	20.3			31.0			30.5	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000			1.000	
Delay Calibration, k	0.13	0.26		0.13	0.35			0.14			0.13	
Incremental Delay, d_2	0.1	2.1		0.4	5.7			1.9			1.1	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0			0.0	
Control Delay	28.9	20.9		7.8	26.0			33.0			31.6	
Lane Group LOS	C	C		A	C			C			C	
Approach Delay	21.3			22.4			33.0			31.6		
Approach LOS	C			C			C			C		
Intersection Delay	23.7			X_C = 0.67			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at Tymber Creek*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	0	1	2	1	1	1	1	2	1	1
Lane Group	L	TR		L	T	R	L	T	R	L	T	R
Volume, V (vph)	46	1250	43	140	1407	885	30	30	70	775	67	80
% Heavy Vehicles, %HV	5	3	3	2	2	0	2	2	2	2	3	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Arrival Type, AT	3	3		4	4	4	3	3	3	3	3	3
Unit Extension, UE	4.0	4.0		4.0	4.0	3.0	3.0	4.0	3.0	4.0	4.0	3.0
Filtering/Metering, I	1.000	1.000		0.728	0.728	0.728	0.999	0.999	0.999	1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	118	0	0	30	0	0	22
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 8.0	G = 65.0	G = 0.0	G = 0.0	G = 27.0	G = 8.0	G = 0.0	G =
	Y = 5	Y = 6	Y = 0	Y = 0	Y = 5	Y = 6	Y = 0	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	48	1361		147	1481	852	32	32	42	816	71	61
Lane Group Capacity, c	172	1748		190	1774	808	368	115	97	714	114	97
v/c Ratio, X	0.28	0.78		0.77	0.83	1.05	0.09	0.28	0.43	1.14	0.62	0.63
Total Green Ratio, g/C	0.61	0.50		0.61	0.50	0.50	0.21	0.06	0.06	0.21	0.06	0.06
Uniform Delay, d_1	19.1	26.6		22.6	27.9	32.5	41.6	58.2	58.8	51.5	59.5	59.6
Progression Factor, PF	1.000	1.000		1.000	0.767	0.767	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.15	0.35		0.34	0.38	0.50	0.11	0.15	0.11	0.50	0.24	0.21
Incremental Delay, d_2	1.2	2.4		14.1	2.8	42.6	0.1	1.8	3.1	80.4	11.5	12.3
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	20.3	29.0		36.7	24.2	67.5	41.7	60.0	61.9	131.9	71.0	71.9
Lane Group LOS	C	C		D	C	E	D	E	E	F	E	E
Approach Delay	28.8			39.8			55.2			123.5		
Approach LOS	C			D			E			F		
Intersection Delay	53.0			X_c = 1.05			Intersection LOS			D		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at Booth Rd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	0	1	2		0	1	0	1	1	0
Lane Group	L	TR		L	T			LTR		L	LTR	
Volume, V (vph)	11	2264	33	36	2349		27	0	104	43	2	9
% Heavy Vehicles, %HV	2	2	2	2	2		2	2	2	2	2	10
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A		A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Extension of Effective Green, e	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Arrival Type, AT	3	3		4	4			3		3	3	
Unit Extension, UE	3.0	4.0		3.0	4.0			4.0		4.0	4.0	
Filtering/Metering, I	0.541	0.541		0.842	0.842			1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0		0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0			0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 8.0	G = 93.5	G =	G =	G = 11.5	G = 0.0	G = 0.0	G = 0.0
	Y = 5	Y = 7	Y =	Y =	Y = 5	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	12	2418		38	2473			137		45	11	
Lane Group Capacity, c	123	2573		180	2578			149		59	148	
v/c Ratio, X	0.10	0.94		0.21	0.96			0.92		0.76	0.07	
Total Green Ratio, g/C	0.07	0.73		0.84	0.73			0.10		0.10	0.10	
Uniform Delay, d_1	56.7	15.3		31.9	16.0			58.3		57.3	53.5	
Progression Factor, PF	1.000	1.000		1.000	0.211			1.000		1.000	1.000	
Delay Calibration, k	0.11	0.46		0.11	0.47			0.44		0.33	0.15	
Incremental Delay, d_2	0.2	4.6		0.5	8.8			50.9		45.8	0.3	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Control Delay	56.9	19.9		32.4	12.2			109.1		103.1	53.8	
Lane Group LOS	E	B		C	B			F		F	D	
Approach Delay	20.1			12.5			109.1			93.4		
Approach LOS	C			B			F			F		
Intersection Delay	19.6			X_c = 0.92			Intersection LOS			B		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at I-95 SB Ramps*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1		3	0	2	2					2		1
Lane Group		TR		L	T					L		R
Volume, V (vph)		1541	731	530	2133					371		360
% Heavy Vehicles, %HV		2	0	2	2					2		2
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95					0.95		0.95
Pretimed (P) or Actuated (A)		A	A	A	A					A		A
Start-up Lost Time, l_1		2.0		2.0	2.0					2.0		2.0
Extension of Effective Green, e		3.0		3.0	3.0					3.0		3.0
Arrival Type, AT		3		4	4					3		3
Unit Extension, UE		4.0		4.0	4.0					4.0		4.0
Filtering/Metering, I		0.757		0.090	0.090					1.000		1.000
Initial Unmet Demand, Q_b		0.0		0.0	0.0					0.0		0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0					12.0		12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B		0		0	0					0		0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	WB Only	Thru & RT	03	04	SB Only	06	07	08
Timing	G = 25.0	G = 63.0	G =	G =	G = 25.0	G =	G =	G =
	Y = 5	Y = 7	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		2391		558	2245					391		379
Lane Group Capacity, c		2393		687	2565					687		317
v/c Ratio, X		1.00		0.81	0.88					0.57		1.20
Total Green Ratio, g/C		0.49		0.20	0.72					0.20		0.20
Uniform Delay, d_1		33.0		49.7	13.6					46.9		52.0
Progression Factor, PF		1.000		1.000	0.208					1.000		1.000
Delay Calibration, k		0.50		0.37	0.41					0.20		0.50
Incremental Delay, d_2		15.8		0.7	0.4					1.4		114.7
Initial Queue Delay, d_3		0.0		0.0	0.0					0.0		0.0
Control Delay		48.8		50.4	3.2					48.3		166.7
Lane Group LOS		D		D	A					D		F
Approach Delay	48.8			12.6						106.6		
Approach LOS	D			B						F		
Intersection Delay	39.2			X_c = 1.00			Intersection LOS			D		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at I-95 NB Ramps*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	3			2		2		2			
Lane Group	L	T			T		L		R			
Volume, V (vph)	130	1649			1923		728		454			
% Heavy Vehicles, %HV	8	2			2		2		2			
Peak-Hour Factor, PHF	0.95	0.95			0.95		0.95		0.95			
Pretimed (P) or Actuated (A)	A	A			A		A		A			
Start-up Lost Time, l_1	2.0	2.0			2.0		2.0		2.0			
Extension of Effective Green, e	3.0	3.0			3.0		3.0		3.0			
Arrival Type, AT	3	3			4		3		3			
Unit Extension, UE	4.0	4.0			4.0		4.0		4.0			
Filtering/Metering, I	0.975	0.975			0.090		1.000		1.000			
Initial Unmet Demand, Q_b	0.0	0.0			0.0		0.0		0.0			
Ped / Bike / RTOR Volumes	0	0		0	0		0	0	0			
Lane Width	12.0	12.0			12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N			
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0			0		0		0			
Min. Time for Pedestrians, G_p	3.2			3.2			3.2					

Phasing	EB Only	Thru Only	03	04	NB Only	06	07	08
Timing	G = 8.0	G = 80.0	G =	G =	G = 25.0	G =	G =	G =
	Y = 5	Y = 7	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	137	1736			2024		766		478			
Lane Group Capacity, c	116	3669			2210		687		561			
v/c Ratio, X	1.18	0.47			0.92		1.11		0.85			
Total Green Ratio, g/C	0.07	0.72			0.62		0.20		0.20			
Uniform Delay, d_1	60.5	7.6			21.5		52.0		50.1			
Progression Factor, PF	1.000	1.000			0.516		1.000		1.000			
Delay Calibration, k	0.50	0.15			0.44		0.50		0.40			
Incremental Delay, d_2	139.2	0.1			0.7		70.4		12.4			
Initial Queue Delay, d_3	0.0	0.0			0.0		0.0		0.0			
Control Delay	199.7	7.7			11.8		122.4		62.5			
Lane Group LOS	F	A			B		F		E			
Approach Delay	21.8			11.8			99.4					
Approach LOS	C			B			F					
Intersection Delay	36.6			X_c = 0.98			Intersection LOS			D		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at Williamson Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2		2	2	1	2	1		2	1	1
Lane Group	L	T		L	T	R	L	T		L	T	R
Volume, V (vph)	182	1432		485	1730	146	590	263		216	89	89
% Heavy Vehicles, %HV	2	2		2	2	2	2	2		2	2	2
Peak-Hour Factor, PHF	0.92	0.92		0.93	0.93	0.93	0.95	0.95		0.86	0.86	0.86
Pretimed (P) or Actuated (A)	A	A		A	A	A	A	A		A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green, e	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Arrival Type, AT	3	3		4	4	4	3	3		3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Filtering/Metering, I	0.931	0.931		0.493	0.493	0.493	0.957	0.957		1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0		0	0	0	0	0		0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0	0	0	0		0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 16.0	G = 62.0	G =	G =	G = 19.0	G = 11.0	G = 0.0	G = 0.0
	Y = 5	Y = 7	Y =	Y =	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	198	1557		522	1860	157	621	277		251	103	103
Lane Group Capacity, c	231	1719		449	1719	767	529	172		529	172	146
v/c Ratio, X	0.86	0.91		1.16	1.08	0.20	1.17	1.61		0.47	0.60	0.71
Total Green Ratio, g/C	0.13	0.48		0.13	0.48	0.48	0.15	0.09		0.15	0.09	0.09
Uniform Delay, d_1	55.3	30.8		56.5	33.5	19.2	55.0	59.0		50.2	56.7	57.3
Progression Factor, PF	1.000	1.000		1.000	0.790	0.790	1.000	1.000		1.000	1.000	1.000
Delay Calibration, k	0.39	0.43		0.50	0.50	0.11	0.50	0.50		0.11	0.19	0.27
Incremental Delay, d_2	24.5	6.9		85.3	42.8	0.1	96.2	299.0		0.7	5.7	14.4
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay	79.8	37.6		141.8	69.2	15.2	151.2	358.0		50.9	62.4	71.7
Lane Group LOS	E	D		F	E	B	F	F		D	E	E
Approach Delay	42.4			80.8			215.0			58.2		
Approach LOS	D			F			F			E		
Intersection Delay	88.4			X_c = 1.17			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at Clyde Morris Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	1	2	2	1	1	1	1	1	1	0
Lane Group	L	T	R	L	T	R	L	T	R	L	TR	
Volume, V (vph)	71	1942	392	353	1566	59	536	68	632	53	59	56
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	6	2	2
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.91	0.91	0.91	0.92	0.92	0.92	0.80	0.80	0.80
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3	3	4	4	4	3	3	3	3	3	
Unit Extension, UE	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	0.478	0.478	0.478	0.449	0.449	0.449	0.958	0.958	0.958	1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	77	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	NB Only	NS Perm	07	08
Timing	G = 10.0	G = 68.0	G = 0.0	G =	G = 22.0	G = 8.0	G = 0.0	G = 0.0
	Y = 5	Y = 7	Y = 0	Y =	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	79	2158	436	388	1721	65	583	74	603	66	144	
Lane Group Capacity, c	136	1855	828	264	1855	828	357	502	426	78	106	
v/c Ratio, X	0.58	1.16	0.53	1.47	0.93	0.08	1.63	0.15	1.42	0.85	1.36	
Total Green Ratio, g/C	0.08	0.52	0.52	0.08	0.52	0.52	0.27	0.27	0.27	0.06	0.06	
Uniform Delay, d_1	58.0	31.0	20.4	60.0	28.7	15.4	45.9	36.1	47.5	60.4	61.0	
Progression Factor, PF	1.000	1.000	1.000	1.000	0.730	0.730	1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.17	0.50	0.17	0.50	0.45	0.15	0.50	0.11	0.50	0.38	0.50	
Incremental Delay, d_2	3.0	76.7	0.4	220.5	4.4	0.0	296.8	0.1	199.9	54.1	210.6	
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay	61.0	107.7	20.8	280.5	25.4	11.3	342.7	36.3	247.4	114.5	271.6	
Lane Group LOS	E	F	C	F	C	B	F	D	F	F	F	
Approach Delay	92.1			70.5			279.1			222.2		
Approach LOS	F			E			F			F		
Intersection Delay	126.3			X_c = 1.59			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Nova Rd at SR 40*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	2	2	0	2	2	0	2	3	0	2	3	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	606	1403	177	334	1316	119	360	915	238	270	875	524
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	5	2	4	2
Peak-Hour Factor, PHF	0.93	0.93	0.93	0.97	0.97	0.97	0.92	0.92	0.92	0.94	0.94	0.94
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Arrival Type, AT	3	3		4	4		3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	0.415	0.415		1.000	1.000		0.790	0.790		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 15.0	G = 53.1	G = 0.0	G = 0.0	G = 10.0	G = 23.9	G = 0.0	G = 0.0
	Y = 7	Y = 7	Y = 0	Y = 0	Y = 7	Y = 7	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	652	1699		344	1480		391	1254		287	1488	
Lane Group Capacity, c	423	1451		423	1457		291	936		291	906	
v/c Ratio, X	1.54	1.17		0.81	1.02		1.34	1.34		0.99	1.64	
Total Green Ratio, g/C	0.12	0.42		0.12	0.42		0.08	0.19		0.08	0.19	
Uniform Delay, d_1	57.0	38.0		55.5	38.0		59.5	52.5		59.4	52.5	
Progression Factor, PF	1.000	1.000		1.000	0.877		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.50	0.50		0.35	0.50		0.50	0.50		0.49	0.50	
Incremental Delay, d_2	248.5	80.3		11.5	27.6		171.8	158.7		48.8	294.1	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	305.5	118.2		67.1	60.9		231.3	211.2		108.3	346.6	
Lane Group LOS	F	F		E	E		F	F		F	F	
Approach Delay	170.2			62.0			216.0			308.1		
Approach LOS	F			E			F			F		
Intersection Delay	186.4			X_c = 1.36			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at US 1*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI Substantial Deviation*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	0	1	2	0	2	2	1	2	2	0
Lane Group	L	TR		L	TR		L	T	R	L	TR	
Volume, V (vph)	259	1511	195	424	1612	337	492	1256	407	587	861	244
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	1.00	0.95	0.95	0.95	0.95	0.95	1.00	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Arrival Type, AT	3	3		4	4		3	3	3	3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	0.409	0.409		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0		0	0	0	0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 13.0	G = 48.0	G = 0.0	G = 0.0	G = 15.0	G = 34.0	G = 0.0	G = 0.0
	Y = 5	Y = 5	Y = 0	Y = 0	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	273	1716		446	2052		518	1256	428	618	1163	
Lane Group Capacity, c	248	1313		248	1302		423	955	426	423	923	
v/c Ratio, X	1.10	1.31		1.80	1.58		1.22	1.32	1.00	1.46	1.26	
Total Green Ratio, g/C	0.52	0.38		0.52	0.38		0.12	0.27	0.27	0.12	0.27	
Uniform Delay, d_1	41.3	40.5		41.3	40.5		57.0	47.5	47.5	57.0	47.5	
Progression Factor, PF	1.000	1.000		1.000	0.918		1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.50	0.50		0.50	0.50		0.50	0.50	0.50	0.50	0.50	
Incremental Delay, d_2	67.2	140.5		374.9	262.9		120.5	149.3	44.8	220.2	125.8	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	108.5	181.0		416.2	300.1		177.5	196.8	92.3	277.2	173.3	
Lane Group LOS	F	F		F	F		F	F	F	F	F	
Approach Delay	171.0			320.9			172.0			209.3		
Approach LOS	F			F			F			F		
Intersection Delay	223.5			X_c = 2.70			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	*CAM*	Intersection	*Tymber Creek at Airport Rd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	1	1	1	0	1	1	1	1	1	0
Lane Group	L	T	R	L	TR		L	T	R	L	TR	
Volume, V (vph)	141	101	175	236	91	16	238	67	241	27	134	157
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	3	9	4	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000	1.000	0.716	0.716		0.868	0.868	0.868	1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	150	0	0	5	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0	0	0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	WB Only	EW Perm	03	04	NB Only	NS Perm	07	08
Timing	G = 10.0	G = 13.0	G = 0.0	G = 0.0	G = 10.0	G = 20.0	G = 0.0	G = 0.0
	Y = 5	Y = 5	Y = 0	Y = 0	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 73.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	148	106	26	248	108		251	71	254	28	306	
Lane Group Capacity, c	245	357	304	519	728		477	919	773	356	488	
v/c Ratio, X	0.60	0.30	0.09	0.48	0.15		0.53	0.08	0.33	0.08	0.63	
Total Green Ratio, g/C	0.19	0.19	0.19	0.40	0.40		0.49	0.49	0.49	0.29	0.29	
Uniform Delay, d_1	27.0	25.3	24.2	15.5	14.1		11.9	9.7	11.2	18.9	22.6	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.19	0.11	0.11	0.11	0.11		0.13	0.11	0.11	0.11	0.21	
Incremental Delay, d_2	4.2	0.5	0.1	0.5	0.1		0.9	0.0	0.2	0.1	2.6	
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	31.2	25.7	24.4	16.0	14.2		12.9	9.8	11.4	19.0	25.2	
Lane Group LOS	C	C	C	B	B		B	A	B	B	C	
Approach Delay	28.5			15.5			11.9			24.6		
Approach LOS	C			B			B			C		
Intersection Delay	18.5			X_c = 0.74			Intersection LOS			B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CAM*	Intersection	*SR 40 at Shadow Crossings*
Agency/Co.	*LTG*	Jurisdiction	*Volusia County*
Date Performed	*11/14/2009*	Analysis Year	*Ph 1 - 2015*
Analysis Time Period	*P.M. Peak-Hour*		

Project Description

East/West Street: *SR 40*	North/South Street: *Shadow Crossings Boulevard*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*26*	*752*		*0*	*840*	
Peak-Hour Factor, PHF	*0.83*	*0.83*	*1.00*	*0.84*	*0.84*	*0.84*
Hourly Flow Rate, HFR (veh/h)	*31*	*906*	*0*	*0*	*1000*	*0*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*		*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*189*		*490*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.93*	*1.00*	*0.93*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*203*	*0*	*526*
Percent Heavy Vehicles	*0*	*0*	*0*	*2*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*Y*	
Storage		*0*			*2*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*					*LR*	
v (veh/h)	*31*	*0*					*729*	
C (m) (veh/h)	*676*	*734*					*525*	
v/c	*0.05*	*0.00*					*1.39*	
95% queue length	*0.14*	*0.00*					*33.63*	
Control Delay (s/veh)	*10.6*	*9.9*					*208.5*	
LOS	*B*	*A*					*F*	
Approach Delay (s/veh)	--	--				*208.5*		
Approach LOS	--	--				*F*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CAM*	Intersection	*Airport Rd at Ormond Green*
Agency/Co.	*LTG*	Jurisdiction	*Ormond Beach*
Date Performed	*11/30/09*	Analysis Year	*Ph - 1 2015*
Analysis Time Period	*P.M. Peak-Hour*		

Project Description *Hunter's Ridge DRI Substantial Deviation*

East/West Street: *Airport Road*	North/South Street: *Ormond Green*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*48*	*279*			*366*	*44*
Peak-Hour Factor, PHF	*0.88*	*0.88*	*0.91*	*0.93*	*0.93*	*0.93*
Hourly Flow Rate, HFR (veh/h)	*54*	*317*	*0*	*0*	*393*	*47*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*30*		*58*
Peak-Hour Factor, PHF	*0.84*	*0.84*	*0.84*	*0.88*	*0.75*	*0.88*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*34*	*0*	*65*
Percent Heavy Vehicles	*4*	*4*	*4*	*2*	*4*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*					*L*		*R*
v (veh/h)	*54*					*34*		*65*
C (m) (veh/h)	*1120*					*329*		*656*
v/c	*0.05*					*0.10*		*0.10*
95% queue length	*0.15*					*0.34*		*0.33*
Control Delay (s/veh)	*8.4*					*17.2*		*11.1*
LOS	*A*					*C*		*B*
Approach Delay (s/veh)	--	--				*13.2*		
Approach LOS	--	--				*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CAM*	Intersection	*Pineland Trail at Harmony Ave*
Agency/Co.	*LTG*	Jurisdiction	*Ormond Beach*
Date Performed	*11/14/2009*	Analysis Year	*Ph 1 -2015*
Analysis Time Period	*P.M. Peak-Hour*		

Project Description *Hunter's Ridge DRI 1st Sufficiency*	
East/West Street: *Harmony Ave*	North/South Street: *Pineland Trail*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*15*	*42*	*5*	*8*	
Peak-Hour Factor, PHF	*0.84*	*0.75*	*0.75*	*0.75*	*0.75*	*0.88*
Hourly Flow Rate, HFR (veh/h)	*0*	*20*	*56*	*6*	*10*	*0*
Percent Heavy Vehicles	*4*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*96*		*27*
Peak-Hour Factor, PHF	*0.88*	*0.88*	*0.91*	*0.75*	*0.93*	*0.75*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*128*	*0*	*36*
Percent Heavy Vehicles	*2*	*0*	*0*	*2*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*6*		*164*				
C (m) (veh/h)		*1523*		*949*				
v/c		*0.00*		*0.17*				
95% queue length		*0.01*		*0.62*				
Control Delay (s/veh)		*7.4*		*9.6*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.6*					
Approach LOS	--	--	*A*					

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Appendix A.21.11

Phase 2 HCS Detailed Reports

HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Williamson Blvd at Mason Ave*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	0	1		1	2	0	1	2	0
Lane Group	L	TR			LT		L	TR		L	TR	
Volume, V (vph)	12	7	17	343	19		6	645	162	329	720	37
% Heavy Vehicles, %HV	2	2	2	2	2		2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A		A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Arrival Type, AT	3	3			3		3	3		3	3	
Unit Extension, UE	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000			1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0		0	0	0	0	0	0
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0			0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	SB Only	NS Perm	07	08
Timing	G = 25.0	G = 0.0	G = 0.0	G = 0.0	G = 11.0	G = 30.0	G = 0.0	G = 0.0
	Y = 6	Y = 0	Y = 0	Y = 0	Y = 5	Y = 7	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 84.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	13	25			381		6	850		346	797	
Lane Group Capacity, c	424	514			414		241	1270		397	1970	
v/c Ratio, X	0.03	0.05			0.92		0.02	0.67		0.87	0.40	
Total Green Ratio, g/C	0.31	0.31			0.31		0.37	0.37		0.58	0.56	
Uniform Delay, d_1	20.2	20.3			28.0		16.9	22.2		14.2	10.5	
Progression Factor, PF	1.000	1.000			1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.11	0.11			0.44		0.11	0.24		0.40	0.11	
Incremental Delay, d_2	0.0	0.0			25.6		0.0	1.4		18.6	0.1	
Initial Queue Delay, d_3	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Control Delay	20.2	20.4			53.6		16.9	23.6		32.8	10.7	
Lane Group LOS	C	C			D		B	C		C	B	
Approach Delay	20.3			53.6			23.5			17.4		
Approach LOS	C			D			C			B		
Intersection Delay	25.3			X_C = 0.82			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Williamson Blvd at LPGA Blv*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	2	2	1	2	2	1	1	2	1	1	2	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	263	1315	398	288	1677	458	384	647	168	312	542	213
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 8.0	G = 41.0	G = 0.0	G = 0.0	G = 25.0	G = 25.0	G =	G =
	Y = 5	Y = 7	Y = 0	Y = 0	Y = 5	Y = 7	Y =	Y =
Duration of Analysis, T = 0.25					Cycle Length, C = 123.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	277	1384	419	303	1765	482	404	681	177	328	571	224
Lane Group Capacity, c	251	1211	541	251	1211	541	374	750	335	374	750	335
v/c Ratio, X	1.10	1.14	0.77	1.21	1.46	0.89	1.08	0.91	0.53	0.88	0.76	0.67
Total Green Ratio, g/C	0.07	0.34	0.34	0.07	0.34	0.34	0.21	0.21	0.21	0.21	0.21	0.21
Uniform Delay, d_1	57.0	40.5	36.3	57.0	40.5	38.3	48.5	47.3	43.1	47.0	45.6	44.5
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.50	0.50	0.32	0.50	0.50	0.41	0.50	0.43	0.13	0.40	0.31	0.24
Incremental Delay, d_2	87.4	74.5	6.9	124.5	210.5	16.8	69.7	14.9	1.6	20.3	4.6	5.1
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	144.4	115.0	43.2	181.5	251.0	55.1	118.2	62.2	44.6	67.2	50.2	49.6
Lane Group LOS	F	F	D	F	F	E	F	E	D	E	D	D
Approach Delay	104.5			205.7			77.7			55.1		
Approach LOS	F			F			E			E		
Intersection Delay	128.5			X_C = 1.20			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Williamson Blvd at Hand Ave*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1				1		1		2	0	1	2	
Lane Group				L		R		TR		L	T	
Volume, V (vph)				151		339		920	241	367	865	
% Heavy Vehicles, %HV				2		2		2	2	2	2	
Peak-Hour Factor, PHF				0.95		0.95		0.95	0.95	0.95	0.95	
Pretimed (P) or Actuated (A)				A		A		A	A	A	A	
Start-up Lost Time, l_1				2.0		2.0		2.0		2.0	2.0	
Extension of Effective Green, e				3.0		3.0		3.0		3.0	3.0	
Arrival Type, AT				3		3		3		3	3	
Unit Extension, UE				3.0		3.0		3.0		3.0	3.0	
Filtering/Metering, I				1.000		1.000		1.000		1.000	1.000	
Initial Unmet Demand, Q_b				0.0		0.0		0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0		0	0	186	0	0	0	0	0	
Lane Width				12.0		12.0		12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B				0		0		0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 15.0	G = 0.0	G = 0.0	G = 0.0	G = 10.0	G = 25.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y = 0	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 65.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v				159		161		1222		386	911	
Lane Group Capacity, c				436		390		1374		414	2237	
v/c Ratio, X				0.36		0.41		0.89		0.93	0.41	
Total Green Ratio, g/C				0.25		0.25		0.40		0.63	0.63	
Uniform Delay, d_1				20.3		20.6		18.2		16.7	6.0	
Progression Factor, PF				1.000		1.000		1.000		1.000	1.000	
Delay Calibration, k				0.11		0.11		0.41		0.45	0.11	
Incremental Delay, d_2				0.5		0.7		7.6		27.9	0.1	
Initial Queue Delay, d_3				0.0		0.0		0.0		0.0	0.0	
Control Delay				20.8		21.3		25.7		44.6	6.1	
Lane Group LOS				C		C		C		D	A	
Approach Delay				21.0			25.7			17.5		
Approach LOS				C			C			B		
Intersection Delay	21.5			X_C = 0.77			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Clyde Morris Blvd at Mason Ave*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	0	1	2	0	1	2	1	1	2	0
Lane Group	L	TR		L	TR		L	T	R	L	TR	
Volume, V (vph)	80	620	91	128	639	135	178	1144	310	189	1050	54
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	3.0	3.0		3.0	3.0		3.0	3.0	2.0	3.0	3.0	
Arrival Type, AT	3	3		3	3		3	3	3	3	3	
Unit Extension, UE	3.0	4.0		3.0	4.0		3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0		0	0	0	0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08
Timing	G = 8.0	G = 21.0	G = 0.0	G =	G = 8.0	G = 30.0	G = 0.0	G = 0.0
	Y = 5	Y = 6.5	Y = 0	Y =	Y = 5	Y = 6.5	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 90.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	84	749		135	815		187	1204	326	199	1162	
Lane Group Capacity, c	260	850		260	844		260	1222	528	260	1213	
v/c Ratio, X	0.32	0.88		0.52	0.97		0.72	0.99	0.62	0.77	0.96	
Total Green Ratio, g/C	0.41	0.24		0.41	0.24		0.51	0.34	0.33	0.51	0.34	
Uniform Delay, d_1	19.4	32.7		19.6	33.6		18.3	29.3	25.2	18.9	28.9	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.42		0.13	0.48		0.28	0.49	0.20	0.32	0.47	
Incremental Delay, d_2	0.7	10.9		1.9	23.0		9.3	22.2	2.2	12.8	16.8	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	20.1	43.6		21.4	56.6		27.6	51.4	27.4	31.6	45.6	
Lane Group LOS	C	D		C	E		C	D	C	C	D	
Approach Delay	41.2			51.6			44.3			43.6		
Approach LOS	D			D			D			D		
Intersection Delay	45.0			X_C = 0.99			Intersection LOS			D		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Clyde Morris Blvd at LPGA Blv*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph2*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	1	1	2	0	1	2	0	1	2	1
Lane Group	L	T	R	L	TR		L	TR		L	T	R
Volume, V (vph)	254	1538	387	146	670	156	587	679	109	247	487	304
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	3	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Extension of Effective Green, e	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Arrival Type, AT	3	3	3	3	3		3	3		3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0		0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08
Timing	G = 8.0	G = 31.0	G = 0.0	G =	G = 10.0	G = 21.0	G = 0.0	G =
	Y = 5	Y = 7	Y = 0	Y =	Y = 5	Y = 7	Y = 0	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 94.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	267	1619	407	154	869		618	830		260	513	320
Lane Group Capacity, c	279	1207	539	248	1173		348	812		286	830	370
v/c Ratio, X	0.96	1.34	0.76	0.62	0.74		1.78	1.02		0.91	0.62	0.86
Total Green Ratio, g/C	0.50	0.34	0.34	0.50	0.34		0.41	0.23		0.41	0.23	0.23
Uniform Delay, d_1	18.0	31.0	27.5	19.6	27.3		33.6	36.0		22.3	32.2	34.6
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	1.000
Delay Calibration, k	0.47	0.50	0.31	0.20	0.30		0.50	0.50		0.43	0.20	0.39
Incremental Delay, d_2	42.1	159.3	6.0	4.7	2.6		360.6	37.3		30.8	1.4	18.8
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay	60.2	190.3	33.6	24.3	29.9		394.2	73.3		53.1	33.6	53.3
Lane Group LOS	E	F	C	C	C		F	E		D	C	D
Approach Delay	147.3			29.1			210.2			44.0		
Approach LOS	F			C			F			D		
Intersection Delay	122.9			X_C = 1.90			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Clyde Morris Blvd at Hand Ave*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	1	1	1	1	2	1	1	2	0
Lane Group	L	TR		L	T	R	L	T	R	L	TR	
Volume, V (vph)	49	354	55	127	351	269	104	667	388	562	721	140
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	3	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Arrival Type, AT	3	3		3	3	3	3	3	3	3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0	0	0	0	0	0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	SB Only	NS Perm	08
Timing	G = 8.0	G = 23.0	G = 0.0	G =	G = 8.0	G = 9.0	G = 29.0	G =
	Y = 6	Y = 7	Y = 0	Y =	Y = 6	Y = 6	Y = 7	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 109.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	52	431		134	369	283	109	702	408	592	906	
Lane Group Capacity, c	221	402		214	410	349	216	976	436	493	1417	
v/c Ratio, X	0.24	1.07		0.63	0.90	0.81	0.50	0.72	0.94	1.20	0.64	
Total Green Ratio, g/C	0.36	0.22		0.36	0.22	0.22	0.32	0.28	0.28	0.55	0.41	
Uniform Delay, d_1	25.5	42.5		29.2	41.3	40.3	31.4	35.7	38.6	28.1	25.5	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.50		0.21	0.42	0.35	0.11	0.28	0.45	0.50	0.22	
Incremental Delay, d_2	0.6	65.5		5.7	22.3	13.5	1.9	2.6	27.7	108.5	1.0	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay	26.0	108.0		34.8	63.6	53.8	33.3	38.3	66.2	136.7	26.5	
Lane Group LOS	C	F		C	E	D	C	D	E	F	C	
Approach Delay	99.1			55.2			47.2			70.0		
Approach LOS	F			E			D			E		
Intersection Delay	63.7			X_C = 1.41			Intersection LOS			E		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Nova Rd at LPGA Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	1	1	1	0	1	3	0	1	3	0
Lane Group	L	T	R	L	TR		L	TR		L	TR	
Volume, V (vph)	244	480	154	177	534	79	389	2033	176	201	2040	264
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	3.0	3.0	2.0	3.0	3.0		3.0	3.0		3.0	3.0	
Arrival Type, AT	3	3	3	3	3		4	4		3	3	
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	4.0		3.0	4.0	
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 8.0	G = 25.0	G = 0.0	G = 0.0	G = 14.0	G = 61.0	G =	G =
	Y = 5	Y = 5	Y = 0	Y = 0	Y = 5	Y = 7	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	257	505	162	186	645		409	2325		212	2425	
Lane Group Capacity, c	180	373	304	180	365		204	2391		204	2378	
v/c Ratio, X	1.43	1.35	0.53	1.03	1.77		2.00	0.97		1.04	1.02	
Total Green Ratio, g/C	0.30	0.20	0.19	0.30	0.20		0.12	0.48		0.12	0.48	
Uniform Delay, d_1	40.3	52.0	47.2	40.3	52.0		57.5	33.2		57.5	34.0	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	0.800		1.000	1.000	
Delay Calibration, k	0.50	0.50	0.14	0.50	0.50		0.50	0.48		0.50	0.50	
Incremental Delay, d_2	221.5	176.0	1.8	76.1	356.2		469.2	12.6		73.7	23.6	
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	261.8	228.0	49.1	116.4	408.2		526.7	39.2		131.2	57.6	
Lane Group LOS	F	F	D	F	F		F	D		F	E	
Approach Delay	206.0			342.9			112.1			63.5		
Approach LOS	F			F			F			E		
Intersection Delay	133.2			X_c = 1.49			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Nova Rd at Hand Ave*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	1	1	2	0	1	3	0	1	3	0
Lane Group	L	T	R	L	TR		L	TR		L	TR	
Volume, V (vph)	230	282	297	135	238	85	574	1551	145	112	1590	182
% Heavy Vehicles, %HV	2	2	2	2	2	5	2	2	2	3	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Arrival Type, AT	3	3	3	3	3		4	4		4	4	
Unit Extension, UE	3.0	4.0	4.0	3.0	4.0		3.0	4.0		3.0	4.0	
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	105	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 8.0	G = 26.5	G = 0.0	G = 0.0	G = 8.5	G = 11.5	G = 48.5	G = 0.0
	Y = 5	Y = 5	Y = 0	Y = 0	Y = 5	Y = 5	Y = 7	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	242	297	202	142	340		604	1786		118	1866	
Lane Group Capacity, c	282	394	335	216	715		354	2543		128	1902	
v/c Ratio, X	0.86	0.75	0.60	0.66	0.48		1.71	0.70		0.92	0.98	
Total Green Ratio, g/C	0.31	0.21	0.21	0.31	0.21		0.20	0.51		0.07	0.38	
Uniform Delay, d_1	45.7	48.1	46.3	35.3	44.9		52.0	24.5		59.9	39.8	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	0.755		1.000	0.914	
Delay Calibration, k	0.39	0.33	0.22	0.23	0.15		0.50	0.29		0.44	0.49	
Incremental Delay, d_2	22.3	8.5	3.6	7.1	0.7		329.6	1.0		56.1	16.4	
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	68.0	56.6	49.9	42.4	45.6		381.6	19.4		116.0	52.7	
Lane Group LOS	E	E	D	D	D		F	B		F	D	
Approach Delay	58.5			44.7			111.0			56.5		
Approach LOS	E			D			F			E		
Intersection Delay	79.0			X_c = 1.08			Intersection LOS			E		

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HCS+™ DETAILED REPORT

General Information		Site Information	
Analyst	*CAM*	Intersection	*Mason Ave at Fentress Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	1	1	0	0	1	1	0	1	1
Lane Group	L	TR		L	TR			LT	R		LT	R
Volume, V (vph)	33	545	32	109	525	21	139	12	216	38	20	38
% Heavy Vehicles, %HV	6	2	2	2	2	10	2	10	2	10	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Extension of Effective Green, e	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Arrival Type, AT	3	3		3	3			3	3		3	3
Unit Extension, UE	3.0	4.0		3.0	4.0			3.0	3.0		3.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000			1.000	1.000		1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0			12.0	12.0		12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0			0	0		0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 8.0	G = 35.0	G = 0.0	G = 0.0	G = 15.0	G = 0.0	G = 0.0	G = 0.0
	Y = 5	Y = 6	Y = 0	Y = 0	Y = 5	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 74.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	35	608		115	575			159	227		61	40
Lane Group Capacity, c	430	874		422	874			262	321		268	321
v/c Ratio, X	0.08	0.70		0.27	0.66			0.61	0.71		0.23	0.12
Total Green Ratio, g/C	0.66	0.47		0.66	0.47			0.20	0.20		0.20	0.20
Uniform Delay, d_1	6.7	15.3		7.6	14.9			26.8	27.5		24.7	24.1
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000	1.000		1.000	1.000
Delay Calibration, k	0.11	0.29		0.11	0.26			0.19	0.27		0.11	0.11
Incremental Delay, d_2	0.1	2.7		0.4	2.0			4.0	7.0		0.4	0.2
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Control Delay	6.8	18.0		8.0	17.0			30.8	34.4		25.1	24.3
Lane Group LOS	A	B		A	B			C	C		C	C
Approach Delay	17.4			15.5			33.0			24.8		
Approach LOS	B			B			C			C		
Intersection Delay	20.4			X_C = 0.70			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Mason Ave at Bill France Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	1	1	2	0	1	2	0	1	2	0
Lane Group	L	T	R	L	TR		L	TR		L	TR	
Volume, V (vph)	87	338	167	211	524	55	113	337	226	39	225	70
% Heavy Vehicles, %HV	2	2	4	3	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3	3	3	3		3	3		3	3	
Unit Extension, UE	3.0	4.0	4.0	3.0	4.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = 10.0	G = 15.0	G = 0.0	G = 0.0	G = 14.0	G = 0.0	G = 0.0	G = 0.0
	Y = 5	Y = 6	Y = 0	Y = 0	Y = 6	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 56.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	92	356	176	222	610		119	593		41	311	
Lane Group Capacity, c	316	950	416	313	936		262	833		160	855	
v/c Ratio, X	0.29	0.37	0.42	0.71	0.65		0.45	0.71		0.26	0.36	
Total Green Ratio, g/C	0.18	0.27	0.27	0.18	0.27		0.25	0.25		0.25	0.25	
Uniform Delay, d_1	19.9	16.7	16.9	21.6	18.2		17.8	19.2		16.8	17.3	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.11	0.15	0.15	0.27	0.26		0.11	0.28		0.11	0.11	
Incremental Delay, d_2	0.5	0.3	0.9	7.3	1.8		1.3	2.9		0.9	0.3	
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	20.4	17.0	17.9	28.9	20.0		19.0	22.0		17.7	17.6	
Lane Group LOS	C	B	B	C	C		B	C		B	B	
Approach Delay	17.8			22.4			21.5			17.6		
Approach LOS	B			C			C			B		
Intersection Delay	20.3			X_C = 0.69			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*I-95 SB Ramp at LPGA Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1		2			2					2		
Lane Group		T			T					L		
Volume, V (vph)		774			786					294		
% Heavy Vehicles, %HV		2			0					3		
Peak-Hour Factor, PHF		0.95			0.95					0.95		
Pretimed (P) or Actuated (A)		A			A					A		
Start-up Lost Time, l_1		2.0			2.0					2.0		
Extension of Effective Green, e		2.0			2.0					2.0		
Arrival Type, AT		3			3					3		
Unit Extension, UE		4.0			4.0					3.0		
Filtering/Metering, I		1.000			1.000					1.000		
Initial Unmet Demand, Q_b		0.0			0.0					0.0		
Ped / Bike / RTOR Volumes	0	0		0	0		0	0		0	0	
Lane Width		12.0			12.0					12.0		
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B		0			0					0		
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Thru Only	02	03	04	SB Only	06	07	08
Timing	G = 30.0	G = 0.0	G = 0.0	G = 0.0	G = 6.0	G = 0.0	G = 0.0	G = 0.0
	Y = 7	Y = 0	Y = 0	Y = 0	Y = 7	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 50.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		815			827					309		
Lane Group Capacity, c		2128			2171					408		
v/c Ratio, X		0.38			0.38					0.76		
Total Green Ratio, g/C		0.60			0.60					0.12		
Uniform Delay, d_1		5.2			5.2					21.3		
Progression Factor, PF		1.000			1.000					1.000		
Delay Calibration, k		0.15			0.15					0.31		
Incremental Delay, d_2		0.2			0.2					8.0		
Initial Queue Delay, d_3		0.0			0.0					0.0		
Control Delay		5.4			5.3					29.3		
Lane Group LOS		A			A					C		
Approach Delay	5.4			5.3						29.3		
Approach LOS	A			A						C		
Intersection Delay	9.1			X_C = 0.45			Intersection LOS			A		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*I-95 NB Ramp at LPGA Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1		2			2		2					
Lane Group		T			T		L					
Volume, V (vph)		838			1275		315					
% Heavy Vehicles, %HV		0			2		5					
Peak-Hour Factor, PHF		0.95			0.95		0.95					
Pretimed (P) or Actuated (A)		A			A		A					
Start-up Lost Time, l_1		2.0			2.0		2.0					
Extension of Effective Green, e		2.0			2.0		2.0					
Arrival Type, AT		3			3		3					
Unit Extension, UE		4.0			4.0		3.0					
Filtering/Metering, I		1.000			1.000		1.000					
Initial Unmet Demand, Q_b		0.0			0.0		0.0					
Ped / Bike / RTOR Volumes	0	0		0	0		0	0				
Lane Width		12.0			12.0		12.0					
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N			
Parking Maneuvers, N_m												
Buses Stopping, N_B		0			0		0					
Min. Time for Pedestrians, G_p	3.2			3.2			3.2					

Phasing	Thru Only	02	03	04	NB Only	06	07	08
Timing	G = 30.0	G = 0.0	G = 0.0	G = 0.0	G = 9.0	G = 0.0	G = 0.0	G = 0.0
	Y = 7	Y = 0	Y = 0	Y = 0	Y = 7	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 53.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		882			1342		332					
Lane Group Capacity, c		2048			2008		567					
v/c Ratio, X		0.43			0.67		0.59					
Total Green Ratio, g/C		0.57			0.57		0.17					
Uniform Delay, d_1		6.6			8.0		20.3					
Progression Factor, PF		1.000			1.000		1.000					
Delay Calibration, k		0.15			0.27		0.18					
Incremental Delay, d_2		0.2			1.0		1.6					
Initial Queue Delay, d_3		0.0			0.0		0.0					
Control Delay		6.8			9.0		21.9					
Lane Group LOS		A			A		C					
Approach Delay	6.8			9.0			21.9					
Approach LOS	A			A			C					
Intersection Delay	9.9			X_C = 0.65			Intersection LOS			A		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 11 at SR 40*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	1	1	0	0	1		0	1	
Lane Group	L	TR		L	TR			LT			LT	
Volume, V (vph)	33	556	28	153	567	39	34	111		4	129	
% Heavy Vehicles, %HV	2	5	2	6	4	2	2	10		10	4	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A		A	A	
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0			2.0			2.0	
Extension of Effective Green, e	3.0	3.0		3.0	3.0			3.0			3.0	
Arrival Type, AT	3	3		3	3			3			3	
Unit Extension, UE	3.5	3.5		3.5	3.5			3.5			3.5	
Filtering/Metering, I	1.000	1.000		1.000	1.000			1.000			1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0			0.0			0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0		0	0	
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0			0			0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 13.5	G = 35.0	G = 0.0	G = 0.0	G = 13.5	G = 0.0	G = 0.0	G = 0.0
	Y = 7	Y = 7	Y = 0	Y = 0	Y = 7	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 83.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	35	614		161	638			153			140	
Lane Group Capacity, c	309	780		463	786			268			315	
v/c Ratio, X	0.11	0.79		0.35	0.81			0.57			0.44	
Total Green Ratio, g/C	0.17	0.43		0.68	0.43			0.17			0.17	
Uniform Delay, d_1	28.8	20.2		9.2	20.5			31.4			30.6	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000			1.000	
Delay Calibration, k	0.13	0.34		0.13	0.36			0.18			0.13	
Incremental Delay, d_2	0.2	5.5		0.5	6.6			3.2			1.2	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0			0.0	
Control Delay	29.0	25.7		9.7	27.1			34.6			31.8	
Lane Group LOS	C	C		A	C			C			C	
Approach Delay	25.9			23.6			34.6			31.8		
Approach LOS	C			C			C			C		
Intersection Delay	26.1			X_c = 0.70			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at Tymber Creek*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	0	1	2	1	1	1	1	2	1	1
Lane Group	L	TR		L	T	R	L	T	R	L	T	R
Volume, V (vph)	54	1647	51	169	1841	1046	33	21	76	863	63	92
% Heavy Vehicles, %HV	5	3	3	2	2	0	2	2	2	2	3	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	3.0	3.0		3.0	3.0	2.0	2.0	3.0	2.0	3.0	3.0	2.0
Arrival Type, AT	3	3		4	4	4	3	3	3	3	3	3
Unit Extension, UE	4.0	4.0		4.0	4.0	3.0	3.0	4.0	3.0	4.0	4.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	219	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 8.0	G = 67.0	G = 0.0	G = 0.0	G = 25.0	G = 8.0	G = 0.0	G = 0.0
	Y = 5	Y = 6	Y = 0	Y = 0	Y = 5	Y = 6	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	57	1788		178	1938	919	35	22	80	908	66	97
Lane Group Capacity, c	175	1829		180	1855	832	340	129	97	687	128	97
v/c Ratio, X	0.33	0.98		0.99	1.04	1.10	0.10	0.17	0.82	1.32	0.52	1.00
Total Green Ratio, g/C	0.63	0.52		0.63	0.52	0.52	0.19	0.07	0.06	0.20	0.07	0.06
Uniform Delay, d_1	28.1	30.3		42.7	31.0	31.5	43.3	57.0	60.3	52.0	58.4	61.0
Progression Factor, PF	1.000	1.000		1.000	0.730	0.742	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.15	0.48		0.49	0.50	0.50	0.11	0.15	0.36	0.50	0.16	0.50
Incremental Delay, d_2	1.5	16.0		63.7	33.7	63.9	0.1	0.9	41.6	154.8	4.7	91.4
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	29.6	46.3		106.4	56.3	87.3	43.4	57.8	101.9	206.8	63.1	152.4
Lane Group LOS	C	D		F	E	F	D	E	F	F	E	F
Approach Delay	45.8			68.6			79.9			193.0		
Approach LOS	D			E			E			F		
Intersection Delay	83.8			X_c = 1.15			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at Booth Rd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	0	1	2		0	1	0	1	1	0
Lane Group	L	TR		L	T			LTR		L	LTR	
Volume, V (vph)	30	2844	42	44	2939		35	0	126	45	2	25
% Heavy Vehicles, %HV	2	2	2	2	2		2	2	2	2	2	10
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A		A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Extension of Effective Green, e	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Arrival Type, AT	3	3		4	4			3		3	3	
Unit Extension, UE	3.0	4.0		3.0	4.0			4.0		4.0	4.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0		0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0			0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 8.0	G = 92.0	G = 0.0	G =	G = 13.0	G = 0.0	G = 0.0	G = 0.0
	Y = 5	Y = 7	Y = 0	Y =	Y = 5	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	32	3038		46	3094			170		47	28	
Lane Group Capacity, c	180	2532		180	2537			165		57	161	
v/c Ratio, X	0.18	1.20		0.26	1.22			1.03		0.82	0.17	
Total Green Ratio, g/C	0.83	0.72		0.83	0.72			0.11		0.11	0.11	
Uniform Delay, d_1	37.2	18.5		37.5	18.5			58.0		56.8	52.7	
Progression Factor, PF	1.000	1.000		1.000	0.892			1.000		1.000	1.000	
Delay Calibration, k	0.11	0.50		0.11	0.50			0.50		0.38	0.15	
Incremental Delay, d_2	0.5	94.0		0.8	102.6			78.3		62.5	0.7	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Control Delay	37.7	112.5		38.3	119.1			136.3		119.3	53.4	
Lane Group LOS	D	F		D	F			F		F	D	
Approach Delay	111.7			117.9			136.3			94.7		
Approach LOS	F			F			F			F		
Intersection Delay	115.2			X_c = 1.15			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at I-95 SB Ramps*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1		3	0	2	2					2		1
Lane Group		TR		L	T					L		R
Volume, V (vph)		1970	912	555	2419					502		488
% Heavy Vehicles, %HV		2	0	2	2					2		2
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95					0.95		0.95
Pretimed (P) or Actuated (A)		A	A	A	A					A		A
Start-up Lost Time, l_1		2.0		2.0	2.0					2.0		2.0
Extension of Effective Green, e		3.0		3.0	3.0					3.0		3.0
Arrival Type, AT		3		4	4					3		3
Unit Extension, UE		4.0		4.0	4.0					4.0		4.0
Filtering/Metering, I		1.000		1.000	1.000					1.000		1.000
Initial Unmet Demand, Q_b		0.0		0.0	0.0					0.0		0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0					12.0		12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B		0		0	0					0		0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	WB Only	Thru & RT	03	04	SB Only	06	07	08
Timing	G = 17.0	G = 71.0	G =	G =	G = 25.0	G =	G =	G =
	Y = 5	Y = 7	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		3034		584	2546					528		514
Lane Group Capacity, c		2693		476	2565					687		317
v/c Ratio, X		1.13		1.23	0.99					0.77		1.62
Total Green Ratio, g/C		0.55		0.14	0.72					0.20		0.20
Uniform Delay, d_1		29.0		56.0	17.7					49.2		52.0
Progression Factor, PF		1.000		1.000	0.208					1.000		1.000
Delay Calibration, k		0.50		0.50	0.49					0.34		0.50
Incremental Delay, d_2		62.4		119.6	16.0					5.6		293.8
Initial Queue Delay, d_3		0.0		0.0	0.0					0.0		0.0
Control Delay		91.4		175.6	19.7					54.7		345.8
Lane Group LOS		F		F	B					D		F
Approach Delay	91.4			48.8						198.3		
Approach LOS	F			D						F		
Intersection Delay	88.3			X_c = 1.25			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at I-95 NB Ramps*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	3			2		2		2			
Lane Group	L	T			T		L		R			
Volume, V (vph)	164	2135			2164		793		476			
% Heavy Vehicles, %HV	8	2			2		2		2			
Peak-Hour Factor, PHF	0.95	0.95			0.95		0.95		0.95			
Pretimed (P) or Actuated (A)	A	A			A		A		A			
Start-up Lost Time, l_1	2.0	2.0			2.0		2.0		2.0			
Extension of Effective Green, e	3.0	3.0			3.0		3.0		3.0			
Arrival Type, AT	3	3			4		3		3			
Unit Extension, UE	4.0	4.0			4.0		4.0		4.0			
Filtering/Metering, I	1.000	1.000			1.000		1.000		1.000			
Initial Unmet Demand, Q_b	0.0	0.0			0.0		0.0		0.0			
Ped / Bike / RTOR Volumes	0	0		0	0		0	0	0			
Lane Width	12.0	12.0			12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N			
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0			0		0		0			
Min. Time for Pedestrians, G_p	3.2			3.2			3.2					

Phasing	EB Only	Thru Only	03	04	NB Only	06	07	08
Timing	G = 8.0	G = 79.0	G =	G =	G = 26.0	G =	G =	G =
	Y = 5	Y = 7	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	173	2247			2278		835		501			
Lane Group Capacity, c	116	3630			2183		714		582			
v/c Ratio, X	1.49	0.62			1.04		1.17		0.86			
Total Green Ratio, g/C	0.07	0.72			0.62		0.21		0.21			
Uniform Delay, d_1	60.5	9.5			25.0		51.5		49.7			
Progression Factor, PF	1.000	1.000			0.537		1.000		1.000			
Delay Calibration, k	0.50	0.23			0.50		0.50		0.40			
Incremental Delay, d_2	261.0	0.4			31.8		90.9		12.8			
Initial Queue Delay, d_3	0.0	0.0			0.0		0.0		0.0			
Control Delay	321.5	9.8			45.2		142.4		62.5			
Lane Group LOS	F	A			D		F		E			
Approach Delay	32.1			45.2			112.4					
Approach LOS	C			D			F					
Intersection Delay	54.8			X_c = 1.11			Intersection LOS			D		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at Williamson Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2		2	2	1	2	1		2	1	1
Lane Group	L	T		L	T	R	L	T		L	T	R
Volume, V (vph)	234	1768		508	1899	152	678	284		216	89	105
% Heavy Vehicles, %HV	2	2		2	2	2	2	2		2	2	2
Peak-Hour Factor, PHF	0.95	0.95		0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A		A	A	A	A	A		A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green, e	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Arrival Type, AT	3	3		4	4	4	3	3		3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Filtering/Metering, I	1.000	1.000		1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0		0	0	0	0	0		0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0	0	0	0		0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 14.0	G = 64.0	G =	G =	G = 9.0	G = 8.0	G = 8.0	G = 0.0
	Y = 5	Y = 7	Y =	Y =	Y = 5	Y = 5	Y = 5	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	246	1861		535	1999	160	714	299		227	94	111
Lane Group Capacity, c	204	1774		397	1774	792	608	315		264	129	110
v/c Ratio, X	1.21	1.05		1.35	1.13	0.20	1.17	0.95		0.86	0.73	1.01
Total Green Ratio, g/C	0.12	0.50		0.12	0.50	0.50	0.18	0.17		0.08	0.07	0.07
Uniform Delay, d_1	57.5	32.5		57.5	32.5	18.1	53.5	53.4		59.3	59.3	60.5
Progression Factor, PF	1.000	1.000		1.000	0.767	0.767	1.000	1.000		1.000	1.000	1.000
Delay Calibration, k	0.50	0.50		0.50	0.50	0.11	0.50	0.46		0.39	0.29	0.50
Incremental Delay, d_2	129.6	35.5		172.4	65.0	0.1	94.9	37.3		23.7	18.7	88.3
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay	187.1	68.0		229.9	89.9	14.0	148.4	90.8		83.1	78.0	148.8
Lane Group LOS	F	E		F	F	B	F	F		F	E	F
Approach Delay	81.9			113.2			131.4			98.8		
Approach LOS	F			F			F			F		
Intersection Delay	104.6			X_c = 1.16			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at Clyde Morris Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	1	2	2	1	1	1	1	1	1	0
Lane Group	L	T	R	L	T	R	L	T	R	L	TR	
Volume, V (vph)	74	2083	463	370	1687	62	721	86	804	54	61	57
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	6	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Arrival Type, AT	3	3	3	4	4	4	3	3	3	3	3	
Unit Extension, UE	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	77	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	NB Only	NS Perm	07	08
Timing	G = 9.0	G = 61.0	G = 0.0	G =	G = 30.0	G = 8.0	G = 0.0	G = 0.0
	Y = 5	Y = 7	Y = 0	Y =	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	78	2193	487	389	1776	65	759	91	765	57	124	
Lane Group Capacity, c	136	1692	755	264	1692	755	479	631	536	87	120	
v/c Ratio, X	0.57	1.30	0.65	1.47	1.05	0.09	1.58	0.14	1.43	0.66	1.03	
Total Green Ratio, g/C	0.08	0.48	0.48	0.08	0.48	0.48	0.34	0.34	0.34	0.07	0.07	
Uniform Delay, d_1	57.9	34.0	25.7	60.0	34.0	18.5	39.4	29.9	43.0	59.0	60.5	
Progression Factor, PF	1.000	1.000	1.000	1.000	0.800	0.800	1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.17	0.50	0.25	0.50	0.50	0.15	0.50	0.11	0.50	0.23	0.50	
Incremental Delay, d_2	5.8	137.7	2.2	232.5	36.2	0.1	272.9	0.1	202.9	16.4	91.4	
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay	63.7	171.7	27.8	292.5	63.4	14.9	312.2	30.0	245.9	75.4	151.9	
Lane Group LOS	E	F	C	F	E	B	F	C	F	E	F	
Approach Delay	143.3			102.0			264.9			127.8		
Approach LOS	F			F			F			F		
Intersection Delay	158.2			X_c = 1.75			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Nova Rd at SR 40*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	2	2	0	2	2	0	2	3	0	2	3	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	643	1532	190	349	1435	125	419	1016	265	279	929	557
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	5	2	4	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Arrival Type, AT	3	3		4	4		3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 14.0	G = 48.0	G = 0.0	G = 0.0	G = 9.0	G = 31.0	G = 0.0	G = 0.0
	Y = 7	Y = 7	Y = 0	Y = 0	Y = 7	Y = 7	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	677	1813		367	1643		441	1348		294	1564	
Lane Group Capacity, c	397	1315		397	1321		264	1203		264	1165	
v/c Ratio, X	1.71	1.38		0.92	1.24		1.67	1.12		1.11	1.34	
Total Green Ratio, g/C	0.12	0.38		0.12	0.38		0.08	0.25		0.08	0.25	
Uniform Delay, d_1	57.5	40.5		56.9	40.5		60.0	49.0		60.0	49.0	
Progression Factor, PF	1.000	1.000		1.000	0.918		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.50	0.50		0.44	0.50		0.50	0.50		0.50	0.50	
Incremental Delay, d_2	328.0	175.3		27.2	116.2		317.8	65.7		89.4	160.0	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	385.5	215.8		84.1	153.4		377.8	114.7		149.4	209.0	
Lane Group LOS	F	F		F	F		F	F		F	F	
Approach Delay	261.9			140.8			179.6			199.5		
Approach LOS	F			F			F			F		
Intersection Delay	199.7			X_c = 1.44			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at US 1*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	0	1	2	0	2	2	1	2	2	0
Lane Group	L	TR		L	TR		L	T	R	L	TR	
Volume, V (vph)	271	1604	206	448	1726	356	447	1120	363	534	783	222
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Arrival Type, AT	3	3		4	4		3	3	3	3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0		0	0	0	0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 13.0	G = 51.0	G = 0.0	G = 0.0	G = 13.0	G = 32.0	G = 0.0	G = 0.0
	Y = 5	Y = 5	Y = 0	Y = 0	Y = 5	Y = 6	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	285	1905		472	2192		471	1179	382	562	1058	
Lane Group Capacity, c	248	1394		248	1382		370	900	402	370	870	
v/c Ratio, X	1.15	1.37		1.90	1.59		1.27	1.31	0.95	1.52	1.22	
Total Green Ratio, g/C	0.54	0.40		0.54	0.40		0.11	0.25	0.25	0.11	0.25	
Uniform Delay, d_1	42.1	39.0		42.1	39.0		58.0	48.5	47.7	58.0	48.5	
Progression Factor, PF	1.000	1.000		1.000	0.894		1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.50	0.50		0.50	0.50		0.50	0.50	0.46	0.50	0.50	
Incremental Delay, d_2	103.4	169.6		421.2	267.2		142.4	147.5	32.3	247.0	107.7	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	145.5	208.6		463.3	302.1		200.4	196.0	80.0	305.0	156.2	
Lane Group LOS	F	F		F	F		F	F	E	F	F	
Approach Delay	200.4			330.7			175.2			207.8		
Approach LOS	F			F			F			F		
Intersection Delay	236.6			X_c = 3.02			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Tymber Creek at Airport Rd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	1	1	1	0	1	1	1	1	1	0
Lane Group	L	T	R	L	TR		L	T	R	L	TR	
Volume, V (vph)	220	185	261	309	158	21	327	90	323	45	220	247
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	3	9	4	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0	0	0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	WB Only	EW Perm	03	04	NB Only	NS Perm	07	08
Timing	G = 8.0	G = 20.0	G = 0.0	G = 0.0	G = 15.0	G = 25.0	G = 0.0	G = 0.0
	Y = 5	Y = 5	Y = 0	Y = 0	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 88.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	232	195	275	325	188		344	95	340	47	492	
Lane Group Capacity, c	284	445	378	408	707		407	974	820	358	502	
v/c Ratio, X	0.82	0.44	0.73	0.80	0.27		0.85	0.10	0.41	0.13	0.98	
Total Green Ratio, g/C	0.24	0.24	0.24	0.39	0.39		0.52	0.52	0.52	0.30	0.30	
Uniform Delay, d_1	31.7	28.5	30.9	25.6	18.5		21.8	10.6	12.8	22.7	30.7	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.36	0.11	0.29	0.34	0.11		0.38	0.11	0.11	0.11	0.48	
Incremental Delay, d_2	16.8	0.7	6.9	10.6	0.2		15.1	0.0	0.3	0.2	34.9	
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	48.5	29.2	37.8	36.2	18.7		36.9	10.6	13.1	22.9	65.7	
Lane Group LOS	D	C	D	D	B		D	B	B	C	E	
Approach Delay	38.9			29.8			23.3			61.9		
Approach LOS	D			C			C			E		
Intersection Delay	37.2			X_c = 0.94			Intersection LOS			D		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CAM*	Intersection	*SR 40 at Shadow Crossings*
Agency/Co.	*LTG*	Jurisdiction	*Volusia County*
Date Performed	*11/14/2009*	Analysis Year	*2020 - Ph 2*
Analysis Time Period	*P.M. Peak-Hour*		

Project Description *Hunter's Ridge DRI 1st Sufficiency*

East/West Street: *SR 40* | North/South Street: *Shadow Crossings Boulevard*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*29*	*1038*		*0*	*1153*	
Peak-Hour Factor, PHF	*0.95*	*0.95*	*1.00*	*0.95*	*0.95*	*0.84*
Hourly Flow Rate, HFR (veh/h)	*30*	*1092*	*0*	*0*	*1213*	*0*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*		*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*227*		*565*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.95*	*1.00*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*238*	*0*	*594*
Percent Heavy Vehicles	*0*	*0*	*0*	*2*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*Y*	
Storage		*0*			*2*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*					*LR*	
v (veh/h)	*30*	*0*					*832*	
C (m) (veh/h)	*560*	*623*					*387*	
v/c	*0.05*	*0.00*					*2.15*	
95% queue length	*0.17*	*0.00*					*60.76*	
Control Delay (s/veh)	*11.8*	*10.8*					*548.6*	
LOS	*B*	*B*					*F*	
Approach Delay (s/veh)	--	--				*548.6*		
Approach LOS	--	--				*F*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CAM*	Intersection	*Airport Rd at Ormond Green*
Agency/Co.	*LTG*	Jurisdiction	*Ormond Beach*
Date Performed	*11/30/09*	Analysis Year	*2020 - Ph 2*
Analysis Time Period	*P.M. Peak-Hour*		

Project Description *Hunter's Ridge DRI 1st Sufficiency*

East/West Street: *Airport Road*	North/South Street: *Ormond Green*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*97*	*372*			*456*	*53*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.91*	*0.93*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*102*	*391*	*0*	*0*	*480*	*55*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*39*		*108*
Peak-Hour Factor, PHF	*0.84*	*0.84*	*0.84*	*0.95*	*0.75*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*41*	*0*	*113*
Percent Heavy Vehicles	*4*	*4*	*4*	*2*	*4*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*					*L*		*R*
v (veh/h)	*102*					*41*		*113*
C (m) (veh/h)	*1033*					*219*		*586*
v/c	*0.10*					*0.19*		*0.19*
95% queue length	*0.33*					*0.67*		*0.71*
Control Delay (s/veh)	*8.9*					*25.2*		*12.6*
LOS	*A*					*D*		*B*
Approach Delay (s/veh)	--	--				*16.0*		
Approach LOS	--	--				*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*CAM*
Agency/Co.	*LTG*
Date Performed	*11/14/2009*
Analysis Time Period	*P.M. Peak-Hour*

Site Information

Intersection	*Pineland Trail at Harmony Ave*
Jurisdiction	*Ormond Beach*
Analysis Year	*2020 - Ph 2*

Project Description *Hunter's Ridge DRI 1st Sufficiency*

East/West Street: *Harmony Ave* | North/South Street: *Pineland Trail*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*20*	*89*	*7*	*11*	
Peak-Hour Factor, PHF	*0.84*	*0.95*	*0.95*	*0.95*	*0.95*	*0.88*
Hourly Flow Rate, HFR (veh/h)	*0*	*21*	*93*	*7*	*11*	*0*
Percent Heavy Vehicles	*4*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*169*		*38*
Peak-Hour Factor, PHF	*0.88*	*0.88*	*0.91*	*0.95*	*0.93*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*177*	*0*	*40*
Percent Heavy Vehicles	*2*	*0*	*0*	*2*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*7*		*217*				
C (m) (veh/h)		*1475*		*919*				
v/c		*0.00*		*0.24*				
95% queue length		*0.01*		*0.92*				
Control Delay (s/veh)		*7.5*		*10.1*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.1*					
Approach LOS	--	--	*B*					

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Appendix A.21.12

Phase 3 HCS Detailed Reports

HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Williamson Blvd at Mason Blv*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	0	1		1	2	0	1	2	0
Lane Group	L	TR			LT		L	TR		L	TR	
Volume, V (vph)	12	7	18	417	24		7	676	169	417	928	48
% Heavy Vehicles, %HV	2	2	2	2	2		2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A		A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0			2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Arrival Type, AT	3	3			3		3	3		3	3	
Unit Extension, UE	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	1.000	1.000			0.388		1.000	1.000		0.541	0.541	
Initial Unmet Demand, Q_b	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0		0	0	0	0	0	0
Lane Width	12.0	12.0			12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0			0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	EW Perm	02	03	04	SB Only	NS Perm	07	08
Timing	G = 25.5	G = 0.0	G = 0.0	G = 0.0	G = 14.0	G = 20.0	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y = 0	Y = 5	Y = 7	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 76.5		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	13	26			464		7	890		439	1028	
Lane Group Capacity, c	474	575			463		143	944		444	1841	
v/c Ratio, X	0.03	0.05			1.00		0.05	0.94		0.99	0.56	
Total Green Ratio, g/C	0.35	0.35			0.35		0.27	0.27		0.55	0.52	
Uniform Delay, d_1	16.5	16.6			25.0		20.4	27.2		20.5	12.3	
Progression Factor, PF	1.000	1.000			1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.11	0.11			0.50		0.11	0.46		0.49	0.16	
Incremental Delay, d_2	0.0	0.0			26.6		0.1	17.2		28.5	0.2	
Initial Queue Delay, d_3	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Control Delay	16.5	16.6			51.6		20.5	44.3		49.0	12.5	
Lane Group LOS	B	B			D		C	D		D	B	
Approach Delay	16.6			51.6			44.1			23.4		
Approach LOS	B			D			D			C		
Intersection Delay	34.4			X_C = 1.01			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Williamson Blvd at LPGA Blv*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	2	2	1	2	2	1	1	2	1	1	2	1
Lane Group	L	T	R	L	T	R	L	T	R	L	T	R
Volume, V (vph)	281	1406	426	301	1749	485	496	829	217	327	559	217
% Heavy Vehicles, %HV	2	2	2	2	2	0	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.96	0.96	0.96	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	3.0	3.0	2.0
Arrival Type, AT	3	3	3	3	3	3	3	3	3	3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Filtering/Metering, I	0.917	0.917	0.917	0.090	0.090	0.090	0.200	0.200	0.200	0.970	0.970	0.970
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 8.0	G = 53.0	G = 0.0	G = 0.0	G = 25.0	G = 20.0	G =	G =
	Y = 5	Y = 7	Y = 0	Y = 0	Y = 5	Y = 7	Y =	Y =
Duration of Analysis, T = 0.25					Cycle Length, C = 130.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	296	1480	448	317	1841	511	517	864	226	344	588	228
Lane Group Capacity, c	238	1473	658	238	1473	671	354	573	244	354	573	244
v/c Ratio, X	1.24	1.00	0.68	1.33	1.25	0.76	1.46	1.51	0.93	0.97	1.03	0.93
Total Green Ratio, g/C	0.07	0.42	0.42	0.07	0.42	0.42	0.20	0.16	0.15	0.20	0.16	0.15
Uniform Delay, d_1	60.5	38.0	31.0	60.5	38.0	32.5	52.0	54.5	54.3	51.6	54.5	54.4
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.50	0.50	0.25	0.50	0.50	0.31	0.50	0.50	0.44	0.48	0.50	0.45
Incremental Delay, d_2	137.8	23.6	2.6	152.1	113.0	0.5	210.4	230.4	12.0	39.5	43.9	39.3
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	198.3	61.6	33.6	212.6	151.0	33.0	262.4	284.9	66.3	91.1	98.4	93.6
Lane Group LOS	F	E	C	F	F	C	F	F	E	F	F	F
Approach Delay	74.2			135.7			246.9			95.3		
Approach LOS	E			F			F			F		
Intersection Delay	135.0			X_C = 1.36			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Williamson Blvd at Hand Ave*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*11/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1				1		1		2	0	1	2	
Lane Group				L		R		TR		L	T	
Volume, V (vph)				158		339		956	246	365	911	
% Heavy Vehicles, %HV				2		2		2	2	2	2	
Peak-Hour Factor, PHF				0.87		0.87		0.94	0.94	0.87	0.87	
Pretimed (P) or Actuated (A)				A		A		A	A	A	A	
Start-up Lost Time, l_1				2.0		2.0		2.0		2.0	2.0	
Extension of Effective Green, e				3.0		3.0		3.0		3.0	3.0	
Arrival Type, AT				3		3		3		3	3	
Unit Extension, UE				3.0		3.0		3.0		3.0	3.0	
Filtering/Metering, I				1.000		1.000		1.000		1.000	1.000	
Initial Unmet Demand, Q_b				0.0		0.0		0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0		0	0	80	0	0	0	0	0	
Lane Width				12.0		12.0		12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B				0		0		0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	WB Only	02	03	04	SB Only	NS Perm	07	08
Timing	G = 13.3	G = 0.0	G = 0.0	G = 0.0	G = 9.4	G = 23.3	G = 0.0	G = 0.0
	Y = 5	Y = 0	Y = 0	Y = 0	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 61.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v				182		298		1279		420	1047	
Lane Group Capacity, c				415		371		1370		424	2250	
v/c Ratio, X				0.44		0.80		0.93		0.99	0.47	
Total Green Ratio, g/C				0.23		0.23		0.40		0.63	0.63	
Uniform Delay, d_1				19.9		22.0		17.6		16.3	5.8	
Progression Factor, PF				1.000		1.000		1.000		1.000	1.000	
Delay Calibration, k				0.11		0.35		0.45		0.49	0.11	
Incremental Delay, d_2				0.7		12.1		11.9		41.1	0.2	
Initial Queue Delay, d_3				0.0		0.0		0.0		0.0	0.0	
Control Delay				20.7		34.1		29.4		57.4	5.9	
Lane Group LOS				C		C		C		E	A	
Approach Delay				29.0			29.4			20.7		
Approach LOS				C			C			C		
Intersection Delay	25.4			X_C = 0.93			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Clyde Morris Blvd at Mason Ave*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*12/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	0	1	2	0	1	2	1	1	2	0
Lane Group	L	TR		L	TR		L	T	R	L	TR	
Volume, V (vph)	83	647	95	133	667	142	194	1255	339	185	1029	52
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3		3	3		3	3	3	3	3	
Unit Extension, UE	3.0	4.0		3.0	4.0		3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	0.966	0.966		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	41
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0		0	0	0	0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08
Timing	G = 8.0	G = 27.0	G = 0.0	G =	G = 8.0	G = 40.0	G = 0.0	G = 0.0
	Y = 5	Y = 6.5	Y = 0	Y =	Y = 5	Y = 6.5	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 106.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	87	781		140	851		204	1321	357	195	1095	
Lane Group Capacity, c	204	886		204	880		205	1338	597	204	1336	
v/c Ratio, X	0.43	0.88		0.69	0.97		1.00	0.99	0.60	0.96	0.82	
Total Green Ratio, g/C	0.39	0.25		0.39	0.25		0.51	0.38	0.38	0.51	0.38	
Uniform Delay, d_1	24.2	38.0		24.5	39.1		27.0	32.7	26.5	27.9	29.7	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.42		0.26	0.48		0.50	0.49	0.19	0.47	0.36	
Incremental Delay, d_2	1.4	10.2		9.2	22.7		61.4	21.5	1.7	50.3	4.2	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	25.5	48.2		33.7	61.7		88.3	54.3	28.2	78.3	33.9	
Lane Group LOS	C	D		C	E		F	D	C	E	C	
Approach Delay	45.9			57.8			53.0			40.6		
Approach LOS	D			E			D			D		
Intersection Delay	49.5			X_C = 1.02			Intersection LOS			D		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Clyde Morris Blvd at LPGA Blv*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*12/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	1	1	2	0	1	2	0	1	2	1
Lane Group	L	T	R	L	TR		L	TR		L	T	R
Volume, V (vph)	265	1604	391	152	699	163	576	674	108	295	581	363
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	3	2	2	2
Peak-Hour Factor, PHF	0.91	0.91	0.91	0.97	0.97	0.97	0.93	0.93	0.93	0.92	0.92	0.92
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Arrival Type, AT	3	3	3	3	3		3	3		3	3	3
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Filtering/Metering, I	0.604	0.604	0.604	1.000	1.000		1.000	1.000		1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0		0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08
Timing	G = 8.0	G = 42.4	G = 0.0	G = 0.0	G = 15.9	G = 29.5	G = 0.0	G =
	Y = 5	Y = 7	Y = 0	Y = 0	Y = 5	Y = 7	Y = 0	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 119.8		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	291	1763	430	157	889		619	841		321	632	395
Lane Group Capacity, c	229	1255	560	180	1220		338	854		297	873	390
v/c Ratio, X	1.27	1.40	0.77	0.87	0.73		1.83	0.98		1.08	0.72	1.01
Total Green Ratio, g/C	0.48	0.35	0.35	0.48	0.35		0.44	0.25		0.44	0.25	0.25
Uniform Delay, d_1	43.6	38.7	34.3	28.3	33.7		44.1	44.9		35.4	41.4	45.2
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	1.000
Delay Calibration, k	0.50	0.50	0.32	0.40	0.29		0.50	0.49		0.50	0.28	0.50
Incremental Delay, d_2	141.1	185.1	3.9	34.3	2.2		385.5	27.0		75.4	3.0	48.8
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay	184.7	223.8	38.3	62.6	35.9		429.6	71.9		110.9	44.4	94.0
Lane Group LOS	F	F	D	E	D		F	E		F	D	F
Approach Delay	187.1			39.9			223.6			74.8		
Approach LOS	F			D			F			E		
Intersection Delay	147.3			X_C = 2.24			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Clyde Morris Blvd at Hand Ave*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*12/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	1	1	1	1	2	1	1	2	0
Lane Group	L	TR		L	T	R	L	T	R	L	TR	
Volume, V (vph)	51	370	58	133	367	287	125	796	463	647	833	161
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	3	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Arrival Type, AT	3	3		3	3	3	3	3	3	3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	0.888	0.888		0.618	0.618	0.618	1.000	1.000	1.000	0.743	0.743	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0	0	0	0	0	0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NS Perm	07	08
Timing	G = 4.5	G = 31.6	G = 0.0	G = 0.0	G = 20.1	G = 46.8	G = 0.0	G = 0.0
	Y = 6	Y = 7	Y = 0	Y = 0	Y = 6	Y = 7	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 129.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	54	450		140	386	302	132	838	487	681	1046	
Lane Group Capacity, c	154	447		120	456	388	346	1287	574	408	1245	
v/c Ratio, X	0.35	1.01		1.17	0.85	0.78	0.38	0.65	0.85	1.67	0.84	
Total Green Ratio, g/C	0.33	0.24		0.33	0.24	0.24	0.57	0.36	0.36	0.57	0.36	
Uniform Delay, d_1	32.4	48.7		45.8	46.4	45.4	19.5	34.3	37.8	28.9	37.7	
Progression Factor, PF	1.000	1.000		1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.11	0.50		0.50	0.38	0.33	0.11	0.23	0.38	0.50	0.38	
Incremental Delay, d_2	1.2	41.8		116.7	9.0	6.2	0.7	1.2	11.5	309.1	4.0	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay	33.6	90.5		162.5	55.4	51.6	20.2	35.5	49.3	338.0	41.7	
Lane Group LOS	C	F		F	E	D	C	D	D	F	D	
Approach Delay	84.4			72.2			38.7			158.5		
Approach LOS	F			E			D			F		
Intersection Delay	95.8			X_C = 2.10			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Nova Rd at LPGA Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*12/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	1	1	1	0	1	3	0	1	3	0
Lane Group	L	T	R	L	TR		L	TR		L	TR	
Volume, V (vph)	255	502	161	173	522	78	410	2165	185	215	2208	283
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.89	0.89	0.89	0.91	0.91	0.91	0.88	0.88	0.88
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	3.0	3.0	2.0	3.0	3.0		3.0	3.0		3.0	3.0	
Arrival Type, AT	3	3	3	3	3		4	4		3	3	
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	4.0		3.0	4.0	
Filtering/Metering, I	0.457	0.457	0.457	1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 5.0	G = 28.8	G = 0.0	G = 0.0	G = 15.9	G = 58.3	G = 0.0	G =
	Y = 5	Y = 5	Y = 0	Y = 0	Y = 5	Y = 7	Y = 0	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	283	558	179	194	675		451	2582		244	2831	
Lane Group Capacity, c	139	427	351	139	419		230	2287		230	2275	
v/c Ratio, X	2.04	1.31	0.51	1.40	1.61		1.96	1.13		1.06	1.24	
Total Green Ratio, g/C	0.31	0.23	0.22	0.31	0.23		0.13	0.46		0.13	0.46	
Uniform Delay, d_1	42.0	50.1	44.4	42.0	50.1		56.5	35.4		56.5	35.4	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	0.828		1.000	1.000	
Delay Calibration, k	0.50	0.50	0.12	0.50	0.50		0.50	0.50		0.50	0.50	
Incremental Delay, d_2	477.5	145.8	0.6	215.8	285.8		447.8	64.3		76.3	113.9	
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	519.5	195.9	45.0	257.7	335.9		504.4	93.6		132.9	149.2	
Lane Group LOS	F	F	D	F	F		F	F		F	F	
Approach Delay	259.2			318.5			154.6			147.9		
Approach LOS	F			F			F			F		
Intersection Delay	183.2			X_c = 2.00			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Nova Rd at Hand Ave*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*12/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	1	1	2	0	1	3	0	1	3	0
Lane Group	L	T	R	L	TR		L	TR		L	TR	
Volume, V (vph)	240	294	315	141	249	88	620	1663	155	120	1696	194
% Heavy Vehicles, %HV	2	2	2	2	2	5	2	2	2	3	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Arrival Type, AT	3	3	3	3	3		4	4		4	4	
Unit Extension, UE	3.0	4.0	4.0	3.0	4.0		3.0	4.0		3.0	4.0	
Filtering/Metering, I	0.090	0.090	0.090	1.000	1.000		1.000	1.000		0.519	0.519	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	NB Only	Thru & RT	08
Timing	G = 7.9	G = 26.7	G = 0.0	G = 0.0	G = 7.9	G = 14.9	G = 45.6	G = 0.0
	Y = 5	Y = 5	Y = 0	Y = 0	Y = 5	Y = 5	Y = 7	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	253	309	332	148	355		653	1914		126	1989	
Lane Group Capacity, c	275	397	337	207	720		392	2562		120	1791	
v/c Ratio, X	0.92	0.78	0.99	0.71	0.49		1.67	0.75		1.05	1.11	
Total Green Ratio, g/C	0.31	0.21	0.21	0.31	0.21		0.22	0.51		0.07	0.36	
Uniform Delay, d_1	47.3	48.3	50.9	35.6	45.0		50.6	25.1		60.5	41.7	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	0.749		1.000	0.936	
Delay Calibration, k	0.44	0.34	0.49	0.28	0.15		0.50	0.32		0.50	0.50	
Incremental Delay, d_2	5.2	1.0	11.5	11.1	0.7		310.7	1.3		72.9	54.5	
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	52.5	49.2	62.4	46.7	45.7		361.3	20.1		133.5	93.6	
Lane Group LOS	D	D	E	D	D		F	C		F	F	
Approach Delay	55.1			46.0			106.9			95.9		
Approach LOS	E			D			F			F		
Intersection Delay	90.4			X_c = 1.21			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Mason Ave at Fentress Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*12/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	1	1	0	0	1	1	0	1	1
Lane Group	L	TR		L	TR			LT	R		LT	R
Volume, V (vph)	40	659	38	154	731	30	142	12	217	40	21	40
% Heavy Vehicles, %HV	6	2	2	2	2	10	2	10	2	10	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0			2.0	2.0		2.0	2.0
Extension of Effective Green, e	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Arrival Type, AT	3	3		3	3			3	3		3	3
Unit Extension, UE	3.0	4.0		3.0	4.0			3.0	3.0		3.0	3.0
Filtering/Metering, I	0.316	0.316		0.927	0.927			1.000	1.000		1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0			12.0	12.0		12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0			0	0		0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 8.0	G = 44.2	G = 0.0	G = 0.0	G = 14.8	G = 0.0	G = 0.0	G = 0.0
	Y = 5	Y = 7	Y = 0	Y = 0	Y = 5	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 84.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	42	734		162	801			162	228		64	42
Lane Group Capacity, c	337	994		400	993			243	298		241	298
v/c Ratio, X	0.12	0.74		0.41	0.81			0.67	0.77		0.27	0.14
Total Green Ratio, g/C	0.72	0.54		0.72	0.54			0.19	0.19		0.19	0.19
Uniform Delay, d_1	9.6	14.9		9.2	15.8			31.7	32.3		29.1	28.4
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000	1.000		1.000	1.000
Delay Calibration, k	0.11	0.32		0.11	0.36			0.24	0.32		0.11	0.11
Incremental Delay, d_2	0.1	1.0		0.6	4.8			6.8	11.3		0.6	0.2
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0	0.0		0.0	0.0
Control Delay	9.7	15.9		9.8	20.7			38.5	43.6		29.7	28.7
Lane Group LOS	A	B		A	C			D	D		C	C
Approach Delay	15.5			18.8			41.5			29.3		
Approach LOS	B			B			D			C		
Intersection Delay	22.1			X_C = 0.83			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Mason Ave at Bill France Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*12/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	1	1	2	0	1	2	0	1	2	0
Lane Group	L	T	R	L	TR		L	TR		L	TR	
Volume, V (vph)	122	471	231	221	548	57	127	380	255	41	240	75
% Heavy Vehicles, %HV	2	2	4	3	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.90	0.90	0.90	0.93	0.93	0.93	0.91	0.91	0.91	0.90	0.90	0.90
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Arrival Type, AT	3	3	3	3	3		3	3		3	3	
Unit Extension, UE	3.0	4.0	4.0	3.0	4.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	0.936	0.936	0.936	1.000	1.000		1.000	1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = 14.3	G = 25.8	G = 0.0	G = 0.0	G = 22.9	G = 0.0	G = 0.0	G = 0.0
	Y = 5	Y = 6	Y = 0	Y = 0	Y = 6	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 80.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	136	523	257	238	650		140	698		46	350	
Lane Group Capacity, c	316	1144	501	313	1128		283	954		129	979	
v/c Ratio, X	0.43	0.46	0.51	0.76	0.58		0.49	0.73		0.36	0.36	
Total Green Ratio, g/C	0.18	0.32	0.32	0.18	0.32		0.29	0.29		0.29	0.29	
Uniform Delay, d_1	29.2	21.5	22.0	31.2	22.6		23.7	25.8		22.7	22.7	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.11	0.15	0.16	0.31	0.20		0.11	0.29		0.11	0.11	
Incremental Delay, d_2	0.9	0.4	1.1	10.4	0.9		1.4	2.9		1.7	0.2	
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	30.1	21.9	23.1	41.6	23.4		25.1	28.7		24.4	22.9	
Lane Group LOS	C	C	C	D	C		C	C		C	C	
Approach Delay	23.5			28.3			28.1			23.1		
Approach LOS	C			C			C			C		
Intersection Delay	26.1			X_C = 0.67			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*I-95 SB Ramp at LPGA Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*12/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1		2			2					2		
Lane Group		T			T					L		
Volume, V (vph)		1059			826					308		
% Heavy Vehicles, %HV		2			0					3		
Peak-Hour Factor, PHF		0.95			0.95					0.95		
Pretimed (P) or Actuated (A)		A			A					A		
Start-up Lost Time, l_1		2.0			2.0					2.0		
Extension of Effective Green, e		3.0			3.0					3.0		
Arrival Type, AT		3			3					3		
Unit Extension, UE		4.0			4.0					3.0		
Filtering/Metering, I		1.000			0.363					1.000		
Initial Unmet Demand, Q_b		0.0			0.0					0.0		
Ped / Bike / RTOR Volumes	0	0		0	0		0	0		0	0	
Lane Width		12.0			12.0					12.0		
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B		0			0					0		
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Thru Only	02	03	04	SB Only	06	07	08
Timing	G = 92.6	G = 0.0	G = 0.0	G = 0.0	G = 13.4	G = 0.0	G = 0.0	G = 0.0
	Y = 7	Y = 0	Y = 0	Y = 0	Y = 7	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 120.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		1115			869					324		
Lane Group Capacity, c		2767			2822					408		
v/c Ratio, X		0.40			0.31					0.79		
Total Green Ratio, g/C		0.78			0.78					0.12		
Uniform Delay, d_1		4.2			3.8					51.4		
Progression Factor, PF		1.000			1.000					1.000		
Delay Calibration, k		0.15			0.15					0.34		
Incremental Delay, d_2		0.1			0.0					10.4		
Initial Queue Delay, d_3		0.0			0.0					0.0		
Control Delay		4.4			3.9					61.7		
Lane Group LOS		A			A					E		
Approach Delay	4.4			3.9						61.7		
Approach LOS	A			A						E		
Intersection Delay	12.2			X_C = 0.46			Intersection LOS			B		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*I-95 NB Ramp at LPGA Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*12/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1		2			2		2					
Lane Group		T			T		L					
Volume, V (vph)		1071			1363		308					
% Heavy Vehicles, %HV		0			2		5					
Peak-Hour Factor, PHF		0.95			0.95		0.95					
Pretimed (P) or Actuated (A)		A			A		A					
Start-up Lost Time, l_1		2.0			2.0		2.0					
Extension of Effective Green, e		2.0			2.0		2.0					
Arrival Type, AT		3			3		3					
Unit Extension, UE		4.0			4.0		3.0					
Filtering/Metering, I		0.930			0.339		1.000					
Initial Unmet Demand, Q_b		0.0			0.0		0.0					
Ped / Bike / RTOR Volumes	0	0		0	0		0	0				
Lane Width		12.0			12.0		12.0					
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N			
Parking Maneuvers, N_m												
Buses Stopping, N_B		0			0		0					
Min. Time for Pedestrians, G_p	3.2			3.2			3.2					

Phasing	Thru Only	02	03	04	NB Only	06	07	08
Timing	G = 91.1	G = 0.0	G = 0.0	G = 0.0	G = 14.9	G = 0.0	G = 0.0	G = 0.0
	Y = 7	Y = 0	Y = 0	Y = 0	Y = 7	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 120.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		1127			1435		324					
Lane Group Capacity, c		2747			2693		414					
v/c Ratio, X		0.41			0.53		0.78					
Total Green Ratio, g/C		0.76			0.76		0.12					
Uniform Delay, d_1		5.1			5.8		51.0					
Progression Factor, PF		1.000			1.000		1.000					
Delay Calibration, k		0.15			0.17		0.33					
Incremental Delay, d_2		0.1			0.1		9.4					
Initial Queue Delay, d_3		0.0			0.0		0.0					
Control Delay		5.2			5.9		60.4					
Lane Group LOS		A			A		E					
Approach Delay	5.2			5.9			60.4					
Approach LOS	A			A			E					
Intersection Delay	11.8			X_C = 0.57			Intersection LOS			B		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 11 at SR 40*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*12/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	0	1	1	0	0	1		0	1	
Lane Group	L	TR		L	TR			LT			LT	
Volume, V (vph)	36	606	30	183	601	41	39	126		4	143	
% Heavy Vehicles, %HV	2	5	2	6	4	2	2	10		10	4	
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95	
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A		A	A	
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0			2.0			2.0	
Extension of Effective Green, e	2.0	2.0		2.0	2.0			2.0			2.0	
Arrival Type, AT	3	3		3	3			3			3	
Unit Extension, UE	3.5	3.5		3.5	3.5			3.5			3.5	
Filtering/Metering, I	1.000	1.000		1.000	1.000			1.000			1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0			0.0			0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0		0	0	
Lane Width	12.0	12.0		12.0	12.0			12.0			12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0			0			0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	NS Perm	06	07	08
Timing	G = 13.5	G = 35.0	G = 0.0	G = 0.0	G = 13.5	G = 0.0	G = 0.0	G = 0.0
	Y = 7	Y = 7	Y = 0	Y = 0	Y = 7	Y = 0	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 83.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	38	670		193	676			174			155	
Lane Group Capacity, c	288	759		397	764			246			294	
v/c Ratio, X	0.13	0.88		0.49	0.88			0.71			0.53	
Total Green Ratio, g/C	0.16	0.42		0.67	0.42			0.16			0.16	
Uniform Delay, d_1	29.7	22.1		11.8	22.1			32.9			31.8	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000			1.000	
Delay Calibration, k	0.13	0.41		0.13	0.41			0.28			0.15	
Incremental Delay, d_2	0.2	12.0		1.1	12.2			9.4			2.0	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0			0.0	
Control Delay	30.0	34.1		12.9	34.3			42.2			33.9	
Lane Group LOS	C	C		B	C			D			C	
Approach Delay	33.9			29.5			42.2			33.9		
Approach LOS	C			C			D			C		
Intersection Delay	32.7			X_c = 0.81			Intersection LOS			C		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at Tymber Creek*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*12/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	0	1	2	1	1	1	1	2	1	1
Lane Group	L	TR		L	T	R	L	T	R	L	T	R
Volume, V (vph)	61	1871	58	165	1951	1003	54	34	125	870	65	94
% Heavy Vehicles, %HV	5	3	3	2	2	0	2	2	2	2	3	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green, e	3.0	3.0		3.0	3.0	2.0	2.0	3.0	2.0	3.0	3.0	2.0
Arrival Type, AT	3	3		4	4	4	3	3	3	3	3	3
Unit Extension, UE	4.0	4.0		4.0	4.0	3.0	3.0	4.0	3.0	4.0	4.0	3.0
Filtering/Metering, I	1.000	1.000		0.728	0.728	0.728	1.000	1.000	1.000	1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0	216	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0	0	0	0	0	0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 8.0	G = 72.0	G = 0.0	G = 0.0	G = 21.0	G = 6.0	G = 0.0	G =
	Y = 5	Y = 6	Y = 0	Y = 0	Y = 6	Y = 6	Y = 0	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	64	2030		174	2054	874	57	36	132	916	68	99
Lane Group Capacity, c	119	1963		123	1992	894	286	100	73	582	99	73
v/c Ratio, X	0.54	1.03		1.41	1.03	0.98	0.20	0.36	1.81	1.57	0.69	1.36
Total Green Ratio, g/C	0.07	0.56		0.07	0.56	0.55	0.16	0.05	0.05	0.17	0.05	0.05
Uniform Delay, d_1	58.5	28.5		60.5	28.5	28.2	47.2	59.3	62.0	54.0	60.4	62.0
Progression Factor, PF	1.000	1.000		1.000	0.659	0.674	1.000	1.000	1.000	1.000	1.000	1.000
Delay Calibration, k	0.18	0.50		0.50	0.50	0.48	0.11	0.15	0.50	0.50	0.28	0.50
Incremental Delay, d_2	6.0	29.7		217.7	25.8	20.4	0.3	3.0	412.4	266.5	19.7	226.7
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay	64.5	58.2		278.2	44.6	39.4	47.6	62.3	474.4	320.5	80.1	288.7
Lane Group LOS	E	E		F	D	D	D	E	F	F	F	F
Approach Delay	58.4			56.3			300.3			302.5		
Approach LOS	E			E			F			F		
Intersection Delay	106.4			X_c = 1.22			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at Booth Rd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*12/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	0	1	2		0	1	0	1	1	0
Lane Group	L	TR		L	T			LTR		L	LTR	
Volume, V (vph)	13	2916	43	43	3018		40	0	144	47	2	10
% Heavy Vehicles, %HV	2	2	2	2	2		2	2	2	2	2	10
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A		A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0			2.0		2.0	2.0	
Extension of Effective Green, e	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Arrival Type, AT	3	3		4	4			3		3	3	
Unit Extension, UE	3.0	4.0		3.0	4.0			4.0		4.0	4.0	
Filtering/Metering, I	0.541	0.541		0.842	0.842			1.000		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0		0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0			0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	NS Perm	06	07	08
Timing	G = 8.0	G = 92.0	G = 0.0	G =	G = 13.0	G = 0.0	G = 0.0	G =
	Y = 5	Y = 7	Y = 0	Y =	Y = 5	Y = 0	Y = 0	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	14	3114		45	3177			194		49	13	
Lane Group Capacity, c	123	2532		123	2537			165		57	164	
v/c Ratio, X	0.11	1.23		0.37	1.25			1.18		0.86	0.08	
Total Green Ratio, g/C	0.07	0.72		0.07	0.72			0.11		0.11	0.11	
Uniform Delay, d_1	56.8	18.5		57.8	18.5			58.0		57.0	52.2	
Progression Factor, PF	1.000	1.000		1.000	0.975			1.000		1.000	1.000	
Delay Calibration, k	0.11	0.50		0.11	0.50			0.50		0.40	0.15	
Incremental Delay, d_2	0.2	105.5		1.6	116.4			125.2		72.4	0.3	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Control Delay	57.0	124.0		59.3	134.5			183.2		129.4	52.5	
Lane Group LOS	E	F		E	F			F		F	D	
Approach Delay	123.7			133.4			183.2			113.3		
Approach LOS	F			F			F			F		
Intersection Delay	130.1			X_c = 1.17			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at I-95 SB Ramps*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*12/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1		3	0	2	2					2		1
Lane Group		TR		L	T					L		R
Volume, V (vph)		2018	917	557	2509					488		478
% Heavy Vehicles, %HV		2	0	2	2					2		2
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95					0.95		0.95
Pretimed (P) or Actuated (A)		A	A	A	A					A		A
Start-up Lost Time, l_1		2.0		2.0	2.0					2.0		2.0
Extension of Effective Green, e		3.0		3.0	3.0					3.0		3.0
Arrival Type, AT		3		4	4					3		3
Unit Extension, UE		4.0		4.0	4.0					4.0		4.0
Filtering/Metering, I		0.757		0.090	0.090					1.000		1.000
Initial Unmet Demand, Q_b		0.0		0.0	0.0					0.0		0.0
Ped / Bike / RTOR Volumes	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0					12.0		12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B		0		0	0					0		0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	WB Only	Thru & RT	03	04	SB Only	06	07	08
Timing	G = 25.0	G = 69.0	G =	G =	G = 19.0	G =	G =	G =
	Y = 5	Y = 7	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v		3089		586	2641					514		503
Lane Group Capacity, c		2620		687	2728					529		244
v/c Ratio, X		1.18		0.85	0.97					0.97		2.06
Total Green Ratio, g/C		0.54		0.20	0.77					0.15		0.15
Uniform Delay, d_1		30.0		50.2	13.6					54.7		55.0
Progression Factor, PF		1.000		1.000	0.249					1.000		1.000
Delay Calibration, k		0.50		0.40	0.48					0.48		0.50
Incremental Delay, d_2		83.8		1.1	1.6					32.0		491.6
Initial Queue Delay, d_3		0.0		0.0	0.0					0.0		0.0
Control Delay		113.8		51.2	4.9					86.7		546.6
Lane Group LOS		F		D	A					F		F
Approach Delay	113.8			13.3						314.1		
Approach LOS	F			B						F		
Intersection Delay	97.4			X_c = 1.26			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at I-95 NB Ramps*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*12/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	3			2		2		2			
Lane Group	L	T			T		L		R			
Volume, V (vph)	161	2151			2204		862		497			
% Heavy Vehicles, %HV	8	2			2		2		2			
Peak-Hour Factor, PHF	0.95	0.95			0.95		0.95		0.95			
Pretimed (P) or Actuated (A)	A	A			A		A		A			
Start-up Lost Time, l_1	2.0	2.0			2.0		2.0		2.0			
Extension of Effective Green, e	3.0	3.0			3.0		3.0		3.0			
Arrival Type, AT	3	3			4		3		3			
Unit Extension, UE	4.0	4.0			4.0		4.0		4.0			
Filtering/Metering, I	0.975	0.975			0.090		1.000		1.000			
Initial Unmet Demand, Q_b	0.0	0.0			0.0		0.0		0.0			
Ped / Bike / RTOR Volumes	0	0		0	0		0	0	0			
Lane Width	12.0	12.0			12.0		12.0		12.0			
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N			
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0			0		0		0			
Min. Time for Pedestrians, G_p	3.2			3.2			3.2					

Phasing	EB Only	Thru Only	03	04	NB Only	06	07	08
Timing	G = 8.0	G = 80.0	G =	G =	G = 25.0	G =	G =	G =
	Y = 5	Y = 7	Y =	Y =	Y = 5	Y =	Y =	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	169	2264			2320		907		523			
Lane Group Capacity, c	116	3669			2210		687		561			
v/c Ratio, X	1.46	0.62			1.05		1.32		0.93			
Total Green Ratio, g/C	0.07	0.72			0.62		0.20		0.20			
Uniform Delay, d_1	60.5	9.0			24.5		52.0		51.1			
Progression Factor, PF	1.000	1.000			0.516		1.000		1.000			
Delay Calibration, k	0.50	0.23			0.50		0.50		0.45			
Incremental Delay, d_2	245.9	0.4			23.9		154.2		22.8			
Initial Queue Delay, d_3	0.0	0.0			0.0		0.0		0.0			
Control Delay	306.4	9.4			36.5		206.2		74.0			
Lane Group LOS	F	A			D		F		E			
Approach Delay	30.0			36.5			157.8					
Approach LOS	C			D			F					
Intersection Delay	62.0			X_c = 1.14			Intersection LOS			E		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at Williamson Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*12/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2		2	2	1	2	1		2	1	1
Lane Group	L	T		L	T	R	L	T		L	T	R
Volume, V (vph)	216	1818		501	1961	150	703	291		216	89	89
% Heavy Vehicles, %HV	2	2		2	2	2	2	2		2	2	2
Peak-Hour Factor, PHF	0.95	0.95		0.95	0.95	0.95	0.95	0.95		0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A		A	A	A	A	A		A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Extension of Effective Green, e	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Arrival Type, AT	3	3		4	4	4	3	3		3	3	3
Unit Extension, UE	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Filtering/Metering, I	0.931	0.931		0.493	0.493	0.493	0.957	0.957		1.000	1.000	1.000
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Ped / Bike / RTOR Volumes	0	0		0	0	0	0	0		0	0	0
Lane Width	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0	0	0	0		0	0	0
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 16.0	G = 60.0	G =	G =	G = 20.0	G = 12.0	G = 0.0	G = 0.0
	Y = 5	Y = 7	Y =	Y =	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	227	1914		527	2064	158	740	306		227	94	94
Lane Group Capacity, c	231	1664		449	1664	743	555	186		555	186	158
v/c Ratio, X	0.98	1.15		1.17	1.24	0.21	1.33	1.65		0.41	0.51	0.59
Total Green Ratio, g/C	0.13	0.47		0.13	0.47	0.47	0.16	0.10		0.16	0.10	0.10
Uniform Delay, d_1	56.4	34.5		56.5	34.5	20.3	54.5	58.5		48.9	55.5	56.0
Progression Factor, PF	1.000	1.000		1.000	0.811	0.811	1.000	1.000		1.000	1.000	1.000
Delay Calibration, k	0.49	0.50		0.50	0.50	0.11	0.50	0.50		0.11	0.11	0.18
Incremental Delay, d_2	52.1	74.6		89.8	110.9	0.1	161.5	312.3		0.5	2.2	6.0
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay	108.5	109.1		146.3	138.8	16.6	216.0	370.8		49.4	57.7	61.9
Lane Group LOS	F	F		F	F	B	F	F		D	E	E
Approach Delay	109.0			133.2			261.3			54.1		
Approach LOS	F			F			F			D		
Intersection Delay	141.0			X_c = 1.29			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at Clyde Morris Blvd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*12/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	1	2	2	1	1	1	1	1	1	0
Lane Group	L	T	R	L	T	R	L	T	R	L	TR	
Volume, V (vph)	78	2193	491	386	1783	65	782	93	865	56	63	60
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	6	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Arrival Type, AT	3	3	3	4	4	4	3	3	3	3	3	
Unit Extension, UE	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	0.478	0.478	0.478	0.449	0.449	0.449	1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	77	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0	0	0	0	0	0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	NB Only	NS Perm	07	08
Timing	G = 10.0	G = 65.0	G = 0.0	G =	G = 25.0	G = 8.0	G = 0.0	G = 0.0
	Y = 5	Y = 7	Y = 0	Y =	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	82	2308	517	406	1877	68	823	98	829	59	129	
Lane Group Capacity, c	150	1801	804	291	1801	804	411	559	475	86	119	
v/c Ratio, X	0.55	1.28	0.64	1.40	1.04	0.08	2.00	0.18	1.75	0.69	1.08	
Total Green Ratio, g/C	0.08	0.51	0.51	0.08	0.51	0.51	0.30	0.30	0.30	0.07	0.07	
Uniform Delay, d_1	57.1	32.0	23.4	59.5	32.0	16.5	47.9	33.6	45.5	59.1	60.5	
Progression Factor, PF	1.000	1.000	1.000	1.000	0.755	0.755	1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.15	0.50	0.25	0.50	0.50	0.15	0.50	0.11	0.50	0.26	0.50	
Incremental Delay, d_2	2.0	128.8	1.0	187.2	26.8	0.0	459.7	0.2	344.0	20.4	106.9	
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay	59.1	160.8	24.3	246.7	51.0	12.5	507.6	33.8	389.5	79.5	167.4	
Lane Group LOS	E	F	C	F	D	B	F	C	F	E	F	
Approach Delay	133.7			83.7			425.1			139.8		
Approach LOS	F			F			F			F		
Intersection Delay	188.4			X_c = 2.00			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Nova Rd at SR 40*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*12/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	2	2	0	2	2	0	2	3	0	2	3	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	654	1594	219	365	1497	130	449	1083	282	284	939	563
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	5	2	4	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Extension of Effective Green, e	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Arrival Type, AT	3	3		4	4		3	3		3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Filtering/Metering, I	0.415	0.415		1.000	1.000		0.790	0.790		1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0		0	0		0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	Thru & RT	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 14.0	G = 51.0	G = 0.0	G = 0.0	G = 12.0	G = 25.0	G = 0.0	G = 0.0
	Y = 7	Y = 7	Y = 0	Y = 0	Y = 7	Y = 7	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	688	1909		384	1713		473	1437		299	1581	
Lane Group Capacity, c	397	1393		397	1402		344	977		344	946	
v/c Ratio, X	1.73	1.37		0.97	1.22		1.38	1.47		0.87	1.67	
Total Green Ratio, g/C	0.12	0.40		0.12	0.40		0.10	0.20		0.10	0.20	
Uniform Delay, d_1	57.5	39.0		57.3	39.0		58.5	52.0		57.7	52.0	
Progression Factor, PF	1.000	1.000		1.000	0.894		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.50	0.50		0.47	0.50		0.50	0.50		0.40	0.50	
Incremental Delay, d_2	334.2	168.7		36.5	106.5		182.7	216.3		20.5	306.7	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	391.7	207.7		93.8	141.3		241.2	268.3		78.2	358.7	
Lane Group LOS	F	F		F	F		F	F		E	F	
Approach Delay	256.4			132.6			261.6			314.1		
Approach LOS	F			F			F			F		
Intersection Delay	239.8			X_c = 1.50			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*SR 40 at US 1*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*12/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	2	0	1	2	0	2	2	1	2	2	0
Lane Group	L	TR		L	TR		L	T	R	L	TR	
Volume, V (vph)	283	1662	238	445	1709	354	478	1139	369	542	795	225
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	2	2	2	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Arrival Type, AT	3	3		4	4		3	3	3	3	3	
Unit Extension, UE	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	0.090	0.090		1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0		0	0		0	0	0	0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	Excl. Left	EW Perm	03	04	Excl. Left	Thru & RT	07	08
Timing	G = 13.0	G = 54.0	G = 0.0	G = 0.0	G = 14.0	G = 29.0	G = 0.0	G = 0.0
	Y = 5	Y = 5	Y = 0	Y = 0	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 130.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	298	2000		468	2172		503	1199	388	571	1074	
Lane Group Capacity, c	248	1472		248	1462		397	819	365	397	791	
v/c Ratio, X	1.20	1.36		1.89	1.49		1.27	1.46	1.06	1.44	1.36	
Total Green Ratio, g/C	0.56	0.42		0.56	0.42		0.12	0.23	0.23	0.12	0.23	
Uniform Delay, d_1	42.8	37.5		42.8	37.5		57.5	50.0	50.0	57.5	50.0	
Progression Factor, PF	1.000	1.000		1.000	0.869		1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.50	0.50		0.50	0.50		0.50	0.50	0.50	0.50	0.50	
Incremental Delay, d_2	94.5	161.8		414.1	222.2		138.8	215.5	64.8	211.1	169.2	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	137.3	199.3		456.9	254.8		196.3	265.5	114.8	268.6	219.2	
Lane Group LOS	F	F		F	F		F	F	F	F	F	
Approach Delay	191.3			290.6			220.9			236.4		
Approach LOS	F			F			F			F		
Intersection Delay	237.2			X_c = 3.10			Intersection LOS			F		

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HCS+™ DETAILED REPORT

General Information		***Site Information***	
Analyst	*CAM*	Intersection	*Tymber Creek at Airport Rd*
Agency or Co.	*LTG*	Area Type	*All other areas*
Date Performed	*12/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI 1st Sufficiency*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes, N_1	1	1	1	1	1	0	1	1	1	1	1	0
Lane Group	L	T	R	L	TR		L	T	R	L	TR	
Volume, V (vph)	226	222	247	339	215	23	325	86	310	48	237	259
% Heavy Vehicles, %HV	2	2	2	2	2	2	2	2	3	9	4	2
Peak-Hour Factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Pretimed (P) or Actuated (A)	A	A	A	A	A	A	A	A	A	A	A	A
Start-up Lost Time, l_1	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Extension of Effective Green, e	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Arrival Type, AT	3	3	3	3	3		3	3	3	3	3	
Unit Extension, UE	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Filtering/Metering, I	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Initial Unmet Demand, Q_b	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Ped / Bike / RTOR Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0	12.0	12.0	
Parking / Grade / Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking Maneuvers, N_m												
Buses Stopping, N_B	0	0	0	0	0		0	0	0	0	0	
Min. Time for Pedestrians, G_p	3.2			3.2			3.2			3.2		

Phasing	WB Only	EW Perm	03	04	NB Only	NS Perm	07	08
Timing	G = 8.0	G = 20.0	G = 0.0	G = 0.0	G = 10.0	G = 20.0	G = 0.0	G = 0.0
	Y = 5	Y = 5	Y = 0	Y = 0	Y = 5	Y = 5	Y = 0	Y = 0
Duration of Analysis, T = 0.25						Cycle Length, C = 78.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Adjusted Flow Rate, v	238	234	260	357	250		342	91	326	51	522	
Lane Group Capacity, c	303	502	426	445	800		346	860	724	328	458	
v/c Ratio, X	0.79	0.47	0.61	0.80	0.31		0.99	0.11	0.45	0.16	1.14	
Total Green Ratio, g/C	0.27	0.27	0.27	0.44	0.44		0.46	0.46	0.46	0.27	0.27	
Uniform Delay, d_1	26.4	23.8	24.9	20.8	14.4		17.8	11.9	14.3	21.7	28.5	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	1.000	1.000	1.000	1.000	
Delay Calibration, k	0.33	0.11	0.20	0.35	0.11		0.49	0.11	0.11	0.11	0.50	
Incremental Delay, d_2	12.8	0.7	2.6	10.2	0.2		45.1	0.1	0.4	0.2	86.3	
Initial Queue Delay, d_3	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Control Delay	39.2	24.5	27.5	31.0	14.6		63.0	11.9	14.7	22.0	114.8	
Lane Group LOS	D	C	C	C	B		E	B	B	C	F	
Approach Delay	30.3			24.2			36.1			106.5		
Approach LOS	C			C			D			F		
Intersection Delay	46.9			X_c = 0.92			Intersection LOS			D		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CAM*	Intersection	*SR 40 at Shadow Crossings*
Agency/Co.	*LTG*	Jurisdiction	*Volusia County*
Date Performed	*11/14/2009*	Analysis Year	*2025 Build-Out*
Analysis Time Period	*P.M. Peak-Hour*		

Project Description *Hunter's Ridge DRI 1st Sufficiency*

East/West Street: *SR 40*	North/South Street: *Shadow Crossings Boulevard*
Intersection Orientation: *East-West*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*33*	*1152*		*0*	*1292*	
Peak-Hour Factor, PHF	*0.95*	*0.95*	*1.00*	*0.95*	*0.95*	*0.84*
Hourly Flow Rate, HFR (veh/h)	*34*	*1212*	*0*	*0*	*1360*	*0*
Percent Heavy Vehicles	*4*	--	--	*4*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*1*	*2*	*0*	*1*	*2*	*0*
Configuration	*L*	*T*		*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*260*		*712*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*0.95*	*1.00*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*273*	*0*	*749*
Percent Heavy Vehicles	*0*	*0*	*0*	*2*	*0*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*Y*	
Storage		*0*			*2*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*					*LR*	
v (veh/h)	*34*	*0*					*1022*	
C (m) (veh/h)	*491*	*560*					*327*	
v/c	*0.07*	*0.00*					*3.13*	
95% queue length	*0.22*	*0.00*					*91.08*	
Control Delay (s/veh)	*12.9*	*11.4*					*988.4*	
LOS	*B*	*B*					*F*	
Approach Delay (s/veh)	--	--				*988.4*		
Approach LOS	--	--				*F*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*CAM*
Agency/Co.	*LTG*
Date Performed	*12/30/09*
Analysis Time Period	*P.M. Peak-Hour*

Site Information

Intersection	*Airport Rd at Ormond Green*
Jurisdiction	*Ormond Beach*
Analysis Year	*2025 Build-Out*

Project Description *Hunter's Ridge DRI 1st Sufficiency*

East/West Street: *Airport Road* | North/South Street: *Ormond Green*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*127*	*411*			*549*	*65*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.91*	*0.93*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*133*	*432*	*0*	*0*	*577*	*68*
Percent Heavy Vehicles	*2*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*0*	*0*	*1*	*1*
Configuration	*L*	*T*			*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*49*		*149*
Peak-Hour Factor, PHF	*0.84*	*0.84*	*0.84*	*0.95*	*0.75*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*51*	*0*	*156*
Percent Heavy Vehicles	*4*	*4*	*4*	*2*	*4*	*2*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*					*L*		*R*
v (veh/h)	*133*					*51*		*156*
C (m) (veh/h)	*940*					*158*		*516*
v/c	*0.14*					*0.32*		*0.30*
95% queue length	*0.49*					*1.30*		*1.26*
Control Delay (s/veh)	*9.5*					*38.3*		*15.0*
LOS	*A*					*E*		*B*
Approach Delay (s/veh)	--	--				*20.7*		
Approach LOS	--	--				*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*CAM*	Intersection	*Pineland Trail at Harmony Ave*
Agency/Co.	*LTG*	Jurisdiction	*Ormond Beach*
Date Performed	*12/14/2009*	Analysis Year	*2025 Build-Out*
Analysis Time Period	*P.M. Peak-Hour*		

Project Description *Hunter's Ridge DRI 1st Sufficiency*	
East/West Street: *Harmony Ave*	North/South Street: *Pineland Trail*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*24*	*126*	*8*	*14*	
Peak-Hour Factor, PHF	*0.84*	*0.90*	*0.90*	*0.90*	*0.90*	*0.88*
Hourly Flow Rate, HFR (veh/h)	*0*	*26*	*140*	*8*	*15*	*0*
Percent Heavy Vehicles	*4*	--	--	*2*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*287*		*65*
Peak-Hour Factor, PHF	*0.88*	*0.88*	*0.91*	*0.90*	*0.93*	*0.90*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*318*	*0*	*72*
Percent Heavy Vehicles	*2*	*0*	*0*	*2*	*0*	*2*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*8*		*390*				
C (m) (veh/h)		*1412*		*879*				
v/c		*0.01*		*0.44*				
95% queue length		*0.02*		*2.31*				
Control Delay (s/veh)		*7.6*		*12.3*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*12.3*					
Approach LOS	--	--	*B*					

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Appendix A.21.13
Cost Estimate Sources

Airport Road from S.R. 40 to Hunter's Ridge Blvd. - Widen 2-Lane Urban to 4-Lane Urban

ESTIMATED PROJECT CONSTRUCTION COST

Pay Item	Description	Units	Quantity	Unit Cost	TOTAL
104-4	MOWING	AC	7.7	$ 356.37	$2,744.05
104-10-2	SYNTHETIC BALES	LF	550	$ 10.41	$5,725.50
104-12	TURBIDITY BARRIER STAKED	LF	500	$ 6.00	$3,000.00
104- 13- 1	SILT FENCE STAKED (TYPE III)	LF	7500	$ 2.00	$15,000.00
104- 15	PREVENTION SOIL TRACKING	EA	3	$ 3,100.00	$9,005.50
104- 16	ROCK BAGS	EA	75	$ 8.00	$600.00
120- 6	EMBANKMENT	CY	1500	$ 12.00	$18,000.00
160- 4	STABILIZATION TYBE B	SY	24167	$ 5.00	$120,835.00
285-709	BASE OPTIONAL (BASE GROUP 09)	SY	20000	$ 12.50	$250,000.00
	ASPHALTIC CONCRETE TYPE S	TN	2200	$ 150.00	$330,000.00
339-1	MISC. ASPHALT PAVEMENT	TN	33	$ 150.00	$4,950.00
400- 2- 2	CONC CLASS II (ENDWALLS)	CY	4	$ 1,200.00	$5,229.00
425- 1-311	INLETS (CURB) (TYPE P-2) (<10')	EA	13	$ 4,500.00	$58,500.00
430-175-101	PIPE CULV (OPT MATL)(ROUND)(0-24"S/CD)	LF	195	$ 70.00	$13,650.00
520- 1- 7	CURB AND GUTTER TYPE E	LF	7300	$ 16.00	$116,800.00
520- 1- 10	CURB AND GUTTER TYPE F	LF	7300	$ 17.25	$125,925.00
522- 1	SIDEWALK 4" THICK	SY	4056	$ 36.00	$146,016.00
575- 1	SODDING	SY	13789	$ 4.50	$62,050.50
700- 20- 11	SIGN SINGLE POST F&I (LESS THAN 12 SF)	AS	12	$ 290.00	$3,369.80
706- 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	250	$ 5.00	$1,250.00
711-11-111	TRAFFIC STRIPE SOLID (WHITE) (6")	NM	1.4	$ 3,200.00	$4,480.00
711-11-131	TRAFFIC STRIPE SKIP (10/30) (WHITE) (6")	GM	1.4	$ 1,000.00	$1,400.00
711-11-160	PAVEMENT MESSAGE (ONLY)	EA	1	$ 133.68	$133.68
711-11-170	DIRECTIONAL ARROW	EA	6	$ 57.45	$344.70
711-11-211	TRAFFIC STRIPE SOLID (YELLOW) (6")	NM	1.4	$ 3,200.00	$4,480.00
				SUBTOTAL	$1,303,488.73
	Cost Breakdown By Activity				
	Construction	$1,303,488.73			
	Mobilization	$130,348.87			
	Maintenance of Traffic	$130,348.87			
	Total Estimated Project Cost	**$1,564,186.47**			

Airport Road from Hunter's Ridge Blvd.to Leeway Trail - Widen 2-Lane Urban to 4-Lane Urban

ESTIMATED PROJECT CONSTRUCTION COST

Pay Item	Description	Units	Quantity	Unit Cost	TOTAL
104-4	MOWING	AC	3.5	$ 356.37	$1,247.30
104-10-2	SYNTHETIC BALES	LF	600	$ 10.41	$6,246.00
104-12	TURBIDITY BARRIER STAKED	LF	525	$ 6.00	$3,150.00
104- 13- 1	SILT FENCE STAKED (TYPE III)	LF	7662	$ 2.00	$15,324.00
104- 15	PREVENTION SOIL TRACKING	EA	3	$ 3,100.00	$9,005.50
104- 16	ROCK BAGS	EA	80	$ 8.00	$640.00
110- 1- 1	CLEARING AND GRUBBING	AC	5.3	$ 15,000.00	$79,500.00
120- 1	EXCAVATION REGULAR	CY	16000	$ 6.00	$96,000.00
120- 6	EMBANKMENT	CY	3500	$ 12.00	$42,000.00
160- 4	STABILIZATION TYBE B	SY	24689	$ 5.00	$123,445.00
285-709	BASE OPTIONAL (BASE GROUP 09)	SY	20432	$ 12.50	$255,400.00
	ASPHALTIC CONCRETE TYPE S	TN	2248	$ 150.00	$337,200.00
339-1	MISC. ASPHALT PAVEMENT	TN	34	$ 150.00	$5,100.00
400- 2- 2	CONC CLASS II (ENDWALLS)	CY	4	$ 1,200.00	$5,229.00
425- 1-311	INLETS (CURB) (TYPE P-2) (<10')	EA	14	$ 4,500.00	$63,000.00
430-175-101	PIPE CULV (OPT MATL)(ROUND)(0-24"S/CD)	LF	2140	$ 70.00	$149,800.00
430-175-102	PIPE CULV (OPT MATL)(ROUND)(25-36"SCD)	LF	890	$ 100.00	$89,000.00
430-984-133	MITERED END SECTION (OPTIONAL ROUND) (30")	EA	4	$ 2,750.00	$11,000.00
520- 1- 7	CURB AND GUTTER TYPE E	LF	7460	$ 16.00	$119,360.00
520- 1- 10	CURB AND GUTTER TYPE F	LF	7460	$ 17.25	$128,685.00
522- 1	SIDEWALK 4" THICK	SY	4146	$ 36.00	$149,256.00
575- 1	SODDING	SY	14473	$ 4.50	$65,128.50
700- 20- 11	SIGN SINGLE POST F&I (LESS THAN 12 SF)	AS	12	$ 290.00	$3,369.80
706- 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	256	$ 5.00	$1,280.00
711-11-111	TRAFFIC STRIPE SOLID (WHITE) (6")	NM	1.5	$ 3,200.00	$4,800.00
711-11-131	TRAFFIC STRIPE SKIP (10/30) (WHITE) (6")	GM	1.5	$ 1,000.00	$1,500.00
711-11-160	PAVEMENT MESSAGE (ONLY)	EA	1	$ 133.68	$133.68
711-11-170	DIRECTIONAL ARROW	EA	6	$ 57.45	$344.70
711-11-211	TRAFFIC STRIPE SOLID (YELLOW) (6")	NM	1.5	$ 3,200.00	$4,800.00
				SUBTOTAL	$1,770,944.48
	Cost Breakdown By Activity				
	Construction	$1,770,944.48			
	Mobilization	$177,094.45			
	Maintenance of Traffic	$177,094.45			
	Total Estimated Project Cost	**$2,125,133.37**			

Airport Road from Leeway Trail to Tymber Creek - Widen 2-Lane Rural to 4-Lane Urban

ESTIMATED PROJECT CONSTRUCTION COST

Pay Item	Description	Units	Quantity	Unit Cost	TOTAL
104-4	MOWING	AC	0.8	$ 356.37	$267.28
104-10-2	SYNTHETIC BALES	LF	150	$ 10.41	$1,561.50
104-12	TURBIDITY BARRIER STAKED	LF	150	$ 6.00	$900.00
104- 13- 1	SILT FENCE STAKED (TYPE III)	LF	4300	$ 2.00	$8,600.00
104- 15	PREVENTION SOIL TRACKING	EA	1	$ 3,100.00	$3,100.00
104- 16	ROCK BAGS	EA	25	$ 8.00	$200.00
110- 1- 1	CLEARING AND GRUBBING	AC	1.5	$ 15,000.00	$22,500.00
120- 1	EXCAVATION REGULAR	CY	12000	$ 6.00	$72,000.00
120- 6	EMBANKMENT	CY	5000	$ 12.00	$60,000.00
160- 4	STABILIZATION TYBE B	SY	14522	$ 5.00	$72,610.00
285-709	BASE OPTIONAL (BASE GROUP 09)	SY	12133	$ 12.50	$151,662.50
	ASPHALTIC CONCRETE TYPE S	TN	1334	$ 150.00	$200,100.00
339-1	MISC. ASPHALT PAVEMENT	TN	20	$ 150.00	$3,000.00
400- 2- 2	CONC CLASS II (ENDWALLS)	CY	2	$ 1,200.00	$2,400.00
425- 1-311	INLETS (CURB) (TYPE P-2) (<10')	EA	8	$ 4,500.00	$36,000.00
430-175-101	PIPE CULV (OPT MATL)(ROUND)(0-24"S/CD)	LF	600	$ 70.00	$42,000.00
430-175-102	PIPE CULV (OPT MATL)(ROUND)(25-36"SCD)	LF	250	$ 100.00	$84,836.00
430-984-133	MITERED END SECTION (OPTIONAL ROUND) (30")	EA	2	$ 2,750.00	$5,500.00
520- 1- 7	CURB AND GUTTER TYPE E	LF	4250	$ 16.00	$68,000.00
520- 1- 10	CURB AND GUTTER TYPE F	LF	4250	$ 17.25	$73,312.50
522- 1	SIDEWALK 4" THICK	SY	3106	$ 36.00	$111,816.00
575- 1	SODDING	SY	8120	$ 4.50	$36,540.00
700- 20- 11	SIGN SINGLE POST F&I (LESS THAN 12 SF)	AS	4	$ 290.00	$1,160.00
706- 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	72	$ 5.00	$360.00
711-11-111	TRAFFIC STRIPE SOLID (WHITE) (6")	NM	0.8	$ 3,200.00	$2,560.00
711-11-131	TRAFFIC STRIPE SKIP (10/30) (WHITE) (6")	GM	0.8	$ 1,000.00	$800.00
711-11-160	PAVEMENT MESSAGE (ONLY)	EA	2	$ 133.68	$267.36
711-11-170	DIRECTIONAL ARROW	EA	6	$ 57.45	$344.70
711-11-211	TRAFFIC STRIPE SOLID (YELLOW) (6")	NM	0.8	$ 3,200.00	$2,560.00
				SUBTOTAL	$1,064,957.84
	Cost Breakdown By Activity				
	Construction	$1,064,957.84			
	Mobilization	$106,495.78			
	Maintenance of Traffic	$106,495.78			
	Total Estimated Project Cost	**$1,277,949.41**			

Date: 8/6/2008 8:30:40 AM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: SR40DR-1-52-01 **Letting Date:** 01/2099

Description: SR 40 DRI, Volusia Co.

District: 05 **County:** 79 VOLUSIA **Market Area:** 06 **Units:** English

Contract Class: **Lump Sum Project:** N **Design/Build:** N **Project Length:** 4.385 MI

Project Manager: Decuir

Version 3 Project Grand Total **$30,646,364.71**

Description: SR 40 DRI, Volusia Co. Alternative 4(a)

Sequence: 1 WDR - Widen/Resurface, Divided, Rural **Net Length:** 1.499 MI

Description: SR 40 Breakaway Trail MP 24.523 to I-95 SB on ramp MP 26.286

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	50.00 / 50.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.499
Top of Structural Course For Begin Section	105.00
Top of Structural Course For End Section	105.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Median Slope L/R	6 to 1 / 6 to 1
Existing Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	18.17	AC	$20,000.00	$363,400.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	21,393.20	CY	$12.00	$256,718.40
	Earthwork Component Total				$620,118.40

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	6
Existing Roadway Pavement Width L/R	24.00 / 24.00

Structural Spread Rate	220
Friction Course Spread Rate	80
Widened Outside Pavement Width L/R	12.00 / 12.00
Widened Inside Pavement Width L/R	0.00 / 0.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	52,764.80	SY	$5.00	$263,824.00
285-709	OPTIONAL BASE,BASE GROUP 09	21,686.33	SY	$16.00	$346,981.28
327-70-13	MILLING EXIST ASPH PAVT,1 3/4" AVG DEPTH	42,211.84	SY	$2.00	$84,423.68
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	4,643.30	TN	$103.00	$478,259.90
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	3,482.48	TN	$103.00	$358,695.44
337-7-5	ASPH CONC FC, INC BIT/RUBBER, FC-5	1,688.47	TN	$99.00	$167,158.53
337-7-5	ASPH CONC FC, INC BIT/RUBBER, FC-5	844.24	TN	$99.00	$83,579.76

Turnouts/Crossovers Subcomponent

Description	Value
Asphalt Adjustment	10.00
Milling Code	Y
Stabilization Code	N
Base Code	N
Friction Course Code	Y

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
327-70-13	MILLING EXIST ASPH PAVT,1 3/4" AVG DEPTH	4,221.18	SY	$2.00	$8,442.36
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	464.33	TN	$103.00	$47,825.99
337-7-5	ASPH CONC FC, INC BIT/RUBBER, FC-5	168.85	TN	$99.00	$16,716.15

Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	4
Solid Stripe No. of Applications	3
Skip Stripe No. of Stripes	4
Skip Stripe No. of Applications	3
Top Layer Thermoplastic	Y

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1,012.00	EA	$3.59	$3,633.08
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	11.99	NM	$1,025.11	$12,291.07
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	11.99	GM	$431.36	$5,172.01

711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	6.00 NM	$2,813.50	$16,881.00
711-11-131	THERMOPLASTIC, STD, WHITE, SKIP, 6"	6.00 GM	$869.75	$5,218.50
	Roadway Component Total			$1,899,102.75

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	10.00 / 10.00
New Total Outside Shoulder Width L/R	10.00 / 10.00
Total Outside Shoulder Sod Width L/R	5.00 / 5.00
Existing Paved Outside Shoulder Width L/R	5.00 / 5.00
New Paved Outside Shoulder Width L/R	5.00 / 5.00
Structural Spread Rate	110
Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips No. of Sides	0

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	9,374.55 SY	$9.74	$91,308.12
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	483.68 TN	$91.00	$44,014.88
337-7-5	ASPH CONC FC, INC BIT/RUBBER, FC-5	351.77 TN	$99.00	$34,825.23
570-1-2	PERFORMANCE TURF, SOD	8,794.13 SY	$3.41	$29,987.98

Erosion Control

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-4	MOWING	5.10 AC	$467.25	$2,382.98
104-10-2	SYNTHETIC BALES	2,374.42 LF	$7.63	$18,116.82
104-11	FLOATING TURBIDITY BARRIER	149.90 LF	$11.04	$1,654.90
104-12	STAKED TURBIDITY BARRIER	149.90 LF	$7.24	$1,085.28
104-13-1	STAKED SILT FENCE, TYPE III	15,829.44 LF	$0.98	$15,512.85
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	$2,750.00	$5,500.00
	Shoulder Component Total			$244,389.04

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	40.00
Sod Width	5.34
New Total Median Shoulder Width L/R	8.00 / 8.00
New Paved Median Shoulder Width L/R	0.00 / 0.00
Existing Total Median Shoulder Width L/R	8.00 / 8.00
Existing Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	110

Friction Course Spread Rate	80
Total Width (T) / 8" Overlap (O)	T
Rumble Strips No. of Sides	0

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-2	PERFORMANCE TURF, SOD	4,696.07	SY	$3.41	$16,013.60
	Median Component Total				$16,013.60

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	26.98	CY	$950.00	$25,631.00
430-94-1	DESILTING PIPE, 0 - 24"	1,199.20	LF	$9.14	$10,960.69
430-94-2	DESILTING PIPE, 25 - 36"	443.70	LF	$12.45	$5,524.06
430-172-102	PIPE CULV OPT MATL, ROUND, 25-36", CD	120.00	LF	$93.23	$11,187.60
430-174-101	PIPE CULV, OPT MATL, ROUND,0-24"SD	1,200.00	LF	$81.40	$97,680.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	60.00	EA	$994.46	$59,667.60
570-1-2	PERFORMANCE TURF, SOD	1,055.30	SY	$3.41	$3,598.57

Box Culvert 1

Description	Value
Size	Dbl. 8 x 5
Length	52.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	94.48	CY	$950.00	$89,756.00
415-1-1	REINF STEEL- ROADWAY	13,217.20	LB	$1.00	$13,217.20

Box Culvert 2

Description	Value
Size	Dbl. 8 x 5
Length	62.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-4-1	CONC CLASS IV, CULVERTS	108.38	CY	$950.00	$102,961.00
415-1-1	REINF STEEL- ROADWAY	15,383.20	LB	$1.00	$15,383.20

Retention Basin 1

Description	Value
Size	5 AC
Multiplier	1
Depth	6.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	5.00	AC	$20,000.00	$100,000.00
120-1	REGULAR EXCAVATION	48,400.00	CY	$6.50	$314,600.00
400-2-2	CONC CLASS II, ENDWALLS	30.00	CY	$950.00	$28,500.00
425-1-541	INLETS, DT BOT, TYPE D, <10'	1.00	EA	$2,737.00	$2,737.00
425-2-71	MANHOLES, J-7, <10'	2.00	EA	$5,427.90	$10,855.80
430-171-103	PIPE CULV OPT MATL, ROUND, 37-48", SS	56.00	LF	$155.19	$8,690.64
430-171-104	PIPE CULV OPT MATL, ROUND, 49-60", SS	400.00	LF	$210.03	$84,012.00
550-10-220	FENCING, TYPE B, 5.1-6.0, STANDARD	1,860.00	LF	$11.51	$21,408.60
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2.00	EA	$2,761.10	$5,522.20
570-1-2	PERFORMANCE TURF, SOD	24,200.00	SY	$3.41	$82,522.00
	Drainage Component Total				$1,094,415.17

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	3.00	AS	$317.28	$951.84
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	36.00	AS	$616.94	$22,209.84
700-20-40	SINGLE POST SIGN, RELOCATE	3.00	AS	$118.98	$356.94
700-20-60	SINGLE POST SIGN, REMOVE	36.00	AS	$36.99	$1,331.64
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	3.00	AS	$2,879.50	$8,638.50
700-21-60	MULTI- POST SIGN, REMOVE	3.00	AS	$304.44	$913.32
	Signing Component Total				$34,402.08

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	6 Lane Mast Arm
Multiplier	3

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-1-12	CONDUIT-SIGNALS, F& I, UNDERGROUND	2,100.00	LF	$5.90	$12,390.00
630-1-14	CONDUIT-SIGNALS,F& I, UG JACKED	900.00	LF	$16.74	$15,066.00
632-7-1	CABLE, SIGNAL, FURNISH & INSTALL	3.00	PI	$2,914.55	$8,743.65
635-1-11	PULL & JUNCTION BOXES, F&I, PULL BOX	66.00	EA	$311.83	$20,580.78
639-1-22	SIGNAL,ELECT POWER SERV,UG,PUR CONT	3.00	AS	$1,357.32	$4,071.96
639-2-1	SIGNAL,ELECTRICAL SERVICE WIRE	180.00	LF	$1.79	$322.20

649-417-006	M/ARM,F&I/HL,1ST-B7,2ND-0,POLE-Q6	12.00 EA	$35,436.73	$425,240.76
650-51-311	TRAFFIC SIGNAL, F&I, 3 SECT, 1 WAY, STD	48.00 AS	$862.88	$41,418.24
653-111	PEDESTRIAN SIGNAL, 12 IN, INCANDES,1 WAY	24.00 AS	$400.00	$9,600.00
659-101	SGNL HEAD AUXIL, F&I, BACK PLT 3 SECT	30.00 EA	$92.01	$2,760.30
659-108	SGNL HEAD AUXILIARIES,F&I,STEEL PEDESTAL	12.00 EA	$1,196.16	$14,353.92
659-109	SGNL HEAD AUXIL, F&I, CONC PED TYP II	3.00 EA	$800.73	$2,402.19
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	60.00 EA	$175.76	$10,545.60
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	60.00 AS	$827.78	$49,666.80
665-11	PED DET, F&I, DET STA POLE OR CAB MTD	24.00 EA	$139.45	$3,346.80
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	3.00 AS	$21,066.36	$63,199.08
700-48-19	SIGN PANELS, F & I, 16 - 100	12.00 EA	$1,389.16	$16,669.92

Traffic Monitoring 1

Description	Value
Lanes	6
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
555-1-1	DIRECTIONAL BORE, LESS THAN 6"	60.00	LF	$19.88	$1,192.80
630-1-12	CONDUIT-SIGNALS, F& I, UNDERGROUND	250.00	LF	$5.90	$1,475.00
635-1-11	PULL & JUNCTION BOXES, F&I, PULL BOX	3.00	EA	$311.83	$935.49
741-70-121	TMS VEH SNSR,CLS 2, F&I, TYP II, 1/2LN	6.00	EA	$975.00	$5,850.00
743-70-11	TMS VEH S/CLS. UNIT, F&I, ELECTRON. CBL	1.00	AS	$5,665.38	$5,665.38
744-70-11	TMS SOLAR POWER UNIT, F&I, NEW POLE	1.00	EA	$10,935.62	$10,935.62
745-70-12	TMS INDUCTIVE LOOP ASM, F&I, 2 LOOPS/LN	8.00	AS	$1,039.99	$8,319.92
746-71-122	TMS CAB, F&I,TYP III, POLE MOUNT, 2 BACK	1.00	EA	$2,750.50	$2,750.50
747-70-11	TMS MODEM, F&I	1.00	EA	$3,000.98	$3,000.98
	Signalizations Component Total				$740,503.89

BRIDGES COMPONENT

Bridge 790027

Description	Value
Length	360.70
Width	14.00
Type	Low Level, Widen

Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.05
Removal of existing structures area	721.40
Default Cost per SF	$145.00
Factored Cost per SF	$152.25
Final Cost per SF	$156.10
Basic Bridge Cost	$768,832.05
Description	TOMOKA RIVER, WEST BOUND WIDEN 2 TO 3 LANES

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	721.40	SF	$32.00	$23,084.80
400-2-10	CONC CLASS II, APPROACH SLABS	31.11	CY	$450.00	$13,999.50
415-1-9	REINF STEEL- APPROACH SLABS	5,444.25	LB	$1.00	$5,444.25
	Bridge 790027 Total				$811,360.60

Bridge 790163

Description	Value
Length	358.00
Width	14.00
Type	Low Level, Widen
Substructure Type	Pile Bents
Superstructure Type	AASHTO Girder
Cost Factor	1.05
Removal of existing structures area	716.00
Default Cost per SF	$145.00
Factored Cost per SF	$152.25
Final Cost per SF	$156.13
Basic Bridge Cost	$763,077.00
Description	TOMOKA RIVER, EAST BOUND WIDEN 2 TO 3 LANES

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURE	716.00	SF	$32.00	$22,912.00
400-2-10	CONC CLASS II, APPROACH SLABS	31.11	CY	$450.00	$13,999.50
415-1-9	REINF STEEL- APPROACH SLABS	5,444.25	LB	$1.00	$5,444.25
	Bridge 790163 Total				$805,432.75
	Bridges Component Total				$1,616,793.35

Sequence 1 Total $6,265,738.28

Sequence: 2 NUR - New Construction, Undivided, Rural **Net Length:** 0.417 MI
Description: Turn lanes from Breakaway Trail to Booth Road

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	1
Roadway Pavement Width L/R	12.00 / 0.00
Structural Spread Rate	330
Friction Course Spread Rate	80

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	2,935.68	SY	$5.00	$14,678.40
285-709	OPTIONAL BASE,BASE GROUP 09	3,016.41	SY	$16.00	$48,262.56
334-1-24	SUPERPAVE ASPH CONC, TRAF D, PG76-22	484.39	TN	$103.00	$49,892.17
337-7-33	ASPH CONC FC,TRAFFIC C,FC-12.5,RUBBER	117.43	TN	$102.00	$11,977.86

Pavement Marking Subcomponent

Description	Value
Solid Stripe No. of Stripes	2
Solid Stripe No. of Applications	2
Skip Stripe No. of Stripes	0
Skip Stripe No. of Applications	2
Top Layer Thermoplastic	Y

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.83	NM	$1,025.11	$850.84
711-11-111	THERMOPLASTIC, STD, WHITE, SOLID, 6"	0.83	NM	$2,813.50	$2,335.20
	Roadway Component Total				$127,997.04

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Sod Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	110
Friction Course Spread Rate	160
Total Width (T) / 8" Overlap (O)	T
Rumble Strips No. of Sides	0

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit	Extended Amount

			Price	
104-4	MOWING	0.50 AC	$467.25	$233.62
104-10-2	SYNTHETIC BALES	1,321.06 LF	$7.63	$10,079.69
104-11	FLOATING TURBIDITY BARRIER	104.25 LF	$11.04	$1,150.92
104-12	STAKED TURBIDITY BARRIER	104.25 LF	$7.24	$754.77
104-13-1	STAKED SILT FENCE, TYPE III	4,403.52 LF	$0.98	$4,315.45
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	$2,750.00	$2,750.00
	Shoulder Component Total			$19,284.46

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-20-11	SINGLE POST SIGN, F&I, LESS THAN 12 SF	1.00	AS	$317.28	$317.28
700-20-12	SINGLE POST SIGN, F&I, 12-20 SF	9.00	AS	$616.94	$5,552.46
700-21-11	MULTI- POST SIGN, F&I, 50 OR <	1.00	AS	$2,879.50	$2,879.50
	Signing Component Total				$8,749.24

Sequence 2 Total $156,030.74

Date: 8/6/2008 8:30:41 AM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: SR40DR-1-52-01 **Letting Date:** 01/2099

Description: SR 40 DRI, Volusia Co.

District: 05 **County:** 79 VOLUSIA **Market Area:** 06 **Units:** English

Contract Class: **Lump Sum Project:** N **Design/Build:** N **Project Length:** 4.385 MI

Project Manager: Decuir

Version 3 Project Grand Total **$30,646,364.71**

Description: SR 40 DRI, Volusia Co. Alternative 4(a)

Project Sequences Subtotal			**$20,162,885.76**
102-1	Maintenance of Traffic	10.00 %	$2,016,288.58
101-1	Mobilization	10.00 %	$2,217,917.43
Project Sequences Total			**$24,397,091.77**
Project Unknowns		25.00 %	$6,099,272.94

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	$150,000.00	$150,000.00
Project Non-Bid Subtotal					$150,000.00
Version 3 Project Grand Total					**$30,646,364.71**

Table 16 (2 of 2)

Transporation Feasibility Study for SR 40

Cost Estimate - Roadway Newtork Alternative #3 (a)

Tymber Creek Road (4-lane from S.R. 40 to Edge of Pavement)

Description	Quantity	Unit	Total
Earthwork Component	0.269	centerline mile	$22,604.80
Roadway widening (rural)	2.0	lanes	$132,271.48
Shoulder Component	0.269	centerline mile	$48,067.23
Signing Component	0.269	centerline mile	$7,543.78
			$210,487.29

Hand Avenue / Tymber Creek Road (4-lane Extension from Tymber Creek Road Edge of Pavement to Williamson Boulevard - south alignment)

Description	Quantity	Unit	Total
Earthwork Component	1.649	centerline mile	$3,033,683.10
Roadway Construction (rural)	4.0	lanes	$2,510,320.17
Shoulder Component	1.649	centerline mile	$318,774.17
Drainage Component	0.653	centerline mile	$1,549,037.91
Signing Component	1.649	centerline mile	$33,146.14
Signalizations Component	1.649	centerline mile	$219,408.74
Tomoka Bridge Construction	1.649	centerline mile	$1,611,408.41
Overpass of I-95 Bridge Construction	1.649	centerline mile	$3,214,776.25
Retaining Walls Component	1.649	centerline mile	$72,737.28
			$12,563,292.17

Hand Avenue (4-lane from Williamson Boulevard to Shangri La Drive)

Description	Quantity	Unit	Total
Earthwork Component	2.20	centerline mile	$184,267.96
Roadway Construction (rural)	2.0	lanes	$1,081,700.45
Shoulder Component	2.20	centerline mile	$379,887.21
Drainage Component	2.20	centerline mile	$128,376.43
Signing Component	2.20	centerline mile	$55,237.25
Signalizations Component	2.20	centerline mile	~~$1,429,553.67~~
			$3,259,022.96

Maintenance of Traffic (10%)	**$1,603,280.24**
Mobilization (10%)	**$1,763,608.27**
25% Contingency/Scope Creep	**$4,849,922.73**
	$24,039,126.37

TOTAL COST	**$35,067,449.08**

Airport Road from Pineland Trail to Ocean Pine Dr. - Widen 2-Lane Rural to 4-Lane Rural					
ESTIMATED PROJECT CONSTRUCTION COST					
Pay Item	**Description**	**Units**	**Quantity**	**Unit Cost**	**TOTAL**
104-4	MOWING	AC	5.5	$ 356.37	$1,952.05
104-10-2	SYNTHETIC BALES	LF	755	$ 10.41	$7,857.88
104-12	TURBIDITY BARRIER STAKED	LF	668	$ 6.00	$4,008.00
104- 13- 1	SILT FENCE STAKED (TYPE III)	LF	11957	$ 2.00	$23,914.40
104- 15	PREVENTION SOIL TRACKING	EA	7	$ 3,100.00	$20,708.00
104- 16	ROCK BAGS	EA	134	$ 8.00	$1,068.80
110- 1- 1	CLEARING AND GRUBBING	AC	15.4	$ 15,000.00	$230,460.00
120- 1	EXCAVATION REGULAR	CY	50100	$ 6.00	$300,600.00
120- 6	EMBANKMENT	CY	32732	$ 12.00	$392,784.00
160- 4	STABILIZATION TYBE B	SY	54923	$ 5.00	$274,614.80
285-709	BASE OPTIONAL (BASE GROUP 09)	SY	38610	$ 12.50	$482,630.00
	ASPHALTIC CONCRETE TYPE S	TN	4456	$ 150.00	$668,334.00
339-1	MISC. ASPHALT PAVEMENT	TN	67	$ 150.00	$10,020.00
400- 2- 2	CONC CLASS II (ENDWALLS)	CY	10	$ 1,200.00	$12,024.00
425- 1-521	INLETS (DT BOT) (TYPE C) (<10')	EA	13	$ 2,500.00	$33,400.00
425- 2- 41	MANHOLES (P-7) (<10')	EA	2	$ 3,900.00	$7,815.60
430-175-101	PIPE CULV (OPT MATL)(ROUND)(0-24"S/CD)	LF	2011	$ 70.00	$140,747.60
430-175-102	PIPE CULV (OPT MATL)(ROUND)(25-36"SCD)	LF	848	$ 100.00	$84,836.00
430-984-129	MITERED END SECTION (OPTIONAL ROUND) (24")	EA	30	$ 2,000.00	$60,120.00
430-984-133	MITERED END SECTION (OPTIONAL ROUND) (30")	EA	20	$ 2,750.00	$55,110.00
430-984-138	MITERED END SECTION (OPTIONAL ROUND) (36")	EA	3	$ 3,500.00	$11,690.00
520- 1- 7	CURB AND GUTTER TYPE E	LF	1336	$ 16.00	$21,376.00
522- 1	SIDEWALK 4" THICK	SY	6012	$ 36.00	$216,432.00
575- 1	SODDING	SY	782	$ 4.50	$3,517.02
700- 20- 11	SIGN SINGLE POST F&I (LESS THAN 12 SF)	AS	27	$ 290.00	$7,748.80
700- 20- 12	SIGN SINGLE POST F&I (12-25)	AS	7	$ 850.00	$5,678.00
700- 21- 11	SIGN MULTI-POST F&I (50 OR LESS)	AS	0	$ 3,500.00	$0.00
700- 21- 12	SIGN MULTI-POST F&I (51-100)	AS	0	$ 5,500.00	$0.00
706- 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	635	$ 5.00	$3,173.00
711-11-111	TRAFFIC STRIPE SOLID (WHITE) (6")	NM	1	$ 3,200.00	$4,061.44
711-11-122	TRAFFIC STRIPE SOLID (WHITE) (8")	LF	835	$ 1.54	$1,285.90
711-11-124	TRAFFIC STRIPE SOLID (WHITE) (18")	LF	334	$ 4.27	$1,426.18
711-11-125	TRAFFIC STRIPE SOLID (WHITE) (24")	LF	234	$ 4.75	$1,110.55
711-11-131	TRAFFIC STRIPE SKIP (10/30) (WHITE) (6")	GM	1	$ 1,000.00	$1,269.20
711-11-160	PAVEMENT MESSAGE (ONLY)	EA	0	$ 133.68	$0.00
711-11-170	DIRECTIONAL ARROW	EA	27	$ 57.45	$1,535.06
711-11-211	TRAFFIC STRIPE SOLID (YELLOW) (6")	NM	1	$ 3,200.00	$4,061.44
711-11-241	6/10 SKIP TRAFFIC STRIPE (YELLOW) (6")	LF	12692	$ 1.39	$17,641.88
				SUBTOTAL	$3,115,011.61
	Cost Breakdown By Activity				
	Construction	$3,115,011.61			
	Mobilization	$311,501.16			
	Maintenance of Traffic	$311,501.16			
	Total Estimated Project Cost	**$3,738,013.93**			

Volusia County Road Program

Volusia County FLORIDA

5 Year Road Program FY 09/10 - FY 13/14

Potential Future Funding FY 14/15 - FY 18/19

IMPACT FEE ZONE 1 - Northeast Volusia

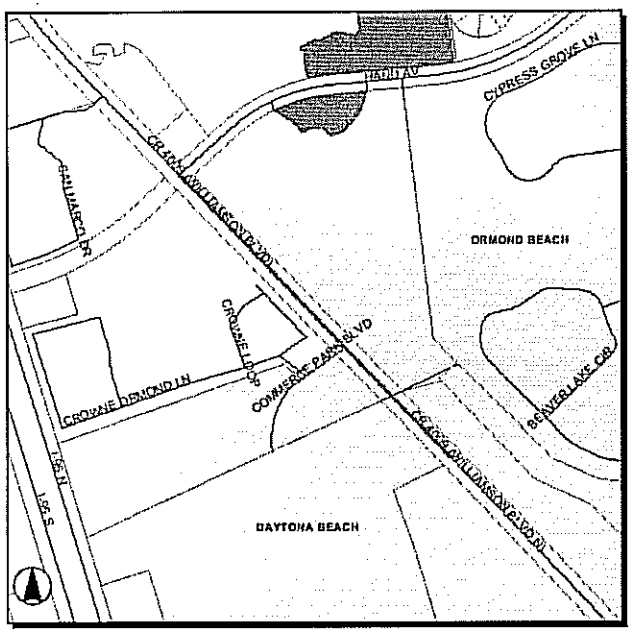
	Project	Section		Scope	PRIOR YEAR ENG	PRIOR YEAR R/W	PRIOR YEAR CON	FY 09/10 ENG	FY 09/10 R/W	FY 09/10 CON	FY 10/11 ENG	FY 10/11 R/W	FY 10/11 CON	FY 11/12 ENG	FY 11/12 R/W	FY 11/12 CON	FY 12/13 ENG	FY 12/13 R/W	FY 12/13 CON	FY 13/14 ENG	FY 13/14 R/W	FY 13/14 CON	FY 14/15 ENG	FY 14/15 R/W	FY 14/15 CON	FY 15/16 ENG	FY 15/16 R/W	FY 15/16 CON	FY 16/17 ENG	FY 16/17 R/W	FY 16/17 CON	FY 17/18 ENG	FY 17/18 R/W	FY 17/18 CON	FY 18/19 ENG	FY 18/19 R/W	FY 18/19 CON
1	Airport Rd, OB	@ Sunshine Blvd	LOGT	Intersection						100																											
	"	"	ONE	"						230																											
2	Airport Rd, OB	RR Tracks W of US 1 to Ocean Pines Dr	LAP	P Shoulders						841																											
3	Airport Rd, Port Orange	W of Sabal Cr Bl to S of Creekside Sch	HLOGT	4 LN							400												ROW & CONST UNFUNDED (ROW - $2 million CONST - $6.4 million)														
4	Clyde Morris Blvd (Phase 1)	LPGA Bl to The Aberdeen	LOGT	4 LN			225																														
5	Clyde Morris Blvd (Phase 2)	The Aberdeen to Pathway Blvd	LOGT	4 LN			325																														
	"	"	CITY	"																																	
	"	"	DEV	"			655																														
6	CRATA@Dunlawton	County Share w/DB Shares & FDOT	LOGT	Mast Arm Signal			100																														
7	Dunn Av Extension	Tomoka Farms Rd - Williamson Blvd	LOGT	NEW 2 LN	25																																
	"	"	COP	"		555																															
	"	"	FED GRANT	"		1434																															
	"	"	IMPACT	"	25	765				360																											
	"	"	CITY	"						1125																											
	"	"	DEV	"						1125																											
	"	"	COUNTY	"						1848																											
	"	"	FED STIMULUS	"						5472																											
	Hand Ave Extension	Williamson Bl to Tymber Cr Rd Ext	IMPACT	NEW 3 LN																			ROW & CONST UNFUNDED (ROW - $10 million CONST - $25 million)														
8	LPGA Blvd (Phase 2)	Jimmy Ann Dr to W. of Old Kings Rd	LOGT	4 LN		1000									2500							5000															
9	LPGA Blvd (Phase 1)	W of Old Kings Rd to Nova Rd	LOGT	4 LN						2800																											
	LPGA Extension	Tomoka Farms Rd to US92		NEW 3 LN																			ROW & CONST UNFUNDED (ROW - $1.7 million CONST - $22.1 million)														
	Madeline Av Ext - East	Saxia Rd to US 1		NEW 3 LN																			ROW & CONST UNFUNDED (ROW - $2 million CONST - $5 million)														
	Madeline Av Ext - West	Williamson Bl to Tomoka Farms Rd		NEW 3 LN																			ROW & CONST UNFUNDED (ROW - $2.2 million CONST - $11.2 million)														
10	Taylor Rd (Phase 1)	Summer Trees Blvd to Williamson Blvd	DEV	4LN			110																														
11	Taylor Rd (Phase 2)	Forest Preserve Blvd to Summertrees Bl	IMPACT	4LN	400																																
	"	"	HLOGT	"					2000														CONST UNFUNDED (CONST - $4 million)														
12	Tomoka Farms Rd	SR 44 to US 92	LOGT	4 LN Study	30																		UNFUNDED														
13	Tymber Creek	SR 40 to Airport Rd	BOND	Design	250																																
13a	Tymber Creek (Phase 1)	SR 40 to Peruvian Ln	BOND	4 LN		1000			2450	3300																											
	Tymber Creek (Phase 3)	Peruvian Ln to Airport Rd	IMPACT	4 LN																			ROW & CONST UNFUNDED (ROW - $5 million CONST - $6 million)														
14	Veterans Mem Br. (Orange Av)	over Halifax River	CBR	RD&E	750																		CONST UNFUNDED (CONST - $40 million)														
	Williamson Blvd, Daytona	S of Fl Hospital to Hand Av	LOGT	4 LN																			ROW & CONST UNFUNDED (ROW - $1 million CONST - $3 million)														
	Williamson Blvd, Daytona	N of LPGA to S of Fl Hospital	LOGT	4 LN																			CONST UNFUNDED (CONST - $8 million)														
15	Williamson Blvd, Daytona (Phase 2)	N of Dunn Blvd to N of LPGA	DEV	4 LN						1800																											
	"	"	BOND	"						1000																											
	"	"	LOGT	"						288																											
	"	"	CITY	"						911																											
16	Williamson Blvd, Daytona (Phase 1)	US 92 to Dunn Av	BOND	4 LN			14																														
17	Williamson Blvd, PO (Phase 1)	Spruce Creek Dr to Taylor Rd	BOND	4 LN		400	2351																														
17a	Williamson Blvd, PO (Phase 3)	Taylor Rd to N. of Summer Trees Rd	DEV	"			2800																														
18	Williamson Blvd, PO (Phase 2)	W of Sabal Cr Blvd to Spruce Creek Dr	BOND	4 LN		30	75																														
	"	"	IMPACT	"																																	
	"	"	TRIP	"			4993																														
	"	"	COUNTY	"			1148																														
	"	"	CITY	"			1148																														
	Williamson Blvd, PO	N of Summer Trees Rd to S of I-95	IMPACT	4 LN																			ROW & CONST UNFUNDED (ROW - $3 million CONST - $6 million)														
	Yoktown Extension	Hidden Lake Drive to Willow Run Blv		NEW 2 LN																			UNFUNDED														
	Debt Service for Bonds		IMPACT				2055			2055			2055			2055			2055			2055			2055			2055			2055			1905			1905
	Debt Service for Bonds		LOGT																															150			150
19	*Debt Service for Williamson Bl*	*Airport Rd to Pioneer Tr*	IMPACT	4 LN									1584			729			183			144			122			122			122			122			122
	"	"	LOGT													733			1431			1440			1462			1462			1462			1462			1462

BOND - Bond Funding CBR - Community Budget Issue Request (State Funding) COP - County Incentive Grant Program (State Grant) CITY - Cost sharing with City DEV - Developer Funding FED GRANT - Federal Grant IMPACT - Road Impact Fee Funding
LAP - Local Agency Program (Federal Grant) LOGT - Local Option Gas Tax Funding ONE - One Cent Gas Tax Funding SCHOOL - Cost sharing with School Board TRIP - Transportation Regional Incentive Program (State Grant)

Zone 1
Costs of Unfunded Projects in 10-Yr Program
$170.6 million (ROW & CONST)
(shown in parentheses in the above table)

Current Year Costs in ($1,000)

IFZ1-19B Williamson Blvd - Daytona Beach (Con)



Work Summary: Widen to 4 lanes

From: South of Florida Hospital

To: Hand Av

Responsible Agency: Volusia County

Phase	Fund Source	2007/08	2008/09	2009/10	2010/11	2011/12	Total
CST	IFZ1	0	0	$300,000	0	0	**$300,000**
CST	LOGT	0	0	$2,500,000	0	0	**$2,500,000**
		0	**0**	**$2,800,000**	**0**	**0**	**$2,800,000**

Project Description: Widening Williamson Boulevard between Florida Hospital and Hand Avenue. Construction is scheduled for FY 2009/10.

Table 13.4 – Cost Feasible 2025 LRTP - Phase 1 (2006 to 2010)

(Adopted 11-22-05)
(Amended 1-24-06)
(Amended 1-23-07)
(Amended 2-27-07)
(Amended 5-22-07)

Name	Limits (From - To)	Improvement	Estimated Costs
Kepler Rd	US 92 to SR 44	Widen to 3 Lanes	$2,300,000
LPGA Blvd	Jimmy Ann Rd to Nova Rd	Widen to 4 Lanes	$8,335,000
Madeline Ave Extension	Sauls Rd to US 1	New 2 Lane Road	$3,760,000
Normandy Blvd[3]	Firwood Dr to Saxon Blvd	Widen to 4 Lanes	$9,162,318
Orange Camp Rd	MLK/West Volusia Beltway to I-4 (Victoria Park DRI)	Widen to 4 Lanes	$5,705,515
Plantation Oaks Blvd	US 1 to Old Dixie Highway (National Gardens DRI)	New 2 Lane Road	$10,928,016
Rhode Island Ave Extension	Westside Parkway to US 17/92	New 2 Lane Road	$3,465,000
Rhode Island Ave Extension	Veterans Memorial Parkway to Normandy Blvd	New 2 Lane Road	$8,470,000
Saxon Blvd Extension[1,3]	Rail Station to Westside Parkway	New 2 Lane Road	$3,071,314
Saxon Blvd Extension[1,3]	Westside Parkway to US 17/92	New 2 Lane Road	$6,440,342
Taylor Rd	Summer Trees Blvd to Williamson Blvd	Widen to 4 Lanes	$600,000
Tomoka Farms Rd	LPGA Blvd to US 92 (Consolidated Tomoka Development)	New 2 Lane Road	$9,960,431
Town West Blvd	Tomoka Farms Rd to Williamson Blvd (Developer Funded)	New 2 Lane Road	$9,049,763
Tymber Creek Rd	Airport Rd to SR 40	Widen to 4 Lanes	$10,700,000
Westside Pkwy	Rhode Island Ave Extension to Saxon Blvd Extension	New 2 Lane Road	$8,350,000
Williamson Blvd	Hand Ave to Dunn Ave	Widen to 4 Lanes	$17,635,000
Williamson Blvd	Dunn Ave to US 92	Widen to 4 Lanes	$6,365,000
Williamson Blvd[3]	Taylor Rd to Spruce Creek Bridge	Widen to 4 Lanes	$9,970,778
Williamson Blvd[3]	Spruce Creek Bridge to Sabal Creek Blvd	Widen to 4 Lanes	$13,911,524
Williamson Blvd	Airport Rd to Pioneer Trail (ICI Development)	New 2 Lane Road	$13,660,020
Subtotal			**$263,280,075**
Enhancement Projects			
Spring to Spring Trailhead	@ DeBary Hall	Trailhead	$700,000
Spring to Spring Trail - Phase 2	Dirksen Dr to Lake Monroe Park	Multi-use Trail	$860,000
Spring to Spring Trail - Phase 4	Lake Beresford Park to French Ave	Multi-use Trail	$527,050
SR A1A Beautification[1]	Daytona Beach (city limit to city limit)	Streetscaping	$2,800,000
Lake Monroe Loop Trail	Providence Blvd to Garfield Rd	Bike Path	$287,137
Sceneca St Sidewalk	George Engram Blvd to US 92	Sidewalk	$81,712
Sparkman Ave Sidewalk	French Ave to Ohio Ave	Sidewalk	$97,687
Leavitt Ave Sidewalk	Blue Springs Ave to Rhode Island Ave	Sidewalk	$77,096
Alabama Ave Trail	Wisconsin Ave to Beresford Ave	Multi-use Trail	$603,388
US 92 Bike Path	US 17/92 to Kepler Rd	Bike Path	$769,974