Appendix A.21.1

Methodology Letter

Lassiter Transportation Group, Inc.
Engineering and Planning

Via E-Mail

Ref: 3676.02

August 14, 2009

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 Application for Development Approval Proposed Transportation Methodology

Dear Mr. Lehman:

Lassiter Transportation Group, Inc. (LTG) has been retained by Hunter's Ridge Golf Properties, LLC to prepare the transportation analysis for a proposed substantial deviation to the Hunter's Ridge Development of Regional Impact (DRI). It is the applicant's intent to revise the current development order (DO) to eliminate conditions which are not supported by analysis such as the substantial deviation line of demarcation, extensive transportation modeling and monitoring, and roadway improvements not required for capacity. This memo highlights the methodology whereby the transportation analysis will be conducted to support the DO revisions.

DEVELOPMENT PLAN AND EXISTING APPROVALS

Hunter's Ridge DRI is currently approved, with conditions, for 2,684 residential units, 102,548 square feet (sq. ft.) of retail commercial, 245,195 sq. ft. of light industrial, and 152,144 sq. ft. of general office.
Table 1 presents the proposed development plan and phasing schedule. Figure 1 shows the general location of the site.

Table 1
Development Plan
Hunter's Ridge DRI – Transportation Methodology

ITE Land Use	Existing Approvals		Phase 1 Quantity 2015		Phase 2 Quantity 2020		Phase 3 Quantity 2025		Cumulative Totals	
Shopping Center			138.51	KSF	76.608	KSF			215	KSF
Church			15.00	KSF					15	KSF
Senior Housing - Detached					172	DUs			172	DUs
Congregate Care							146	DUs	146	DUs
Assisted Living			172	Beds					172	Beds
General Office			140.00	KSF	134.9	KSF			275	KSF
Elementary School			500	Students					500	Students
Middle School			800	Students					800	Students
Light Industrial			74.732	KSF	74.732	KSF	64.056	KSF	214	KSF
Business Park			72.45	KSF					72	KSF
Condos/Townhomes	186	DUs	300	DUs					486	DUs
Warehousing			30.00	KSF					30	KSF
Apartments					316	DUs	100	DUs	416	DUs
Single-family	1,152	DUs	618	DUs	641	DUs	518	DUs	2,929	DUs

DU = Dwelling Unit
KSF = 1,000 Square Feet

123 Live Oak Ave. ▪ Daytona Beach, FL 32114 ▪ Phone 386.257.2571 ▪ Fax 386.257.6996
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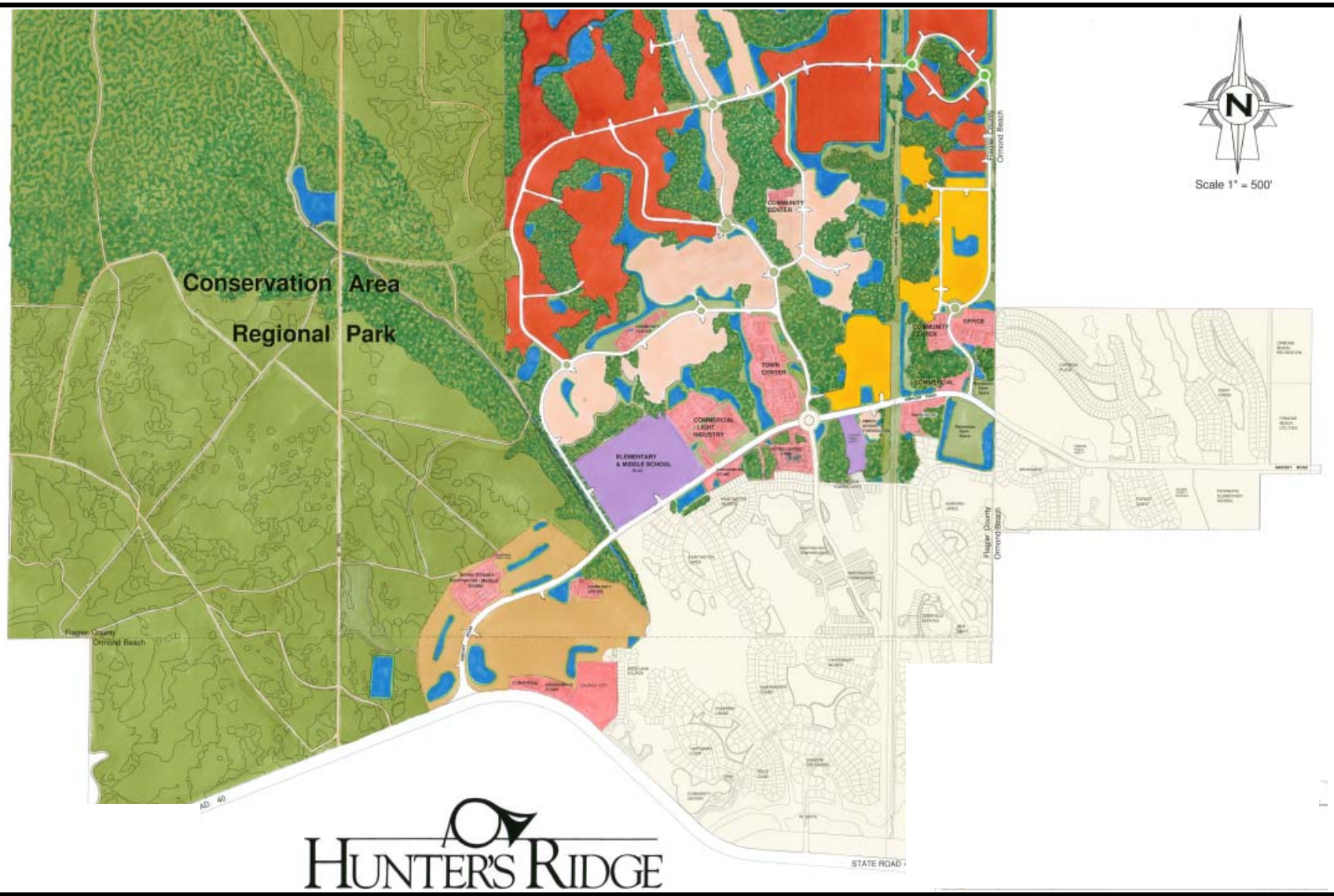


Hunter's Ridge DRI Methodology	N NTS	**Project Location**		**Lassiter Transportation Group, Inc.** *Engineering and Planning*
		Project No.: 3676.02	Figure: 1	123 Live Oak Avenue – Daytona Beach, Florida 32114 Telephone: 386.257.2571 Fax: 386.257.6996 EB# 0009227

MODEL STRUCTURE

The 2025 Central Florida Regional Planning Model (CFRMP), Version 4.5 was modified to add traffic analysis zones to represent Hunter's Ridge DRI land use. The internal roadway network was built using the anticipated development plan, prepared by Hunter's Ridge Golf Properties, LLC. External connectors were added to the network at its access points. The external roadway network was modified to reflect the existing plus committed (E+C) roadway improvements.

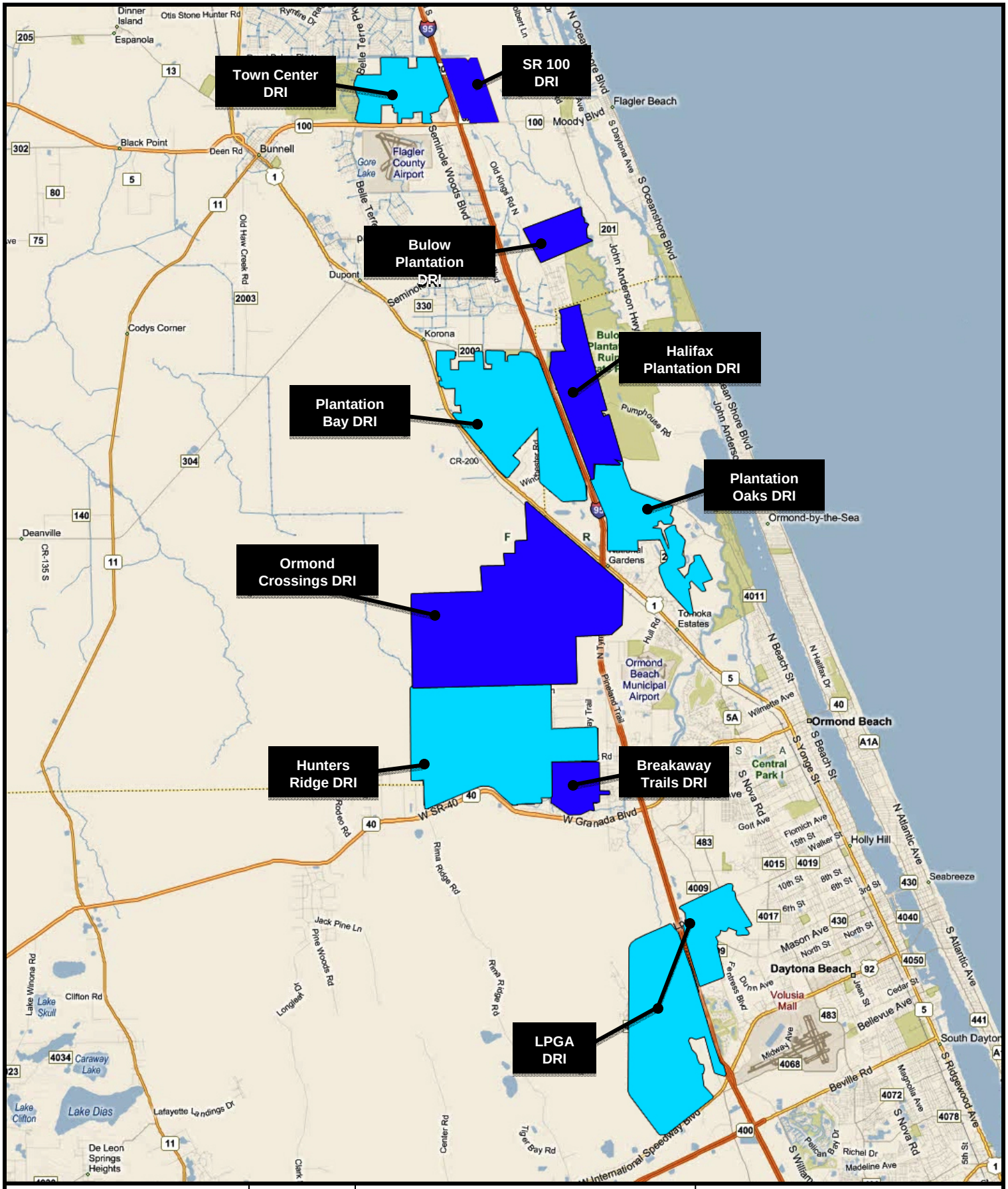
A separate model will be run for each phase. The socio-economic (S/E) data (ZDATA) for Phase 1 and Phase 2 will be interpolated using the model interim year (2012) ZDATA and the model out year (2025) ZDATA to estimate the 2015, and 2020 ZDATA. Year 2025 (the build-out year of Hunter's Ridge) S/E data, which is included in the CFRPM V. 4.5 package, was used for the build-out model run.

The model was also modified to edit existing zones and add new TAZs to represent the land uses of seven approved DRI's located near the proposed Hunter's Ridge DRI: Ormond Crossings, Breakaway Trails, LPGA, National Gardens, Plantation Bay, Halifax Plantation, Town Center, and SR 100. The model run for each phase accurately reflects the proposed build-out schedule of each project. Refer to Figure 2 for a graphical depiction of the location of these DRIs. Table 2 presents the S/E data coded for each of the adjacent DRIs. In general, the phase completion dates of the nearby DRIs were delayed by five years considering the recent development trends.

PROJECT TRIP GENERATION

The p.m. peak-hour project trip generation was calculated using the Institute of Transportation Engineer's (ITE) reference manual titled *Trip Generation*, *8th Edition*. As a general rule, the average trip generation rate was used for land uses whose data plots yield a coefficient of determination (R^2) value less than 0.75. The fitted curve equation was used for land uses whose data plots yield a coefficient of determination greater than or equal to 0.75. The procedures prescribed in the *Trip Generation User's Manual* were employed to calculate the trip generation.

A correlation was established between the model outputs (productions and attractions) and ITE trip generation by calculating the trip generation of each TAZ using ITE procedures and adjusting the S/E data so the model output equals the ITE calculations. The trip generation was calculated by phase, with each subsequent phase cumulatively incorporating the development constructed in the previous phase. For example, the Phase 2 trip generation includes Phase 1 land use and Phase 2 land use.



Hunter's Ridge DRI Methodology	N NTS	**DRI Location Map**	*Lassiter Transportation Group, Inc.* *Engineering and Planning*
		Project Number: 3676.02	Figure 2
			123 Live Oak Ave, Daytona Beach, Florida 32114 Telephone: 386.257.2571, Fax: 386.257.6996 EB# 0009227

Table 2
Adjacent DRI S/E Data
Hunter's Ridge DRI – Transportation Methodology

DRI	Hunter's Ridge Phase Years		TAZ	Z-Data 1						Z-Data 2				
				SFDU	SF Population	MFDU	MF Population	Hotel	Hotel Population	Industrial Employee	Commercial Employees	Service Employees	Total Employees	School (enrollment)
Breakaway Trails	PH 1	2015	2390	1,000	2,400	0	0	0	0	0	0	0	0	0
	PH 2	2020	2390	1,000	2,400	0	0	0	0	0	0	0	0	0
	PH 3	2025	2390	1,000	2,400	0	0	0	0	0	0	0	0	0
LPGA	PH 1	2015	2336	713	1,711	118	236	0	0	767	397	791	1,955	0
	PH 2	2020	2336	713	1,711	118	236	0	0	767	397	791	1,955	0
	PH 3	2025	2336	2,095	5,028	2519	5,038	0	0	981	1,433	3,274	5,689	0
Plantation Bay	PH 1	2015	3628	2,773	6,655	0	0	0	0	0	0	0	0	0
	PH 2	2020	3628	3,773	9,055	0	0	0	0	0	0	0	0	0
	PH 3	2025	3628	4,773	11,455	0	0	0	0	0	0	0	0	0
Halifax Plantation	PH 1	2015	2398	1,891	4,538	949	1,898	0	0	0	963	0	963	0
	PH 2	2015	2398	2,633	6,319	1,739	3,479	0	0	0	1,658	0	1,658	0
	PH 3	2025	2398	3,375	8,100	2,530	5,060	0	0	0	2,352	0	2,352	0
Plantation Oaks/National Gardens	PH 1	2015	2044	3,930	9,432	0	0	0	0	0	0	0	0	0
	PH 2	2020	2044	3,930	9,432	0	0	0	0	0	0	0	0	0
	PH 3	2025	2044	3,930	9,432	0	0	0	0	0	0	0	0	0
Town Center	PH 1	2015	3616	0	0	1,230	2,460	140	210	2,080	1,881	1,146	5,107	0
	PH 2	2020	3616	0	0	2,095	4,190	280	420	1,035	3,942	2,960	7,937	0
	PH 3	2025	3616	0	0	2,740	5,480	480	720	1,372	5,261	4,230	10,863	0
Ormond Crossings	PH 1	2015	2435	382	916	112	224	0	0	0	0	0	0	0
			2436	0	0	208	416	0	0	0	188	520	708	0
			2437	509	1,220	229	458	0	0		10	265	275	720
			2362	0	0	0	0	0	0	236	13	620	869	0
			2363	0		0		0		901	15	574	1,490	0
			2365	0		0		0		709	0	1,022	1,731	0
	PH 2	2020	2435	763	1,831	224	448	0	0	0	0	0	0	0
			2436	0	0	416	832	0	0	0	375	1,040	1,415	0
			2437	1,017	2,441	458	916	0	0	0	20	530	550	720
			2362	0	0	0	0	0	0	472	25	1,240	1,737	0
			2363	0	0	0	0	0	0	1,802	30	1,147	2,979	0
			2365	0	0	0	0	0	0	1,418	0	2,044	3,462	0
	PH 3	2025	2435	763	1,831	224	448	0	0	0	0	0	0	0
			2436	0	0	416	832	0	0	0	375	1,040	1,415	0
			2437	1,017	2,441	458	916	0	0	0	20	530	550	720
			2362	0	0	0	0	0	0	472	25	1,240	1,737	0
			2363	0	0	0	0	0	0	1,802	30	1,147	2,979	0
			2365	0	0	0	0	0	0	1,418	0	2,044	3,462	0
SR 100 DRI	PH 1	2015	3587	495	1,188	1,434	2,868	120	180	0	100	96	196	0
	PH 2	2020	3587	619	1,486	1,792	3,584	150	225	0	100	120	220	0
	PH 3	2025	3587	619	1,486	1,792	3,584	150	225	0	100	120	220	0
Bulow Plantation	PH 1	2015	3588	1,020	2,448	0	0	0	0	0	0	0	0	0
	PH 2	2020	3588	1,020	2,448	0	0	0	0	0	0	0	0	0
	PH 3	2025	3588	1,020	2,448	0	0	0	0	0	0	0	0	0

INTERNAL CAPTURE

As indicated in Table 1, the project will consist of several complementary land uses that are expected to retain a significant portion of project trips within the project boundaries. The land use mix was established based on smart growth principles with the goal of creating a self-sustaining community. Many internal capture calculation iterations were performed to identify a land use mix to minimize external travel.

The CFRPM, V. 4.5 and ITE principles were used to estimate the internal capture for each phase of development. As previously stated, the S/E data was factored to equal ITE trip generation in order to balance the productions and attractions similar to traditional ITE internal capture calculations. The production and attraction trip matrix was extracted for the zones that represent the Hunter's Ridge DRI. With the exception of the two zones containing both commercial and service land uses, intrazonal trips (e.g., the diagonal of the trip matrix) were zeroed out because only single-use TAZ's were coded for the remaining zones. The total interzonal trips were then divided by the total trip generation, not including intrazonal trips, produced by the model. This procedure was repeated for Phases 1 – 3. Tables 3, 4, and 5 summarize the model internal trip interaction for Phase 1, 2, and 3, respectively. As indicated in the tables, based on the model trip matrix, Phases 1, 2, and 3 internal capture is 36.19%, 39.32%, and 40.02%, respectively. Tables 3, 4, and 5 also summarize the interaction between specific uses such as: residential – retail, residential – office, retail – office, retail – retail and office – office.

The ITE procedure of balancing internal trips based on trips entering and exiting was then used to estimate the internal capture for each type of land use in the Hunter's Ridge DRI. The values identified in the 'Model Internal Capture by Use' matrix for Phase 1 were used to supplant the survey percentages presented in the *Trip Generation Handbook* (the Phase 1 values are believed to more accurately and consistently represent expected interaction across the three phases of the proposed development). Tables 6, 7, and 8 present the results of the internal capture calculation for phase 1, 2, and 3, respectively. The values presented in Tables 6 – 8 were used to reduce the gross trip generation. Tables 9, 10, and 11 present the gross and net external daily and p.m. peak-hour trip generation.

It should be noted that the internal percentage of church use was conservatively estimated to be consistent with the percentages for the adjacent residential land uses. This land use was not coded in the model, but is included in the trip generation tables to evaluate the off-site impacts.

The final trip generation calculations yield significantly lower values than the previously proposed method of using only the model trip matrix. The internal capture is reduced from 36.19%, 39.32%, and 36.7% to 25%, 28%, and 24% for Phases 1, 2 and 3, respectively. However, as indicated previously, the Phase 1 internal capture rate of 25 percent was found most appropriate and applied to each of the three phases.

Table 3
Phase 1 Internal Trip Interaction – CFRPM Trip Matrix
Hunter's Ridge DRI – Transportation Methodology

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	76	0	3	62	14	12	0	1	0	0	0	59	36	441	710	250	2,338	2,088
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	8	0	0	5	2	3	0	1	0	0	0	7	4	14	50	2	166	165
3649	(Comm/Ofc.)	76	0	8	0	0	2	47	11	13	0	0	0	0	0	59	34	124	372	97	1,235	1,137
3650	(School)	0	0	0	0	0	0	0	0	51	0	0	0	0	0	226	96	118	491	0	980	980
3651	(Ofc./Ind.)	3	0	0	2	0	0	11	10	7	0	2	0	0	0	16	8	12	71	11	230	219
3652	(Comm/Ofc.)	62	0	5	47	0	11	0	72	185	0	4	0	0	0	488	203	140	1,217	503	3,291	2,788
3653	(Ofc./Ind.)	14	0	2	11	0	10	72	0	25	0	2	0	0	0	65	35	43	279	35	758	723
3654	(Res.)	12	0	3	13	51	7	185	25	0	0	6	0	0	0	34	22	18	376	30	831	802
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	1	0	0	2	4	2	6	0	0	0	0	0	6	6	5	32	3	88	85
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.)	59	0	7	59	226	16	488	65	34	0	6	0	0	0	0	33	47	1,040	314	2,808	2,493
3661	(Res.)	36	0	4	34	96	8	203	35	22	0	6	0	0	0	33	0	26	501	124	2,125	2,001
3662	(Res.)	441	0	14	124	118	12	140	43	18	0	5	0	0	0	47	26	0	988	389	3,840	3,451
Interzonal		710	0	50	372	491	71	1,217	279	376	0	32	0	0	0	1,040	501	988	12,254			
Intrazonal		250	0	2	97	0	11	503	35	30	0	3	0	0	0	314	124	389		3,519		
Totals (with intrazonal trips)		2,338	0	166	1,235	980	230	3,291	758	831	0	88	0	0	0	2,808	2,125	3,840			37,379	
Totals (without intrazonal trips)		2,088	0	165	1,137	980	219	2,788	723	802	0	85	0	0	0	2,493	2,001	3,451				33,860

Internal Capture 36.19%

External Project Trips 21,607

Model Internal Capture by Use

	Residential	Retail	Office
Residential	-	21.35%	20.00%
Retail	21.35%	21.06%	18.45%
Office	20.00%	18.45%	23.80%

Table 4
Phase 2 Internal Trip Interaction – CFRPM Trip Matrix
Hunter's Ridge DRI – Transportation Methodology

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	34	7	67	0	3	69	4	10	12	0	5	15	22	71	26	400	745	225	2,377	2,152
3647	(Res.)	34	0	7	51	25	5	15	2	2	3	0	2	2	3	9	3	16	177	10	423	413
3648	(Res.)	7	7	0	7	0	1	5	0	2	2	1	1	1	3	9	3	12	59	3	174	171
3649	(Comm/Ofc.)	67	51	7	0	0	2	50	4	9	9	0	4	14	20	64	23	99	421	86	1,236	1,150
3650	(School)	0	25	0	0	0	0	0	0	39	0	0	0	42	67	265	67	84	588	0	985	985
3651	(Ofc./Ind.)	3	5	1	2	0	0	20	7	13	4	2	3	11	12	42	13	21	157	45	508	463
3652	(Comm/Ofc.)	69	15	5	50	0	20	0	26	153	77	3	26	161	189	669	169	133	1,765	675	4,236	3,560
3653	(Ofc./Ind.)	4	2	0	4	0	7	26	0	8	4	1	3	7	9	28	9	11	123	3	287	284
3654	(Res.)	10	2	2	9	39	13	153	8	0	37	4	14	11	11	38	19	16	383	25	841	817
3655	(Comm.)	12	3	2	9	0	4	77	4	37	0	2	8	19	26	78	88	27	395	45	893	848
3656	(Ofc./Ind.)	0	0	1	0	0	2	3	1	4	2	0	1	1	2	6	3	3	27	1	75	74
3657	(Ofc./Ind.)	5	2	1	4	0	3	26	3	14	8	1	0	10	11	37	34	18	175	15	513	498
3658	(Res.)	15	2	1	14	42	11	161	7	11	19	1	10	0	26	94	10	16	439	44	1,025	981
3659	(Res.)	22	3	3	20	67	12	189	9	11	26	2	11	26	0	87	12	18	515	72	1,399	1,327
3660	(Res.)	71	9	9	64	265	42	669	28	38	78	6	37	94	87	0	37	54	1,586	455	4,213	3,758
3661	(Res.)	26	3	3	23	67	13	169	9	19	88	3	34	10	12	37	0	22	537	101	2,123	2,022
3662	(Res.)	400	16	12	99	84	21	133	11	16	27	3	18	16	18	54	22	0	949	344	3,837	3,493
Interzonal		745	177	59	421	588	157	1,765	123	383	395	27	175	439	515	1,586	537	949	18,084			
Intrazonal		225	10	3	86	0	45	675	3	25	45	1	15	44	72	455	101	344		4,297		
Totals (with intrazonal trips)		2,377	423	174	1,236	985	508	4,236	287	841	893	75	513	1,025	1,399	4,213	2,123	3,837			50,288	
Totals (without intrazonal trips)		2,152	413	171	1,150	985	463	3,560	284	817	848	74	498	981	1,327	3,758	2,022	3,493				45,992

Internal Capture 39.32%

External Project Trips 27,907

Model Internal Capture by Use

	Residential	Retail	Office
Residential	-	23.03%	21.14%
Retail	23.03%	18.82%	21.11%
Office	21.14%	21.11%	19.38%

Table 5
Phase 3 Internal Trip Interaction – CFRPM Trip Matrix
Hunter's Ridge DRI – Transportation Methodology

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	13	6	90	0	4	67	4	11	12	0	5	21	60	76	27	379	774	220	2,396	2,176
3647	(Res.)	13	0	2	27	9	3	5	1	1	1	0	0	2	2	4	1	6	77	2	182	180
3648	(Res.)	6	2	0	9	0	1	5	1	1	1	0	0	2	6	9	3	12	59	3	216	213
3649	(Comm/Ofc.)	90	27	9	0	0	5	67	5	14	12	1	6	26	76	97	33	133	600	161	1,456	1,295
3650	(School)	0	9	0	0	0	0	0	0	37	0	0	0	51	154	250	62	75	638	0	988	988
3651	(Ofc./Ind.)	4	3	1	5	0	0	27	9	17	4	4	4	19	39	55	19	26	235	79	747	668
3652	(Comm/Ofc.)	67	5	5	67	0	27	0	26	143	73	3	26	187	419	604	147	107	1,906	652	4,251	3,599
3653	(Ofc./Ind.)	4	1	1	5	0	9	26	0	6	3	0	3	8	19	25	10	10	130	4	282	278
3654	(Res.)	11	1	1	14	37	17	143	6	0	36	3	14	13	25	35	17	14	385	24	845	821
3655	(Comm.)	12	1	1	12	0	4	73	3	36	0	2	9	23	62	74	79	22	410	42	869	827
3656	(Ofc./Ind.)	0	0	0	1	0	4	3	0	3	2	0	2	2	4	5	5	2	32	0	97	97
3657	(Ofc./Ind.)	5	0	0	6	0	4	26	3	14	9	2	0	11	27	35	31	16	187	15	512	497
3658	(Res.)	21	2	2	26	51	19	187	8	13	23	2	11	0	67	106	12	17	567	62	1,316	1,255
3659	(Res.)	60	2	6	76	154	39	419	19	25	62	4	27	67	0	179	28	36	1,204	339	3,574	3,235
3660	(Res.)	76	4	9	97	250	55	604	25	35	74	5	35	106	179	0	35	44	1,633	402	4,202	3,800
3661	(Res.)	27	1	3	33	62	19	147	10	17	79	5	31	12	28	35	0	20	530	100	2,136	2,036
3662	(Res.)	379	6	12	133	75	26	107	10	14	22	2	16	17	36	44	20	0	919	271	3,975	3,703
Interzonal		774	77	59	600	638	235	1,906	130	385	410	32	187	567	1,204	1,633	530	919	20,574			
Intrazonal		220	2	3	161	0	79	652	4	24	42	0	15	62	339	402	100	271		4,751		
Totals (with intrazonal trips)		2,396	182	216	1,456	988	747	4,251	282	845	869	97	512	1,316	3,574	4,202	2,136	3,975			56,088	
Totals (without intrazonal trips)		2,176	180	213	1,295	988	668	3,599	278	821	827	97	497	1,255	3,235	3,800	2,036	3,703				51,337

Internal Capture 40.08%

Model Internal Capture by Use

	Residential	Retail	Office
Residential	-	22.22%	16.30%
Retail	22.22%	25.27%	21.16%
Office	16.30%	21.16%	27.49%

Table 6
Phase 1 Internal Capture Calculation – CFRPM Trip Matrix and ITE Procedures
Hunter's Ridge DRI – Transportation Methodology

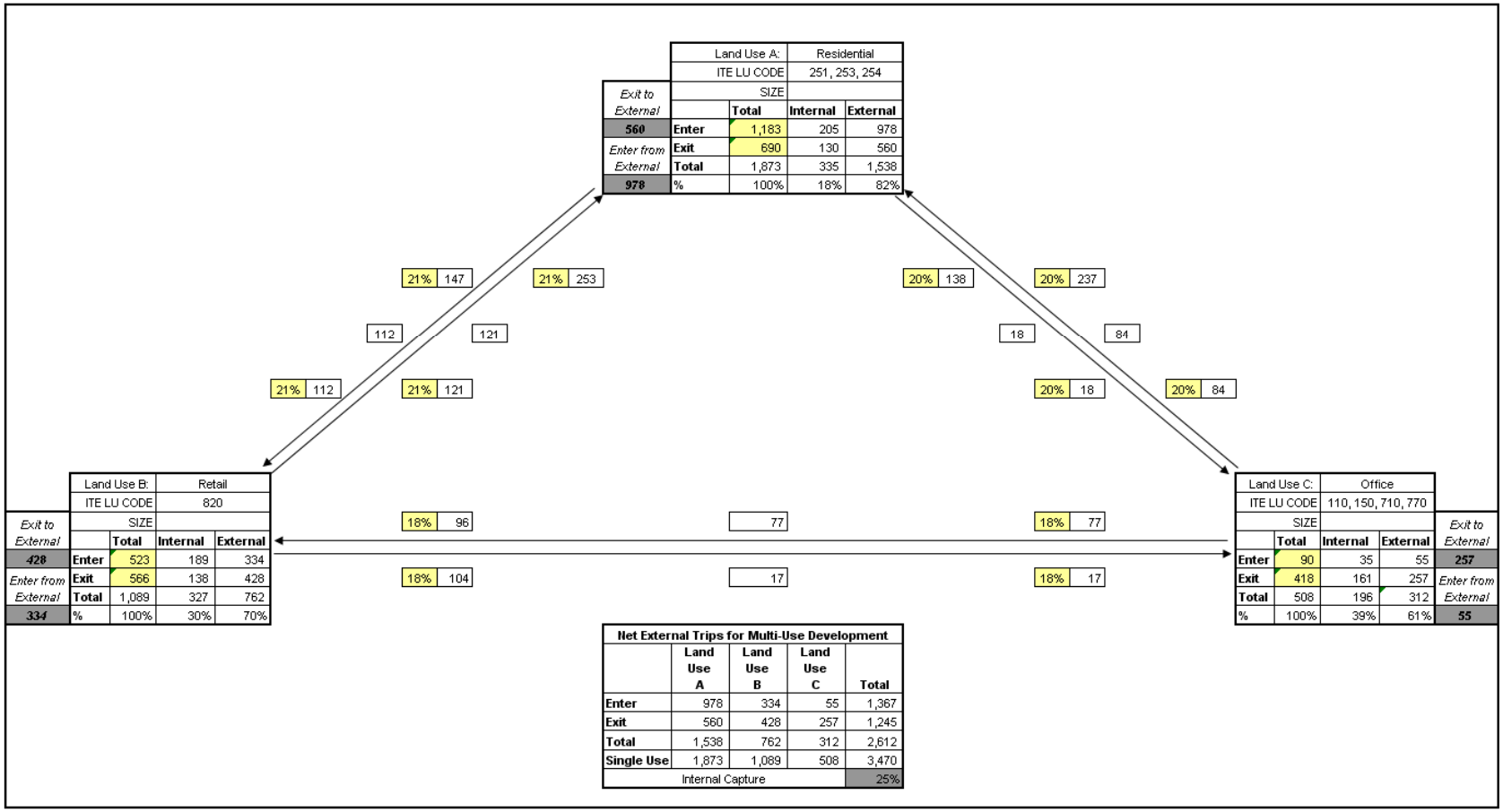
HUNTER'S RIDGE
MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst: CAM

Date: 7/8/2009

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

Time Period: P.M. Peak-Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total
Enter	978	334	55	1,367
Exit	560	428	257	1,245
Total	1,538	762	312	2,612
Single Use	1,873	1,089	508	3,470
Internal Capture				25%

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Engineering and Planning

Table 7
Phase 2 Internal Capture Calculation – CFRPM Trip Matrix and ITE Procedures
Hunter's Ridge DRI – Transportation Methodology

MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst: CAM

Date: 7/8/2009

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

Time Period: P.M. Peak-Hour

Land Use A:	Residential		
ITE LU CODE	251, 253, 254		
SIZE			
	Total	Internal	External
Enter	1,697	324	1,373
Exit	989	197	792
Total	2,686	521	2,165
%	100%	19%	81%

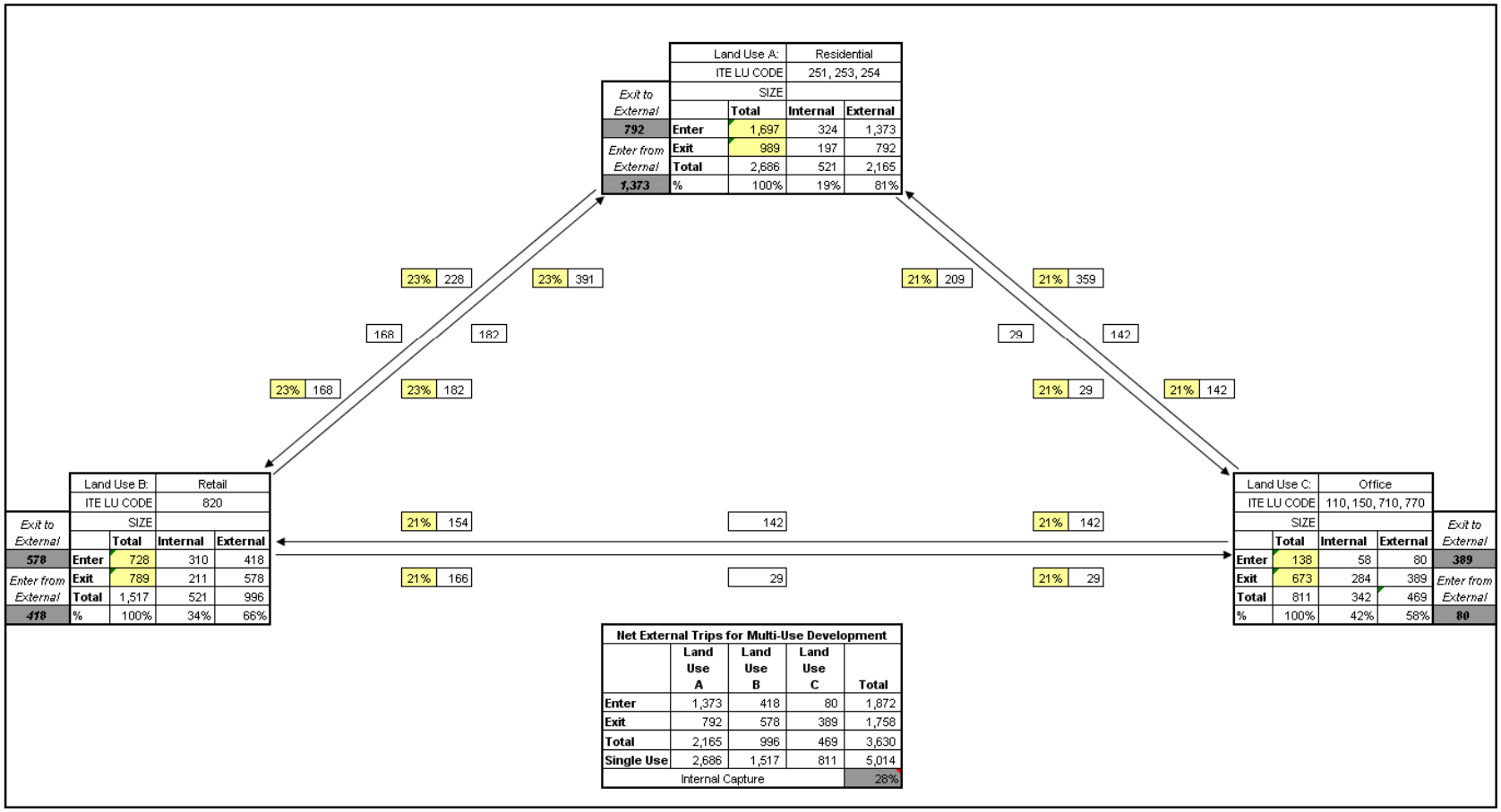
Exit to External: 792
Enter from External: 1,373

Land Use B:	Retail		
ITE LU CODE	820		
SIZE			
	Total	Internal	External
Enter	728	310	418
Exit	789	211	578
Total	1,517	521	996
%	100%	34%	66%

Exit to External: 578
Enter from External: 418

Land Use C:	Office		
ITE LU CODE	110, 150, 710, 770		
SIZE			
	Total	Internal	External
Enter	138	58	80
Exit	673	284	389
Total	811	342	469
%	100%	42%	58%

Exit to External: 389
Enter from External: 80



Net External Trips for Multi-Use Development				
	Land Use A	Land Use B	Land Use C	Total
Enter	1,373	418	80	1,872
Exit	792	578	389	1,758
Total	2,165	996	469	3,630
Single Use	2,686	1,517	811	5,014
Internal Capture				28%

Lassiter Transportation Group, Inc.
Engineering and Planning

Table 8
Phase 3 Internal Capture Calculation – CFRPM Trip Matrix and ITE Procedures
Hunter's Ridge DRI – Transportation Methodology

HUNTER'S RIDGE

MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst: CAM

Date: 7/8/2009

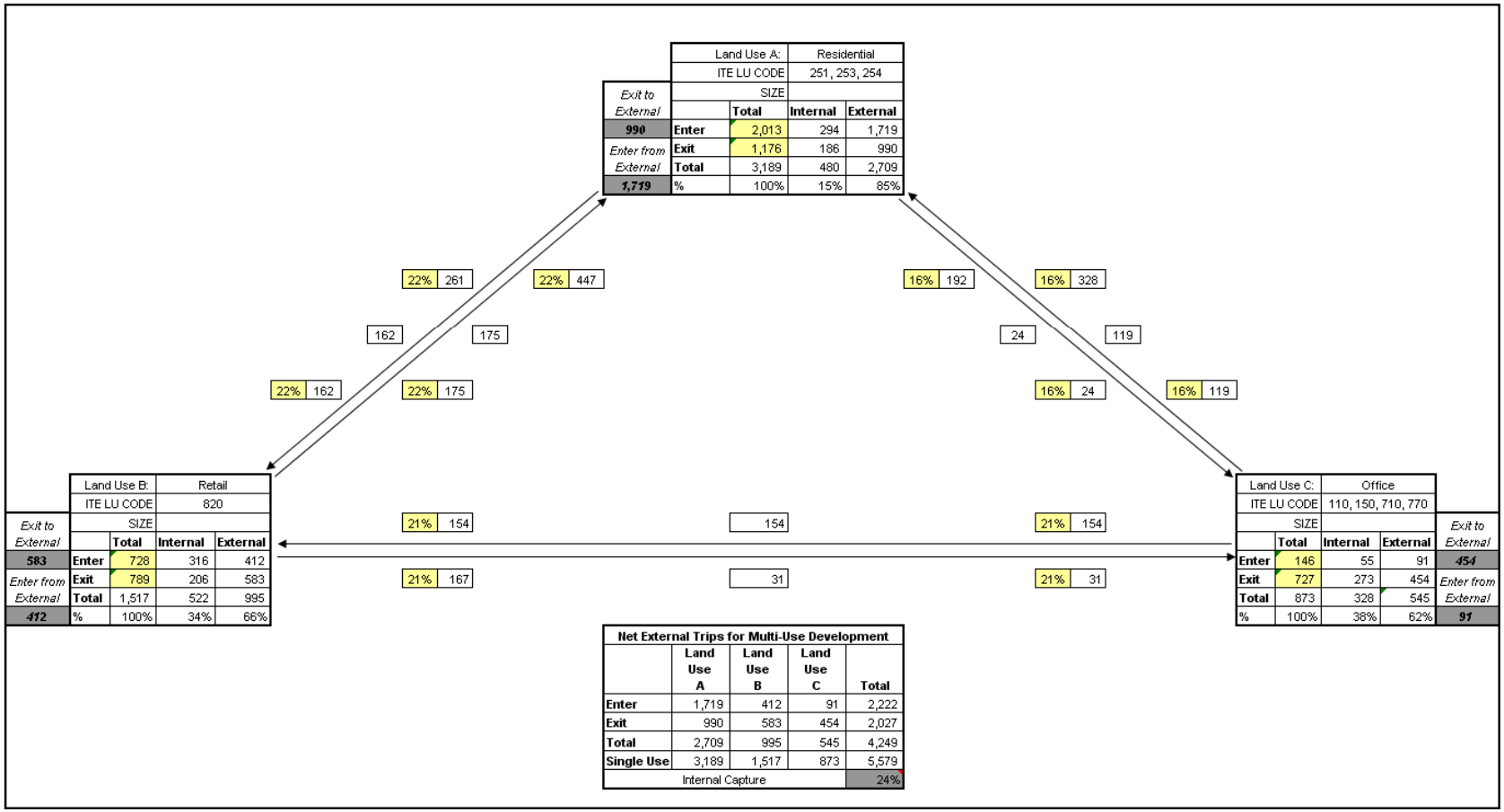
Name of Development: Hunter's Ridge DRI - Phase III

Time Period: P.M. Peak-Hour

	Land Use A:	Residential		
	ITE LU CODE	251, 253, 254		
Exit to External	SIZE			
		Total	**Internal**	**External**
990	**Enter**	2,013	294	1,719
Enter from External	**Exit**	1,176	186	990
	Total	3,189	480	2,709
1,719	%	100%	15%	85%

	Land Use B:	Retail		
	ITE LU CODE	820		
Exit to External	SIZE			
		Total	**Internal**	**External**
583	**Enter**	728	316	412
Enter from External	**Exit**	789	206	583
	Total	1,517	522	995
412	%	100%	34%	66%

	Land Use C:	Office		
	ITE LU CODE	110, 150, 710, 770		
Exit to External	SIZE			
		Total	**Internal**	**External**
454	**Enter**	146	55	91
Enter from External	**Exit**	727	273	454
	Total	873	328	545
91	%	100%	38%	62%



Net External Trips for Multi-Use Development				
	Land Use A	**Land Use B**	**Land Use C**	**Total**
Enter	1,719	412	91	2,222
Exit	990	583	454	2,027
Total	2,709	995	545	4,249
Single Use	3,189	1,517	873	5,579
Internal Capture				24%

Lassiter Transportation Group, Inc.
Engineering and Planning

Table 9
Net External Project Trip Generation – Phase 1
Hunter's Ridge DRI – Transportation Methodology

Phase I																			
					Trip Generation Rates				Trip Generation				Net External Trip Generation						
						P.M. Peak-Hour				P.M. Peak-Hour									
							Directional %				Directional			Daily		P.M. Peak-Hour			
TAZ	ITE Land Use Descritpion	ITE Code	Qty.	Units	Daily Rate[1]	Rate[2]	In	Out	Daily Total	Total	In	Out	Internal Capture	Internal Trips	Daily Total	Internal Trips	Total	In	Out
3646	Shopping Center	820	57.25	KSF	82.55	7.56	48%	52%	4,726	433	208	225	30.0%	1,419	3,307	130	303	145	158
	Church	560	15.00	KSF	9.13	0.53	48%	52%	137	8	4	4	17.9%	25	112	1	7	3	4
3647	Senior Housing - Detached	251	0	DUs	0.00	0.00	61%	39%	0	0	0	0	17.9%	0	0	0	0	0	0
	Congregate Care	253	0	DUs	0.00	0.00	55%	45%	0	0	0	0	17.9%	0	0	0	0	0	0
3648	Assisted Living	254	172	Beds	2.74	0.22	44%	56%	471	38	17	21	17.9%	84	387	7	31	14	17
3649	General Office	710	30.00	KSF	17.60	3.73	17%	83%	528	112	19	93	38.6%	204	324	43	69	12	57
	Shopping Center	820	15.00	KSF	132.00	11.93	48%	52%	1,980	179	86	93	30.0%	595	1,385	54	125	60	65
3650	Elementary School	520	500	Students	1.29	0.15	49%	51%	645	75	37	38	50.1%	323	322	38	37	18	19
	Middle School	522	800	Students	1.62	0.16	49%	51%	1,296	128	63	65	50.1%	649	647	64	64	31	33
3651	Light Industrial	110	74.732	KSF	6.10	0.96	12%	88%	456	72	9	63	38.6%	176	280	28	44	5	39
3652	Shopping Center	820	66.26	KSF	78.45	7.20	48%	52%	5,198	477	229	248	30.0%	1,561	3,637	143	334	160	174
	General Office	710	110.00	KSF	13.05	1.84	17%	83%	1,436	202	34	168	38.6%	554	882	78	124	21	103
3653	Business Park	770	72.45	KSF	21.06	1.55	23%	77%	1,526	112	26	86	38.6%	589	937	43	69	16	53
3654	Condos/Townhomes	230	300	DUs	5.58	0.49	67%	33%	1,673	148	99	49	17.9%	299	1,374	26	122	81	41
3655	Shopping Center	820	0.00	KSF	0	0.00	48%	52%	0	0	0	0	30.0%	0	0	0	0	0	0
3656	Warehousing	150	30.00	KSF	5.87	0.33	25%	75%	176	10	3	8	38.6%	68	108	4	6	2	4
3657	General Office	710	0.00	KSF	0.00	0.00	17%	83%	0	0	0	0	38.6%	0	0	0	0	0	0
3658	Apartments	220	0	DUs	0.00	0.00	65%	35%	0	0	0	0	17.9%	0	0	0	0	0	0
3659	Single-family	210	0	DUs	0.00	0.00	63%	37%	0	0	0	0	17.9%	0	0	0	0	0	0
3660	Single-family	210	618	DUs	8.99	0.89	63%	37%	5,555	552	348	204	17.9%	994	4,561	99	453	286	167
3661	Single-family	210	464	DUs	9.20	0.92	63%	37%	4,267	427	269	158	17.9%	763	3,504	76	351	221	130
3662	Single-family	210	688	DUs	8.91	0.88	63%	37%	6,131	608	383	225	17.9%	1,097	5,034	109	499	315	184
	Condos/Townhomes	230	186	DUs	5.94	0.54	67%	33%	1,104	100	67	33	17.9%	197	907	18	82	55	27
								Totals:	**37,305**	**3,681**	**1,899**	**1,782**	**26.11%**	**9,595**	**27,710**	**961**	**2,720**	**1,445**	**1,275**

Internal Capture values were obtained from Table 6 for each individual land use. Church internal capture was estimated to be consistent with the adjacent residential uses.

Table 10
Net External Project Trip Generation – Phase 2
Hunter's Ridge DRI – Transportation Methodology

Phase II																				
					Trip Generation Rates				Trip Generation				Net External Trip Generation							
						P.M. Peak-Hour				P.M. Peak-Hour										
							Directional %				Directional			Daily		P.M. Peak-Hour				
TAZ	ITE Land Use Descritpion	ITE Code	Qty.	Units	Daily Rate[1]	Rate[2]	In	Out	Daily Total	Total	In	Out	Internal Capture	Internal Trips	Daily Total	Internal Trips	Total	In	Out
3646	Shopping Center	820	57.25	KSF	82.55	7.56	48%	52%	4,726	433	208	225	31.1%	1,470	3,256	135	298	143	155
	Church	560	15.00	KSF	9.13	0.53	48%	52%	137	8	4	4	18.1%	25	112	1	7	3	4
3647	Senior Housing - Detached	251	172	DUs	0.00	0.00	61%	39%	859	67	41	26	18.1%	155	704	12	55	33	22
	Congregate Care	253	0	DUs	0.00	0.00	55%	45%	0	0	0	0	18.1%	0	0	0	0	0	0
3648	Assisted Living	254	172	Beds	2.74	0.22	44%	56%	471	38	17	21	18.1%	85	386	7	31	14	17
3649	General Office	710	30.00	KSF	17.60	3.73	17%	83%	528	112	19	93	38.5%	203	325	43	69	12	57
	Shopping Center	820	15.00	KSF	132.00	11.93	48%	52%	1,980	179	86	93	31.1%	616	1,364	56	123	59	64
3650	Elementary School	520	500	Students	1.29	0.15	49%	51%	645	75	37	38	59.7%	385	260	45	30	15	15
	Middle School	522	800	Students	1.62	0.16	49%	51%	1,296	128	63	65	59.7%	774	522	76	52	25	27
3651	Light Industrial	110	149.464	KSF	6.79	0.97	12%	88%	1,015	145	17	128	38.5%	390	625	56	89	11	78
3652	Shopping Center	820	130.35	KSF	61.89	5.72	48%	52%	8,068	746	358	388	31.1%	2,510	5,558	232	514	247	267
	General Office	710	172.45	KSF	11.77	1.58	17%	83%	2,030	272	46	226	38.5%	781	1,249	105	167	28	139
3653	Business Park	770	72.45	KSF	21.06	1.55	23%	77%	1,526	112	26	86	38.5%	587	939	43	69	16	53
3654	Condos/Townhomes	230	300	DUs	5.58	0.49	67%	33%	1,673	148	99	49	18.1%	303	1,370	27	121	81	40
3655	Shopping Center	820	12.52	KSF	0	0.00	48%	52%	1,760	159	76	83	31.1%	548	1,212	49	110	53	57
3656	Warehousing	150	30.00	KSF	5.87	0.33	25%	75%	176	10	3	8	38.5%	68	108	4	6	2	4
3657	General Office	710	72.45	KSF	0.00	0.00	17%	83%	1,042	160	27	133	38.5%	401	641	62	98	17	81
3658	Apartments	220	316	DUs	0.00	0.00	65%	35%	2,039	191	124	67	18.1%	369	1,670	35	156	102	54
3659	Single-family	210	292	DUs	0.00	0.00	63%	37%	2,787	281	177	104	18.1%	504	2,283	51	230	145	85
3660	Single-family	210	967	DUs	8.67	0.85	63%	37%	8,386	826	520	306	18.1%	1,517	6,869	149	677	426	251
3661	Single-family	210	464	DUs	9.20	0.92	63%	37%	4,267	427	269	158	18.1%	772	3,495	77	350	220	130
3662	Single-family	210	688	DUs	8.91	0.88	63%	37%	6,131	608	383	225	18.1%	1,109	5,022	110	498	314	184
	Condos/Townhomes	230	186	DUs	5.94	0.54	67%	33%	1,104	100	67	33	18.1%	200	904	18	82	55	27
								Totals:	**52,646**	**5,225**	**2,667**	**2,558**	**26.65%**	**13,773**	**38,873**	**1,393**	**3,832**	**2,021**	**1,811**

Internal Capture values were obtained from Table 7 for each individual land use. Church internal capture was estimated to be consistent with the adjacent residential uses.

Table 11
Net External Project Trip Generation – Phase 3
Hunter's Ridge DRI – Transportation Methodology

Phase III																			
					Trip Generation Rates				Trip Generation				Net External Trip Generation						
						P.M. Peak-Hour				P.M. Peak-Hour									
							Directional %				Directional			Daily		P.M. Peak-Hour			
TAZ	ITE Land Use Descritpion	ITE Code	Qty.	Units	Daily Rate[1]	Rate[2]	In	Out	Daily Total	Total	In	Out	Internal Capture	Internal Trips	Daily Total	Internal Trips	Total	In	Out
3646	Shopping Center	820	57.25	KSF	82.55	7.56	48%	52%	4,726	433	208	225	31.9%	1,508	3,218	138	295	142	153
	Church	560	15.00	KSF	9.13	0.53	48%	52%	137	8	4	4	15.6%	21	116	1	7	3	4
3647	Senior Housing - Detached	251	172	DUs	0.00	0.00	61%	39%	859	67	41	26	15.6%	134	725	10	57	35	22
	Congregate Care	253	146	DUs	0.00	0.00	55%	45%	295	25	14	11	15.6%	46	249	4	21	12	9
3648	Assisted Living	254	172	Beds	2.74	0.22	44%	56%	471	38	17	21	15.6%	73	398	6	32	14	18
3649	General Office	710	30.00	KSF	17.60	3.73	17%	83%	528	112	19	93	38.4%	203	325	43	69	12	57
	Shopping Center	820	15.00	KSF	132.00	11.93	48%	52%	1,980	179	86	93	31.9%	632	1,348	57	122	59	63
3650	Elementary School	520	500	Students	1.29	0.15	49%	51%	645	75	37	38	64.6%	416	229	48	27	13	14
	Middle School	522	800	Students	1.62	0.16	49%	51%	1,296	128	63	65	64.6%	837	459	83	45	22	23
3651	Light Industrial	110	213.52	KSF	6.99	0.97	12%	88%	1,493	207	25	182	38.4%	573	920	79	128	15	113
3652	Shopping Center	820	130.35	KSF	61.89	5.72	48%	52%	8,068	746	358	388	31.9%	2,574	5,494	238	508	244	264
	General Office	710	172.45	KSF	11.77	1.58	17%	83%	2,030	272	46	226	38.4%	779	1,251	104	168	28	140
3653	Business Park	770	72.45	KSF	21.06	1.55	23%	77%	1,526	112	26	86	38.4%	586	940	43	69	16	53
3654	Condos/Townhomes	230	300	DUs	5.58	0.49	67%	33%	1,673	148	99	49	15.6%	261	1,412	23	125	84	41
3655	Shopping Center	820	12.52	KSF	0	0.00	48%	52%	1,760	159	76	83	31.9%	562	1,198	51	108	52	56
3656	Warehousing	150	30.00	KSF	5.87	0.33	25%	75%	176	10	3	8	38.4%	68	108	4	6	2	4
3657	General Office	710	72.45	KSF	0.00	0.00	17%	83%	1,042	160	27	133	38.4%	400	642	61	99	17	82
3658	Apartments	220	416	DUs	0.00	0.00	65%	35%	2,645	246	160	86	15.6%	412	2,233	38	208	135	73
3659	Single-family	210	810	DUs	0.00	0.00	63%	37%	7,124	704	444	260	15.6%	1,110	6,014	110	594	374	220
3660	Single-family	210	967	DUs	8.67	0.85	63%	37%	8,386	826	520	306	15.6%	1,307	7,079	129	697	439	258
3661	Single-family	210	464	DUs	9.20	0.92	63%	37%	4,267	427	269	158	15.6%	665	3,602	67	360	227	133
3662	Single-family	210	688	DUs	8.91	0.88	63%	37%	6,131	608	383	225	15.6%	956	5,175	95	513	323	190
	Condos/Townhomes	230	186	DUs	5.94	0.54	67%	33%	1,104	100	67	33	15.6%	172	932	16	84	57	27
								Totals:	**58,362**	**5,790**	**2,990**	**2,800**	**25.01%**	**14,293**	**44,069**	**1,448**	**4,342**	**2,325**	**2,017**

Internal Capture values were obtained from Table 8 for each individual land use. Church internal capture was estimated to be consistent with the adjacent residential uses.

PROJECT TRIP DISTRIBUTION

The CFRPM, V. 4.5 was used as a basis to determine the project trip distribution for each phase. The daily model project trip assignment on each roadway link was divided by the net external project trip generation, as determined using the model. This calculation yielded a project trip distribution percentage on each roadway segment. On roadway segments that have significant changes in project traffic, a weighted average of project traffic and segment length may be used to determine the distribution percentage. Additionally, the segment may be subdivided into shorter segments.

PROJECT TRIP ASSIGNMENT

The project trips were assigned to the network by multiplying the project trip distribution for each phase by the net external peak-hour directional trip generation for each phase. Project trips from Phase 2 and 3 will include cumulative project trips from previous phases.

STUDY AREA

The project study area will be determined based on significance testing. All roadway segments for which Hunter's Ridge DRI traffic comprises five percent or more of the adopted p.m. peak-hour directional capacity will be analyzed. Table 12 presents the significance testing based on full build-out of the DRI. Figure 3 graphically depicts the limits of the study area.

Study area intersections were identified along significantly impacted roadway segments. All major signalized intersections are highlighted and will be analyzed. All unsignalized intersections with a significant amount of project traffic on the stop approach are highlighted and will be analyzed. A list of the study area intersections is presented below.

Signalized Intersections

- I-95 Northbound Ramps at SR 40
- I-95 Southbound Ramps at SR 40
- I-95 Northbound Ramps at LPGA Boulevard
- I-95 Southbound Ramps at LPGA Boulevard
- Nova Road at Hand Avenue
- Nova Road at LPGA Boulevard
- SR 40 at SR 11
- SR 40 at Tymber Creek Road
- SR 40 at Williamson Boulevard
- SR 40 at Clyde Morris Boulevard
- SR 40 at Nova Road
- SR 40 at US 1
- SR 40 at Booth Road
- Airport Road at Tymber Creek Road
- Clyde Morris Boulevard at LPGA Boulevard
- Clyde Morris Boulevard at Hand Avenue
- Clyde Morris Boulevard at Mason Avenue
- Mason Avenue at Williamson Boulevard
- Mason Avenue at Fentress Avenue
- Mason Avenue at Bill France Boulevard
- LPGA Boulevard at Williamson Boulevard
- Williamson Boulevard at Hand Avenue

Unsignalized Intersections

- SR 40 at Shadow Crossings Boulevard
- Airport Road at Pineland Trail
- Pineland Trail at Harmony Avenue

Table 12
Significance Test
Hunter's Ridge DRI – Transportation Methodology

Road Name	Segment From	Segment To	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 Net External Project Trips	Northbound/Eastbound % of Adopted Capacity	Northbound/Eastbound Significant ?	Southbound/Westbound Net External Project Trips	Southbound/Westbound % of Adopted Capacity	Southbound/Westbound Significant?
I-95 (SR 9)	SR 421 (Dunlawton Avenue)	Beville Road/I-4	NB	4	C	5,350	2,940	2,410	47	1.58%	NO	40	1.67%	NO
I-95 (SR 9)	Beville Road/I-4	US 92 (SR 600)	NB	8	C	10,360	5,700	4,660	279	4.89%	NO	242	5.19%	**YES**
I-95 (SR 9)	US 92 (SR 600)	LPGA Blvd.	NB	6	C	8,270	4,550	3,720	419	9.20%	**YES**	363	9.76%	**YES**
I-95 (SR 9)	LPGA Blvd	SR 40 (W. Granada Blvd.)	NB	8	C	10,360	5,700	4,660	512	8.97%	**YES**	444	9.52%	**YES**
I-95 (SR 9)	SR 40 (W. Granada Blvd.)	US 1 (SR 5)	SB	6	C	8,270	4,550	3,720	40	1.08%	NO	47	1.02%	NO
US 1 (SR 5)	6th Street	Hand Ave.	NB	4	D	3,390	1,860	1,530	47	2.50%	NO	40	2.64%	NO
US 1 (SR 5)	Hand Ave.	SR 40 (W. Granada Blvd.)	NB	4	D	3,390	1,860	1,530	93	5.00%	**YES**	81	5.27%	**YES**
US 1 (SR 5)	SR 40 (W. Granada Blvd.)	SR 5A (Nova Rd.)	NB	4	D	3,390	1,860	1,530	0	0.00%	NO	0	0.00%	NO
US 92 (SR 600)	LPGA Boulevard	Grande Champion Boulevard	EB	4	D	3,390	1,860	1,530	70	3.75%	NO	61	3.95%	NO
US 92 (SR 600)	Grande Champion Boulevard	Tomoka Farms Road	EB	4	D	3,390	1,860	1,530	116	6.25%	**YES**	101	6.59%	**YES**
US 92 (SR 600)	Tomoka Farms Road	I-95 (SR 9)	EB	4	D	3,390	1,860	1,530	20	1.08%	NO	23	1.52%	NO
SR 5A (Nova Rd.)	10th St.	LPGA Blvd.	NB	6	D	5,080	2,790	2,290	93	3.33%	NO	81	3.52%	NO
SR 5A (Nova Rd.)	LPGA Blvd.	Hand Ave.	SB	6	D	5,080	2,790	2,290	116	5.08%	**YES**	101	3.61%	**YES**
SR 5A (Nova Rd.)	Hand Ave.	SR 40 (W. Granada Blvd.)	SB	6	D	5,080	2,790	2,290	23	1.02%	NO	20	0.72%	NO
SR 11	CR 304	SR 40	NB	2	C	770	420	350	0	0.00%	NO	0	0.00%	NO
SR 11	SR 40	CR 15A	NB	2	C	770	420	350	70	16.61%	**YES**	61	17.29%	**YES**
SR 11	CR 15A	US 17	NB	2	D	2,040	1,120	920	23	2.08%	NO	20	2.19%	NO
SR 40 (W. Granada Blvd.)	US 17/19 (SR 15)	SR 11	WB	2	C	1,450	790	660	93	14.09%	**YES**	81	10.21%	**YES**
SR 40 (W. Granada Blvd.)	SR 11	Buckskin Ln./Urban Boundary	WB	2	C	1,450	790	660	163	24.66%	**YES**	141	17.87%	**YES**
SR 40 (W. Granada Blvd.)	Buckskin Ln./Urban Boundary	Airport Rd. Ext.	WB	4	C	3,300	1,810	1,490	326	21.85%	**YES**	282	15.60%	**YES**
SR 40 (W. Granada Blvd.)	Airport Rd. Ext.	Shadow Crossings Blvd.	WB	4	C	3,300	1,810	1,490	343	23.01%	**YES**	395	21.84%	**YES**
SR 40 (W. Granada Blvd.)	Shadow Crossings Blvd.	Tymber Creek Rd.	WB	4	C	3,300	1,810	1,490	504	33.84%	**YES**	581	32.11%	**YES**
SR 40 (W. Granada Blvd.)	Tymber Creek Rd.	I-95 (SR 9) SB Ramps	WB	4	C	3,300	1,810	1,490	1,190	79.86%	**YES**	1,372	75.79%	**YES**
SR 40 (W. Granada Blvd.)	I-95 (SR 9) SB Ramps	I-95 (SR 9) NB Ramps	WB	4	C	3,300	1,810	1,490	726	48.73%	**YES**	837	46.24%	**YES**
SR 40 (W. Granada Blvd.)	I-95 (SR 9) NB Ramps	Williamson Boulevard	EB	4	D	3,390	1,860	1,530	444	23.85%	**YES**	512	33.43%	**YES**
SR 40 (W. Granada Blvd.)	Williamson Boulevard	Clyde Morris Blvd.	EB	4	D	3,390	1,860	1,530	282	15.18%	**YES**	326	21.27%	**YES**
SR 40 (W. Granada Blvd.)	Clyde Morris Blvd.	SR 5A (Nova Rd.)	EB	4	D	3,390	1,860	1,530	282	15.18%	**YES**	326	21.27%	**YES**
SR 40 (W. Granada Blvd.)	SR 5A (Nova Rd.)	US 1 (SR 5)	EB	4	D	3,390	1,860	1,530	202	10.84%	**YES**	233	15.20%	**YES**
SR 40 (W. Granada Blvd.)	US 1 (SR 5)	John Anderson Drive	EB	4	D	5,870	3,230	2,640	101	3.12%	NO	116	4.40%	NO
Airport Road (OB)	Tymber Creek Rd.	Pineland Trail	WB	2	E	960	528	432	202	46.68%	**YES**	233	44.03%	**YES**
Airport Road (OB)	Pineland Trail	Ocean Pine Dr.	WB	2	E	960	528	432	121	28.01%	**YES**	140	26.42%	**YES**
Airport Road (OB)	Ocean Pine Dr.	Bear Creek Path	WB	2	E	960	528	432	40	9.34%	**YES**	47	8.81%	**YES**
Airport Road (OB)	Bear Creek Path	US 1	WB	2	E	960	528	432	40	9.34%	**YES**	47	8.81%	**YES**

Table 12 (ctd.)
Significance Test
Hunter's Ridge DRI – Transportation Methodology

	Segment								Northbound/Eastbound			Southbound/Westbound		
Road Name	From	To	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	Net External Project Trips	% of Adopted Capacity	Significant ?	Net External Project Trips	% of Adopted Capacity	Significant?
Clyde Morris Blvd.	SR 40 (W. Granada Blvd.)	South Forty Trail	NB	4	E	2,964	1,634	1,330	140	8.54%	**YES**	121	9.10%	**YES**
Clyde Morris Blvd.	South Forty Trail	Falls Way	NB	4	E	2,964	1,634	1,330	140	8.54%	**YES**	121	9.10%	**YES**
Clyde Morris Blvd.	Falls Way	Coquina Point Dr.	NB	4	E	2,964	1,634	1,330	140	8.54%	**YES**	121	9.10%	**YES**
Clyde Morris Blvd.	Coquina Point Dr.	Hand Ave.	NB	4	E	2,964	1,634	1,330	116	7.11%	**YES**	101	7.58%	**YES**
Clyde Morris Blvd.	Hand Ave.	Flomich St.	NB	4	E	2,964	1,634	1,330	23	1.42%	NO	20	1.52%	NO
Clyde Morris Blvd.	Flomich St.	LPGA Blvd.	NB	4	E	2,964	1,634	1,330	23	1.42%	NO	20	1.52%	NO
Clyde Morris Blvd.	LPGA Blvd.	Bill France Blvd.	NB	4	E	2,964	1,634	1,330	116	7.11%	**YES**	101	7.58%	**YES**
Clyde Morris Blvd.	Bill France Blvd.	Jimmy Ann Dr.	NB	4	E	2,964	1,634	1,330	116	7.11%	**YES**	101	7.58%	**YES**
Clyde Morris Blvd.	Jimmy Ann Dr.	Midpoint	NB	4	E	2,964	1,634	1,330	93	5.69%	**YES**	81	6.07%	**YES**
Clyde Morris Blvd.	Midpoint	SR 430 (Mason Ave.)	NB	4	E	2,964	1,634	1,330	93	5.69%	**YES**	81	6.07%	**YES**
Clyde Morris Blvd.	SR 430 (Mason Ave.)	US 92 (SR 600)	SB	4	D	2,964	1,767	1,197	47	3.88%	NO	40	2.28%	NO
Hand Ave.	Spring Meadows Dr.	Clyde Morris Blvd.	EB	2	E	1,200	660	540	0	0.00%	NO	0	0.00%	NO
Hand Ave.	Clyde Morris Blvd.	Shangri La Dr.	EB	2	E	1,200	660	540	101	15.28%	**YES**	116	21.53%	**YES**
Hand Ave.	Shangri La Dr.	Nova Rd.	WB	4	E	2,400	1,320	1,080	101	9.34%	**YES**	116	8.81%	**YES**
Hand Ave.	Nova Rd.	Orchard St.	WB	2	E	1,200	660	540	0	0.00%	NO	0	0.00%	NO
LPGA Blvd. (DB)	US 92	International Golf Dr.	EB	2	E	2,620	1,440	1,180	24	1.67%	NO	20	1.71%	NO
LPGA Blvd. (DB)	International Golf Dr.	Tournament Dr.	EB	2	E	2,620	1,440	1,180	72	5.00%	**YES**	61	5.13%	**YES**
LPGA Blvd. (DB)	Tournament Dr.	I-95	EB	2	E	2,620	1,440	1,180	96	6.67%	**YES**	81	6.84%	**YES**
LPGA Blvd. (DB)	I-95	Williamson Blvd.	WB	4	E	3,120	1,720	1,400	0	0.00%	NO	0	0.00%	NO
LPGA Blvd. (DB)	Williamson Blvd.	Clyde Morris Blvd.	WB	4	E	3,120	1,720	1,400	111	7.91%	**YES**	93	5.41%	**YES**
LPGA Blvd. (DB)	Clyde Morris Blvd.	Midpoint	WB	4	E	3,120	1,720	1,400	0	0.00%	NO	0	0.00%	NO
Mason Ave.	Williamson Blvd.	Fentress Blvd.	WB	2	E	1,480	810	670	81	12.04%	**YES**	93	11.48%	**YES**
Mason Ave.	Fentress Blvd.	Bill France Blvd.	WB	2	E	1,480	810	670	40	6.02%	**YES**	47	5.74%	**YES**
Pineland Trail	Airport Rd.	Harmony Ave.	NB	2	E	900	490	410	81	16.46%	**YES**	93	22.68%	**YES**
Pineland Trail	Harmony Ave.	US 1	NB	2	E	900	490	410	81	16.46%	**YES**	93	22.68%	**YES**
Tymber Creek Rd.	Riverbend Rd.	SR 40	NB	2	E	1,200	630	570	0	0.00%	NO	0	0.00%	NO
Tymber Creek Rd.	SR 40	Tymber Run	SB	4	E	2,400	1,320	1,080	202	18.67%	**YES**	233	17.61%	**YES**
Tymber Creek Rd.	Tymber Run	Peruvian Lane	SB	2	E	1,200	630	570	202	35.38%	**YES**	233	36.90%	**YES**
Tymber Creek Rd.	Peruvian Lane	Airport Rd.	SB	2	E	1,200	630	570	202	35.38%	**YES**	233	36.90%	**YES**
Tymber Creek Rd.	Airport Rd.	Durance Ln.	SB	2	E	1,200	630	570	222	38.92%	**YES**	256	40.60%	**YES**
Tymber Creek Rd.	Durance Ln.	Broadway Ave.	SB	2	E	1,200	630	570	222	38.92%	**YES**	256	40.60%	**YES**
Williamson Blvd.	SR 40	Midpoint	NB	4	E	3,120	1,720	1,400	262	15.24%	**YES**	302	21.59%	**YES**
Williamson Blvd.	Midpoint	Hand Ave.	NB	4	E	3,120	1,720	1,400	202	11.73%	**YES**	233	16.61%	**YES**
Williamson Blvd.	Hand Ave.	Strickland Range Rd.	NB	2	E	1,480	810	670	182	22.41%	**YES**	209	31.23%	**YES**
Williamson Blvd.	Strickland Range Rd.	LPGA Blvd.	NB	2	E	1,480	810	670	182	22.41%	**YES**	209	31.23%	**YES**
Williamson Blvd.	LPGA Blvd.	Mason Ave.	NB	4	E	3,120	1,720	1,400	101	5.86%	**YES**	116	8.30%	**YES**
Williamson Blvd.	Mason Ave.	Indigo Drive North (Dunn Ave.)	NB	4	E	3,120	1,720	1,400	40	2.35%	NO	47	3.32%	NO

Legend

- Project Location (Overview)
- Study Area Roadways
- Hunter's Ridge Boundary

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NTS

Hunter's Ridge Substantial Deviation Study Area Roadways

Project No.: 3676.01

Figure 3

Lassiter Transportation Group, Inc.
Engineering and Planning
123 Live Oak Avenue - Daytona Beach, FL 32114
Telephone: 386.257.2571 Fax: 386.257.6996 EB # 0009227

EXISTING TRAFFIC

Existing roadway conditions will be analyzed based on the most recent information provided by Flagler County, the City of Ormond Beach, Volusia County, and FDOT. The p.m. peak-hour directional traffic will be compared to the roadway capacity at the adopted LOS and the existing LOS will be noted. If traffic counts are not available from the agencies, 24-hour machine counts or p.m. peak-hour turning movement counts may be used. The collected counts will be factored using seasonal factors provided by FDOT's *Florida Traffic Information* (FTI) database. Existing K_{100} and D_{100} factors will be used to determine the p.m. peak-hour directional background traffic. Table 13 presents the existing K and D factors for state roadways (as obtained from FDOT 2008 Traffic Counts).

Table 13
Existing K_{100} and D_{100} Factors – State Roadways
Hunter's Ridge DRI – Transportation Methodology

Road Name	Segment		FDOT Site No.	K_{100}-Factor	D-Factor
	From	To			
I-95 (SR 9)	SR 421 (Dunlawton Avenue)	Beville Road/I-4	0492	9.71	52.82
I-95 (SR 9)	Beville Road/I-4	US 92 (SR 600)	0493	9.71	52.82
I-95 (SR 9)	US 92 (SR 600)	LPGA Blvd.	0494	9.71	52.82
I-95 (SR 9)	LPGA Blvd	SR 40 (W. Granada Blvd.)	0534	10.26	52.82
I-95 (SR 9)	SR 40 (W. Granada Blvd.)	US 1 (SR 5)	0495	9.71	52.82
US 1 (SR 5)	6th Street	Hand Ave.	1018	10.26	52.82
US 1 (SR 5)	Hand Ave.	SR 40 (W. Granada Blvd.)	5142	10.26	52.82
US 1 (SR 5)	SR 40 (W. Granada Blvd.)	SR 5A (Nova Rd.)	1019	10.26	52.82
US 92 (SR 600)	LPGA Boulevard	Grande Champion Boulevard	0532	10.26	52.82
US 92 (SR 600)	Grande Champion Boulevard	Tomoka Farms Road	0532	10.26	52.82
US 92 (SR 600)	Tomoka Farms Road	I-95 (SR 9)	0532	10.26	52.82
SR 5A (Nova Rd.)	10th St.	LPGA Blvd.	0366	10.26	52.82
SR 5A (Nova Rd.)	LPGA Blvd.	Hand Ave.	0528	10.26	52.82
SR 5A (Nova Rd.)	Hand Ave.	SR 40 (W. Granada Blvd.)	0510	10.26	52.82
SR 11	CR 304	SR 40	0009-Flagler	9.71	52.82
SR 11	SR 40	CR 15A	0527	10.26	52.82
SR 11	CR 15A	US 17	0004	10.26	52.82
SR 40 (W. Granada Blvd.)	US 17/19 (SR 15)	SR 11	0530	10.26	52.82
SR 40 (W. Granada Blvd.)	SR 11	Buckskin Ln./Urban Boundary	0523	10.26	52.82
SR 40 (W. Granada Blvd.)	Buckskin Ln./Urban Boundary	Airport Rd. Ext.	0523	10.26	52.82
SR 40 (W. Granada Blvd.)	Airport Rd. Ext.	Shadow Crossings Blvd.	0523	10.26	52.82
SR 40 (W. Granada Blvd.)	Shadow Crossings Blvd.	Tymber Creek Rd.	0523	10.26	52.82
SR 40 (W. Granada Blvd.)	Tymber Creek Rd.	I-95 (SR 9) SB Ramps	0499	10.26	52.82
SR 40 (W. Granada Blvd.)	I-95 (SR 9) SB Ramps	I-95 (SR 9) NB Ramps	0499	10.26	52.82
SR 40 (W. Granada Blvd.)	I-95 (SR 9) NB Ramps	Williamson Boulevard	0522	10.26	52.82
SR 40 (W. Granada Blvd.)	Williamson Boulevard	Clyde Morris Blvd.	0522	10.26	52.82
SR 40 (W. Granada Blvd.)	Clyde Morris Blvd.	SR 5A (Nova Rd.)	0489	10.26	52.82
SR 40 (W. Granada Blvd.)	SR 5A (Nova Rd.)	US 1 (SR 5)	1020	10.26	52.82
SR 40 (W. Granada Blvd.)	US 1 (SR 5)	John Anderson Drive	0171	10.26	52.82
Clyde Morris Blvd.	SR 430 (Mason Ave.)	US 92 (SR 600)	5183	10.26	52.82

Manual turning movement counts (TMC) will be conducted on a Tuesday, Wednesday, or Thursday between the hours of 4:00 p.m. and 6:00 p.m. at each of the significantly impacted intersections. The TMCs will be adjusted to annual average conditions using FDOT's seasonal factors, as previously referenced.

The operating conditions at the unsignalized intersections will be analyzed using *Highway Capacity Software* (HCS+) version 5.3. This software utilizes the procedures outlined in Chapter 17 of the *Highway Capacity Manual*, titled "Unsignalized Intersections."

The operating conditions at the signalized intersections will be analyzed using *Highway Capacity Software* (HCS+) version 5.3. This software utilizes the procedures outlined in Chapter 16 of the *Highway Capacity Manual*, titled "Signalized Intersections." Existing signal timings will be obtained from the maintaining agency and used in the analyses.

FUTURE BACKGROUND TRAFFIC PROJECTIONS

Historic average annual growth rates were calculated for each of the study area roadway segments using FDOT's *Traffic Trends* software. The last five years of historic traffic count data was obtained from the agencies for use in the future background traffic projections.

The CFRPM, V. 4.5 was also used to project future background traffic. The background traffic from the model was compared against existing traffic counts and an average annual growth rate was calculated. The model growth rate was compared in tabular format against the average annual historic linear growth rates. The most appropriate rate was identified based on historic development trends, estimated development trends, and engineering judgment. In some instances, it was deemed more reasonable to use the average of applied growth rates of the adjacent segments in order to project future project. The growth rates as well as the identified source of the applied growth rate for each of the three phases are shown in Table 14. Future turning movements will be projected based on current turn distributions and future segment traffic projections.

Table 14
Background Traffic Growth Rates
Hunter's Ridge DRI

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 Avenue)	US 92 (SR 600)	FDOT	57,500	2008	3.90%	0.94	58,176	54,685	-0.70%	1.00%	Model	60,216	56,603	-0.13%	1.00%	Model	61,385	57,702	0.02%	1.00%	Model
I-95 (SR 9)	I-4 (SR 400)	US 92 (SR 600)	FDOT	119,000	2008	10.41%	0.94	109,294	102,736	-1.95%	4.90%	Segment Average	113,531	106,719	-0.86%	3.34%	Segment Average	115,470	108,542	-0.52%	2.39%	Segment Average
I-95 (SR 9)	US 92 (SR 600)	LPGA Blvd.	FDOT	68,000	2008	1.10%	0.94	102,860	96,688	6.03%	6.03%	Model	105,558	99,225	3.83%	3.83%	Model	104,469	98,201	2.61%	2.61%	Model
I-95 (SR 9)	LPGA Blvd	SR 40 (W. Granada Blvd.)	FDOT	79,000	2008	-2.57%	0.94	95,869	90,117	2.01%	2.01%	Model	98,654	92,735	1.45%	1.45%	Model	99,824	93,835	1.10%	1.10%	Model
I-95 (SR 9)	SR 40 (W. Granada Blvd.)	US 1 (SR 5)	FDOT	55,000	2008	0.41%	0.94	90,684	85,243	7.86%	7.86%	Model	97,041	91,219	5.49%	5.49%	Model	97,573	91,719	3.93%	3.93%	Model
US 1 (SR 5)	6th Street	Hand Ave.	FDOT	27,000	2008	-1.59%	0.94	36,611	34,414	3.92%	3.92%	Model	37,689	35,428	2.60%	2.60%	Model	38,711	36,388	2.05%	2.05%	Model
US 1 (SR 5)	Hand Ave.	SR 40 (W. Granada Blvd.)	FDOT	23,500	2008	3.13%	0.94	35,960	33,802	6.26%	6.26%	Model	37,014	34,793	4.00%	4.00%	Model	36,692	34,490	2.75%	2.75%	Model
US 1 (SR 5)	SR 40 (W. Granada Blvd.)	SR 5A (Nova Rd.)	FDOT	18,200	2008	-0.52%	0.94	31,860	29,948	9.22%	9.22%	Model	33,120	31,133	5.92%	5.92%	Model	33,840	31,810	4.40%	4.40%	Model
US 92 (SR 600)	LPGA Boulevard	Grande Champion Boulevard	FDOT	43,500	2008	1.61%	0.94	47,277	44,440	0.31%	1.00%	Model	52,061	48,937	1.04%	1.04%	Model	81,492	76,602	4.48%	4.48%	Model
US 92 (SR 600)	Grande Champion Boulevard	Tomoka Farms Road	FDOT	50,000	2008	1.61%	0.94	62,882	59,109	2.60%	2.60%	Model	70,541	66,309	2.72%	2.72%	Model	81,492	76,602	3.13%	3.13%	Model
US 92 (SR 600)	Tomoka Farms Road	I-95 (SR 9)	FDOT	40,500	2008	1.61%	0.94	46,289	43,512	1.06%	1.06%	Model	59,321	55,762	3.14%	3.14%	Model	81,492	76,602	5.24%	5.24%	Model
SR 5A (Nova Rd.)	10th St.	LPGA Blvd.	FDOT	32,500	2008	5.52%	0.94	45,519	42,788	4.52%	4.52%	Model	55,398	52,074	5.02%	5.02%	Model	51,538	48,446	2.89%	2.89%	Model
SR 5A (Nova Rd.)	LPGA Blvd.	Hand Ave.	FDOT	30,500	2008	10.44%	0.94	43,366	40,764	4.81%	4.81%	Model	46,900	44,086	3.71%	3.71%	Model	50,167	47,157	3.21%	3.21%	Model
SR 5A (Nova Rd.)	Hand Ave.	SR 40 (W. Granada Blvd.)	FDOT	29,000	2008	11.29%	0.94	33,059	31,075	1.02%	1.02%	Model	37,516	35,265	1.80%	1.80%	Model	37,778	35,511	1.32%	1.32%	Model
SR 11	CR 304	SR 40	FDOT	2,600	2008	1.25%	0.94	8,790	8,263	31.11%	1.25%	Historical	12,106	11,380	28.14%	1.25%	Historical	13,360	12,558	22.53%	1.25%	Historical
SR 11	SR 40	CR 15A	FDOT	2,700	2008	3.47%	0.94	8,358	7,857	27.28%	3.47%	Historical	10,409	9,784	21.87%	3.47%	Historical	12,568	11,814	19.86%	3.47%	Historical
SR 11	CR 15A	US 17	FDOT	6,900	2008	3.05%	0.94	11,709	11,006	8.50%	3.05%	Historical	13,692	12,870	7.21%	3.05%	Historical	13,734	12,910	5.12%	3.05%	Historical
SR 40 (W. Granada Blvd.)	US 17/19 (SR 15)	SR 11	FDOT	5,800	2008	2.59%	0.94	9,516	8,945	7.75%	7.75%	Model	12,229	11,495	8.18%	8.18%	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	-0.09%	0.94	9,497	8,927	-2.48%	1.00%	Model	11,075	10,411	-0.30%	1.00%	Model	13,590	12,775	1.08%	1.08%	Model
SR 40 (W. Granada Blvd.)	Buckskin Ln./Urban Boundary	Airport Rd. Ext.	FDOT	10,800	2008	-0.09%	0.94	14,122	13,275	3.27%	3.27%	Model	17,141	16,113	4.10%	4.10%	Model	19,717	18,534	4.21%	4.21%	Model
SR 40 (W. Granada Blvd.)	Airport Rd. Ext.	Shadow Crossings Blvd.	FDOT	10,800	2008	-0.09%	0.94	11,543	10,850	0.07%	1.00%	Model	13,618	12,801	1.54%	1.54%	Model	16,031	15,069	2.33%	2.33%	Model
SR 40 (W. Granada Blvd.)	Shadow Crossings Blvd.	Tymber Creek Rd.	FDOT	10,800	2008	-0.09%	0.94	15,316	14,397	4.76%	4.76%	Model	18,082	16,997	4.78%	4.78%	Model	21,034	19,772	4.89%	4.89%	Model
SR 40 (W. Granada Blvd.)	Tymber Creek Rd.	I-95 (SR 9) SB Ramps	FDOT	26,500	2008	0.00%	0.94	36,188	34,017	4.05%	4.05%	Model	40,395	37,971	3.61%	3.61%	Model	40,182	37,771	2.50%	2.50%	Model
SR 40 (W. Granada Blvd.)	I-95 (SR 9) SB Ramps	I-95 (SR 9) NB Ramps	FDOT	26,500	2008	0.00%	0.94	48,843	45,912	10.46%	3.27%	Segment Average	47,820	44,951	5.80%	2.67%	Segment Average	46,230	43,456	3.76%	3.76%	Model
SR 40 (W. Granada Blvd.)	I-95 (SR 9) NB Ramps	Williamson Boulevard	FDOT	37,500	2008	0.40%	0.94	46,836	44,026	2.49%	2.49%	Model	48,166	45,276	1.73%	1.73%	Model	47,087	44,262	1.06%	1.06%	Model
SR 40 (W. Granada Blvd.)	Williamson Boulevard	Clyde Morris Blvd.	FDOT	37,500	2008	0.40%	0.94	46,836	44,026	2.49%	2.49%	Model	48,166	45,276	1.73%	1.73%	Model	47,087	44,262	1.06%	1.06%	Model
SR 40 (W. Granada Blvd.)	Clyde Morris Blvd.	SR 5A (Nova Rd.)	FDOT	35,000	2008	-0.28%	0.94	38,601	36,285	0.52%	1.00%	Model	41,467	38,979	0.95%	1.00%	Model	41,467	38,979	0.67%	1.00%	Model
SR 40 (W. Granada Blvd.)	SR 5A (Nova Rd.)	US 1 (SR 5)	FDOT	32,000	2008	0.46%	0.94	36,322	34,143	0.96%	1.00%	Model	37,385	35,142	0.82%	1.00%	Model	37,178	34,947	0.54%	1.00%	Model
SR 40 (W. Granada Blvd.)	US 1 (SR 5)	John Anderson Drive	FDOT	36,500	2008	-2.70%	0.94	43,226	40,632	1.62%	1.62%	Model	44,291	41,634	1.17%	1.17%	Model	44,364	41,702	0.84%	1.00%	Model
Airport Road (OB)	Tymber Creek Rd.	Pineland Trail	Volusia County	5,590	2007	-1.62%	0.94	7,331	6,891	2.91%	2.91%	Model	9,586	9,011	4.71%	4.71%	Model	9,136	8,588	2.98%	2.98%	Model
Airport Road (OB)	Pineland Trail	Ocean Pine Dr.	Volusia County	4,830	2007	-2.31%	0.94	6,406	6,022	3.08%	3.08%	Model	8,067	7,583	4.38%	4.38%	Model	8,497	7,987	3.63%	3.63%	Model
Airport Road (OB)	Ocean Pine Dr.	Bear Creek Path	Volusia County	4,970	2007	-1.78%	0.94	10,528	9,896	12.39%	4.69%	Segment Average	11,384	10,701	8.87%	4.97%	Segment Average	11,144	10,475	6.15%	3.55%	Segment Average
Airport Road (OB)	Bear Creek Path	US 1	Volusia County	6,700	2007	-4.55%	0.94	11,733	11,029	8.08%	8.08%	Model	12,526	11,774	5.83%	5.83%	Model	12,325	11,586	4.05%	4.05%	Model
Clyde Morris Blvd.	SR 40 (W. Granada Blvd.)	South Forty Trail	Volusia County	18,450	2007	4.49%	0.94	25,395	23,871	3.67%	3.67%	Model	31,185	29,314	4.53%	4.53%	Model	32,018	30,097	3.51%	3.51%	Model
Clyde Morris Blvd.	South Forty Trail	Falls Way	Volusia County	18,090	2007	4.51%	0.94	24,840	23,350	3.63%	3.63%	Model	32,081	30,156	5.13%	5.13%	Model	33,734	31,710	4.18%	4.18%	Model
Clyde Morris Blvd.	Falls Way	Coquina Point Dr.	Volusia County	16,900	2007	4.37%	0.94	24,240	22,786	4.35%	4.35%	Model	31,343	29,462	5.72%	5.72%	Model	32,891	30,918	4.61%	4.61%	Model
Clyde Morris Blvd.	Coquina Point Dr.	Hand Ave.	Volusia County	16,910	2007	1.72%	0.94	24,240	22,786	4.34%	4.34%	Model	31,343	29,462	5.71%	5.71%	Model	32,891	30,918	4.60%	4.60%	Model
Clyde Morris Blvd.	Hand Ave.	Flomich St.	Volusia County	16,210	2007	0.72%	0.94	19,056	17,913	1.31%	1.31%	Model	24,391	22,928	3.19%	3.19%	Model	26,339	24,759	2.93%	2.93%	Model
Clyde Morris Blvd.	Flomich St.	LPGA Blvd.	Volusia County	17,500	2007	5.16%	0.94	19,056	17,913	0.29%	1.00%	Model	24,391	22,928	2.39%	2.39%	Model	26,339	24,759	2.30%	2.30%	Model
Clyde Morris Blvd.	LPGA Blvd.	Bill France Blvd.	Volusia County	17,890	2007	-1.44%	0.94	23,872	22,440	3.18%	3.18%	Model	24,936	23,440	2.39%	2.39%	Model	25,257	23,742	1.82%	1.82%	Model
Clyde Morris Blvd.	Bill France Blvd.	Jimmy Ann Dr.	Volusia County	15,330	2007	3.14%	0.94	25,206	23,694	6.82%	6.82%	Model	26,538	24,946	4.82%	4.82%	Model	27,198	25,566	3.71%	3.71%	Model
Clyde Morris Blvd.	Jimmy Ann Dr.	Midpoint	Volusia County	16,020	2007	4.56%	0.94	23,075	21,691	4.42%	4.42%	Model	23,378	21,975	2.86%	2.86%	Model	23,475	22,067	2.10%	2.10%	Model
Clyde Morris Blvd.	Midpoint	SR 430 (Mason Ave.)	Volusia County	16,700	2007	5.07%	0.94	25,696	24,154	5.58%	5.58%	Model	26,006	24,446	3.57%	3.57%	Model	26,106	24,540	2.61%	2.61%	Model
Clyde Morris Blvd.	SR 430 (Mason Ave.)	US 92 (SR 600)	Volusia County	18,400	2007	-0.48%	0.94	32,120	30,193	8.01%	8.01%	Model	34,570	32,496	5.89%	5.89%	Model	35,890	33,737	4.63%	4.63%	Model

Table 14 (ctd.)
Background Traffic Growth Rates
Hunter's Ridge DRI

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
Hand Ave.	Spring Meadows Dr.	Clyde Morris Blvd.	Volusia County	8,370	2007	5.00%	0.94	4,686	4,405	-5.92%	1.00%	Model	5,895	5,541	-2.60%	1.00%	Model	6,468	6,080	-1.52%	1.00%	Model
Hand Ave.	Clyde Morris Blvd.	Shangri La Dr.	Volusia County	14,800	2007	3.76%	0.94	12,195	11,463	-2.82%	1.00%	Model	13,132	12,344	-1.28%	1.00%	Model	13,593	12,777	-0.76%	1.00%	Model
Hand Ave.	Shangri La Dr.	Nova Rd.	Volusia County	15,840	2007	4.39%	0.94	12,962	12,184	-2.88%	1.00%	Model	13,768	12,942	-1.41%	1.00%	Model	14,113	13,266	-0.90%	1.00%	Model
Hand Ave.	Nova Rd.	Orchard St.	Volusia County	8,480	2007	-2.34%	0.94	8,210	7,717	-1.12%	1.00%	Model	8,945	8,408	-0.07%	1.00%	Model	9,630	9,052	0.37%	1.00%	Model
LPGA Blvd. (DB)	US 92	International Golf Dr.	Volusia County	6,990	2007	2.41%	0.94	18,728	17,604	18.98%	18.98%	Model	24,302	22,844	17.45%	17.45%	Model	35,797	33,649	21.19%	21.19%	Model
LPGA Blvd. (DB)	International Golf Dr.	Tournament Dr.	Volusia County	8,740	2007	3.27%	0.94	18,391	17,288	12.22%	12.22%	Model	19,023	17,882	8.05%	8.05%	Model	26,780	25,173	10.45%	10.45%	Model
LPGA Blvd. (DB)	Tournament Dr.	I-95	Volusia County	10,430	2007	1.60%	0.94	32,127	30,199	23.69%	23.69%	Model	37,260	35,024	18.14%	18.14%	Model	51,656	48,557	20.31%	20.31%	Model
LPGA Blvd. (DB)	I-95	Williamson Blvd.	Volusia County	25,230	2007	3.59%	0.94	40,689	38,248	6.45%	6.45%	Model	45,369	42,647	5.31%	5.31%	Model	47,356	44,515	4.25%	4.25%	Model
LPGA Blvd. (DB)	Williamson Blvd.	Clyde Morris Blvd.	Volusia County	21,750	2007	2.68%	0.94	43,266	40,670	10.87%	10.87%	Model	46,923	44,108	7.91%	7.91%	Model	48,978	46,039	6.20%	6.20%	Model
LPGA Blvd. (DB)	Clyde Morris Blvd.	Midpoint	Volusia County	16,090	2007	3.08%	0.94	10,935	10,279	-4.51%	1.00%	Model	11,110	10,443	-2.70%	1.00%	Model	12,814	12,045	-1.40%	1.00%	Model
Mason Ave.	Williamson Blvd.	Fentress Blvd.	Volusia County	10,860	2007	0.38%	0.94	11,762	11,056	0.23%	1.00%	Model	13,470	12,662	1.28%	1.28%	Model	14,702	13,820	1.51%	1.51%	Model
Mason Ave.	Fentress Blvd.	Bill France Blvd.	Volusia County	11,550	2007	-1.00%	0.94	14,541	13,669	2.29%	2.29%	Model	16,389	15,406	2.57%	2.57%	Model	17,235	16,201	2.24%	2.24%	Model
Pineland Trail	Airport Rd.	Harmony Ave.	County	480	2007	4.63%	0.94	1,056	993	13.35%	4.63%	Historical	3,947	3,710	51.77%	4.63%	Historical	3,392	3,188	31.35%	4.63%	Historical
Pineland Trail	Harmony Ave.	US 1	Volusia County	360	2007	-4.17%	0.94	18,393	17,289	587.83%	1.00%	Historical	23,512	22,101	464.56%	1.00%	Historical	18,806	17,678	31.35%	1.00%	Historical
Tymber Creek Rd.	Riverbend Rd.	SR 40	Volusia County	930	2007	-2.47%	0.94	2,247	2,112	15.89%	15.89%	Model	2,562	2,408	12.23%	12.23%	Model	2,804	2,636	10.19%	10.19%	Model
Tymber Creek Rd.	SR 40	Tymber Run	Volusia County	15,090	2007	5.56%	0.94	18,519	17,408	1.92%	1.92%	Model	22,495	21,145	3.09%	3.09%	Model	17,108	16,082	0.37%	1.00%	Model
Tymber Creek Rd.	Tymber Run	Peruvian Lane	Volusia County	15,090	2007	5.56%	0.94	12,843	12,072	-2.50%	1.00%	Model	17,136	16,108	0.52%	1.00%	Model	13,966	13,128	-0.72%	1.00%	Model
Tymber Creek Rd.	Peruvian Lane	Airport Rd.	Volusia County	9,930	2007	-30.43%	0.94	12,843	12,072	2.70%	2.70%	Model	17,136	16,108	4.79%	4.79%	Model	13,966	13,128	1.79%	1.79%	Model
Tymber Creek Rd.	Airport Rd.	Durance Ln.	Volusia County	2,350	2007	12.56%	0.94	7,430	6,984	24.65%	24.65%	Model	11,031	10,369	26.25%	26.25%	Model	6,810	6,401	9.58%	9.58%	Model
Tymber Creek Rd.	Durance Ln.	Broadway Ave.	Volusia County	1,400	2007	11.54%	0.94	13,493	12,683	100.74%	11.54%	Historical	11,031	10,369	49.28%	11.54%	Historical	6,810	6,401	19.85%	11.54%	Historical
Williamson Blvd.	SR 40	Midpoint	Volusia County	22,070	2007	3.75%	0.94	24,899	23,405	0.76%	1.00%	Model	26,552	24,959	1.01%	1.01%	Model	26,233	24,659	0.65%	1.00%	Model
Williamson Blvd.	Midpoint	Hand Ave.	Volusia County	19,610	2007	4.57%	0.94	21,966	20,648	0.66%	1.00%	Model	24,297	22,839	1.27%	1.27%	Model	23,447	22,040	0.69%	1.00%	Model
Williamson Blvd.	Hand Ave.	Strickland Range Rd.	Volusia County	14,940	2007	5.03%	0.94	19,551	18,378	2.88%	2.88%	Model	20,948	19,691	2.45%	2.45%	Model	20,322	19,103	1.55%	1.55%	Model
Williamson Blvd.	Strickland Range Rd.	LPGA Blvd.	Volusia County	16,040	2007	4.42%	0.94	19,592	18,416	1.85%	1.85%	Model	20,986	19,727	1.77%	1.77%	Model	20,371	19,149	1.08%	1.08%	Model
Williamson Blvd.	LPGA Blvd.	Mason Ave.	Volusia County	17,580	2007	4.71%	0.94	19,687	18,506	0.66%	1.00%	Model	23,943	22,506	2.16%	2.16%	Model	27,991	26,312	2.76%	2.76%	Model
Williamson Blvd.	Mason Ave.	Indigo Drive North (Dunn Ave.)	Volusia County	16,650	2007	4.35%	0.94	10,387	9,764	-5.17%	1.00%	Model	12,510	11,759	-2.26%	1.00%	Model	15,535	14,603	-0.68%	1.00%	Model

PROGRAMMED ROADWAY IMPROVEMENTS

Only programmed roadway improvements funded within the next three years will be used in the analysis. Table 15 presents the programmed roadway improvements that will be considered in the analysis. The table includes the roadway, project limits, improvement and estimated year of completion.

Table 15
Programmed Roadway Improvements
Hunter's Ridge DRI – Transportation Methodology

Roadway	Project Limits	Improvement	Estimated Completion
US 1	Tymber Creek Rd. to Crossings Blvd.	4 lanes to 6 lanes	2015
LPGA Blvd.	Old Kings Rd. to Nova Rd.	2 lanes to 4 lanes	2014
Tymber Creek Rd.	SR 40 to Peruvian Ln.	2 lanes to 4 lanes	2014
Williamson Blvd.	North of Dunn Ave. to north of LPGA Blvd.	2 lanes to 4 lanes	2014

FUTURE TRAFFIC

Future background traffic will be determined for each phase by applying the most appropriate growth rate to the most recent traffic counts for each roadway segment. Hunter's Ridge p.m. peak-hour directional project traffic will be assigned to the study area roadways based on the cumulative trip generation and the project trip distribution for each phase. Roadway segments will be identified as "adverse" if acceptable LOS is not achieved under future conditions. Software such as FDOT's ARTPLAN may be used to identify roadway capacities if the adopted capacity is suspected to be understated. Mitigation will be proposed for roadways that are noted as both significant and adverse for any phase. Backlogged facilities will be identified separately from roadways identified as over-capacity due to Hunter's Ridge DRI project traffic.

Intersection analyses will be performed using traffic volumes resulting from the combination of future background traffic and project traffic. Mitigation will be proposed for intersections in which the overall LOS does not meet the adopted LOS for the leg with the highest standard.

MITIGATION AND PROPORTIONATE SHARE PERCENTAGES

Mitigation will be proposed for segments or intersections that are identified as both significant and adverse. Roadways will be evaluated on a directional basis. For example, if a roadway segment is significant in one direction and adverse in the other direction but not both significant and adverse in the same direction, mitigation will not be proposed. Additionally, it is recognized that some facilities may be either policy or physically constrained so that widening is not feasible. In these cases, alternative mitigation such as mass transit, parallel corridor improvements, or traffic operations improvements may be proposed.

Proportionate share percentages will be calculated by dividing the project trips by the increase in capacity from proposed mitigation. Intersection proportionate share percentages will be calculated based on the total project traffic at the intersection divided by the increase in total lane group capacity resulting from proposed mitigation.

PROPORTIONATE SHARE COSTS

Roadway improvement cost estimates will be calculated using current FDOT unit cost data or other available unit cost data for non-state roadways. If FDOT requires Long Range Estimating (LRE) software to be used to determine mitigation costs, the applicant will obtain server login information from FDOT. The total construction cost of a proposed improvement will be used to determine soft costs such as preliminary engineering, design engineering, construction engineering and inspection, and contingencies. Actual right-of-way needs will be identified and right-of-way costs will be estimated on a case-by-case basis. The proportionate share responsibility will be determined based on future value at the time the mitigation requirements will be fulfilled.

If you have any questions, please feel free to contact me at 386.257.2571.

Sincerely,

LASSITER TRANSPORTATION GROUP, INC.

Daniel M. D'Antonio, PE
Project Manager

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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		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	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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		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	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 = 5.0	G = 28.0	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 = 105.0		

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	172	980	437	244	980	446	331	669		256	660	
v/c Ratio, X	0.69	0.61	0.40	0.61	0.88	0.43	0.96	0.97		0.68	0.80	
Total Green Ratio, g/C	0.39	0.28	0.28	0.39	0.28	0.28	0.53	0.37		0.53	0.37	
Uniform Delay, d_1	24.6	33.1	30.9	22.8	36.3	31.3	19.6	32.5		21.8	29.5	
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	0.26	0.20	0.11	0.19	0.40	0.11	0.47	0.48		0.25	0.34	
Incremental Delay, d_2	10.2	1.0	0.5	2.6	5.9	0.4	8.2	5.7		6.9	6.8	
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	34.8	34.1	31.4	25.4	42.2	31.7	27.8	38.2		28.8	36.3	
Lane Group LOS	C	C	C	C	D	C	C	D		C	D	
Approach Delay	33.7			38.4			34.8			34.4		
Approach LOS	C			D			C			C		
Intersection Delay	35.6			X_C = 0.96			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		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		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 = 5.0	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 = 57.0		

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				497		444		1380		389	2054	
v/c Ratio, X				0.40		0.71		0.56		0.53	0.21	
Total Green Ratio, g/C				0.28		0.28		0.40		0.58	0.58	
Uniform Delay, d_1				16.6		18.4		13.1		6.9	5.8	
Progression Factor, PF				1.000		1.000		1.000		1.000	1.000	
Delay Calibration, k				0.11		0.27		0.15		0.13	0.11	
Incremental Delay, d_2				0.5		5.1		0.5		1.4	0.1	
Initial Queue Delay, d_3				0.0		0.0		0.0		0.0	0.0	
Control Delay				17.2		23.5		13.6		8.3	5.8	
Lane Group LOS				B		C		B		A	A	
Approach Delay				21.0			13.6			6.6		
Approach LOS				C			B			A		
Intersection Delay	13.2			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		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	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 = 5.0	G = 23.0	G = 0.0	G =	G = 5.0	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 = 86.0		

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	193	930		284	926		242	1196		258	1228	
v/c Ratio, X	0.31	0.56		0.45	0.82		0.41	0.65		0.53	0.67	
Total Green Ratio, g/C	0.40	0.27		0.40	0.27		0.48	0.35		0.48	0.35	
Uniform Delay, d_1	18.0	27.1		17.5	29.6		14.4	23.6		14.5	23.8	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.11	0.19		0.11	0.38		0.11	0.23		0.14	0.24	
Incremental Delay, d_2	0.9	0.9		1.2	6.3		1.1	1.3		2.2	1.4	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	18.9	28.1		18.7	35.9		15.5	24.9		16.7	25.2	
Lane Group LOS	B	C		B	D		B	C		B	C	
Approach Delay	27.1			33.4			23.8			24.0		
Approach LOS	C			C			C			C		
Intersection Delay	27.0			X_C = 0.82			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		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	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 = 5.0	G = 23.0	G = 0.0	G = 0.0	G = 6.0	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 = 91.0		

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	191	896	400	180	871		474	1257		351	1286	574
v/c Ratio, X	0.64	0.83	0.37	0.71	0.82		0.86	0.49		0.56	0.29	0.42
Total Green Ratio, g/C	0.38	0.25	0.25	0.38	0.25		0.51	0.36		0.51	0.36	0.36
Uniform Delay, d_1	20.7	32.2	28.0	21.0	32.1		23.4	22.5		13.7	20.7	21.8
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	0.22	0.37	0.11	0.27	0.36		0.39	0.11		0.16	0.11	0.11
Incremental Delay, d_2	4.5	4.3	0.3	11.9	6.4		14.4	0.3		2.0	0.1	0.5
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	25.1	36.5	28.3	32.9	38.5		37.8	22.8		15.8	20.8	22.3
Lane Group LOS	C	D	C	C	D		D	C		B	C	C
Approach Delay	33.9			37.6			28.7			20.0		
Approach LOS	C			D			C			C		
Intersection Delay	30.3			X_C = 0.89			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		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)	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 = 5.0	G = 30.0	G = 0.0	G = 0.0	G = 5.0	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 = 100.0		

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	268	548		264	559	475	440	1206	538	373	1166	
v/c Ratio, X	0.18	0.71		0.53	0.69	0.47	0.17	0.37	0.50	0.51	0.28	
Total Green Ratio, g/C	0.42	0.30		0.42	0.30	0.30	0.46	0.34	0.34	0.46	0.34	
Uniform Delay, d_1	19.2	31.2		20.4	30.9	28.6	15.5	25.0	26.3	21.9	24.1	
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	0.11	0.28		0.13	0.26	0.11	0.11	0.11	0.11	0.12	0.11	
Incremental Delay, d_2	0.3	3.8		1.2	2.2	0.5	0.2	0.2	0.7	0.9	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	19.4	35.0		21.7	33.1	29.0	15.7	25.2	27.0	22.8	24.2	
Lane Group LOS	B	C		C	C	C	B	C	C	C	C	
Approach Delay	33.3			29.7			24.9			23.7		
Approach LOS	C			C			C			C		
Intersection Delay	27.6			X_C = 0.67			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	*07/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*Existing*
		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	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	*07/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*Existing*
		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)	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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		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	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 = 5.0	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 = 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	22	350		123	580			109	176		55	36
Lane Group Capacity, c	417	941		625	935			239	290		249	290
v/c Ratio, X	0.05	0.37		0.20	0.62			0.46	0.61		0.22	0.12
Total Green Ratio, g/C	0.68	0.51		0.68	0.51			0.18	0.18		0.18	0.18
Uniform Delay, d_1	5.8	10.6		4.6	12.6			25.8	26.7		24.7	24.2
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	0.23			0.11	0.19		0.11	0.11
Incremental Delay, d_2	0.0	0.1		0.1	1.4			1.4	3.6		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	5.8	10.7		4.7	13.9			27.2	30.3		25.1	24.4
Lane Group LOS	A	B		A	B			C	C		C	C
Approach Delay	10.4			12.3			29.1			24.9		
Approach LOS	B			B			C			C		
Intersection Delay	15.9			X_C = 0.68			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 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	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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		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					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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*Existing*
		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		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	*07/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		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	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	*07/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		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	0	1	1	0
Lane Group	L	TR		L	T			LTR		L	LTR	
Volume, V (vph)	40	537	37	100	594		34	22	80	436	36	53
% Heavy Vehicles, %HV	5	3	3	2	2		2	2	2	2	3	2
Peak-Hour Factor, PHF	0.88	0.88	0.88	0.87	0.87		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
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		3	3			3		3	3	
Unit Extension, UE	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Filtering/Metering, I	1.000	1.000		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	
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	SB Only	NB Only	07	08
Timing	G = 5.0	G = 30.0	G = 0.0	G = 0.0	G = 30.0	G = 13.0	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 = 101.0		

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			159		459	94	
Lane Group Capacity, c	214	1033		232	1054			218		526	502	
v/c Ratio, X	0.21	0.63		0.50	0.65			0.73		0.87	0.19	
Total Green Ratio, g/C	0.41	0.30		0.41	0.30			0.13		0.30	0.30	
Uniform Delay, d_1	20.0	30.7		20.7	30.9			42.3		33.7	26.4	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Delay Calibration, k	0.15	0.24		0.15	0.25			0.31		0.41	0.15	
Incremental Delay, d_2	0.7	1.4		1.7	1.2			12.5		15.2	0.2	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Control Delay	20.6	32.1		22.3	32.1			54.8		48.9	26.7	
Lane Group LOS	C	C		C	C			D		D	C	
Approach Delay	31.4			30.7			54.8			45.1		
Approach LOS	C			C			D			D		
Intersection Delay	36.3			X_c = 0.78			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*Existing*
		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	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 = 7.0	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 = 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	8	1085		32	1463			58		47	11	
Lane Group Capacity, c	342	2507		413	2512			146		128	141	
v/c Ratio, X	0.02	0.43		0.08	0.58			0.40		0.37	0.08	
Total Green Ratio, g/C	0.82	0.71		0.82	0.71			0.09		0.09	0.09	
Uniform Delay, d_1	2.0	7.4		3.0	8.7			51.4		51.2	49.9	
Progression Factor, PF	1.000	1.000		1.000	0.219			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	0.3			2.4		2.4	0.3	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Control Delay	2.0	7.4		3.1	2.3			53.8		53.7	50.2	
Lane Group LOS	A	A		A	A			D		D	D	
Approach Delay	7.4			2.3			53.8			53.0		
Approach LOS	A			A			D			D		
Intersection Delay	6.5			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*Existing*
		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		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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*Existing*
		Project ID	*Hunters Ridge DRI Substatial 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	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	*07/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		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		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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		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	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 = 6.0	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 = 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	57	1403	273	341	1349	57	303	41	305	21	46	
Lane Group Capacity, c	252	1627	726	489	1627	726	355	453	385	72	95	
v/c Ratio, X	0.23	0.86	0.38	0.70	0.83	0.08	0.85	0.09	0.79	0.29	0.48	
Total Green Ratio, g/C	0.14	0.46	0.46	0.14	0.46	0.46	0.24	0.24	0.24	0.06	0.06	
Uniform Delay, d_1	41.4	26.4	19.3	44.5	25.8	16.6	39.4	31.9	38.7	49.5	50.0	
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	
Delay Calibration, k	0.11	0.40	0.15	0.26	0.38	0.15	0.39	0.11	0.34	0.11	0.11	
Incremental Delay, d_2	0.2	2.6	0.2	2.0	1.8	0.0	17.3	0.1	10.4	2.2	3.8	
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	41.7	29.0	19.5	46.5	27.6	16.6	56.7	32.0	49.1	51.7	53.8	
Lane Group LOS	D	C	B	D	C	B	E	C	D	D	D	
Approach Delay	27.9			30.9			51.5			53.2		
Approach LOS	C			C			D			D		
Intersection Delay	33.2			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		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	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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2009 Existing*
		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	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 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	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 = 5.0	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 = 68.0		

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	259	356	303	600	731		560	822	692	367	522	
v/c Ratio, X	0.04	0.10	0.04	0.50	0.06		0.22	0.08	0.33	0.04	0.17	
Total Green Ratio, g/C	0.19	0.19	0.19	0.41	0.41		0.44	0.44	0.44	0.29	0.29	
Uniform Delay, d_1	22.4	22.7	22.4	14.1	12.1		11.4	11.0	12.5	17.1	17.8	
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	0.11	0.11		0.11	0.11	0.11	0.11	0.11	
Incremental Delay, d_2	0.1	0.1	0.1	0.5	0.0		0.2	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	22.5	22.8	22.5	14.6	12.1		11.6	11.0	12.7	17.2	18.0	
Lane Group LOS	C	C	C	B	B		B	B	B	B	B	
Approach Delay	22.7			14.3			12.1			17.9		
Approach LOS	C			B			B			B		
Intersection Delay	14.2			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	*7/14/2009*	Analysis Year	*2009 Existing*
Analysis Time Period	*P.M. Peak-Hour*		

Project Description *Hunter's Ridge DRI Substantial Deviation*

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	*7/30/09*
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 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)	*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	*7/14/2009*	Analysis Year	*2009 Existing*
Analysis Time Period	*P.M. Peak-Hour*		

Project Description *Hunter's Ridge DRI Substantial Deviation*

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.21.4

Roadway Segment Count Data

Volusia County Average Annual daily Traffic Historical Counts

Road Name	Limits (From - To)	Count Station Number	Distance (in miles)	2008 No. of Lanes	Posted Speed	2000 Federal Functional Classification	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	1 -Year % Trend	2008 Vol. Co. Allowable LOS
Rd_Name	Limits	Cnt_Sta	Distance	Lanes_08	SPD2007	Fun_Class	AADT_00	AADT_01	AADT_02	AADT_03	AADT_04	AADT_05	AADT_06	AADT_07	AADT_08		VCA_LOS_07
I-4	SR 46 to Volusia Co.	0266-S	1.90	6	65	Rural Principal Arterial - Interstate	90,000	88,000	82,500	84,500	103,000	112,500	112,000	113,000	111,000	-1.8%	C
I-4	Seminole Co. to Dirksen Dr.	484	3.58	6	65	Rural Principal Arterial - Interstate	84,000	84,000	-	-	94,000	111,500	115,500	119,500	115,000	-3.8%	C
I-4	Dirksen Dr. to Saxon Blvd.	9906	2.79	6	70	Urban Principal Arterial - Interstate	68,135	73,543	76,000	79,500	-	-	96,600	95,356	92,578	-2.9%	C
I-4	Saxon Blvd. to SR 472	1003	3.15	6	70	Urban Principal Arterial - Interstate	61,500	61,500	69,000	74,500	70,000	83,500	86,500	89,000	86,000	-3.4%	C
I-4	SR 472 to Orange Camp Rd.	485	2.12	6	70	Urban Principal Arterial - Interstate	51,000	49,000	54,000	53,500	60,000	57,500	59,500	61,500	58,000	-5.7%	C
I-4	Orange Camp Rd. to SR 44	497	2.56	6	70	Urban Principal Arterial - Interstate	46,000	50,000	48,500	49,500	52,500	62,000	59,000	61,000	58,000	-4.9%	C
I-4	SR 44 to US 92 Connector	486	10.31	4	70	Urban Principal Arterial - Interstate	44,500	42,500	45,000	45,000	47,500	49,500	53,500	54,500	56,000	2.8%	C
I-4	US 92 Connector to I-95	491	3.52	4	70	Urban Principal Arterial - Interstate	31,500	32,000	34,500	39,000	35,500	36,500	37,500	42,500	47,500	11.8%	C
I-95	N. of Volusia/Flagler Co. Line	0292-F		6	55	Rural & Urban Principal Arterial - Interstate	52,600	54,100	56,740	59,260	60,640	63,000	65,000	-	57,740		C
I-95	Flagler Co. Line to US 1	496	5.00	6	70	Rural & Urban Principal Arterial - Interstate	52,000	45,500	58,500	60,500	62,500	58,500	58,500	58,500	53,000	-9.4%	C
I-95	US 1 to SR 40	495	5.55	6	70	Rural & Urban Principal Arterial - Interstate	51,500	51,000	60,000	58,500	60,500	60,000	60,000	60,000	55,000	-8.3%	C
I-95	SR 40 to LPGA Blvd.	534	2.64	6	70	Urban Principal Arterial - Interstate	59,000	61,500	66,000	80,500	84,500	70,500	80,500	73,000	79,000	8.2%	C
I-95	LPGA Blvd. to US 92	494	3.56	6	65	Urban Principal Arterial - Interstate	57,000	57,000	63,000	72,500	74,500	75,500	80,000	74,000	68,000	-8.1%	C
I-95	US 92 to Beville Rd./I-4	493	1.26	6	65	Urban Principal Arterial - Interstate	74,500	63,500	74,000	76,000	78,000	91,000	119,000	-	-		C
I-95	Beville Rd./I-4 to SR 421 (Dunlawton Ave.)	492	4.57	4	70	Urban Principal Arterial - Interstate	43,500	44,000	46,000	47,000	46,500	49,500	49,500	56,000	57,500	2.7%	C
I-95	SR 421 (Dunlawton Ave.) to SR 44	133	6.99	4	70	Urban Principal Arterial - Interstate	36,759	38,301	39,791	39,121	40,082	41,000	40,400	40,119	36,377	-9.3%	C
I-95	SR 44 to SR 442 (Indian River Blvd.)	503	4.84	4	70	Rural & Urban Principal Arterial - Interstate	30,000	28,500	31,000	31,000	30,500	34,000	28,500	33,500	34,000	1.5%	C
I-95	SR 442 (Indian River Blvd.) to Brevard Co.	0436-B	11.45	4	70	Rural Principal Arterial - Interstate	20,300	24,000	28,500	23,500	24,500	27,500	31,500	27,000	24,500	-9.3%	B
US 1	N. of Volusia/Flagler Co. Line	0263-F		4	65	Rural Principal Arterial - Other	-	-	-	10,520	12,235	13,600	17,100	15,135	13,680	-9.6%	C
US 1	Flagler Co. to I-95	536	1.53	4	65	Urban Principal Arterial - Other	9,400	10,300	11,400	14,700	15,400	17,100	18,300	19,900	16,800	-15.6%	D
US 1	I-95 to Airport Rd.	351	2.81	4	45	Urban Principal Arterial - Other	15,300	17,100	20,100	19,700	20,600	22,500	23,000	23,000	22,500	-2.2%	D
US 1	Airport Rd. to SR5A/Nova Rd.	100	1.13	4	55	Urban Principal Arterial - Other	24,500	30,500	24,000	23,000	24,000	34,500	30,000	31,000	29,000	-6.5%	D
US 1	SR5A/Nova Rd. to SR 40	1019	1.83	4	55	Urban Principal Arterial - Other	19,200	22,500	17,600	19,200	20,000	19,600	19,800	18,800	18,200	-3.2%	D
US 1	SR 40 to Hand Ave.	5142	0.84	4	40	Urban Principal Arterial - Other	27,500	23,500	28,500	27,500	30,000	26,500	27,000	25,000	23,500	-6.0%	D
US 1	Hand Ave. to LPGA Blvd.	1018	2.00	4	40	Urban Principal Arterial - Other	29,000	31,000	31,000	30,000	30,000	29,000	28,500	28,500	27,000	-5.3%	D
US 1	LPGA Blvd. to SR 430 (Mason Ave.)	1018	1.47	4	35	Urban Principal Arterial - Other	32,000	33,500	30,500	31,000	30,000	28,500	28,500	28,500	27,000	-5.3%	D
US 1	SR 430 (Mason Ave.) to Fairview/Main St.	5074	0.54	4	35	Urban Principal Arterial - Other	36,500	34,500	32,500	29,500	29,500	28,500	30,000	30,000	29,000	-3.3%	D
US 1	Fairview/Main St. to US 92/ISB	5071	0.66	4	35	Urban Principal Arterial - Other	38,500	31,000	33,500	34,000	29,000	32,000	32,500	29,500	29,000	-1.7%	D
US 1	US 92/ISB to Orange Ave.	5070	0.30	4	35	Urban Principal Arterial - Other	39,500	39,000	35,000	36,000	36,000	35,000	32,000	30,000	30,000	0.0%	D
US 1	Orange Ave. to Bellevue Ave.	5066	0.72	4	40	Urban Principal Arterial - Other	36,500	36,500	34,500	37,000	36,000	35,500	32,500	30,500	30,500	0.0%	D
US 1	Bellevue Ave. to SR 400/Beville Rd.	452	1.05	4	40	Urban Principal Arterial - Other	45,500	40,500	41,500	42,500	41,000	39,000	33,500	34,000	32,500	-4.4%	D
US 1	SR 400/Beville Rd. to Bellewood Ave.	5063	0.27	4	40	Urban Principal Arterial - Other	44,000	38,500	38,000	39,500	35,500	35,000	33,000	30,500	30,000	-1.6%	D
US 1	Bellewood Ave. to Big Tree Rd.	5062	0.45	4	40	Urban Principal Arterial - Other	41,000	35,000	35,000	35,500	35,500	34,000	31,500	29,500	30,000	1.7%	D
US 1	Big Tree Rd. to Reed Canal Rd.	5061	1.17	4	45	Urban Principal Arterial - Other	39,500	35,000	35,500	37,500	37,500	35,500	33,000	30,000	31,500	5.0%	D
US 1	Reed Canal Rd. to SR 421 (Dunlawton Ave.)	213	1.18	4	40	Urban Principal Arterial - Other	36,500	33,000	35,500	35,500	34,000	33,500	29,500	31,000	27,500	-11.3%	E
US 1	SR 421 (Dunlawton Ave.) to Commonweath	5057	1.37	4	40	Urban Principal Arterial - Other	25,000	27,500	27,500	27,000	25,000	24,500	23,500	22,500	22,500	0.0%	E
US 1	Commonwealth to Nova Rd.	152	1.23	4	45	Urban Principal Arterial - Other	26,000	26,000	23,000	21,000	23,000	21,000	20,500	17,000	15,800	-7.1%	D
US 1	Nova Rd. to Art Center Ave.	13	3.19	4	45	Urban Principal Arterial - Other	25,000	-	22,000	23,000	25,500	22,500	23,500	22,000	21,500	-2.3%	D
US 1	Art Center Ave. to Turnbull Bay Rd.	5159	2.24	4	55	Urban Principal Arterial - Other	24,500	26,000	26,000	25,000	27,000	26,000	29,000	24,500	23,500	-4.1%	D
US 1	Turnbull Bay Rd. to Canal St. (Bus. SR 44)	5155	1.34	4	40	Urban Principal Arterial - Other	32,000	33,000	31,500	28,000	36,000	31,000	30,000	28,000	27,500	-1.8%	D
US 1	Canal St. (Bus. SR 44) to 10th Ave.	5154	1.52	4	35	Urban Principal Arterial - Other	27,500	29,000	28,000	28,000	28,500	28,500	28,000	27,000	26,000	-3.7%	D
US 1	10th Ave. to Park Ave.	5168	1.00	4	45	Urban Principal Arterial - Other	29,500	32,000	30,500	30,500	32,000	32,000	32,500	29,000	28,000	-3.4%	D
US 1	Park Ave. to SR 442 (Indian River Blvd.)	5170	1.49	4	45	Urban Principal Arterial - Other	29,000	28,500	29,500	31,000	31,500	31,500	31,500	29,000	29,000	0.0%	D
US 1	SR 442 (Indian River Blvd.) to Volco Rd.	27	2.26	4	45	Urban Principal Arterial - Other	22,500	22,000	21,000	22,000	23,000	22,500	22,500	25,000	21,000	-16.0%	D
US 1	Volco Rd. to H.H. Birch Rd.	9929	3.70	4	45	Urban Principal Arterial - Other	12,717	13,264	11,845	12,617	13,105	13,094	12,980	12,672	11,843	-6.5%	D
US 1	H.H. Birch Rd. to Halifax Ave.	2	2.05	4	45	Rural Principal Arterial - Other	-	-	-	6,300	7,200	6,800	6,500	6,300	5,700	-9.5%	C
US 1	Halifax Ave. to Putnam Grove Rd.	1	0.57	4	65	Rural Principal Arterial - Other	-	-	-	4,000	4,600	4,200	4,300	4,500	4,100	-8.9%	C
US 1	Putnam Grove Rd. to Kennedy Pkwy.	531	1.63	4	65	Rural Principal Arterial - Other	4,300	2,800	3,300	3,500	4,300	3,700	3,700	4,000	3,600	-10.0%	C
US 1	Kennedy Pkwy. to Brevard Co.	531	3.97	4	55	Rural Principal Arterial - Other	4,300	2,800	3,300	3,500	4,300	3,700	3,700	4,000	3,600	-10.0%	B
US 1	S. of Volusia/Brevard Co. Line	0404-B		4	65	Rural Principal Arterial - Other	3,100	2,800	2,600	3,000	3,400	3,100	2,800	3,000	2,700	-10.0%	B
US 17	N. of Volusia/Putnam Co. Line	67-P		2	60	Rural Principal Arterial - Other	6,000	6,400	6,100	6,000	6,300	6,300	6,100	5,700	5,200	-8.8%	C
US 17	Putnam County to CR 305/Lk George Rd	280	3.41	2	60	Rural Principal Arterial - Other	5,500	4,900	5,400	5,400	5,200	5,600	5,700	5,600	5,100	-8.9%	C
US 17	CR 305/Lk George Rd to Washington Ave.	46	5.28	2	55	Rural Principal Arterial - Other	5,100	5,100	5,200	5,200	5,100	5,300	5,300	5,400	4,900	-9.3%	C
US 17	Washington Ave. to SR 40	448	5.02	2	45	Rural Principal Arterial - Other	7,800	7,700	7,600	7,300	7,200	7,100	7,500	7,100	7,400	4.2%	C
US 17	SR 40 to Lake Winona Rd.	104	4.93	2	45	Rural Principal Arterial - Other	8,600	8,400	8,700	8,600	8,100	8,500	8,600	9,000	8,000	-11.1%	C
US 17	Lake Winona Rd. to Spring Garden Ranch Rd.	104	0.56	2	45	Rural Principal Arterial - Other	8,600	8,400	8,700	8,600	8,100	8,500	8,600	9,000	8,000	-11.1%	C
US 17	Spring Garden Ranch Rd. to Reynolds Rd	519	1.09	2	55	Urban Principal Arterial - Other	11,000	10,700	11,600	11,400	10,800	12,100	11,500	11,900	11,000	-7.6%	C
US 17	Reynolds Rd to SR 15A/CR 15A	476	2.76	4	45	Urban Principal Arterial - Other	17,600	18,300	18,000	17,900	17,000	19,200	18,800	18,900	18,000	-4.8%	C
US 17	SR 15A/CR 15A to Glenwood Rd.	236	1.64	4	55	Urban Principal Arterial - Other	15,300	15,500	16,600	17,400	16,000	16,600	17,200	16,700	15,300	-8.4%	C
US 17	Glenwood Rd. to Mercers Fernery Rd.	69	0.51	4	55	Urban Principal Arterial - Other	22,000	23,000	24,000	25,500	23,500	24,500	25,000	24,000	22,500	-6.3%	C
US 17	Mercers Fernery Rd. to US 92	1000	0.68	4	45	Urban Principal Arterial - Other	24,500	23,500	23,500	32,500	32,500	30,500	33,000	33,500	35,500	6.0%	C
US 17/92	US 92 to Plymouth Ave.	66	0.83	4	45	Urban Principal Arterial - Other	22,500	24,000	24,000	27,000	24,500	26,500	26,000	25,000	26,500	6.0%	C
US 17/92	Plymouth Ave. to SR 44 (New York Ave.)	5008	1.01	2	40	Urban Principal Arterial - Other	16,500	19,500	17,500	20,000	23,000	19,300	19,500	18,000	18,300	1.7%	E
US 17/92	SR 44 (New York Ave.) to Euclid Ave.	5004	0.49	2	30	Urban Principal Arterial - Other	18,000	18,000	17,000	17,500	17,600	17,400	18,200	16,400	15,200	-7.3%	E
US 17/92	Euclid Ave. to Beresford Ave.	5173	0.49	2	35	Urban Principal Arterial - Other	22,000	22,000	20,000	20,000	19,700	19,500	20,000	17,900	16,800	-6.1%	E
US 17/92	Beresford Ave. to SR 15A (Taylor Rd.)	1006	1.02	4	40	Urban Principal Arterial - Other	29,000	26,500	29,500	31,000	29,000	33,500	32,000	33,000	27,500	-16.7%	C
US 17/92	SR 15A (Taylor Rd.) to SR 472	1004	1.75	6	45	Urban Principal Arterial - Other	43,500	44,000	45,000	47,000	47,500	51,500	50,000	49,500	47,500	-4.0%	C

Traffic Count data provided by Volusia County Traffic Engineering, Florida Department of Transportation, the City of Deltona

Volusia County Average Annual daily Traffic Historical Counts

Road Name	Limits (From - To)	Count Station Number	Distance (in miles)	2008 No. of Lanes	Posted Speed	2000 Federal Functional Classification	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	1 -Year % Trend	2008 Vol. Co. Allowable LOS
US 17/92	SR 472 to New York Ave.	445	0.75	4	55	Urban Principal Arterial - Other	29,500	32,500	39,500	29,000	32,000	33,500	33,500	30,000	28,000	-6.7%	C
US 17/92	New York Ave. to Graves Ave.	5166	1.00	4	45	Urban Principal Arterial - Other	30,000	31,000	31,000	32,000	33,000	35,000	33,000	32,000	30,000	-6.3%	C
US 17/92	Graves Ave. to Rhode Island Ave.	5165	1.01	4	40	Urban Principal Arterial - Other	31,500	31,000	31,500	33,000	33,000	35,000	33,500	32,500	30,500	-6.2%	C
US 17/92	Rhode Island Ave. to Enterprise Rd.	444	0.75	4	45	Urban Principal Arterial - Other	34,000	33,500	34,000	35,500	36,000	36,000	36,500	36,000	35,500	-1.4%	C
US 17/92	Enterprise Rd. to Saxon Blvd.	539	0.80	4	45	Urban Principal Arterial - Other	-	-	17,200	18,500	17,000	19,800	19,900	19,800	19,500	-1.5%	C
US 17/92	Saxon Blvd. to DeBary Plantation Blvd	509	0.61	4	45	Urban Principal Arterial - Other	21,500	24,000	26,000	27,500	29,500	30,500	30,500	28,500	27,500	-3.5%	C
US 17/92	DeBary Plantation Blvd to Highbanks Rd.	8	0.92	4	45	Urban Principal Arterial - Other	-	-	-	-	-	-	24,500	24,500	23,500	-4.1%	C
US 17/92	Highbanks Rd. to Valencia Rd	7	0.74	4	40	Urban Principal Arterial - Other	-	-	-	-	-	21,000	24,500	24,500	23,500	-4.1%	C
US 17/92	Valencia Rd. to Dirksen Dr.	479	1.05	4	50	Urban Principal Arterial - Other	16,500	17,200	20,200	21,500	19,400	21,000	22,500	21,500	22,000	2.3%	C
US 17/92	Dirksen to Ft. Florida Rd.	101	0.72	4	50	Urban Principal Arterial - Other	-	-	25,500	27,000	21,000	23,500	25,500	24,000	24,000	0.0%	C
US 17/92	Ft. Florida Rd. to Barwick Rd	0040-S	0.76	4	50	Urban Principal Arterial - Other	19,000	21,500	25,500	25,000	25,000	21,500	23,000	25,000	23,500	-6.0%	C
US 17/92	Barwick Rd. to Seminole Co.	0040-S	0.52	4	50	Rural Principal Arterial - Other	19,000	21,500	25,500	25,000	25,000	21,500	23,000	25,000	23,500	-6.0%	C
US 92	US 17 to Jacobs Rd.	1001	1.41	4	45	Urban Principal Arterial - Other	23,500	27,500	26,000	27,000	26,000	28,500	29,000	31,000	27,000	-12.9%	D
US 92	Jacobs Rd. to Kepler Rd.	1005	1.23	4	45	Urban Principal Arterial - Other	-	-	-	27,500	26,000	28,000	27,000	28,500	24,500	-14.0%	D
US 92	Kepler Rd. to Old Daytona Rd.	9925	1.32	4	65	Urban Principal Arterial - Other	15,426	15,548	15,802	16,090	16,429	16,636	16,800	16,531	14,852	-10.2%	D
US 92	Old Daytona Rd. to Red John Dr.	9925	7.20	4	55	Rural Principal Arterial - Other	15,426	15,548	15,802	16,090	16,429	16,636	16,800	16,531	14,852	-10.2%	B
US 92	Red John Dr. to I-4 EB Ramp	478	2.26	4	55	Rural & Urban Principal Arterial - Other	23,000	21,500	22,000	23,500	23,000	24,000	25,000	24,500	25,000	2.0%	C
US 92	I-4 EB Ramp to LPGA Blvd.	478	0.58	4	55	Urban Principal Arterial - Other	23,000	21,500	22,000	23,500	23,000	24,000	25,000	24,500	25,000	2.0%	D
US 92	LPGA Blvd. to I-95	532	2.03	4	55	Urban Principal Arterial - Other	27,000	30,000	27,000	27,000	32,000	31,500	28,000	29,000	28,500	-1.7%	D
US 92	I-95 to Williamson Blvd.	508	0.71	8	50	Urban Principal Arterial - Other	44,000	49,000	45,000	44,500	46,500	48,000	48,500	51,500	43,500	-15.5%	C
US 92	Williamson Blvd. to Bill France Blvd.	5172	1.13	8	50	Urban Principal Arterial - Other	49,000	52,500	48,000	45,000	47,000	51,500	49,500	50,000	50,000	0.0%	C
US 92	Bill France Blvd. to SR 483/Clyde Morris Blvd.	5094	0.86	8	50	Urban Principal Arterial - Other	43,000	45,000	42,000	41,000	41,500	42,500	42,500	44,000	40,500	-8.0%	C
US 92	SR 483/Clyde Morris Blvd. to SR 5A/Nova Rd.	5096	0.93	6	45	Urban Principal Arterial - Other	43,500	48,000	40,000	48,000	43,000	45,000	45,000	44,000	41,500	-5.7%	C
US 92	SR 5A/Nova Rd. to Martin Luther King Blvd.	5099	0.78	4	40	Urban Principal Arterial - Other	33,500	25,000	28,500	30,500	32,000	33,000	29,000	26,500	29,500	11.3%	C
US 92	Martin Luther King Blvd. to US 1	5104	0.38	4	40	Urban Principal Arterial - Other	33,000	24,500	26,500	28,000	30,500	28,000	28,000	26,000	28,500	9.6%	C
US 92	US 1 to Beach St.	5105	0.23	4	30	Urban Principal Arterial - Other	23,000	15,500	20,000	20,400	17,700	20,900	17,900	22,500	20,800	-7.6%	D
US 92	Beach St. to SR 441/Peninsula Dr.	337	0.88	4	40	Urban Principal Arterial - Other	18,000	18,000	20,100	24,500	20,400	21,000	16,500	18,500	18,700	1.1%	D
US 92	SR 441/Peninsula Dr. to SR A1A/Atlantic	5109	0.30	4	30	Urban Principal Arterial - Other	16,000	16,000	12,500	13,400	10,200	12,800	19,600	15,300	10,500	-31.4%	D
SR A1A - Ocean Shore Blvd.	Westmayer Pl. to N. 17th St.	0246-F	2.25	2	45	Urban Principal Arterial - Other	5,700	5,300	5,500	7,100	6,900	6,700	6,100	5,600	4,900	-12.5%	D
SR A1A - Ocean Shore Blvd.	N. 17th St. to SR 100	1002-F	1.25	2	45	Urban Principal Arterial - Other	8,000	7,300	8,500	8,900	8,300	8,500	7,500	6,800	5,600	-17.6%	D
SR A1A - Ocean Shore Blvd.	SR 100 to S. 23rd St.	1001-F	2.10	2	35	Urban Principal Arterial - Other	8,200	8,800	9,000	9,500	9,600	10,100	8,700	7,800	7,700	-1.3%	D
SR A1A - Ocean Shore Blvd.	S. 23rd St. to Volusia Co. Line	0010-F	2.00	2	45	Urban Principal Arterial - Other	5,800	5,600	6,100	6,400	7,600	7,300	6,000	5,500	4,600	-16.4%	D
SR A1A - Ocean Shore Blvd.	Flagler Co Line to High Bridge Rd	368	1.26	2	55	Urban Principal Arterial - Other	10,500	12,000	12,000	10,900	11,400	10,500	16,300	17,100	17,300	1.2%	D
SR A1A - Ocean Shore Blvd.	High Bridge Rd to Ormond Mall	368	6.42	2	55	Urban Principal Arterial - Other	10,500	12,000	12,000	10,900	11,400	10,500	16,300	17,100	17,300	1.2%	D
SR A1A - Ocean Shore Blvd.	Ormond Mall to Neptune Ave	174	1.69	2	40	Urban Principal Arterial - Other	16,500	16,400	18,300	17,100	21,500	17,600	16,500	16,600	17,500	5.4%	D
SR A1A - Ocean Shore Blvd.	Neptune Ave to SR 40 (Granada Blvd.)	5125	0.70	2	35	Urban Principal Arterial - Other	17,000	17,600	18,100	21,000	22,500	17,400	18,400	18,100	17,100	-5.5%	D
SR A1A - Atlantic Ave. North	SR 40 to Harvard Dr.	5124	1.70	4	35	Urban Principal Arterial - Other	19,500	18,000	22,000	22,000	20,500	19,700	19,100	19,800	17,700	-10.6%	D
SR A1A - Atlantic Ave. North	Harvard Dr. to SR430/Seabreeze Blvd.)	5121	2.53	4	35	Urban Principal Arterial - Other	26,000	16,000	27,500	20,100	18,900	21,000	20,000	24,000	20,000	-16.7%	D
SR A1A - Atlantic Ave. North	SR 430/Seabreeze Blvd. to SR430/Oakridge Blvd.	5117	0.12	4	35	Urban Principal Arterial - Other	20,500	17,500	24,500	21,100	16,500	17,700	16,700	24,300	16,600	-31.7%	D
SR A1A - Atlantic Ave. North	SR 430/Oakridge Blvd. to US 92/ISB	5115	0.90	4	35	Urban Principal Arterial - Other	21,000	24,000	22,000	20,400	15,300	16,000	15,400	21,500	23,500	9.3%	D
SR A1A - Atlantic Ave. South	US 92 to Silver Beach Ave.	5112	0.69	4	35	Urban Principal Arterial - Other	20,000	22,500	19,000	17,500	13,200	14,600	13,300	15,400	13,300	-13.6%	D
SR A1A - Atlantic Ave. South	Silver Beach Ave. to Florida Shores	436	2.34	4	35	Urban Principal Arterial - Other	21,000	13,500	13,500	17,000	18,000	16,000	19,500	18,900	10,500	-44.4%	D
SR A1A - Atlantic Ave. South	Florida Shores to Van Ave.	5179	1.29	4	35	Urban Principal Arterial - Other	13,000	17,000	17,500	18,200	14,400	15,600	13,900	14,900	16,900	13.4%	D
SR A1A - Atlantic Ave. South	Van Ave. to SRA1A/Dunlawton Ave.	477	1.05	4	35	Urban Principal Arterial - Other	18,000	17,000	17,500	19,000	23,500	17,400	18,800	13,000	16,700	28.5%	D
SR A1A - Dunlawton Ave.	SR A1A/Atlantic Ave. to US 1	427	1.25	4	35	Urban Principal Arterial - Other	35,000	33,000	32,500	27,500	28,000	28,500	29,000	29,500	30,000	1.7%	E
SR 5A - Nova Rd.	US 1 to Wilmette Ave.	459	1.00	4	45	Urban Principal Arterial - Other	11,000	11,000	9,800	10,200	10,600	11,800	15,900	14,700	14,000	-4.8%	D
SR 5A - Nova Rd.	Wilmette Ave. to SR 40	518	0.51	6	45	Urban Principal Arterial - Other	23,000	19,600	19,500	20,300	21,500	21,500	24,500	26,000	24,500	-5.8%	D
SR 5A - Nova Rd.	SR 40 to Hand Ave.	510	1.15	6	45	Urban Principal Arterial - Other	22,000	22,000	18,500	17,200	19,000	23,500	29,000	29,500	29,000	-1.7%	D
SR 5A - Nova Rd.	Hand Ave. to LPGA Blvd.	528	2.06	6	45	Urban Principal Arterial - Other	24,000	26,500	24,000	19,500	20,500	25,000	31,000	31,000	30,500	-1.6%	D
SR 5A - Nova Rd.	LPGA Blvd. to SR 430/Mason Blvd	366	1.47	6	45	Urban Principal Arterial - Other	29,500	31,000	29,000	25,500	24,500	32,500	31,500	31,000	32,500	4.8%	D
SR 5A - Nova Rd.	SR 430/Mason Ave. to US 92/ISB	5088	1.22	6	45	Urban Principal Arterial - Other	40,000	35,000	32,500	30,500	34,000	36,000	35,000	35,000	32,000	-8.6%	D
SR 5A - Nova Rd.	US 92/ISB to Bellevue Ave.	5090	1.07	6	45	Urban Principal Arterial - Other	37,500	35,500	38,000	38,500	38,000	41,000	38,500	38,000	38,000	0.0%	D
SR 5A - Nova Rd.	Bellevue Ave. to SR 400/Beville Rd.	348	1.00	6	50	Urban Principal Arterial - Other	35,500	38,500	36,500	38,500	38,000	40,000	39,000	38,000	37,000	-2.6%	D
SR 5A - Nova Rd.	SR 400/Beville Rd. to Big Tree	363	0.70	6	50	Urban Principal Arterial - Other	24,500	31,500	26,000	25,500	28,500	30,000	30,000	28,500	29,000	1.8%	D
SR 5A - Nova Rd.	Big Tree to Madeline Ave.	363	1.61	5	50	Urban Principal Arterial - Other	24,500	31,500	26,000	25,500	28,500	30,000	30,000	28,500	29,000	1.8%	D
SR 5A - Nova Rd.	Madeline Ave to SR 421/Dunlawton Ave.	1017	1.30	4	45	Urban Principal Arterial - Other	25,000	26,500	22,000	17,600	23,000	25,000	26,000	26,000	26,500	1.9%	D
SR 5A - Nova Rd.	SR 421/Dunlawton Ave. to Spruce Creek Rd.	1016	1.08	4	45	Urban Principal Arterial - Other	24,000	27,000	24,500	25,500	23,500	23,500	25,500	24,500	24,500	0.0%	D
SR 5A - Nova Rd.	Spruce Creek Rd. to US 1	458	1.44	4	45	Urban Principal Arterial - Other	10,500	11,500	9,500	9,800	10,500	16,400	17,400	16,900	17,100	1.2%	D
SR 11	CR 304 (in Flagler Co.) to SR 40	0009-F	2.42	2	60	Rural Principal Arterial - Other	2,700	1,950	2,200	2,600	3,100	3,100	3,000	3,200	2,600	-18.8%	C
SR 11	SR 40 to CR 15A	527	9.19	2	60	Rural Principal Arterial - Other	1,800	2,200	2,400	2,800	2,700	3,200	3,000	3,100	2,700	-12.9%	C
SR 11	CR 15A to US 17	4	2.45	2	55	Urban Principal Arterial - Other	6,100	6,400	6,500	6,500	6,900	7,200	7,200	6,800	6,900	1.5%	D
SR 15A	US 17 to Glenwood Rd.	466	1.11	4	50	Urban Minor Arterial	10,400	10,600	9,800	10,600	11,000	11,600	10,900	11,400	10,600	-7.0%	D
SR 15A	Glenwood Rd. to CR 92	465	1.20	4	50	Urban Minor Arterial	13,300	13,900	13,600	13,000	13,700	15,000	13,700	15,100	13,800	-8.6%	D
SR 15A	CR 92 to Plymouth Ave.	537	0.83	4	50	Urban Minor Arterial	20,200	19,400	20,000	19,800	21,000	24,000	23,000	23,500	22,500	-4.3%	D
SR 15A	Plymouth Ave. to SR 44/New York Ave.	463	1.01	4	45	Urban Minor Arterial	24,000	25,000	24,500	23,500	26,000	26,000	27,000	26,000	26,500	1.9%	D
SR 15A	SR 44/New York Ave. to Beresford Ave.	474	1.00	4	45	Urban Minor Arterial	21,500	23,000	23,000	23,500	27,500	25,500	24,500	24,500	23,500	-4.1%	D
SR 15A	Beresford Ave. to New Hampshire Ave.	6	0.59	4	45	Urban Minor Arterial				17,500	28,000	22,500	24,000	22,000	21,000	-4.5%	D

Traffic Count data provided by Volusia County Traffic Engineering, Florida Department of Transportation, the City of Deltona

Volusia County Average Annual daily Traffic Historical Counts

Road Name	Limits (From - To)	Count Station Number	Distance (in miles)	2008 No. of Lanes	Posted Speed	2000 Federal Functional Classification	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	1 -Year % Trend	2008 Vol. Co. Allowable LOS
SR 15A	New Hampshire Ave. to US 17/92	1005	1.17	4	45	Urban Minor Arterial	17,200	18,600	18,100	18,500	20,000	22,000	22,500	22,000	21,000	-4.5%	D
SR 40	W. of the St. Johns River	0050-L		2	45	Rural Principal Arterial - Other	-	-	-	9,200	8,400	8,800	8,700	8,300	7,200	-13.3%	C
SR 40	Lake County to Emporia Rd.	533	0.86	2	45	Rural Principal Arterial - Other	6,900	8,200	8,400	7,200	7,600	7,300	7,600	8,700	7,600	-12.6%	C
SR 40	Emporia Rd. to US 17	344	5.58	2	40	Rural Principal Arterial - Other	7,900	7,000	7,700	6,900	6,600	6,900	7,500	8,300	7,200	-13.3%	C
SR 40	US 17 to SR 11	530	6.69	2	40	Rural Principal Arterial - Other	5,000	5,200	6,000	5,400	5,400	5,600	5,800	6,000	5,800	-3.3%	C
SR 40	SR 11 to Pinto Lane	530	6.83	2	40	Rural Principal Arterial - Other	5,000	5,200	6,000	5,400	5,400	5,600	5,800	6,000	5,800	-3.3%	C
SR 40	Pinto Lane to Rima Ridge Rd (urban boundary)	523	1.25	4	50	Rural & Urban Principal Arterial - Other	9,400	9,400	10,400	11,800	12,400	13,000	13,500	11,200	10,800	-3.6%	C
SR 40	Rima Ridge Rd to Tymber Creek Rd.	523	4.36	4	50	Urban Principal Arterial - Other	9,400	9,400	10,400	11,800	12,400	13,000	13,500	11,200	10,800	-3.6%	C
SR 40	Tymber Creek Rd. to I-95	499	0.79	4	50	Urban Principal Arterial - Other	25,000	25,000	25,000	27,500	30,000	28,500	28,000	28,500	26,500	-7.0%	C
SR 40	I-95 to Clyde Morris Blvd.	522	1.58	4	45	Urban Principal Arterial - Other	33,000	34,500	35,000	37,500	36,000	38,500	36,500	38,000	37,500	-1.3%	D
SR 40	Clyde Morris Blvd. to SR 5A/Nova Rd.	489	1.06	4	45	Urban Principal Arterial - Other	35,500	36,500	34,500	37,000	35,000	37,000	36,000	36,000	35,000	-2.8%	D
SR 40	SR5A/Nova Rd. to US 1	1020	1.33	4	45	Urban Principal Arterial - Other	31,500	32,000	31,000	33,500	29,500	31,500	33,000	32,500	32,000	-1.5%	D
SR 40	US 1 to Halifax Ave.	171	1.11	4	35	Urban Principal Arterial - Other	43,000	35,500	36,000	38,000	38,000	39,500	35,500	34,500	36,500	5.8%	D
SR 40	Halifax Ave. to SR A1A	5128	0.37	4	35	Urban Principal Arterial - Other	23,500	23,500	21,500	24,500	20,500	23,000	23,000	25,000	24,000	-4.0%	D
SR 44	W. of the St. Johns River	0010-L		2	45	Rural Principal Arterial - Other	6,400	6,900	6,800	6,500	6,900	7,700	7,500	7,200	6,500	-9.7%	C
SR 44	Lake Co. to Shell Rd.	1007	1.19	2	55	Rural Principal Arterial - Other	9,900	10,200	10,400	10,800	10,700	11,300	11,400	12,000	10,600	-11.7%	C
SR 44	Shell Rd. to Grand Ave.	1007	1.26	2	45	Rural & Urban Principal Arterial - Other	9,900	10,200	10,400	10,800	10,700	11,300	11,400	12,000	10,600	-11.7%	D
SR 44	Grand Ave. to Old New York/Hazen Rd.	290	0.70	2	55	Urban Principal Arterial - Other	10,500	11,100	11,300	11,300	11,000	11,700	11,600	11,500	10,500	-8.7%	D
SR 44	Old New York/Hazen Rd. to SR 15A/Spring Garde	274	0.71	2	40	Urban Principal Arterial - Other	13,300	13,600	13,400	13,700	13,100	14,400	14,300	13,600	12,700	-6.6%	D
SR 44	SR 15A/Spring Garden Ave. to Stone St.	447	0.50	2	40	Urban Principal Arterial - Other	12,200	12,900	13,100	13,300	12,900	13,400	13,300	12,500	12,000	-4.0%	D
SR 44	Stone St. to Clara Ave.	5012	0.51	2	35-40	Urban Principal Arterial - Other	12,300	12,600	12,300	14,000	12,100	13,100	12,900	12,300	12,200	-0.8%	D
SR 44	Clara Ave. to Amelia Ave.	5015	0.50	2	25-35	Urban Principal Arterial - Other	11,400	12,000	10,600	11,200	10,000	10,600	10,000	9,800	9,900	1.0%	D
SR 44	Amelia Ave. to Hill Ave.	5019	1.00	2	35/40/45	Urban Principal Arterial - Other	13,200	15,400	13,700	15,300	14,200	14,700	15,300	13,200	15,900	20.5%	D
SR 44	Hill Ave. to Blue Lake Ave.	80	0.51	2	45	Urban Principal Arterial - Other	12,300	13,000	12,100	14,000	13,200	13,200	14,600	15,600	12,600	-19.2%	D
SR 44	Blue Lake Ave. to Kepler Rd.	19	0.94	2	45	Urban Principal Arterial - Other	13,400	14,400	13,900	15,900	14,700	16,400	17,700	15,000	15,800	5.3%	D
SR 44	Kepler Rd. to Summit Ave.	259	1.18	2	45-50	Urban Principal Arterial - Other	12,300	15,400	20,100	15,100	16,100	16,100	18,000	17,200	17,300	0.6%	D
SR 44	Summit Ave. to I-4	538	0.98	4	45	Urban Principal Arterial - Other	10,900	15,400	12,100	14,900	14,800	16,200	16,800	17,200	15,100	-12.2%	D
SR 44	I-4 to Prevatt Ave.	480	0.74	4	55	Rural Principal Arterial - Other	11,800	12,700	13,800	14,200	15,800	17,200	14,700	15,300	16,700	9.2%	C
SR 44	Prevatt Ave. to Pioneer Tr.	41	5.93	4	45	Rural Principal Arterial - Other								12,200	13,100	7.4%	B
SR 44	Pioneer Tr. to SR 415/CR 415	1011	3.56	4	65	Rural Principal Arterial - Other	8,100	8,600	9,200	8,300	8,700	10,300	9,400	12,200	10,900	-10.7%	B
SR 44	SR 415/CR 415 to Samsula Dr.	1012	1.14	4	55	Rural Principal Arterial - Other	14,000	10,800	12,800	14,900	13,900	14,200	14,000	14,900	15,100	1.3%	B
SR 44	Samsula Dr. to Airport Rd	423	1.70	4	65	Rural & Urban Principal Arterial - Other	11,000	12,400	14,000	15,300	14,300	14,300	18,200	18,800	15,700	-16.5%	C
SR 44	Airport Rd. to I-95	423	2.05	4	65	Rural & Urban Principal Arterial - Other	11,000	12,400	14,000	15,300	14,300	14,300	18,200	18,800	15,700	-16.5%	C
SR 44	I-95 to Mission Dr	515	2.83	4	55	Urban Principal Arterial - Other	25,000	25,000	25,500	21,000	23,500	22,000	23,000	25,500	23,500	-7.8%	D
SR 44	Mission Dr. to Palmetto St.	514	1.22	4	55	Urban Principal Arterial - Other	19,400	19,600	17,500	18,200	18,400	18,200	19,000	20,200	19,300	-4.5%	D
SR 44/Lytle/SR A1A/S Causeway	Palmetto St. to Peninsula Ave.	207	1.35	4	45	Urban Principal Arterial - Other	19,100	23,500	24,500	25,500	25,500	26,000	25,500	31,000	28,000	-9.7%	D
SR A1A - South Causeway (Lytle)	Peninsula Ave. to Saxon Dr.	5180	0.36	4	45	Urban Principal Arterial - Other	18,000	19,500	22,500	22,500	23,000	23,000	21,500	27,500	25,000	-9.1%	D
SR A1A - 3rd Ave.	Saxon Dr. to 6th Ave	5043	0.44	4	45	Urban Principal Arterial - Other	11,000	16,000	16,500	14,500	13,500	13,500	13,200	16,700	16,800	0.6%	D
SR 44 - Canal St. (Business)	SR 44/Lytle St to Pioneer Trail	516	0.17	2	40	Urban Minor Arterial	10,000	12,000	11,000	12,500	13,000	12,800	13,100	14,800	12,500	-15.5%	D
SR 44 - Canal St. (Business)	Pioneer Tr. to US 1	111	0.76	2	40	Urban Minor Arterial	12,800	13,400	12,700	13,900	13,600	13,700	13,600	14,900	13,000	-12.8%	D
SR 44 - North Causeway	US 1 to N Peninsula Ave	421	0.14	2	30	Urban Minor Arterial	8,800	9,600	11,100	10,000	10,400	10,000	9,000	8,900	9,600	7.9%	D
SR 46	Seminole Co. to Brevard Co.	0416-B	5.44	2	55	Rural Minor Arterial	5,200	5,600	5,100	4,800	5,700	6,000	5,700	5,600	5,500		C
SR 100 - Flagler County	John Anderson Hwy (CR 201) to Lambert Ave. (CR	335-F	0.50	4	35	Urban Principal Arterial - Other	12,900	15,500	15,900	16,900	17,100	18,000	17,000	16,900	15,447	-8.6%	D
SR 100 - Flagler County	Lambert Ave. (CR 201) to SR A1A	5012-F	0.70	4	35	Urban Principal Arterial - Other	11,000	12,400	12,500	13,000	13,900	13,600	12,500	12,200	12,400	1.6%	D
SR 400 - Beville Rd.	I-95 to Williamson Blvd.	501	0.28	4	55	Urban Principal Arterial - Other	27,000	28,000	24,500	27,500	27,500	27,500	28,500	25,500	24,500	-3.9%	D
SR 400 - Beville Rd.	Williamson Blvd. to SR 483/Clyde Morris Blvd.	5189	1.91	4	55	Urban Principal Arterial - Other	27,000	28,000	24,500	27,500	27,500	27,500	28,500	29,000	27,500	-5.2%	D
SR 400 - Beville Rd.	SR 483/Clyde Morris Blvd. to SR 5A/Nova Rd.	511	0.68	4	45	Urban Principal Arterial - Other	28,000	35,500	31,000	33,500	35,000	35,000	34,500	34,000	32,500	-4.4%	D
SR 400 - Beville Rd.	SR 5A/Nova Rd. to US 1	502	1.34	4	45	Urban Principal Arterial - Other	24,500	24,500	22,000	28,500	28,000	28,500	26,000	25,000	26,000	4.0%	D
SR 415 - State Count	SR 44 to Acorn Lake Rd	1009	10.49	2	55	Rural Minor Arterial	6,400	8,000	8,700	9,000	9,400	9,700	9,500	10,500	9,100	-13.3%	C
SR 415 - State Count	Acorn Lake Rd to Howland Blvd.	321	0.88	2	55	Urban Minor Arterial	5,200	5,400	5,800	5,700	5,100	6,100	7,300	6,600	6,200	-6.1%	D
SR 415 - State Count	Howland Blvd. to Enterprise-Osteen Rd.	437	1.83	2	55	Urban Minor Arterial	12,400	13,400	13,000	13,500	14,100	14,200	14,000	15,700	15,200	-3.2%	D
SR 415 - State Count	Enterprise-Osteen Rd. to Seminole Co.	25	4.39	2	55	Rural Minor Arterial	15,500	17,500	20,500	17,300	17,400	17,700	17,500	19,300	18,200	-5.7%	C
SR 415 - State Count	SR 46 to Volusia Co. Line	0279-S	0.90	2	55	Rural Minor Arterial	-	-	-	14,800	16,200	15,400	14,900	-	15,400		D
SR 421 - Dunlawton Ave.	Williamson to Clyde Morris Blvd.	517	1.07	6	45	Urban Principal Arterial - Other	23,500	27,000	26,000	33,500	34,500	37,500	35,500	36,500	37,500	2.7%	D
SR 421 - Dunlawton Ave.	Clyde Morris Blvd. to SR 5A/Nova Rd.	1014	1.31	6	50	Urban Principal Arterial - Other	30,000	30,000	36,000	34,000	29,000	31,500	29,500	33,500	30,000	-10.4%	D
SR 421 - Dunlawton Ave.	SR5A/Nova Rd. to Spruce Creek Rd.	1015	0.91	4	45	Urban Principal Arterial - Other	30,000	36,000	33,000	29,000	29,500	28,500	32,000	28,000	28,000	0.0%	D
SR 421 - Dunlawton Ave.	Spruce Creek Rd. to US 1	5181	0.71	4	45	Urban Principal Arterial - Other	28,000	29,500	29,500	26,500	28,500	25,500	29,000	26,000	27,000	3.8%	E
SR 430 - Mason Ave.	SR 483/Clyde Morris Blvd. to SR 5A/Nova Rd.	5197	0.99	4	35	Urban Minor Arterial	22,500	23,000	22,000	22,500	21,500	21,000	19,600	20,300	20,300	0.0%	D
SR 430 - Mason Ave.	SR 5A/Nova Rd. to US 1	5197	1.08	4	35	Urban Minor Arterial	22,500	23,000	22,000	22,500	21,500	21,000	19,600	20,300	20,300	0.0%	D
SR 430 - Mason Ave.	US 1 to Beach St.	5197	0.30	4	35	Urban Minor Arterial	22,500	23,000	22,000	22,500	21,500	21,000	19,600	20,300	20,300	0.0%	D
SR 430 - Oakridge Blvd. - EB	Beach St. to Peninsula Dr	5194	0.60	2	40	Urban Minor Arterial	7,300	6,200	7,100	7,400	6,300	6,900	6,700	6,400	7,000	9.4%	D
SR 430 - Oakridge Blvd. - EB	Peninsula Dr to SR A1A/Atlantic	5195	0.28	2	40	Urban Minor Arterial	5,400	6,200	6,000	4,900	4,500	5,300	4,600	5,300	5,500	3.8%	D
SR 430 - Seabreeze Bridge - WB	Beach St. to Peninsula Dr	5186	0.60	2	40	Urban Minor Arterial	7,800	7,800	7,700	8,100	7,300	7,500	7,800	7,300	7,900	8.2%	D

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Volusia County Average Annual daily Traffic Historical Counts

Road Name	Limits (From - To)	Count Station Number	Distance (in miles)	2008 No. of Lanes	Posted Speed	2000 Federal Functional Classification	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	1 -Year % Trend	2008 Vol. Co. Allowable LOS
SR 430 - Seabreeze Bridge - WB	Peninsula Dr to SR A1A/Atlantic	5191	0.29	2	30	Urban Minor Arterial	5,700	6,600	5,100	5,500	5,500	6,200	4,800	5,900	6,500	10.2%	D
SR 441 - Peninsula Dr.	US 92/ISB to Silver Beach Ave.	5187	0.65	2	35	Urban Minor Arterial	12,000	11,000	11,500	12,000	11,200	12,200	12,100	11,100	10,600	-4.5%	D
SR 441 - Peninsula Dr.	Silver Beach Ave. to Florida Shores	5187	2.34	2	35	Urban Minor Arterial	12,000	11,000	11,500	12,000	11,200	12,200	12,100	11,100	10,600	-4.5%	D
SR 441 - Peninsula Dr.	Florida Shores to SR A1A/Dunlawton	5188	2.42	2	40	Urban Minor Arterial	7,900	8,100	8,500	8,700	6,400	7,000	7,100	6,700	6,600	-1.5%	D
SR 442 - Indian River Blvd.	I-95 to Air Park Rd.	170	2.09	4	55	Rural Minor Arterial	7,825	8,218	8,300	8,600	9,379	9,700	10,000	9,647	8,972	-7.0%	C
SR 442 - Indian River Blvd.	Air Park Rd. to US 1	5190	1.69	4	45	Urban Minor Arterial	17,000	17,000	17,500	18,100	16,400	18,800	20,200	17,300	17,800	2.9%	D
SR 472	US 17/92 to CR 4101/MLK Blvd	472	2.31	4	45	Urban Principal Arterial - Other	16,200	17,300	17,700	17,700	19,200	20,100	21,400	20,800	18,900	-9.1%	D
SR 472	CR 4101/MLK Blvd to I-4 (end of state road)	535	1.10	4	60	Urban Principal Arterial - Other	21,000	23,000	21,500	22,000	23,500	27,000	28,000	27,000	25,500	-5.6%	D
SR 483 - Clyde Morris Blvd.	SR 430 (Mason Ave.) to US 92/ISB	5182	1.20	4	45	Urban Principal Arterial - Other	19,400	22,000	19,700	20,500	21,500	22,000	20,500	20,500	18,400	-10.2%	D
SR 483 - Clyde Morris Blvd.	US 92/ISB to Aviation Ctr Pkwy/Bellevue	5193	1.20	4	45	Urban Principal Arterial - Other	30,500	30,000	28,500	32,000	34,000	34,000	34,000	32,000	31,500	-1.6%	D
SR 483 - Clyde Morris Blvd.	Aviation Ctr Pkwy/Bellevue to SR 400/Beville Rd.	5193	0.98	4	45	Urban Principal Arterial - Other	30,500	30,000	28,500	32,000	34,000	34,000	34,000	32,000	31,500	-1.6%	D
6th St.	Derbyshire Rd. to SR 5A/Nova Rd	11	0.50	2	30	Urban Collector	3,405	3,750	3,430	3,610	3,480	3,580	3,470	3,640	2,970	-18.4%	E
8th St.	Derbyshire Rd. to SR 5A/Nova Rd	21	0.50	2	30	Urban Collector	3,215	3,805	3,820	4,450	4,270	3,670	3,670	3,950	3,330	-15.7%	E
13th St.	Derbyshire Rd. to SR 5A/Nova Rd	31	0.50	2	30	Urban Collector	2,328	-	2,320	3,100	2,990	2,610	2,250	2,520	2,360	-6.3%	E
Adelle Ave.	Beresford Ave. to New Hampshire Ave.	43	0.50	2	30	Urban Collector	2,875	3,381	3,710	3,110	2,930	3,120	2,970	3,540	2,310	-34.7%	E
Adelle Ave.	New Hampshire Ave. to SR 15A	41	0.50	2	30	Urban Collector	807	747	820	750	700	660	650	780	590	-24.4%	E
Air Park Rd.	Park Ave. to Ragis Rd	52	0.87	2	40	n/c	683	662	1,090	1,060	1,030	1,470	1,410	920	2,080	126.1%	E
Air Park Rd.	Ragis Rd. to SR 442	50	0.55	2	40	n/c	473	576	920	700	710	1,000	910	1,440	1,740	20.8%	E
Airport Rd. (OB)	Tymber Creek Rd. to Pineland Tr.	60	2.05	2	35	Urban Collector	5,148	4,769	5,560	5,260	6,390	6,310	4,930	5,590	4,910	-12.2%	E
Airport Rd. (OB)	Pineland Tr. to Sunshine Blvd.	62	1.40	2	45	Urban Collector	6,007	6,732	4,820	4,980	5,650	5,520	4,760	4,970	4,360	-12.3%	E
Airport Rd. (OB)	Sunshine Blvd. to US 1	63	0.30	2	35	Urban Collector	7,796	7,790	7,310	7,310	8,050	7,830	6,330	6,700	7,380	10.1%	E
Airport Rd. (PO)	Williamson Blvd to Pioneer Tr.	64	2.50	2	45	Urban Collector	3,132	3,540	2,750	3,380	3,310	5,000	5,290	5,330	5,430	1.9%	E
Airport Rd. (NSB)	Pioneer Tr. to SR 44	67	3.30	2	45	n/c	-	-	-	-	-	-	-	-			E
Amelia Ave.	US 92 to Plymouth Ave.	77	0.85	2	35	Urban Collector	7,518	7,203	6,680	7,400	7,010	7,030	7,370	6,960	7,710	10.8%	E
Amelia Ave.	Plymouth Ave. to Minnesota Ave.	75	0.50	2	30	Urban Collector	14,182	13,310	15,200	13,740	13,080	13,850	11,950	12,920	12,030	-6.9%	E
Amelia Ave.	Minnesota Ave. to Ohio Ave.	74	0.15	2	30	Urban Collector	13,654	13,088	11,970	13,180	12,570	13,500	11,650	12,500	11,680	-6.6%	E
Amelia Ave.	Ohio Ave. to SR 44	73	0.15	4	30	Urban Collector	12,497	13,295	12,330	13,820	13,150	13,390	12,420	12,300	11,080	-9.9%	E
Amelia Ave.	SR 44 to Voorhis Ave.	71	1.00	4	30	Urban Collector	-	9,375	11,160	11,350	10,840	11,010	10,610	9,750	8,950	-8.2%	E
Amelia Ave.	Voorhis Ave. to Beresford Ave.	70	1.00	2	30	Urban Collector	-	6,742	7,100	8,640	8,250	8,580	8,390	7,670	6,770	-11.7%	E
Anderson Dr./Cloverleaf Blvd.	Cloverleaf Blvd. to Providence Blvd.	85	1.00	2	35	n/c	3,083	2,992	3,150	3,090	3,200	3,260	3,250	2,943			E
Ariel Rd.	Beacon Light Rd. to US 1	91	1.20	2	35	Rural Local	665	589	770	660	650	730	680	590	530	-10.2%	E
Arredondo Grant Rd.	Spring Garden Ranch Rd. to James St.	100	0.60	2	30	Rural Major Collector & Urban Collector	1,064	1,151	980	810	790	590	1,160	1,090	980	-10.1%	C
Arredondo Grant Rd.	James St. to SR 11	101	2.00	2	35	Rural Collector	278	454	210	290	2,840	230	590	550	460	-16.4%	C
Atlantic Ave. (DBS)	SR A1A/Dunlawton Ave. to Phillis Ave.	115	0.40	4	35	Urban Collector	16,485	under CST	14,590	13,870	13,670	13,010	17,620	14,180	11,530	-18.7%	E
Atlantic Ave. (DBS)	Phillis Ave. to Marcelle Ave.	113	0.75	2	35	Urban Collector	14,118	under CST	11,990	11,460	11,270	11,340	13,370	11,280	9,360	-17.0%	E
Atlantic Ave. (DBS)	Marcelle Ave. to Major St	111	1.30	2	35	Urban Collector	11,038	11,297	10,290	9,940	9,760	10,350	10,470	9,800	8,020	-18.2%	E
Atlantic Ave. (PI)	Major St to Beach St.	110	2.80	2	35	Urban Collector	3,987	4,019	3,350	2,970	2,950	1,580	2,760	2,800	2,330	-16.8%	E
Atlantic Ave/Turtle Mound Rd.	Flagler Ave. (N. Causeway) to 6th Ave.	123	1.25	3	35	Urban Principal Arterial - Other	-	-	5,970	4,050	3,920	3,090	4,190	3,760	3,020	-19.7%	E
Atlantic Ave/Turtle Mound Rd.	6th Ave. to 27th Ave.	122	1.45	4	45	Urban Principal Arterial - Other	15,902	-	23,630	18,150	17,530	14,800	18,250	19,070	13,580	-28.8%	E
Atlantic Ave/Turtle Mound Rd.	27th Ave. to Hiles Blvd.	120	1.55	2	45	Urban Principal Arterial - Other	11,005	13,197	15,210	12,040	11,600	9,160	12,840	13,230	8,260	-37.6%	E
Atlantic Ave/Turtle Mound Rd.	Hiles Blvd. to Saxon Dr	118	0.45	2	45	Urban Principal Arterial - Other	6,075	7,153	8,100	6,940	6,700	4,720	7,450	8,010	4,870	-39.2%	E
Atlantic Ave/Turtle Mound Rd.	Saxon Dr. to Turtle Mound Rd.	116	1.60	2	45	Urban Principal Arterial - Other	5,459	6,237	7,440	6,850	6,610	5,540	7,460	7,870	4,920	-37.5%	E
Atlantic Ave/Turtle Mound Rd.	Turtle Mound Rd. to Canaveral Nat'l Park	1872	7.65	2	45	Urban Principal Arterial - Other	1,072	2,876	2,630	2,860	2,750	2,030	2,860	3,090	1,940	-37.2%	E
Barwick Rd.	Ft. Florida Rd. to US 17/92	127	1.50	2	30	n/c	-	-	-	-	-	740	710	720	920	27.8%	E
Beach/Riverside/Beach (OB)	Pine Tree Dr to Inglesa Ave.	137	1.10	2	35	Urban Minor Arterial	2,065	1,846	1,870	2,640	2,520	2,600	2,380	2,450	2,150	-12.2%	E
Beach/Riverside/Beach (OB)	Inglesa Ave. to Wilmette Ave.	135	2.55	2	35	Urban Minor Arterial	7,293	5,884	6,020	8,490	6,060	6,020	6,430	6,330	6,320	-0.2%	E
Beach/Riverside/Beach (OB)	Wilmette Ave. to SR 40	132	0.70	2	35	Urban Minor Arterial	9,377	8,057	8,280	9,480	8,320	8,290	9,240	8,980	9,680	7.8%	E
Beach/Riverside/Beach (OB)	SR 40 to Division Ave.	131	0.60	2	35	Urban Minor Arterial	7,863	6,716	7,230	9,330	9,050	9,160	10,310	10,120	7,730	-23.6%	E
Beach/Riverside/Beach (HH)	Division Ave. to LPGA Blvd.	1632	1.60	2	25	Urban Minor Arterial	6,719	6,553	6,240	5,930	6,140	6,620	6,110	6,530	5,550	-15.0%	E
Beach/Riverside/Beach (HH)	LPGA Blvd. to 5th St	130	0.20	4	25	Urban Minor Arterial	8,486	9,375	7,320	7,660	7,610	6,360	6,480	6,860	5,120	-25.4%	E
Beach/Riverside/Beach (HH)	5th St to SR 430/Mason	130	0.20	4	25	Urban Minor Arterial	8,486	9,375	7,320	7,660	7,610	6,360	6,480	6,860	5,120	-25.4%	E
Beacon Light Rd.	Volco Rd. to Ariel Rd.	141	1.25	2	35	Rural Local	230	279	400	580	530	300	260	220	370	68.2%	E

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Beacon Light Rd.	Ariel Rd. to Halifax Ave.	140	2.75	2	35	Rural Local	280	169	200	180	160	150	130	130	170	30.8%	C
Bellevue Ave. Extension	CR 415/Tomoka Farms Rd to Williamson Blvd.	151	0.50	2	35	Urban Collector	5,154	6,423	6,080	5,830	5,740	6,520	6,280	6,970	7,790	11.8%	E
Bellevue Ave. Extension	Williamson Blvd to SR 483/Clyde Morris Blvd.	153	2.50	2	45	Urban Collector	2,800	3,625	3,590	3,190	3,160	3,400	3,240	3,700	4,930	33.2%	E
Bellevue Ave.	Clyde Morris Blvd. to Nova Rd.		0.70	2	35	Urban Collector	-	-	-	-	-	-	-	-			E
Bellevue Ave.	Nova Rd. to US 1		1.20	2	35	Urban Collector	-	-	-	-	-	-	-	-			E
Beresford Ave.	Beresford Rd. to Fatio Rd	161	0.70	2	35	Urban Collector	2,004	2,138	2,250	1,810	1,880	1,420	1,640	1,930	1,420	-26.4%	E
Beresford Ave.	Fatio Rd. to SR 15A	162	1.30	2	30	Urban Collector	4,823	4,867	4,930	4,730	4,900	3,410	4,130	4,860	3,760	-22.6%	E
Beresford Ave.	SR 15A to US 17/92	164	1.75	2	30	Urban Collector	4,197	4,722	4,750	5,550	5,790	5,500	6,130	6,700	4,350	-35.1%	E
Beresford Ave.	US 17/92 to Amelia Ave	165	0.25	2	35	Urban Collector	7,549	9,779	9,970	11,550	12,100	12,010	12,260	12,710	9,450	-25.6%	E
Beresford Ave.	Amelia Ave. to Hill Ave.	167	1.00	2	40	Urban Collector	4,690	5,278	5,460	5,790	6,090	6,650	6,830	7,450	5,840	-21.6%	E
Beresford Ave.	Hill Ave. to Blue Lake Ave.	169	1.35	2	40	n/c	2,760	3,054	3,320	3,460	3,650	3,410	4,080	4,410	3,600	-18.4%	E
Beresford Ave.	Blue Lake Ave. to MLK (Kepler Rd.)	171	0.80	0	40	n/c	-	-	-	-	-	-	-	-	-		E
Beresford Ave.	MLK (Kepler Rd.) to SR 44	172	0.75	0	40	n/c	-	-	-	-	-	-	-	-	-		E
Beresford Rd.	Old New York Ave. to Beresford Ave.	183	0.30	2	35	Urban Collector	544	516	900	2,230	2,290	1,920	2,350	2,370	2,100	-11.4%	E
Beresford Rd.	Beresford Ave. to Fatio Rd.	182	1.30	2	30	Rural Minor Collector	395	304	320	1,020	1,020	1,130	1,200	1,240	1,170	-5.6%	E
Beresford Rd.	Fatio Rd. to Spring Garden Ave.	181	0.75	2	30	Urban Collector	458	371	300	700	680	720	920	970	670	-30.9%	E
Beresford Rd.	Spring Garden Ave. to SR 15A	180	0.40	2	30	Urban Collector	322	368	270	560	550	710	810	840	730	-13.1%	E
Big Tree Rd.	Clyde Morris Blvd. to Nova Rd.	192	1.10	2	35	Urban Collector	-	10,659	4,920	7,480	7,180	9,400	8,350	9,180	8,320	-9.4%	E
Big Tree Rd.	Nova Rd. to Magnolia Ave.	193	0.40	2	35	Urban Collector	15,302	13,490	under CST	10,670	10,130	15,230	13,110	14,860	13,840	-6.9%	E
Big Tree Rd.	Magnolia Ave. to Kenilworth Ave.	195	0.45	3	35	Urban Collector	13,722	11,832	4,430	10,280	9,850	13,710	12,120	13,530	11,640	-14.0%	E
Big Tree Rd.	Kenilworth Ave. to US 1	196	0.55	3	35	Urban Collector	11,242	9,405	6,470	10,500	10,020	9,190	8,400	9,450	9,260	-2.0%	E
Bill France Blvd.	Clyde Morris Blvd. to Mason Ave.	202	0.38	4	45	Urban Collector	-	-	-	5,740	5,550	7,330	6,830	7,850	7,050	-10.2%	E
Bill France Blvd.	Mason Ave. to Dunn Ave.	201	0.63	4	40	Urban Collector	-	-	-	9,860	9,600	11,150	10,580	11,820	11,290	-4.5%	E
Bill France Blvd.	Dunn Ave. to US 92	200	0.60	4	35	Urban Collector	-	-	-	12,700	12,450	16,110	13,740	15,020	13,920	-7.3%	E
Blackburn Rd.	CR 3 to Emporia Rd	211	1.25	2	35	Rural Minor Collector	775	830	660	640	590	680	680	750	660	-12.0%	C
Blackwelder Rd.	Lake Winona Rd. to SR 11	221	3.25	2	35	Rural Local	169	186	200	240	210	270	400	420	200	-52.4%	C
Blue Lake Ave.	Plymouth Ave. to Minnesota Ave.	237	1.00	2	40	Urban Collector	-	3,255	3,440	4,400	4,270	4,900	3,960	7,690	5,460	-29.0%	E
Blue Lake Ave.	Minnesota Ave. to SR 44	236	0.55	2	30	Urban Collector	1,309	1,961	2,100	2,850	2,760	3,430	3,650	5,320	4,230	-20.5%	E
Blue Lake Ave.	SR 44 to Voorhis Ave.	235	0.25	2	30	Urban Collector	2,015	2,019	2,090	2,740	2,660	3,290	2,900	3,760	3,000	-20.2%	E
Blue Lake Ave.	Voorhis Ave. to Beresford Ave.	234	0.75	2	30	Urban Collector	2,918	-	3,160	3,710	3,600	4,160	3,710	4,690	4,140	-11.7%	E
Blue Lake Ave.	Beresford Ave.. to Taylor Rd.	232	1.05	2	45	Urban Collector	3,144	3,515	3,780	4,110	4,000	4,860	4,840	6,260	5,280	-15.7%	E
Blue Lake Ave.	Taylor Rd. to Orange Camp Rd.	231	1.05	2	45	Urban Collector	2,917	3,259	3,720	4,150	4,040	4,550	3,440	5,440	4,290	-21.1%	E
Blue Springs Av (West)	Sparkman Dr to Lawton Dr	239	0.60	2	35	Urban Collector	-	-	-	-	-	-	-	7,260	6,940	-4.4%	E
Brownlee Rd.	Raulerson Rd. #1 to Raulerson Rd.	240	1.70	2	35	n/c	201	228	160	190	190	210	210	250	140	-44.0%	C
Captain Dr.	Lake Helen-Osteen Rd. to Snow Dr	DLT-15.000	0.50	2	35	Urban Local	3,216	4,464	4,160	4,320	4,370	4,630	4,700	6,113	4,912	-19.6%	E
Captain Dr.	Snow Dr to Courtland Blvd.	DLT-15.010	1.00	2	35	Urban Local	2,036	3,202	2,580	2,570	2,620	2,190	2,240	3,562	3,340	-6.2%	E
Cardinal Blvd.	SR 421/Dunlawton Ave. to Marcelle Ave	260	0.15	2	30	Urban Collector	-	-	-	4,850	4,770	2,590	2,780	3,370	4,530	34.4%	E
Cardinal Blvd.	Marcelle Ave to Major St.	261	2.00	2	30	Urban Collector	-	-	-	1,580	1,530	-	430	1,120	1,100	-1.8%	E
Carter Rd.	SR 11 to Marsh Rd.	270	1.75	2	40	n/c	1,228	1,309	1,520	1,410	1,440	1,590	1,540	1,340	1,400	4.5%	E
Cassadaga Rd.	W. Volusia Bltwy. to Macy Ave.	280	1.80	2	30	Urban Collector	1,563	2,334	2,660	2,460	2,340	2,490	2,410	2,380	1,670	-29.8%	E
Catalina Blvd.	Wolfpack Run to Howland Blvd.	DLT-20.010	1.00	2	35	n/c	2,108	4,897	2,910	2,940	3,210	3,250	4,000	4,116	3,161	-23.2%	E
Catalina Blvd.	Howland Blvd. to Sixma Rd.	DLT-20.020	0.50	2	35	Urban Local	7,620	9,272	9,370	9,810	9,560	11,560	12,750	15,799	12,089	-23.5%	E
Catalina Blvd.	Sixma Rd. to Lake Helen-Osteen Rd.	DLT-20.030	0.40	2	35	Urban Local	5,721	7,887	8,480	8,740	8,440	9,700	10,120	9,401	10,733	14.2%	E
Clara Ave.	Beresford Ave. to New Hampshire Ave.	303	0.50	2	30	Urban Collector	2,652	2,692	3,100	2,950	2,870	2,690	2,490	2,840	2,390	-15.8%	E
Clara Ave.	New Hampshire Ave. to SR 15A	301	0.50	2	30	Urban Collector	1,708	1,534	1,830	1,660	1,630	1,710	1,570	1,800	1,780	-1.1%	E
Clifton Rd.	Lake Winona Rd. to SR 11	311	1.70	2	30	Rural Local	121	188	160	140	150	140	180	250	180	-28.0%	C
Cloverleaf Blvd./Anderson Dr.	Deltona Blvd. to Anderson Dr.	DLT-25.000	1.00	2	30	n/c	3,248	3,323	3,640	4,150	4,340	4,410	-	5,431	4,148		E
Clyde Morris Blvd.	SR 40 to Hand Ave	348	0.80	4	35	Urban Principal Arterial - Other	15,491	14,450	14,780	15,090	15,160	16,050	16,380	18,450	12,060	-34.6%	E
Clyde Morris Blvd.	Hand Ave. to LPGA Blvd.	343	1.50	4	50	Urban Principal Arterial - Other	12,372	11,870	12,360	13,850	13,960	15,090	15,640	17,500	11,790	-32.6%	E
Clyde Morris Blvd.	LPGA Blvd. to Bill France Blvd.	341	1.25	4	50	Urban Principal Arterial - Other	12,183	11,274	14,720	17,990	18,110	15,430	15,920	17,890	12,700	-29.0%	E
Clyde Morris Blvd.	Bill France Blvd. to Mason Ave.	338	0.60	4	45	Urban Principal Arterial - Other	14,249	13,376	13,540	13,230	13,330	14,470	14,390	16,700	12,420	-25.6%	E
Clyde Morris Blvd./SR 483	SR 430/Mason Ave. to US 92	5182	1.20	4	45	Urban Principal Arterial - Other	19,400	22,000	19,700	20,500	21,500	22,000	20,500	20,500	18,400	-10.2%	D

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Volusia County Average Annual daily Traffic Historical Counts

Road Name	Limits (From - To)	Count Station Number	Distance (in miles)	2008 No. of Lanes	Posted Speed	2000 Federal Functional Classification	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	1 -Year % Trend	2008 Vol. Co. Allowable LOS
Clyde Morris Blvd./SR 483	US 92 to Beville Rd.	5193	2.00	4	45	Urban Principal Arterial - Other	30,500	30,000	28,500	32,000	34,000	34,000	34,000	32,000	31,500	-1.6%	D
Clyde Morris Blvd.	Beville Rd. to Big Tree Rd.	337	0.90	4	45	Urban Principal Arterial - Other	31,073	24,811	28,270	26,210	26,000	25,670	25,470	28,340	24,640	-13.1%	E
Clyde Morris Blvd.	Big Tree Rd. to Madeline Ave.	335	1.00	4	45	Urban Principal Arterial - Other	22,201	23,169	24,410	24,000	23,870	25,290	25,040	27,880	22,640	-18.8%	E
Clyde Morris Blvd.	Madeline Ave. to Willow Run Blvd.	333	1.30	4	45	Urban Principal Arterial - Other	24,216	24,240	25,070	25,010	24,820	24,800	24,690	27,290	25,290	-7.3%	E
Clyde Morris Blvd.	Willow Run Blvd. to SR 421/Dunlawton Ave.	332	0.65	4	45	Urban Principal Arterial - Other	23,503	23,173	21,900	23,190	23,150	22,890	22,760	24,710	19,550	-20.9%	E
Clyde Morris Blvd.	SR 421/Dunlawton Ave to Taylor Rd.	330	0.95	2	40	Urban Minor Arterial	12,420	8,456	9,060	11,990	11,980	11,440	11,390	12,670	8,730	-31.1%	E
Commonwealth Blvd.	Spruce Creek Rd. to Orange Ave.	360	0.55	2	30	Urban Local	2,852	5,418	5,480	4,870	4,810	6,010	5,900	6,410	6,620	3.3%	E
Commonwealth Blvd.	Orange Ave. to US 1	361	0.35	2	30	Urban Local	3,202	4,695	3,930	6,500	6,420	4,130	3,730	4,120	3,970	-3.6%	E
CR 3	US 17 to Washington Ave.	386	2.20	2	35	Rural Local	1,300	1,145	1,050	1,120	1,120	1,130	1,200	1,320	1,250	-5.3%	C
CR 3	Washington Ave. to Emporia Rd	384	1.20	2	30	Rural Local	2,106	1,938	1,750	2,040	2,020	1,990	2,070	2,320	1,740	-25.0%	C
CR 3	Emporia Rd to SR 40	382	3.40	2	45	Rural Local	1,473	981	900	960	950	890	980	1,100	760	-30.9%	C
CR 3	SR 40 to Lake Winona Rd.	380	5.04	2	35	n/c	678	667	870	940	940	910	1,050	1,150	770	-33.0%	C
CR 3	Lake Winona Rd. to Ponce DeLeon Blvd.	380	0.45	2	45	n/c	678	667	870	940	940	910	1,050	1,150	770	-33.0%	E
CR 15A	US 17 to Airport Rd.	440	0.90	2	50	Urban Minor Arterial	4,378	4,091	4,630	4,240	4,280	4,970	4,100	4,320	4,700	8.8%	E
CR 15A	Airport Rd. to SR 11	441	1.25	2	40	Urban Minor Arterial	2,227	2,188	2,290	2,170	2,200	2,770	2,420	2,530	2,530	0.0%	E
CR 92 (Intn'l Spdwy Blvd.)	SR 15A to Stone St.	450	0.25	4	45	Urban Minor Arterial	11,141	10,799	13,520	10,910	11,790	12,600	14,030	14,900	13,810	-7.3%	E
CR 92 (Intn'l Spdwy Blvd.)	Stone St. to US 17/92	452	0.75	4	35	Urban Minor Arterial	17,157	16,070	16,690	14,000	15,050	14,890	16,710	17,690	16,590	-6.2%	E
CR 305 (Bunnell Rd.)	US 17 to Cowart Rd.	460	1.50	2	50	Rural Minor Collector	1,891	1,735	1,980	1,980	1,890	2,080	2,050	2,120	2,200	3.8%	C
CR 305 (Bunnell Rd.)	Cowart Rd. to Flagler Co.	461	3.00	2	50	Rural Minor Collector	1,163	1,069	1,120	1,300	1,240	1,410	1,520	1,530	1,710	11.8%	C
Courtland Blvd.	Beckwith St. to Captain Dr.	DLT-30.010	1.00	2	40	Urban Collector	2,845	2,805	3,080	3,510	3,820	3,990	4,040	7,975	3,681	-53.8%	E
Courtland Blvd.	Captain Dr. to Elkcam Blvd	DLT-30.030	1.50	2	40	Urban Collector	4,755	5,328	4,870	5,070	5,990	5,870	5,870	9,975	5,068	-49.2%	E
Courtland Blvd.	Elkcam Blvd. to end of road (Puerto Rico Dr.)	DLT-30.040	0.75	2	35	Urban Collector	1,639	1,631	1,850	1,340	1,940	2,120	2,110	4,331	1,899	-56.2%	E
Courtland Blvd.	Tallwood Dr. to Newmark Dr.	DLT-30.050	0.25	2	35	Urban Collector	1,071	1,357	1,510	1,390	1,640	1,720	1,680	1,907	1,870	-1.9%	E
Courtland Blvd.	Newmark Dr. to Howland Blvd	DLT-30.070	1.00	2	35	Urban Collector	2,772	3,078	3,270	3,050	3,150	3,170	3,180	5,973	3,575	-40.1%	E
Courtland Blvd.	Howland Blvd. to India Blvd	DLT-30.090	1.20	2	35	Urban Collector	5,296	6,479	7,000	5,390	5,310	6,370	6,400	12,066	7,764	-35.7%	E
Courtland Blvd.	India Blvd. to Ft Smith Blvd	DLT-30.100	0.70	2	35	Urban Collector	5,342	5,301	7,250	5,490	6,070	6,280	6,230	6,972	8,397	20.4%	E
Courtland Blvd.	Ft Smith Blvd. to Doyle Rd	DLT-30.130	1.80	2	40	Urban Collector	3,575	3,686	6,510	6,830	6,040	6,040	6,040	6,377	6,241	-2.1%	E
Courtland Blvd.	Doyle Rd. to Enterprise-Osteen Rd.	DLT-30.140	0.90	2	30	Urban Collector	1,725	1,638	2,090	2,080	2,110	2,050	2,000	3,106	1,609	-48.2%	E
Cowart Rd.	Bunnell Rd to Little Brown Church Rd.	430	2.05	2	40	Rural Local	308	328	280	230	240	370	390	440	390	-11.4%	C
Cow Creek Rd.	SR 442 to Volco Rd.	420	3.50	2	50	n/c	758	631	750	800	820	840	970	1,020	780	-23.5%	C
Daugharty Rd.	SR 11 to Marsh Rd.	472	0.95	2	35	Rural Local	376	431	600	550	570	670	600	530	540	1.9%	C
Daugharty Rd. (S. End)	Marsh Rd. to SR 11	470	0.80	2	35	Rural Local	560	549	530	540	570	650	620	560	590	5.4%	C
Deltona Blvd.	Normandy Blvd. to Cloverleaf Blvd./Anderson Dr.	DLT-35.000	1.25	4	35	Urban Collector	17,133	16,059	14,440	14,110	14,420	16,130	-	14,802	14,966	1.1%	E
Deltona Blvd.	Cloverleaf Blvd./Anderson Dr. to Enterprise Rd.	DLT-35.030	0.50	4	35	Urban Collector	17,520	16,740	15,540	18,400	17,620	18,980	-	18,396	15,546	-15.5%	E
Deltona Blvd.	Enterprise Rd. to DeBary Ave	DLT-35.040	0.85	2	30	Urban Collector	13,059	11,528	10,540	11,610	12,840	13,550	-	15,305	13,780	-10.0%	E
Demotte Ave.	Peninsula Dr. to Atlantic Ave.	500	0.20	2	25	n/c	5,172	5,182	4,464	4,450	4,420	2,820	2,270	2,450	2,450	0.0%	E
Derbyshire Rd.	Flomich St. to LPGA Blvd.	512	0.75	2	30	Urban Collector	7,576	8,882	7,070	7,310	7,080	8,420	8,320	9,010	7,870	-12.7%	E
Derbyshire Rd.	LPGA Blvd. to SR 430/Mason Ave.	511	1.45	2	30	Urban Collector	7,272	6,567	6,660	6,710	6,710	7,230	6,810	7,400	6,830	-7.7%	E
Dirksen/DeBary/Doyle	US 17/92 to Sunrise Blvd.	520	1.75	2	45	Urban Minor Arterial	7,092	8,115	10,270	9,580	10,180	7,750	8,110	8,950	7,110	-20.6%	E
Dirksen/DeBary/Doyle	Sunrise Blvd to WB I-4 Ramps	521	0.20	2	45	Urban Minor Arterial	7,283	9,146	11,530	13,740	14,630	13,370	13,170	16,300	11,510	-29.4%	E
Dirksen/DeBary/Doyle	WB I-4 Ramps to EB I-4 Ramps	522	0.20	4	35	Urban Minor Arterial	19,003	20,087	-	22,740	24,220	21,200	21,670	22,930	18,940	-17.4%	E
Dirksen/DeBary/Doyle	I-4 to Deltona Blvd.	480	0.10	4	35	Urban Minor Arterial	29,323	34,014	30,670	29,860	31,400	29,800	31,030	31,210	27,480	-12.0%	E
Dirksen/DeBary/Doyle	Deltona Blvd. to Enterprise St.	481	0.65	2	35	Urban Minor Arterial	17,443	19,200	17,930	19,560	20,530	20,040	20,900	20,510	17,820	-13.1%	D
Dirksen/DeBary/Doyle	Enterprise St. to Main St.	482	0.15	2	35	Urban Minor Arterial	23,023	20,267	17,940	19,270	20,230	19,650	20,070	19,980	17,150	-14.2%	D
Dirksen/DeBary/Doyle	Main St. to Providence Blvd.	484	0.80	2	35	Urban Minor Arterial	21,608	25,508	19,660	21,110	22,300	21,940	22,160	21,930	19,300	-12.0%	D
Dirksen/DeBary/Doyle	Providence Blvd. to Garfield Rd.	485	1.20	2	40	Urban Minor Arterial	13,286	13,361	12,520	13,600	14,300	13,910	12,340	13,250	11,660	-12.0%	E
Dirksen/DeBary/Doyle	Garfield Rd. to Saxon Blvd.	530	1.50	2	40	Urban Minor Arterial	10,421	10,817	11,320	10,340	9,950	10,260	10,030	10,760	9,120	-15.2%	E
Dirksen/DeBary/Doyle	Saxon Blvd. to Courtland Blvd.	531	2.55	2	45	Urban Minor Arterial	8,796	8,986	9,200	9,020	9,190	9,380	9,170	9,020	8,180	-9.3%	E
Dirksen/DeBary/Doyle	Courtland Blvd. to SR 415	533	1.50	2	40	Urban Minor Arterial	6,667	6,883	6,810	6,020	6,150	5,770	5,730	6,700	5,830	-13.0%	E
Dunn/George Engram/Fairview/Main	Tomoka Farms Rd. to Williamson Blvd.		0.75	0		n/c	-	-	-	-	-	-	-	-			E
Dunn/George Engram/Fairview/Main	Williamson Blvd. to Bill France Blvd.	NEW	1.00	2	40	n/c	-	-	-	-	-	-	-	-			E
Dunn/George Engram/Fairview/Main	Bill France Blvd. to Clyde Morris Blvd.	NEW	0.85	2	35	n/c	-	-	-	-	-	-	-	-			E
Dunn/George Engram/Fairview/Main	Clyde Morris Blvd. to Nova Rd.	NEW	1.00	4	40	n/c	-	-	-	-	-	-	-	-			E
Dunn/George Engram/Fairview/Main	Nova Rd. to US 1	720	1.20	4	35	Urban Principal Arterial - Other	13,554	12,847	12,700	12,570	12,130	12,210	11,760	12,880	11,330	-12.0%	E
Dunn/George Engram/Fairview/Main	US 1 to Beach St	631	0.40	2	30	Urban Principal Arterial - Other	8,089	3,860	5,940	6,360	6,270	5,960	5,640	6,200	5,590	-9.8%	E
Dunn/George Engram/Fairview/Main	Beach St. to Peninsula Dr.	1170	0.60	2	30	Urban Principal Arterial - Other	9,232	8,194	9,320	10,750	10,700	7,530	7,080	7,650	7,050	-7.8%	E
Dunn/George Engram/Fairview/Main	Peninsula Dr. to SR A1A	1171	0.35	2	30	Urban Minor Arterial	7,683	7,624	7,950	10,470	10,420	6,750	6,250	6,770	6,640	-1.9%	E

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Elkcam Blvd.	Normandy Blvd. to Ft. Smith Blvd.	DLT-45.000	1.50	2	35	Urban Collector	9,707	10,830	9,960	10,260	11,870	12,570	-	10,153	5,142	-49.4%	E
Elkcam Blvd.	Ft. Smith Blvd. to Providence Blvd.	DLT-45.010	1.00	2	35	Urban Collector	8,245	8,656	7,270	7,360	8,530	8,890	-	7,158	4,805	-32.9%	E
Elkcam Blvd.	Providence Blvd. to Montecito Ave.	DLT-45.020	1.05	2	35	Urban Collector	2,215	10,931	11,170	11,530	12,890	13,360	-	11,751	11,772	0.2%	E
Elkcam Blvd.	Montecito Ave. to Howland Blvd.	DLT-45.040	1.00	2	40	Urban Collector	11,421	10,457	10,620	10,840	12,140	12,590	-	5,591	10,554	88.8%	E
Elkcam Blvd.	Howland Blvd. to Lake Helen-Osteen Rd	DLT-45.050	0.15	2	40	Urban Collector	13,618	9,521	10,920	11,400	13,280	13,980	-	6,068	13,766	126.9%	E
Elkcam Blvd.	Lake Helen-Osteen Rd to Courtland Blvd	DLT-45.060	0.70	2	40	Urban Collector	8,117	7,212	1,550	9,060	11,160	11,960	-	4,736	8,571	81.0%	E
Elkcam Blvd.	Courtland Blvd. to Riverhead Dr.	DLT-45.080	0.50	2	30	n/c	462	494	560	610	620	680	-	592	943	59.2%	E
Emporia Rd.	SR 40 to Peterson/Blackburn	560	3.00	2	40	Rural Minor Collector	836	889	890	850	840	790	920	1,030	800	-22.3%	C
Emporia Rd.	Peterson/Blackburn to US 17	564	1.45	2	40	Rural Minor Collector	1,923	1,494	2,080	1,380	1,390	1,330	1,540	1,640	1,210	-26.2%	C
Enterprise Ave. (NSB)	Pioneer Tr. to Halleck St.	570	0.10	2	35	Urban Collector	5,688	7,156	7,260	7,680	7,410	7,480	7,400	7,110	7,500	5.5%	E
Enterprise Rd.	US 17/92 to Harley Strickland Blvd.	586	0.50	4	35	Urban Minor Arterial	22,603	24,199	22,680	23,380	23,070	22,530	24,250	23,270	23,090	-0.8%	E
Enterprise Rd.	Harley Strickland Blvd. to Saxon Blvd.	585	0.50	4	45	Urban Minor Arterial	26,997	24,328	24,330	25,030	23,530	23,030	24,860	25,370	24,100	-5.0%	E
Enterprise Rd.	Saxon Blvd. to Highbanks Rd.	584	1.55	4	45	Urban Minor Arterial	23,036	21,752	21,540	21,910	21,340	21,140	20,510	23,720	23,150	-2.4%	E
Enterprise Rd.	Highbanks Rd. to Deltona Blvd.	582	0.50	4	35	Urban Minor Arterial	16,952	14,572	14,900	14,950	14,560	14,390	14,090	15,750	14,720	-6.5%	E
Enterprise Rd.	Deltona Blvd. to Main St.	581	1.10	2	35	Urban Collector	7,896	6,213	6,420	7,370	6,270	6,290	6,310	6,860	5,990	-12.7%	E
Enterprise-Osteen Rd.	Providence to Garfield Rd	600	1.50	2	30	Rural Local	2,912	3,054	3,030	2,830	2,830	2,840	2,970	2,790	2,580	-7.5%	E
Enterprise-Osteen Rd.	Garfield Rd to Reed Ellis Rd.	601	1.70	2	35	Rural Local	2,033	2,232	2,240	2,030	1,930	1,910	1,960	2,020	1,870	-7.4%	E
Enterprise-Osteen Rd.	Reed Ellis Rd. to SR 415	602	2.50	2	35	Rural Local	1,058	1,487	1,710	1,400	1,320	1,330	1,270	1,350	1,150	-14.8%	E
Euclid Ave.	Grand to Fatio Rd.	610	0.25	2	35	Urban Collector	1,524	1,528	1,610	1,600	1,680	1,670	1,570	1,860	1,200	-35.5%	E
Euclid Ave.	Fatio Rd. to Woodward Ave.	611	0.25	2	30	Urban Collector	1,747	1,788	1,900	1,390	1,520	1,770	1,640	1,950	1,370	-29.7%	E
Euclid Ave.	Woodward Ave. to SR 15A	612	0.50	2	30	Urban Collector	2,635	2,695	2,920	2,980	3,130	2,990	2,860	3,400	2,300	-32.4%	E
Euclid Ave.	SR 15A to Adelle Ave.	613	0.75	2	30	Urban Collector	2,636	2,666	2,940	3,040	3,210	3,000	2,790	3,310	2,500	-24.5%	E
Euclid Ave.	Adelle Ave. to US 17/92	614	0.50	2	30	Urban Collector	2,196	2,241	3,040	2,230	2,360	2,096	1,850	2,140	2,080	-2.8%	E
Eustace Ave.	Catalina Blvd. to Providence Blvd	DLT-55.010	0.85	2	30	n/c	-	-	-	6,530	4,310	4,610	-	3,639	4,199	15.4%	E
Flagler Ave. (NSB)	N. Causeway to Peninsula Ave.	640	0.40	2	35	Urban Minor Arterial	-	8,900	5,900	7,000	6,630	5,610	8,310	7,960	8,270	3.9%	E
Flagler Ave. (NSB)	Peninsula Ave. to Atlantic Ave.	641	0.40	2	20	Urban Minor Arterial	-	4,658	11,160	10,240	9,790	9,420	4,740	4,500	4,740	5.3%	E
Flomich St.	Derbyshire Rd. to SR 5A/Nova Rd.	650	0.30	2	30	Urban Collector	4,565	5,085	4,850	5,430	5,420	5,520	5,600	6,210	5,890	-5.2%	E
Flomich St.	SR 5A/Nova Rd. to US 1		1.40	2	25	Urban Collector	-	-	-	-	-	-	-	-			E
Fort Florida Rd.	Highbanks Rd. to Ft. Florida Point Rd.	661	1.75	2	35	Urban Collector	617	679	640	770	790	1,080	1,190	1,130	950	-15.9%	E
Fort Florida Rd.	Ft. Florida Point Rd. to Barwick Rd.	662	2.25	2	35	Rural Minor Collector	617	679	640	770	790	410	400	380	270	-28.9%	E
Fort Florida Rd.	Barwick Rd. to US 17/92	660	0.60	2	35	Rural Minor Collector	992	1,230	1,460	1,110	1,140	1,140	1,130	1,130	1,040	-8.0%	E
Fort Smith Blvd.	Elkcam Blvd. to Providence Blvd	DLT-60.000	1.00	2	30	Urban Collector	2,641	3,024	2,700	2,580	3,220	2,910	-	3,160	3,280	3.8%	E
Fort Smith Blvd.	Providence Blvd. to Newmark Dr.	DLT-60.020	0.50	2	35	Urban Collector	14,519	11,630	10,150	10,660	12,680	12,290	-	11,901	13,876	16.6%	E
Fort Smith Blvd.	Newmark Dr. to Normandy Blvd	DLT-60.030	0.85	2	35	Urban Collector	6,923	6,668	7,040	6,850	8,140	7,470	-	7,576	7,010	-7.5%	E
Fort Smith Blvd.	Normandy Blvd. to India Blvd	DLT-60.050	0.55	2	35	Urban Collector	13,214	12,331	13,000	13,040	14,410	13,530	-	14,262	13,768	-3.5%	E
Fort Smith Blvd.	India Blvd. to Courtland Blvd	DLT-60.070	2.25	2	35	Urban Collector	6,463	6,468	6,570	6,720	7,400	6,880	-	7,154	7,592	6.1%	E
Fort Smith Blvd.	Courtland Blvd. to Howland Blvd	~~DLT-60.100~~	0.75	2	35	Urban Collector	5,206	8,082	6,660	4,270	5,670	4,760	-	7,388	8,497	15.0%	E
Fort Smith Blvd.	Howland Blvd. to SR 415	DLT-60.110	0.55	2	35	Urban Collector	2,979	3,161	3,240	3,150	4,010	3,810	-	3,949	3,108	-21.3%	E
French Ave.	Beginning of road to Blue Springs Park	690	1.00	2	30	Urban Collector	91	164	160	150	170	170	160	190	130	-31.6%	E
French Ave.	Blue Springs Park to Lawton Ave./Hamilton	691	1.25	2	35	Urban Collector	871	1,250	1,020	650	700	540	510	600	530	-11.7%	E
French Ave.	Lawton Ave./Hamitlon to US 17/92	694	1.00	2	35	Urban Collector	4,356	4,824	5,350	5,380	5,640	6,100	6,810	7,740	5,470	-29.3%	E
Garfield Ave.	US 92 to Plymouth Ave.	702	0.85	2	30	Urban Collector	1,705	1,692	1,880	2,020	1,770	1,930	2,150	2,700	2,390	-11.5%	E
Garfield Ave.	Plymouth Ave. to SR 44	700	1.00	2	30	Urban Collector	2,225	2,103	2,340	1,700	1,480	2,270	2,490	2,750	2,400	-12.7%	E
Garfield Ave.	SR 44 to Beresford Ave.		1.00	2	30	n/c	-	-	-	-	-	-	-	-			E
Garfield Rd.	Doyle Rd. to Enterprise-Osteen Rd	711	0.90	2	40	n/c	1,307	1,304	1,420	1,410	1,830	1,880	1,680	1,480	1,440	-2.7%	E
Glencoe Rd.	Pioneer Tr. to SR 44	732	0.85	2	35	n/c	1,456	1,480	1,340	1,280	1,260	1,550	1,730	1,680	1,550	-7.7%	E
Glencoe Rd.	SR 44 to Paige Ave.	731	1.10	2	35	n/c	2,330	2,263	2,370	2,540	2,470	3,750	3,550	3,830	3,750	-2.1%	E
Glencoe Rd.	Paige Ave. to Taylor Rd.	730	1.50	2	40	n/c	1,314	1,214	1,280	1,310	1,290	1,470	1,110	1,400	1,280	-8.6%	E
Glenwood Rd.	Grand Ave. to SR 15A	741	1.60	2	35	Urban Collector	4,129	4,261	4,390	4,280	4,060	4,420	2,270	1,600	4,430	176.9%	E
Glenwood Rd.	SR 15A to US 17	743	1.25	2	35	Urban Collector	2,089	2,273	2,280	2,450	2,070	2,420	2,230	1,330	2,580	94.0%	E
Grand Av/CR 4053	Retta St. to Lemon St.	756	1.80	2	40	Urban Collector	1,784	2,097	2,090	2,150	2,230	2,250	1,990	2,130	1,830	-14.1%	E
Grand Av/CR 4053	Lemon St. to Glenwood Rd.	754	1.30	2	35	Urban Collector	4,132	4,252	4,420	4,620	4,800	4,360	4,180	4,330	4,060	-6.2%	E
Grand Av/CR 4053	Glenwood Rd. to Plymouth Ave.	752	2.10	2	40	Rural Major Collector	2,331	2,582	2,700	2,800	2,840	2,770	2,750	2,960	2,610	-11.8%	C
Grand Av/CR 4053	Plymouth Ave. to Minnesota Ave.	751	0.50	2	40	Urban Collector	1,539	1,589	1,560	1,760	1,800	1,570	1,500	1,540	1,570	1.9%	E
Grand Av/CR 4053	Minnesota Ave. to SR 44	750	0.90	2	35	Urban Collector	1,800	1,947	1,960	2,120	2,170	2,600	2,800	2,980	2,870	-3.7%	E

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Volusia County Average Annual daily Traffic Historical Counts

Road Name	Limits (From - To)	Count Station Number	Distance (in miles)	2008 No. of Lanes	Posted Speed	2000 Federal Functional Classification	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	1 -Year % Trend	2008 Vol. Co. Allowable LOS
Grand Av/CR 4053	SR 44 to Old New York Ave.		0.60	2	30	Urban Collector	-	-	-	-	-	-	-	-			E
Graves Av/CR 4145	US 17/92 to Leavitt Ave.	770	0.50	2	30	Urban Minor Arterial	6,662	6,791	7,510	7,600	7,010	7,780	7,910	7,000	7,570	8.1%	E
Graves Av/CR 4145	Leavitt Ave. to Veteran's Memorial Pkwy	772	1.20	2	30	Urban Minor Arterial	8,240	7,290	7,760	8,190	7,580	8,250	8,320	7,590	7,850	3.4%	E
Graves Av/CR 4145	Veteran's Memorial Pkwy. to Kentucky Ave.	775	0.30	2	45	Urban Minor Arterial	12,862	13,508	16,160	15,870	14,740	18,040	15,840	16,680	17,290	3.7%	E
Graves Av/CR 4145	Kentucky Ave. to Howland Blvd.	900	0.90	2	45	Urban Minor Arterial	22,035	14,991	12,910	13,910	12,010	12,970	11,560	13,740	13,250	-3.6%	E
Greens Dairy Rd.	SR 15A to Stone St.	780	0.50	2	30	n/c	188	125	170	210	180	140	180	190	60	-68.4%	E
Halifax Dr. (OB)	John Anderson Dr. to Neptune Ave.	801	1.35	2	35	Urban Collector	5,252	5,005	5,250	4,730	4,970	3,890	3,930	4,460	3,770	-15.5%	E
Halifax Dr. (OB)	Neptune Ave. to SR 40	800	0.70	2	35	Urban Collector	7,826	6,941	7,250	6,750	7,120	6,760	7,310	7,720	6,610	-14.4%	E
Halleck St. (NSB)	Wayne Ave. to Enterprise Ave.	810	0.20	2	30	Urban Collector	4,880	5,323	7,800	8,200	7,920	6,160	6,210	5,940	6,230	4.9%	E
Hand Ave.	Williamson Blvd. to Clyde Morris Blvd.	830	1.25	2	50	Urban Collector	6,105	5,910	6,780	6,640	7,700	9,080	8,780	8,440	7,870	-6.8%	E
Hand Ave.	Clyde Morris Blvd. to Shangri La Dr.	832	0.75	2	50	Urban Collector	9,767	11,687	12,310	12,490	13,790	15,690	15,000	14,800	13,150	-11.1%	E
Hand Ave.	Shangri La Dr. to Nova Rd.	833	0.25	4	45	Urban Collector	10,033	12,164	13,500	13,050	14,860	17,210	17,010	15,840	14,200	-10.4%	E
Hand Ave.	Nova Rd. to US 1	834	1.90	2	25	Urban Collector	-	10,267	10,550	10,140	10,900	12,180	11,730	8,480	7,860	-7.3%	E
Harley Strickland Blvd.	Enterprise Rd. to Veteran's Memorial Pkwy.	841	1.35	2	35	n/c	-	-	9,140	9,690	10,290	11,420	11,460	13,760	12,190	-11.4%	E
Hazen Rd.	Mercers Fernery Rd. to Plymouth Ave.	852	1.50	2	35	n/c	616	569	680	800	790	680	850	880	620	-29.5%	E
Hazen Rd.	Plymouth Ave. to SR 44	850	1.00	2	40	n/c	1,030	1,195	1,350	1,140	1,120	1,190	1,370	1,480	1,190	-19.6%	E
Highbanks Rd.	Fort Florida Rd. to Westside Connector	860	1.75	2	40	Urban Collector	1,422	1,424	1,440	2,040	2,200	1,930	1,950	1,980	2,100	6.1%	E
Highbanks Rd.	Westside Connector to US 17/92	861	1.00	2	35	Urban Collector	9,072	8,982	8,130	9,860	10,550	10,810	10,850	10,550	9,700	-8.1%	E
Highbanks Rd.	US 17/92 to Enterprise Rd.	863	1.45	2	40	Urban Collector	9,022	11,046	9,160	7,570	8,060	7,360	7,420	7,990	7,420	-7.1%	E
Highbridge Rd.	Walter Boardman Ln. to John Anderson Dr.	871	1.60	2	30	Rural Major Collector	1,535	2,149	2,030	2,260	2,400	2,340	2,010	2,010	1,950	-3.0%	E
Highbridge Rd.	John Anderson Dr. to SR A1A	872	0.20	2	30	Rural Major Collector	1,418	1,612	1,470	1,720	1,910	1,950	1,580	1,610	1,560	-3.1%	E
Hill Ave./Jacobs Rd.	US 92 to Plymouth Ave.	950	0.85	2	40	Urban Collector	1,373	3,439	4,100	4,610	4,160	4,340	4,910	5,770	5,580	-3.3%	E
Hill Ave.	Plymouth Ave. to Minnesota Ave.	885	0.50	2	30	Urban Collector	4,323	4,950	4,770	4,760	4,520	4,730	4,980	5,590	4,410	-21.1%	E
Hill Ave.	Minnesota Ave. to SR 44	883	0.50	2	30	Urban Collector	3,326	4,286	4,390	4,110	3,910	4,020	4,380	4,680	3,690	-21.2%	E
Hill Ave.	SR 44 to Voorhis Ave.	882	0.25	2	30	Urban Collector	2,157	2,753	2,730	2,370	2,290	2,540	2,760	2,870	2,230	-22.3%	E
Hill Ave.	Voorhis Ave. to Beresford Ave.	881	0.75	2	30	Urban Collector	1,807	2,167	2,320	2,050	1,960	2,150	2,310	2,450	2,050	-16.3%	E
Hill Ave.	Beresford Ave. to Taylor Rd.		1.00	2	30	n/c	-	-	-	-	-	-	-	-	-	-	E
Hontoon Rd.	Old New York Ave. to Botts Landing Rd.	891	1.15	2	40	Urban Collector	3,323	3,788	3,420	3,130	3,140	3,520	3,330	3,570	2,990	-16.2%	E
Hontoon Rd.	Botts Landing Rd. to end of road	890	2.00	2	35	Urban Collector	1,057	1,229	1,000	790	760	1,080	980	1,060	850	-19.8%	E
Howland Blvd.	I-4/SR 472 to Wolf Pack Run	901	0.40	4	45	Urban Minor Arterial	13,603	22,401	26,650	25,190	26,180	29,420	34,200	31,910	29,950	-6.1%	E
Howland Blvd.	Wolf Pack Run to Catalina Blvd.	903	1.15	4	45	Urban Minor Arterial	17,760	19,791	21,960	22,100	21,920	26,100	30,200	28,610	26,660	-6.8%	E
Howland Blvd.	Catalina Blvd. to Providence Blvd.	905	0.35	4	45	Urban Minor Arterial	14,500	16,406	18,700	17,410	17,100	19,850	23,670	22,660	20,700	-8.6%	E
Howland Blvd.	Providence Blvd. to Elkcam Blvd.	906	2.10	2	45	Urban Minor Arterial	10,050	11,455	13,020	13,960	12,670	14,380	14,610	16,590	14,620	-11.9%	E
Howland Blvd.	Elkcam Blvd. to Lake Helen-Osteen Rd.	908	0.30	2	45/40	Urban Minor Arterial	12,176	14,351	14,620	14,190	15,520	16,610	18,200	17,460	15,020	-14.0%	E
Howland Blvd.	Lake Helen-Osteen Rd. to Newmark Dr.	909	0.70	2	40	Urban Minor Arterial	15,880	16,909	17,520	13,880	18,660	19,200	21,180	20,690	17,810	-13.9%	E
Howland Blvd.	Newmark Dr. toCourtland Blvd.	911	1.15	2	45	Urban Minor Arterial	14,113	15,831	13,930	13,500	14,650	14,960	16,580	16,820	14,860	-11.7%	E
Howland Blvd.	Courtland Blvd. to Ft Smith Blvd.	913	1.80	2	45	Urban Minor Arterial	10,553	12,800	10,570	8,200	9,160	9,300	11,280	12,690	11,160	-12.1%	E
Howland Blvd.	Ft Smith Blvd. to SR 415	915	0.65	2	45	Urban Minor Arterial	8,672	8,458	7,970	7,100	7,750	7,770	8,220	11,730	11,870	1.2%	E
Humphrey Blvd.	Newmark Dr. to India Blvd	DLT-75.000	1.50	2	30	n/c	2,718	3,188	3,040	3,210	3,590	3,620	-	3,381	3,303	-2.3%	E
I-4 Frontage Rd.	Summit Ave. to Orange Camp Rd.		2.00	0		n/c	-	-	-	-	-	-	-	-	-		E
I-4 Frontage Rd.	Orange Campe Rd. to Cassadaga Rd.		1.35	0		n/c	-	-	-	-	-	-	-	-	-		E
I-4 Frontage Rd.	Cassadaga Rd. to SR 472		0.70	0		n/c	-	-	-	-	-	-	-	-	-		E
India Blvd.	Fort Smith Blvd. to Humphrey Blvd.	DLT-80.000	2.00	2	35	n/c	5,556	5,738	6,950	6,280	6,560	6,120	-	6,106	3,750	-38.6%	E
India Blvd.	Humphrey Blvd. to Courtland Blvd.	DLT-80.010	0.06	2	35	n/c	3,038	3,762	3,880	3,590	4,490	3,480	-	4,459	3,501	-21.5%	E
Indian Lake Rd.	Tiger Bay Rd. to US 92	935	0.80	2	40	Rural Local	-	-	-	-	-	5,650	5,880	7,250	6,340	-12.6%	E
Jimmy Ann Dr.	LPGA Blvd. to Clyde Morris Blvd.	962	0.30	2	45	Urban Collector	8,527	8,425	7,650	8,160	8,120	7,170	7,430	8,330	8,660	4.0%	E
Jimmy Ann Dr.	Clyde Morris Blvd. to Mason Ave.	960	0.15	2	45	Urban Collector	5,531	5,529	5,150	7,710	7,680	5,650	5,730	4,760	4,700	-1.3%	E
John Anderson Dr.	Highbridge Rd. to Lynnhurst	974	7.40	2	35	Urban Collector	5,911	-	5,110	5,210	4,960	5,300	4,420	5,180	3,430	-33.8%	E
John Anderson Dr.	Lynnhurst to Halifax Dr	972	0.85	2	35	Urban Collector	8,507	7,758	6,910	8,100	6,710	6,970	6,150	6,890	5,550	-19.4%	E
John Anderson Dr.	Halifax Dr. to -Neptune	971	1.00	2	25	Urban Collector	5,938	5,427	4,760	5,010	5,020	5,360	4,510	5,070	3,690	-27.2%	E
John Anderson Dr.	Neptune to SR 40	970	1.00	2	25	Urban Collector	-	-	-	8,200	8,340	6,780	6,460	7,120	5,430	-23.7%	E
John Anderson Hwy.	Walter Boardman Lane to Flagler Co.	990	1.00	2	45 NB / 30 SB	Rural Minor Collector	1,187	1,091	1,270	1,170	1,440	1,480	1,060	1,060	1,110	4.7%	E

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Josephine St./10th St.	Old Mission Rd. to Tatum Blvd.	1000	0.30	2	30	Urban Collector	3,842	1,885	4,910	4,550	4,400	6,050	6,310	6,370	5,610	-11.9%	E
Josephine St./10th St.	Tatum Blvd. to US 1	1002	1.80	2	35	Urban Collector	-	-	-	3,320	3,250	7,460	6,930	6,920	6,870	-0.7%	E
Kathy Dr. (N. Penin.)	John Anderson Dr. to SR A1A	1011	0.44	2	30	Urban Local	-	233	200	370	250	550	400	390	430	10.3%	E
Kennedy Pkwy (Old SR 3)	US 1 to Park Entrance	1020	4.00	2	55	Rural Major Collector	1,137	1,181	1,200	1,120	1,140	1,090	950	830	1,000	20.5%	C
Kicklighter Rd.	Macy Ave. to Lake Helen-Osteen/Prevatt	1051	0.75	2	30	Urban Local	2,217	1,520	1,760	1,610	1,270	1,550	1,520	1,640	1,760	7.3%	E
Lake George Rd.	Bream Dr. to US 17	1062	3.90	2	30	Rural Local	944	978	1,080	1,400	1,430	1,220	940	1,080	990	-8.3%	C
Lake Helen-Osteen Rd.	Kicklighter Rd. to Captain Dr.	1076	1.40	2	40	Urban Collector	6,003	5,656	6,460	5,330	7,820	7,760	7,810	8,290	6,290	-24.1%	E
Lake Helen-Osteen Rd.	Captain Dr. to Catalina Blvd.	1073	0.40	2	45	Urban Collector	6,304	6,586	7,350	6,920	7,920	8,050	8,090	8,610	6,700	-22.2%	E
Lake Helen-Osteen Rd.	Catalina Blvd. to Haulover Blvd.	1072	0.50	2	45	Urban Collector	7,056	7,852	8,690	8,500	9,640	9,430	9,490	10,130	9,560	-5.6%	E
Lake Helen-Osteen Rd.	Haulover Blvd. to Elkcam Blvd.	1071	1.75	2	45	Urban Collector	7,418	5,634	7,710	6,640	7,790	7,900	7,920	8,230	6,720	-18.3%	E
Lake Helen-Osteen Rd.	Elkcam Blvd. to Howland Blvd.	1070	0.40	2	35	Urban Collector	3,207	3,192	3,510	2,320	3,470	3,420	3,400	3,660	2,920	-20.2%	E
Lakeshore Dr.	Main St. to Providence Blvd.	1090	0.70	2	30	Urban Local	2,992	2,892	3,140	2,390	2,430	2,340	2,380	2,220	2,000	-9.9%	E
Lakeshore Dr.	Providence Blvd. to Garfield Rd	1092	0.45	2	30	Rural Local	2,113	3,035	2,170	2,050	2,050	3,200	3,350	3,100	3,070	-1.0%	E
Lakeview Dr.	New York Ave. to Main St.	1101	0.25	2	30	Urban Collector	1,209	1,251	1,280	1,410	1,100	1,270	1,250	1,400	1,320	-5.7%	E
Lakeview Dr.	Main St. to Ohio Ave.	1100	0.50	2	30	Urban Collector	2,490	2,530	2,450	2,700	2,340	2,650	2,640	2,890	2,780	-3.8%	E
Lake Winona Rd.	SR 40 to Blackwelder Rd.	1082	3.70	2	35	Rural Local	336	270	280	210	230	260	250	300	180	-40.0%	C
Lake Winona Rd.	Blackwelder Rd. to US 17	1081	2.25	2	35	Rural Local	1,433	1,159	1,150	1,040	1,070	1,120	1,160	1,290	880	-31.8%	C
Lake Winona Rd.	US 17 to CR 3	1080	0.15	2	35	Rural Local	277	260	250	180	200	240	300	360	180	-50.0%	C
Lemon Bluff Rd.	SR 415 to end of road	1111	4.60	2	45	Rural Local	908	753	880	960	1,190	1,200	1,060	960	990	3.1%	C
Little Brown Church Rd.	US 17 to Cowart Rd.	1120	0.65	2	40	Rural Local	653	622	720	450	470	680	720	720	690	-4.2%	C
LPGA Blvd. (DB)	CR 415/Tomoka Farms Rd. to US 92		3.67	0	55	n/c	-	-	-	-	-	-	-	-			C
LPGA Blvd. (DB)	US 92 to Welshinger-Butler Circle	1130	2.75	2	55	Urban Minor Arterial	5,410	5,875	6,210	6,560	6,870	7,990	7,940	6,990	7,890	12.9%	E
LPGA Blvd. (DB)	Welshinger-Butler Circle to Tomoka Farms Rd.	1131	2.60	2	55	Urban Minor Arterial	5,149	5,247	5,850	7,430	7,740	7,860	7,900	8,740	9,570	9.5%	E
LPGA Blvd. (DB)	Tomoka Farms Rd to Williamson Blvd	1133	0.65	4	45	Urban Minor Arterial	19,354	16,987	20,760	21,960	22,390	24,740	25,210	25,230	27,120	7.5%	E
LPGA Blvd. (DB)	Williamson Blvd. to Clyde Morris Blvd.	1134	0.50	4	50	Urban Minor Arterial	17,333	16,368	18,290	19,680	20,160	21,700	21,930	21,750	22,550	3.7%	E
LPGA Blvd. (DB)	Clyde Morris Blvd. to Jimmy Ann Dr.	1136	1.10	4	45	Urban Minor Arterial	15,247	14,322	14,560	14,170	14,480	16,530	16,800	19,480	16,650	-14.5%	E
LPGA Blvd. (DB)	Jimmy Ann Dr. to Derbyshire Rd.	1137	0.25	2	35	Urban Minor Arterial	15,447	15,875	17,250	16,560	16,950	19,310	19,730	18,680	19,030	1.9%	E
LPGA Blvd. (CO)	Derbyshire Rd. to SR5A/Nova Rd.	1139	0.55	2	35	Urban Minor Arterial	14,270	13,472	14,150	13,650	14,000	15,020	14,890	14,640	16,860	15.2%	E
LPGA Blvd. (HH)	SR5A/Nova Rd. to US 1	1141	1.10	2	30	Urban Minor Arterial	10,396	11,998	12,410	11,930	12,180	11,750	11,690	10,920	11,600	6.2%	E
LPGA Blvd. (HH)	US 1 to Beach St		0.55	2	30	Urban Minor Arterial	-	10,028	9,840	9,400	9,570	8,310	8,310	8,080			E
Macy Ave.	Ohio St. to Cassadaga Rd.	1150	0.75	2	30	Urban Collector	1,498	1,539		1,550	1,250	1,400	1,380	1,530	1,390	-9.2%	E
Madeline Ave.	Williamson Blvd. to Clyde Morris Blvd	1161	1.30	2	35	Urban Minor Arterial	-	5,861	7,560	5,710	5,570	9,850	8,820	9,900	10,030	1.3%	E
Madeline Ave.	Clyde Morris Blvd. to SR5A/Nova Rd.	1163	1.30	2	25	Urban Minor Arterial	-	7,356	7,110	7,650	7,530	7,800	6,940	7,660	9,460	23.5%	E
Madeline Ave.	SR5A/Nova Rd. to Sauls St.	1164	1.00	2	35	Urban Minor Arterial	-	5,148	5,000	6,390	6,310	5,560	5,100	5,680	4,270	-24.8%	E
Madeline Ave.	Sauls St. to US 1		0.50	0	35	n/c	-	-	-	-	-	-	-	-			E
Main St. (Enterprise)	Enterprise Rd. to DeBary Ave.	1174	0.35	2	30	Urban Collector	4,764	4,982	5,560	5,260	5,600	4,810	4,870	4,440	4,490	1.1%	E
Main St. (Enterprise)	DeBary Ave. to Lakeshore Dr.	1173	0.20	2	30	Urban Local	2,417	2,487	2,680	2,410	2,580	2,580	2,710	2,380	2,360	-0.8%	E
Main St. (Harbor Oaks)	Riverside Dr. to US 1	1175	0.20	2	25	Urban Collector	-	-	-	480	490	500	570	680	620	-8.8%	E
Main St. (Lake Helen)	I-4 to Lakeview Dr.	1176	0.95	2	35	Urban Minor Arterial	5,433	5,806	6,100	6,080	5,450	6,330	6,050	6,370	5,320	-16.5%	E
Marsh Rd.	Daugharty Rd. to Carter Rd.	1183	3.00	2	40	Rural Local	704	662	700	720	730	740	810	750	600	-20.0%	C
Marsh Rd.	Carter Rd. to US 92	1180	2.05	2	35	Urban Local	2,988	3,033	2,430	3,010	3,020	2,730	2,920	2,730	2,140	-21.6%	E
Mason Ave.	Williamson Blvd. to Fentress Blvd.	1190	0.60	2	45	Urban Minor Arterial	9,636	10,587	8,900	10,260	10,330	10,020	9,490	10,860	9,090	-16.3%	E
Mason Ave.	Fentress Blvd. to Bill France Blvd.	1191	0.50	2	40	Urban Minor Arterial	13,205	14,063	11,880	12,020	12,080	12,470	11,660	11,550	10,700	-7.4%	E
Mason Ave.	Bill France Blvd. to Jimmy Ann Dr.	1193	0.30	4	40	Urban Minor Arterial	14,840	15,783	-	14,420	14,530	14,240	13,750	13,830	13,250	-4.2%	E
Mason Ave.	Jimmy Ann Dr. to SR 483/Clyde Morris Blvd	1194	0.50	4	40	Urban Minor Arterial	15,829	17,686	15,090	15,530	15,590	15,140	14,650	16,230	13,510	-16.8%	E
Maytown Rd.	New Smyrna Blvd. to Pell Rd.	1196	5.60	2	50	Rural Minor Collector	-	-	-	-	-	3,720	3,450	3,370	3,120	-7.4%	C
Maytown Rd.	Pell Rd. to Beacon Light Rd.	1198	12.90	2	45	Rural Minor Collector	-	-	-	-	-	1,200	1,110	720	660	-8.3%	C
Maytown Rd./Halifax Ave. (OH)	Beacon Light Rd. to US 1	790	1.10	2	35	Rural Minor Collector	1,485	1,913	1,680	1,980	1,900	1,960	1,770	1,990	1,380	-30.7%	C

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Volusia County Average Annual daily Traffic Historical Counts

Road Name	Limits (From - To)	Count Station Number	Distance (in miles)	2008 No. of Lanes	Posted Speed	2000 Federal Functional Classification	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	1 -Year % Trend	2008 Vol. Co. Allowable LOS
McBride Rd.	US 17 to Lake George Rd.	1200	3.00	2	35	Rural Local	347	360	300	320	330	350	380	380	270	-28.9%	C
McGregor Rd.	Westside Con./Fatio to Spring Garden Ave.		0.70	2	40	Urban Collector	-	-	-	-	-	-	-	-			E
McGregor Rd.	Spring Garden Ave. to US17/92	1211	1.40	2	40	Urban Collector	3,126	3,015	4,120	4,600	4,930	5,800	5,440	5,580	4,990	-10.6%	E
Mercers Fernery Rd.	Glenwood Rd. to SR 15A	1221	1.45	2	35	n/c	1,172	1,005	1,070	1,020	990	1,010	2,340	2,380	830	-65.1%	E
Mercers Fernery Rd.	SR 15A to US 17	1223	1.25	2	35	n/c	984	1,021	1,020	1,170	1,150	1,300	1,470	1,530	1,170	-23.5%	E
Midway Ave.	Williamson Blvd. to US 92	1230	2.00	4	40	Urban Collector	-	-	-	2,960	3,020	3,110	2,840	3,210	3,310	3.1%	E
Minnesota Ave. (DeLand)	Grand Ave. to SR 15A	1245	1.35	2	35	n/c	1,129	1,108	1,280	1,810	1,790	1,740	1,860	1,950	2,230	14.4%	E
Minnesota Ave. (DeLand)	SR 15A to US 17/92	1247	1.25	2	30	Urban Collector	1,226	1,773	1,700	1,790	1,780	1,790	1,840	1,990	1,110	-44.2%	E
Minnesota Ave. (DeLand)	Amelia Ave. to Hill Ave	1249	0.75	2	30	Urban Collector	2,868	2,342	2,370	2,450	2,360	2,270	1,690	1,850	1,970	6.5%	E
Minnesota Ave. (DeLand)	Hill Ave. to Blue Lake Ave.	1250	0.50	2	30	Urban Collector	4,260	2,621	3,130	3,120	3,060	2,780	2,070	2,230	2,630	17.9%	E
Minnesota Ave. (DeLand)	Blue Lake Ave. to Kepler Rd.	1251	0.85	2	40	Urban Collector	3,105	3,394	3,950	4,380	4,340	3,890	3,370	3,550	4,270	20.3%	E
Minnesota Ave. (Orange City)	Sparkman Ave. to US 17/92	1241	0.50	2	30	n/c	1,522	1,307	1,850	1,680	1,790	1,900	2,040	2,280	2,090	-8.3%	E
Minnesota Ave. (Orange City)	US 17/92 to Leavitt Ave.	1242	0.50	2	25	Urban Collector	1,373	1,107	1,460	1,110	1,180	1,510	1,520	1,700	1,500	-11.8%	E
Minnesota Ave. (Orange City)	Leavitt Ave. to SR 472	1243	0.50	2	30	Urban Collector	1,035	1,016	1,350	1,330	1,380	960	1,320	1,430	1,430	0.0%	E
New Hampshire Ave.	SR 15A to Adelle Ave	1270	0.15	2	30	Urban Collector	2,384	2,505	2,090	2,710	2,650	2,730	2,550	2,610	2,080	-20.3%	E
New Hampshire Ave.	Adelle Ave to Clara Ave.	1271	0.50	2	30	Urban Collector	3,162	3,261	2,980	3,290	3,220	3,320	3,050	3,200	2,550	-20.3%	E
New Hampshire Ave.	Clara Ave. to US 17/92	1272	0.25	2	30	Urban Collector	3,151	3,376	3,130	3,580	3,500	3,500	3,200	3,390	2,580	-23.9%	E
Newmark Dr.	Ft Smith Blvd. to Humphrey Blvd.	DLT-100.000	1.60	2	35	Urban Collector	7,273	8,243	7,300	7,750	8,770	8,700	-	8,066	7,061	-12.5%	E
Newmark Dr.	Humphrey Blvd. to Howland Blvd	DLT-100.020	0.90	2	35	Urban Collector	7,233	6,364	6,060	6,400	7,440	7,010	-	7,046	6,452	-8.4%	E
Newmark Dr.	Howland Blvd. to Courtland Blvd.	DLT-100.040	0.75	2	35	Urban Collector	1,404	1,601	1,990	2,230	2,490	2,540	-	6,875	1,434	-79.1%	E
New York Ave. (Orange City)	Westside Pkwy/Hamilton Ave. to Sparkman Ave	1281	0.50	2	30	n/c	2,799	2,419	2,750	3,300	3,500	4,030	4,340	4,730	4,490	-5.1%	E
New York Ave. (Orange City)	Sparkman Ave. to Carpenter Ave	1283	0.30	2	30	n/c	4,359	3,665	4,420	4,580	4,880	5,390	5,160	5,700	5,350	-6.1%	E
New York Ave. (Orange City)	Carpenter Ave. to US 17/92	1284	0.25	2	30	n/c	5,233	4,362	4,920	5,530	5,970	6,400	6,320	6,500	6,030	-7.2%	E
New York Ave. (Lake Helen)	Summit Ave. to Lakeview Dr.	1285	0.50	2	30	Urban Collector	1,209	1,172	1,160	1,120	1,080	1,110	1,100	1,160	910	-21.6%	E
Normandy Blvd.	Graves (old Howland) to Rhode Island Ave.	DLT-105.000	1.25	2	45	Urban Collector	5,585	6,072	6,020	5,720	6,360	6,710	-	6,786	4,411	-35.0%	E
Normandy Blvd.	Rhode Island Ave. to Elkcam Blvd.	DLT-105.000	0.50	2	30	Urban Collector	5,806	5,982	5,950	5,640	6,700	7,550	-	6,439	4,893	-24.0%	E
Normandy Blvd.	Elkcam Blvd. to Saxon Blvd	DLT-105.030	1.00	4	35	Urban Collector	12,529	13,466	13,140	13,400	13,940	14,930	-	13,100	10,694	-18.4%	E
Normandy Blvd.	Saxon Blvd. to Deltona Blvd	DLT-105.050	0.70	2	35	Urban Collector	11,089	13,811	13,670	12,950	13,630	14,370	-	12,775	10,996	-13.9%	E
Normandy Blvd.	Deltona Blvd. to Tivoli Dr.	DLT-105.070	1.10	2	30	Urban Minor Arterial	12,084	14,110	13,420	12,700	13,740	14,360	-	12,843	11,929	-7.1%	E
Normandy Blvd.	Tivoli Dr. to Providence Blvd	DLT-105.090	0.90	2	35	Urban Minor Arterial	7,317	9,858	9,600	8,810	9,560	10,360	-	12,069	8,305	-31.2%	E
Normandy Blvd.	Providence Blvd. to Saxon Blvd	DLT-105.120	1.00	2	35	Urban Minor Arterial	6,087	8,585	8,020	8,860	9,240	10,040	-	8,662	8,148	-5.9%	E
Normandy Blvd.	Saxon Blvd. to Ft Smith Blvd	DLT-105.140	0.75	2	35	Urban Collector	10,765	12,352	11,960	11,970	12,400	13,310	-	7,640	11,232	47.0%	E
Ohio Ave. (LH)	Macy Ave. to Lakeview Dr.	1320	0.20	2	30	Urban Collector	838	906	660	660	640	730	710	790	690	-12.7%	E
Old Dixie Hwy.	I-95 to Old Kings Rd.	1334	0.60	2	45	Urban Collector	6,131	6,580	7,390	9,700	8,500	8,360	8,380	8,230	7,720	-6.2%	E
Old Dixie Hwy.	Old Kings Rd. to Walter Boardman Ln.	1333	0.55	2	45	Rural Major Collector	3,478	3,303	3,530	3,610	4,450	4,420	3,750	3,870	3,300	-14.7%	E
Old Dixie Hwy.	Walter Boardman Ln. to Pine Tree Dr..	1332	5.10	2	45	Rural Major Collector	1,629	1,717	2,130	2,460	3,160	3,170	2,480	2,620	2,090	-20.2%	E
Old Dixie Hwy.	Pine Tree Dr. to Ingelsia	1330	0.50	2	35	Rural Major Collector & Urban Minor Arterial	1,379	1,748	1,900	2,150	2,280	2,270	2,240	2,280	2,040	-10.5%	E
Old Kings Rd.	Flagler Co. to Old Dixie Hwy.	1340	0.60	2	50	Urban Collector	1,799	2,558	3,600	4,300	3,910	3,980	4,180	4,120	3,290	-20.1%	E
Old Mission Rd.	SR 44/Mission Dr. to Old Mission Rd	1356	0.60	2	40	Urban Collector	-	-	-	-	-	1,160	870	800	1,220	52.5%	E
Old New York Ave.	SR 44 to Hontoon Rd.	1360	1.40	2	40	Rural Major Collector	1,057	1,240	1,060	1,070	1,200	1,280	1,110	1,190	870	-26.9%	C
Old New York Ave.	Hontoon Rd. to Lakeview Dr.	1361	0.40	2	40	Urban Collector	4,969	4,057	4,270	3,830	4,190	4,120	3,850	4,190	3,570	-14.8%	C
Old New York Ave.	Lakeview Dr. to Grand Ave.	1362	0.50	2	40	Urban Collector	4,981	3,830	4,980	4,820	5,210	5,080	5,050	5,390	3,970	-26.3%	E
Old New York Ave.	Grand Ave. to SR 44	1364	0.91	2	40	Urban Collector	3,810	-	3,800	3,380	3,630	3,200	3,180	3,500	2,800	-20.0%	E
Orange/Silver Beach Ave.	Nova Rd. to Dr Martin Luther King Jr Blvd.	1370	0.75	2	30	Urban Minor Arterial	11,794	-	11,390	12,410	12,260	10,760	10,870	11,500	9,290	-19.2%	E
Orange/Silver Beach Ave.	Martin Luther King Jr Blvd. to Marion St.	1372	0.20	2	30	Urban Minor Arterial	16,984	9,508	9,000	9,140	9,030	8,380	7,770	8,390	6,530	-22.2%	E
Orange/Silver Beach Ave.	Marion St. to US 1	1373	0.10	4	30	Urban Minor Arterial	19,362	9,476	9,530	9,630	9,510	8,150	7,540	8,360	6,300	-24.6%	E
Orange/Silver Beach Ave.	US 1 to Beach St.	1374	0.20	4	30	Urban Minor Arterial	13,296	13,832	13,090	13,990	13,830	10,960	10,000	10,950	9,300	-15.1%	E

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Orange/Silver Beach Ave.	Beach St. to City Island Pkwy.	1375	0.20	4	30	Urban Minor Arterial	15,961	15,633	14,970	15,530	15,340	20,210	12,420	13,680	11,510	-15.9%	E
Orange/Silver Beach Ave.	City Island Pkwy. to Peninsula Dr.	1710	0.60	2	30	Urban Minor Arterial	18,092	7,872	15,280	13,500	13,200	12,730	11,130	11,820	10,210	-13.6%	E
Orange/Silver Beach Ave.	Peninsula Dr. to SR A1A	1711	0.30	2	30	Urban Minor Arterial	8,838	7,096	9,230	9,100	6,330	5,820	4,270	4,740	4,160	-12.2%	E
Orange Camp Rd.	US 17/92 to Princeton	1380	0.75	2	35	Urban Minor Arterial	8,273	7,872	8,560	9,160	9,010	10,030	10,460	10,960	9,620	-12.2%	E
Orange Camp Rd.	Princeton. to Blue Lake Ave.	1382	0.90	2	50	Urban Minor Arterial	7,295	7,033	7,610	8,250	8,170	8,390	7,710	8,170	8,540	4.5%	E
Orange Camp Rd.	Blue Lake Ave. to W Volusia Bltwy. (Dr MLK Jr)	1384	0.55	2	50	Urban Minor Arterial	8,113	7,487	8,530	9,250	9,130	9,920	10,210	10,790	9,590	-11.1%	E
Orange Camp Rd.	W Volusia Bltwy. (Dr MLK Jr) to I-4	1385	1.00	2	50	Urban Minor Arterial	8,489	7,679	8,830	10,300	10,210	12,170	12,080	12,700	11,510	-9.4%	E
Palm Dr.	John Anderson Dr. to SR A1A	1391	0.44	2	30	Urban Collector	-	1,816	2,560	2,160	2,250	1,680	1,500	1,420	1,360	-4.2%	E
Park Ave.	Old Mission Rd. to Air Park Rd.	1409	0.90	2	45	Rural Major Collector	-	-	-	-	-	4,220	3,960	4,320	4,180	-3.2%	E
Park Ave.	Air Park Rd. to US 1	1413	1.40	2	30	Urban Collector	9,100	7,916	8,160	8,380	8,100	8,460	7,900	8,070	7,850	-2.7%	E
Peninsula Dr. - South	Dunlawton Ave. to Marcelle Ave	1420	0.15	2	30	n/c	5,105	5,621	4,700	4,820	4,800	3,500	2,760	3,110	4,370	40.5%	E
Peninsula Dr. - South	Marcelle Ave. to Major St.	1423	0.45	2	30	Urban Collector	-	-	-	2,660	1,590	-	1,200	1,730	2,150	24.3%	E
Peninsula Dr. - South	Major St. to Inlet Harbor Rd	NEW	0.55	2	30	Urban Collector	-	-	-	-	-	-	-	-	-		E
Peninsula Dr. - South	Inlet Harbor Rd to Beach Street	1422	3.00	2	25	Urban Collector	-	-	-	1,580	1,570	1,500	880	1,220	1,270	4.1%	E
Peterson Rd.	Riley Pridgeon Rd. to Emporia/Blackburn Rd.	1433	2.80	2	35	Rural Local	416	421	480	380	370	400	390	390	290	-25.6%	C
Pineland Tr.	Airport Rd. to Harmony Ave.	1450	2.50	2	50	n/c	353	250	210	240	720	750	390	480	440	-8.3%	E
Pineland Tr.	Harmony Ave. to US 1	1451	2.00	2	50	n/c	187	140	410	440	480	650	280	360	300	-16.7%	E
Pine Tree Dr.	US 1 to Addison Dr	1440	1.00	2	35	Urban Local	2,401	2,339	2,820	2,440	2,870	3,040	2,870	3,020	2,460	-18.5%	E
Pine Tree Dr.	Addison Dr. to Old Dixie Hwy	1441	1.00	2	35	Rural Local	851	-	-	1,760	1,510	1,570	1,850	1,890	1,660	-12.2%	E
Pioneer Tr.	SR 44 to Tomoka Farms Rd.	1461	4.00	2	50	Rural Major Collector	2,040	2,310	2,380	2,540	2,520	2,530	2,600	2,580	2,730	5.8%	C
Pioneer Tr.	Tomoka Farms Rd. Airport Rd.	1464	1.40	2	45	Urban Collector	2,629	2,943	2,050	3,210	3,160	4,080	4,210	3,620	3,370	-6.9%	E
Pioneer Tr.	Airport Rd. to Turnbull Bay Rd.	1465	2.50	2	45	Urban Collector	2,205	2,440	1,780	3,090	3,040	3,380	3,590	2,700	2,620	-3.0%	E
Pioneer Tr.	Turnbull Bay Rd. to Sugar Mill Dr	1467	1.75	2	35	Urban Collector	2,456	2,813	2,350	3,140	3,100	3,480	3,850	2,950	2,790	-5.4%	E
Pioneer Tr.	Sugar Mill Dr. to Williams Rd.	1471	1.45	2	40	Urban Collector	2,668	2,904	2,950	3,150	3,100	3,740	4,200	3,630	3,560	-1.9%	E
Pioneer Tr.	Williams Rd. to Enterprise Ave	1473	1.05	2	40	Urban Collector	3,883	5,187	4,520	4,700	4,620	5,590	5,460	5,430	5,320	-2.0%	E
Pioneer Tr.	Enterprise Ave. to Jungle Rd	1474	0.50	2	35	Urban Collector	5,808	7,414	7,540	7,390	7,270	8,810	8,850	9,410	8,600	-8.6%	E
Pioneer Tr.	Jungle Rd to Canal St.	1475	0.25	2	35	Urban Collector	5,244	7,572	8,280	2,660	2,630	2,310	2,120	2,080	2,390	14.9%	E
Wallace Rd.	Canal St to SR 44	1955	0.25	3	35	Urban Collector	-	-	-	-	-	8,300	7,610	8,750	8,020	-8.3%	E
Mission Dr.	SR 44 to Old Mission Rd.	1261	0.75	4	40	Urban Collector	9,021	-	11,210	10,230	13,380	14,040	14,920	15,200	14,310	-5.9%	E
Old Mission Rd./Mission Rd.	Old Mission Rd. to Josephine St.	1354	0.75	4	40	Urban Collector	-	9,862	11,500	10,210	9,860	12,570	12,470	13,630	12,250	-10.1%	E
Old Mission Rd.	Josephine St. to Park Ave	1353	1.70	2	35	Urban Collector	5,453	5,820	6,780	7,240	7,040	7,530	7,430	8,040	7,530	-6.3%	E
Old Mission Rd.	Park Ave. to SR 442	1351	2.00	2	45	Rural Minor Collector	3,824	3,914	4,190	4,500	4,380	4,880	4,640	5,480	4,400	-19.7%	E
Plantation Oaks Blvd.	Old Dixie Highway		1.92	2		n/c	-	-	-	-	-	-	-	-	-		E
Plaza Dr. (N. Penin.)	John Anderson Dr. to SR A1A	1481	1.00	2	30	n/c	-	-	-	170	200	240	240	200	200	0.0%	E
Plymouth Ave.	Grand Ave. to Hazen Rd.	1490	1.00	2	40	Urban Collector	1,437	1,564	1,390	1,330	1,260	1,290	1,440	1,710	1,360	-20.5%	E
Plymouth Ave.	Hazen Rd. to SR 15A	1491	0.75	2	40	Urban Collector	4,729	4,513	4,520	4,200	4,370	4,550	4,860	5,480	5,520	0.7%	E
Plymouth Ave.	SR 15A to Stone St.	1493	0.50	2	35	Urban Collector	9,595	9,991	10,220	10,070	10,020	9,460	10,010	10,540	10,180	-3.4%	E
Plymouth Ave.	Stone St. to Clara Ave	1495	0.50	2	35	Urban Collector	10,236	10,314	10,620	10,760	11,090	9,920	10,590	11,050	10,280	-7.0%	E
Plymouth Ave.	Clara Ave. to US 17/92	1497	0.20	2	35	Urban Collector	11,906	11,701	12,300	12,910	13,320	11,530	12,210	12,980	12,200	-6.0%	E
Plymouth Ave.	US 17/92 to Amelia Ave	1498	0.20	2	30	Urban Collector	9,039	9,364	9,360	9,650	9,900	8,650	9,150	9,760			E
Plymouth Ave.	Amelia Ave. to Garfield Ave.	1500	0.20	2	30	Urban Collector	5,616	7,077	6,880	7,160	7,360	6,460	7,040	7,480	7,100	-5.1%	E
Plymouth Ave.	Garfield Ave. to Blue Lake Rd./Jacobs Dairy Rd	1502	0.75	2	30	Urban Collector	4,607	6,141	5,850	6,490	6,650	5,600	5,900	6,660	6,250	-6.2%	E
Ponce DeLeon Blvd.	CR 3 to US 17	1511	0.85	2	35	Urban Local	2,940	2,796	3,160	2,640	2,560	3,000	3,440	3,880	2,590	-33.2%	E
Prevatt Ave.	SR 44 to Lake Pearl Dr.	1523	1.80	2	55	Rural Major Collector	3,818	3,166	3,570	3,860	3,690	4,000	3,930	4,310	3,610	-16.2%	E
Prevatt Ave.	Lake Pearl Dr. to Kicklighter Rd	1520	1.50	2	40	Urban Collector	3,961	3,913	3,660	4,350	4,540	4,420	4,360	4,670	3,940	-15.6%	E
Providence Blvd.	Howland Blvd. to Elkcam Blvd.	1542	1.70	2	35	Urban Minor Arterial	9,693	11,061	10,430	9,580	8,820	9,440	12,930	14,270	12,870	-9.8%	E
Providence Blvd.	Elkcam Blvd. to Ft Smith Blvd.	1541	0.80	2	35	Urban Minor Arterial	13,040	15,467	13,390	13,400	14,100	14,810	16,210	17,680	15,820	-10.5%	E
Providence Blvd.	Ft Smith Blvd. to Tivoli Dr.	1539	0.05	4	35	Urban Minor Arterial	19,136	20,291	19,340	18,770	21,070	22,350	21,480	24,150	20,380	-15.6%	E
Providence Blvd.	Tivoli Dr. to Saxon Blvd.	1538	0.80	2	35	Urban Minor Arterial	11,435	-	10,040	9,620	10,270	10,550	11,030	12,210	9,400	-23.0%	E

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Volusia County Average Annual daily Traffic Historical Counts

Road Name	Limits (From - To)	Count Station Number	Distance (in miles)	2008 No. of Lanes	Posted Speed	2000 Federal Functional Classification	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	1 -Year % Trend	2008 Vol. Co. Allowable LOS
Providence Blvd.	Saxon Blvd. to Normandy Blvd	1535	0.70	2	35	Urban Minor Arterial	11,726	12,266	11,510	11,470	11,680	12,110	11,080	12,320	9,490	-23.0%	E
Providence Blvd.	Normandy Blvd. to Anderson Dr.	1534	0.80	2	35	Urban Minor Arterial	13,729	14,603	14,910	15,530	15,990	16,600	15,310	17,090	13,440	-21.4%	E
Providence Blvd.	Anderson Dr. to Doyle Rd.	1530	0.55	2	35	Urban Minor Arterial	12,210	13,711	11,770	13,370	13,530	13,760	13,250	14,630	11,680	-20.2%	E
Raulerson Rd. # 1	US 17 to Brownlee Rd.	1550	1.20	2	35	Rural Local	274	255	310	250	240	310	310	330	300	-9.1%	C
Raulerson Rd.	US 17 to Bunnell Rd./CR 305	1552	1.70	2	30	Rural Local	298	450	370	560	540	440	470	500	350	-30.0%	C
Reed Canal Rd.	Clyde Morris Blvd. to SR5A/Nova Rd.	1561	0.80	2	35	Urban Collector	6,614	6,617	6,360	8,590	8,490	7,430	7,640	8,070	6,100	-24.4%	E
Reed Canal Rd.	SR5A/Nova Rd. to Sauls St.	1562	0.65	2	35	Urban Collector	10,680	10,918	11,040	14,240	14,040	11,160	11,230	11,690	11,110	-5.0%	E
Reed Canal Rd.	Sauls St. to US 1	1564	0.90	2	35	Urban Collector	10,241	11,750	10,310	11,160	11,010	10,390	10,460	10,860	8,780	-19.2%	E
Reed Ellis Rd.	Enterprise-Osteen Rd. to SR 415	1571	2.10	2	45	n/c	1,858	1,835	1,810	1,790	1,700	1,650	1,660	1,450	1,470	1.4%	E
Retta St.	Grand Ave. to US 17	1580	0.15	2	30	Urban Collector	1,642	-	1,040	900	850	910	860	880	860	-2.3%	E
Reynolds Rd.	US 17 to SR 11	1590	4.40	2	35	Urban & Rural Local	1,612	1,563	1,690	1,680	1,630	1,570	1,420	1,320	1,360	3.0%	E
Rhode Island Ave.	Westside Connector to US 17/92		1.00	0		n/c	-	-	-	-	-	-	-	-			E
Rhode Island Ave.	US 17/92 to Veteran's Memorial Pkwy.	1601	2.80	2	40	Urban Collector	-	6,344	6,950	7,080	6,710	8,110	8,240	9,010	8,040	-10.8%	E
Rhode Island Ave.	Veteran's Memorial Pkwy. to Normandy Blvd		1.80	0		n/c	-	-	-	-	-	-	-	-			E
Riley Pridgeon Rd.	Peterson Rd. to SR 40	1610	2.55	2	35	Rural Local	313	316	470	320	320	870	910	1,080	410	-62.0%	C
River Dr.	John Anderson Dr. to SR A1A	1621	0.50	2	30	Urban Local	-	386	380	390	400	330	360	420	230	-45.2%	E
Riverside Dr. (NSB)	SR 44 (N. Causeway) to SR A1A (S. Causeway)	1635	0.20	2	25	Urban Collector	6,147	5,600	5,810	3,200	3,060	4,200	4,040	3,870	4,160	7.5%	E
Halifax/Riverside Dr. (PO)	Dunlawton Ave. to Commonwealth Ave	804	1.55	2	25	Urban Collector	1,562	1,334	1,340	1,310	1,320	1,230	1,400	1,580	1,110	-29.7%	E
Riverside Dr. (PO)	Commonwealth Ave. to Main St	1638	1.20	2	25	Urban Collector	942	737	under CST	750	750	1,030	840	960	760	-20.8%	E
Samsula Dr.	Pioneer Tr. to SR 44	1651	2.60	2	45	Rural Minor Collector	1,307	1,334	1,370	1,350	1,310	1,740	1,500	1,570	1,270	-19.1%	E
Sandra Dr.	John Anderson Dr. to SR A1A	1661	1.00	2	30	n/c	-	254	250	280	220	290	220	270	260	-3.7%	E
Saxon Blvd.	Rail Station to Westside Connector		0.62	0	40	n/c	-	-	-	-	-	-	-	-			E
Saxon Blvd.	Westside Connector to US 17/92		1.30	0	40	n/c	-	-	-	-	-	-	-	-			E
Saxon Blvd.	US 17/92 to Enterprise Rd	1671	0.65	4	35	Urban Minor Arterial	15,686	14,769	16,830	16,540	16,650	17,075	14,720	16,160	15,170	-6.1%	E
Saxon Blvd.	Enterprise Rd. to Veterans Memorial Pkwy.	1673	0.60	4	45	Urban Minor Arterial	30,315	34,792	31,980	35,990	35,540	35,790	32,660	32,130	30,170	-6.1%	E
Saxon Blvd.	VMP to FDOT Park & Ride	1674	0.30	4	45	Urban Minor Arterial	36,038	44,529	41,710	45,220	47,320	48,090	45,170	44,450	41,750	-6.1%	E
Saxon Blvd.	FDOT Park & Ride to I-4	1685	0.30	4	45	Urban Minor Arterial	36,038	44,529	41,710	45,220	47,320	48,090	45,170	39,780	37,360	-6.1%	E
Saxon Blvd.	I-4 to Finland Dr.	1675	0.35	4	40	Urban Minor Arterial	33,450	44,652	41,160	46,800	49,540	50,330	45,250	46,890	44,040	-6.1%	E
Saxon Blvd.	Finland Dr. to Normandy Blvd.	1676	0.35	4	40	Urban Minor Arterial	38,925	38,740	37,280	40,710	43,410	44,490	40,010	38,680	36,330	-6.1%	E
Saxon Blvd.	Normandy Blvd. to Tivoli Dr.	1677	1.25	4	40	Urban Minor Arterial	21,217	-	27,720	24,330	26,410	28,380	25,440	24,990	23,470	-6.1%	E
Saxon Blvd.	Tivoli Dr. to Providence Blvd.	1679	0.90	2	35	Urban Minor Arterial	8,722	9,512	9,340	10,510	11,430	12,560	11,020	10,520	9,880	-6.1%	E
Saxon Blvd.	Providence Blvd. to Normandy Blvd.	1681	0.70	2	35	Urban Collector	7,059	7,914	7,680	8,740	9,020	9,880	10,040	10,790	8,130	-24.7%	E
Saxon Blvd.	Normandy Blvd. to Doyle Rd.	1684	1.00	2	40	Urban Collector	6,328	7,343	6,250	6,210	6,120	6,790	6,700	7,300	5,850	-19.9%	E
Saxon Dr. (NSB)	3rd Ave/SR A1A to 27th Ave.	1695	1.75	2	35	Urban Collector	5,502	5,396	5,790	4,950	4,840	5,600	5,570	5,750	5,340	-7.1%	E
Saxon Dr. (NSB)	27th Ave. to Hiles Blvd.	1693	1.55	2	35	Urban Collector	2,869	2,717	2,780	2,440	2,400	2,650	2,690	2,860	2,490	-12.9%	E
Saxon Dr. (NSB)	Hiles Blvd. to SR A1A	1691	0.55	2	35	Urban Collector	1,086	934	790	820	830	790	880	900	790	-12.2%	E
Shell Rd.	Highbanks Rd. to Sanford Ave.	1701	1.10	2	30	n/c	2,169	1,973	2,040	2,000	2,130	2,210	2,190	2,190	2,150	-1.8%	E
Shell Rd.	Sanford Ave. to Benson Junction Rd.	1700	0.70	2	30	n/c	1,063	1,007	510	800	850	1,300	1,270	1,880	1,600	-14.9%	E
Sparkman Ave.	Minnesota Ave. to New York Ave. W.	1723	0.45	2	30	n/c	903	509	840	910	990	1,120	1,250	1,420	1,020	-28.2%	E
Sparkman Ave.	New York Ave. W. to French Ave.	1722	0.75	2	30	n/c	1,774	831	1,620	1,640	1,800	1,720	1,850	2,050	1,500	-26.8%	E
Sparkman Ave.	French Ave. to Blue Springs Ave.	1721	0.65	2	30	n/c	1,902	1,541	1,840	1,960	2,140	2,080	2,240	2,500	2,080	-16.8%	E
Sparkman Ave.	Blue Springs Ave. to Rhode Island Ave.	1720	0.60	2	30	n/c	328	237	400	350	360	530	510	600	660	10.0%	E
Spring Garden Ave.	Beresford Ave. to Beresford Rd. West	1732	0.60	2	30	Urban Collector	-	-	-	2,350	2,380	2,270	2,550	2,490	2,380	-4.4%	E
Spring Garden Ave.	Beresford Rd. West to McGregor Rd.	1731	0.90	2	30	Urban Collector	3,206	2,291	2,580	2,610	2,650	2,360	2,640	2,700	2,530	-6.3%	E
Spring Garden Ranch Rd.	US 17 to Arrendondo Grant Rd.	1740	1.85	2	35	Urban Collector	2,947	3,012	3,100	2,600	2,480	3,240	3,040	2,780	2,930	5.4%	E

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Spring Garden Ranch Rd.	Arrendondo Grant Rd. to Reynolds Rd.	1742	1.80	2	35	n/c	284	273	420	520	490	540	470	450	350	-22.2%	C
Spruce Creek Rd.	Dunlawton Ave. to Commonwealth Blvd.	1755	1.05	2	35	Urban Minor Arterial	8,859	8,383	8,640	11,230	10,980	9,280	9,470	9,210	7,500	-18.6%	E
Spruce Creek Rd.	Commonwealth Blvd. to SR5A/Nova Rd.	1752	0.50	2	35	Urban Minor Arterial	10,438	9,410	13,920	13,030	12,650	12,130	12,230	12,170	10,660	-12.4%	E
Spruce Creek Rd.	SR5A/Nova Rd. to Taylor Rd.	1751	0.75	4	45	Urban Minor Arterial	18,207	16,266	15,820	19,050	18,580	19,990	20,470	20,140	15,770	-21.7%	E
Stone St.	Mercers Fernery Rd. to CR 92/ISB	1773	0.70	2	35	n/c	594	538	640	680	650	610	730	780	580	-25.6%	E
Stone St.	CR 92 to Plymouth Ave.	1770	0.80	2	35	n/c	4,401	5,542	5,610	5,240	5,170	5,430	6,370	6,650	6,190	-6.9%	E
Sugar Mill Dr.	Pioneer Tr. to SR 44	1781	1.30	2	45	n/c	2,620	2,952	2,690	2,630	2,580	3,240	3,130	2,760	2,370	-14.1%	E
Summit Ave.	SR 44 to Main St.	1791	2.20	2	50	Urban Minor Arterial	3,839	5,692	4,210	4,940	4,640	3,000	2,980	3,180	4,690	47.5%	E
Surfside Dr.	John Anderson Dr. to SR A1A	1801	0.35	2	30	Urban Local	-	372	380	450	410	430	340	370	370	0.0%	E
Taylor Rd. (CO)	Tomoka Farms Rd. to Spruce Creek Blvd.	1810	0.70	2	45	Urban Principal Arterial - Other	7,411	7,448	8,210	7,660	7,620	8,390	8,670	8,520	7,460	-12.4%	E
Taylor Rd. (CO)	Spruce Creek Blvd. to Crane Lake Blvd.	1811	1.10	2	50	Urban Principal Arterial - Other	7,390	10,888	12,230	11,140	11,140	12,400	12,770	12,460	10,860	-12.8%	E
Taylor Rd. (CO)	Crane Lake Blvd. to Summertree Rd.	1812	0.75	2	50	Urban Principal Arterial - Other	14,365	14,342	16,310	15,670	15,500	18,890	19,390	18,660	16,670	-10.7%	E
Taylor Rd. (CO)	Summertree Rd. to Williamson Blvd.	1813	0.20	2	45	Urban Principal Arterial - Other	15,633	15,697	18,580	17,160	16,980	20,590	20,960	20,330			E
Taylor Rd. (CO)	Williamson Blvd. to I-95 (at Dunlawton Ave.)	1814	0.15	4	45	Urban Principal Arterial - Other	27,102	28,955	34,660	30,940	30,510	37,390	38,740	37,180	33,230	-10.6%	E
Taylor Rd. (PO)	Dunlawton Ave. to Clyde Morris Blvd.	1823	0.55	2	35	Urban Collector	10,350	11,071	11,010	11,690	11,590	14,160	14,300	12,910	13,480	4.4%	E
Taylor Rd. (PO)	Clyde Morris Blvd. to Hensel Rd	1824	0.50	4	45	Urban Collector	17,522	19,658	19,260	19,080	18,850	21,300	21,810	19,460	19,670	1.1%	E
Taylor Rd. (PO)	Hensel Rd. Spruce Creek Rd.	1826	1.00	4	45	Urban Collector	13,997	14,666	13,720	15,360	15,180	17,420	18,110	14,980	16,620	10.9%	E
Taylor Rd. (DL)	US 17/92 to Stratford Dr.	1816	0.80	2	35	Urban Collector	4,807	4,598	4,980	5,360	5,680	5,770	5,500	5,680	6,590	16.0%	E
Taylor Rd. (DL)	Stratford Dr. to Blue Lake Ave.	1818	0.95	2	50	Urban Collector	3,421	3,419	4,000	4,340	4,290	4,520	4,130	4,280	5,490	28.3%	E
Taylor Rd. (DL)	Blue Lake Ave. to Martin Luther King Bltwy.	1819	0.80	2	50	Urban Collector	3,367	3,094	3,340	3,840	3,800	4,280	3,960	4,120	5,180	25.7%	E
Taylor Rd. (NSB)	Glencoe Rd. to Mission Rd	1821	0.75	2	30	n/c	1,406	1,377	1,220	1,570	1,550	1,770	1,450	1,590	1,550	-2.5%	E
Tivoli Dr.	Normandy Blvd. to Saxon Blvd.	DLT-125.000	0.60	2	30	Urban Collector	3,651	4,659	3,810	3,700	4,010	4,200	-	4,095	3,614	-11.8%	E
Tivoli Dr.	Saxon Blvd. to Providence Blvd	DLT-125.020	0.85	2	35	Urban Collector	10,665	10,208	10,190	11,580	12,590	12,890	-	12,272	13,736	11.9%	E
Tomoka Farms Rd.	LPGA Blvd. (north end) to Dunn Ave.	1849	1.90	0	40	n/c	-	-	-	3,670	3,730	4,040	4,090	3,630	3,700	1.9%	E
Tomoka Farms Rd.	Dunn Ave. to US 92	1848	1.90	2	40	n/c	-	774	-	1,790	1,840	1,830	1,890	2,470	2,660	7.7%	E
Tomoka Farms Rd.	US 92 to Shunz Rd.	1847	3.02	2	40	Urban Minor Arterial	6,710	7,062	5,940	6,370	6,170	6,410	6,740	6,560	7,200	9.8%	E
Tomoka Farms Rd.	Shunz Rd. to Townwest Blvd	1845	1.50	2	50	Urban Minor Arterial	5,421	5,815	4,970	5,110	4,980	5,840	6,160	4,960	5,470	10.3%	E
Tomoka Farms Rd.	Townwest Blvd to Taylor Rd.	1844	1.45	2	50	Urban Minor Arterial	5,935	6,441	7,120	5,980	5,770	6,480	6,800	5,030	6,550	30.2%	E
Tomoka Farms Rd.	Taylor Rd. to Pioneer Tr	1843	2.80	2	50	Urban Minor Arterial	8,223	8,452	9,410	8,420	8,140	8,520	8,650	9,050	9,590	6.0%	E
Tomoka Farms Rd.	Pioneer Tr to SR 44	1840	2.20	2	50	Rural Minor Arterial	4,967	5,166	4,930	6,080	5,840	5,310	5,550	5,260	6,740	28.1%	C
Town West Blvd.	Tomoka Farms Rd. to Williamson Blvd.	NEW	1.59	2	40	n/c	-	-	-	-	-	-	-	-			E
Turnbull Bay Rd.	Pioneer Tr. to Williams Rd.	1863	2.90	2	45	Urban Collector	2,481	2,717	2,800	2,980	2,870	3,120	3,130	3,290	3,020	-8.2%	E
Turnbull Bay Rd.	Williams Rd. to Industrial Park Ave.	1865	1.20	2	45	Urban Collector	3,142	3,128	3,580	3,710	3,580	4,130	3,640	4,030	3,810	-5.5%	E
Turnbull Bay Rd.	Industrial Park Ave. to US 1	1867	0.85	2	30	Urban Collector	3,687	3,724	4,130	5,110	4,940	4,810	4,550	4,790	4,560	-4.8%	E
Tymber Creek Rd.	Broadway Ave./US 1 to Airport Rd	1883	4.20	2	40	n/c	875	682	1,080	1,250	1,380	1,440	2,090	2,350	1,450	-38.3%	E
Tymber Creek Rd.	Airport Rd. to Tymber Run	1882	0.90	2	40	Urban Collector	6,718	7,914	7,320	7,580	8,960	8,980	8,980	9,930	7,290	-26.6%	E
Tymber Creek Rd.	Tymber Run to SR 40	1881	0.50	2	40	Urban Collector	10,294	11,066	10,970	10,880	13,910	13,910	13,990	15,090	13,020	-13.7%	E
Tymber Creek Rd.	SR 40 to Riverbend Rd.	1880	0.45	2	30	n/c	532	520	640	900	1,020	1,030	840	930	820	-11.8%	E
Van Ave.	Peninsula Dr. to SR A1A	1890	0.20	2	25	n/c	924	791	620	490	520	620	580	700	660	-5.7%	E
Volco Rd.	Cow Creek Rd. to Beacon Light Rd.	1920	2.50	2	30	n/c	-	425	430	350	320	290	260	230	240	4.3%	C
Volco Rd.	Beacon Light Rd. to 35th St.	1921	1.40	2	45	Rural & Urban Local	285	1,248	290	390	360	420	370	330	390	18.2%	E
Volco Rd.	35th St. to US 1	1922	0.50	2	35	Urban Local	1,347	301	1,160	1,760	1,690	1,780	1,640	1,470	1,410	-4.1%	E
Voorhis Ave.	US 17/92 to Amelia Ave.	1931	0.20	2	30	Urban Collector	5,595	5,515	5,170	5,360	5,090	5,230	5,000	5,300	4,130	-22.1%	E
Voorhis Ave.	Amelia Ave. to Hill Ave.	1933	1.00	2	30	Urban Collector	2,685	3,095	3,110	3,370	3,190	3,440	3,430	3,860	3,240	-16.1%	E
Voorhis Ave.	Hill Ave. to Blue Lake Ave.	1934	0.50	2	35	Urban Collector	3,017	3,017	3,000	3,320	3,150	3,390	3,200	3,760	3,100	-17.6%	E
Voorhis Ave.	Blue Lake Ave. to SR 44	1935	0.50	2	35	Urban Collector	2,836	3,141	2,850	3,530	3,350	3,390	3,420	3,770	3,200	-15.1%	E
Walter Boardman Ln.	Old Dixie Hwy. to Highbridge Rd.	1960	1.20	2	30	Rural Major Collector	979	2,067	2,390	3,060	3,180	3,330	2,740	2,830	2,590	-8.5%	E
Wayne Ave. (NSB)	Halleck St. to US 1	1970	1.00	2	30	Urban Collector	5,653	6,126	4,690	6,160	6,030	6,030	6,380	6,200	6,400	3.2%	E

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Volusia County Average Annual daily Traffic Historical Counts

Road Name	Limits (From - To)	Count Station Number	Distance (in miles)	2008 No. of Lanes	Posted Speed	2000 Federal Functional Classification	2000 AADT	2001 AADT	2002 AADT	2003 AADT	2004 AADT	2005 AADT	2006 AADT	2007 AADT	2008 AADT	1 -Year % Trend	2008 Vol. Co. Allowable LOS
Westside Parkway (new/Fatio)	SR 44 to Beresford Ave.	1979	1.00	2	40	n/c	127	152	120	140	160	130	190	190			E
Westside Parkway (Fatio Rd.)	Beresford Ave. to McGregor Rd.	1978	2.00	2	40	Urban Local	377	402	820	1,380	1,430	1,570	1,570	1,650	1,640	-0.6%	E
Westside Parkway (new)	McGregor Rd. to existing Hamilton/Fatio	1977	2.00	0	40	n/c	-	-	-	-	-	-	-	-	-	-	E
Westside Parkway (Hamilton Ave.)	Hamilton Ave. (north end) to French Ave.	1976	1.20	2	35	n/c	757	739	1,330	2,050	2,340	2,650	2,580	2,500	2,680	7.2%	E
Westside Parkway (Lawton Ave.)	French Ave. to Rhode Island Ave.	1975	1.25	2	25	n/c	-	-	-	-	-	-	-	-	-	-	E
Westside Parkway (new)	Rhode Island Ave. to Debary Plantation Blvd.	1974	1.48	0	35	n/c	-	-	-	-	-	-	-	-	-	-	E
Westside Parkway (Don Smith Blvd)	DeBary Plantation Blvd. to Highbanks Rd.	1972	1.2	2	35	n/c	-	-	-	-	-	5,880	6,060	1,120	1,490	33.0%	E
W. Volusia Bltwy (Kepler Rd)	Northern terminus to US 92	1040	0.60	2	50	n/c	1,617	1,730	-	1,650	1,740	1,840	1,930	1,930	1,660	-14.0%	E
W. Volusia Bltwy (Kepler Rd)	US 92 to Minnesota Ave.	1951	1.85	2	50	Urban Minor Arterial	13,249	13,595	13,710	13,470	13,140	14,840	15,350	15,220	13,840	-9.1%	E
W. Volusia Bltwy (Kepler Rd)	Minnesota Ave. to SR 44	1949	0.75	2	50	Urban Minor Arterial	14,289	14,215	14,170	14,280	13,960	16,890	17,400	17,310	17,000	-1.8%	E
W. Volusia Bltwy (Kepler Rd)	SR 44 to Beresford Ave. Ext.	1948	0.75	2	50	Urban Minor Arterial	9,307	9,878	10,620	11,260	10,980	12,600	12,850	12,870	12,980	0.9%	E
W. Volusia Bltwy (Dr MLK Jr)	Beresford Ave. Ext. to Taylor Rd.	1945	1.10	2	55	Urban Minor Arterial	8,986	9,523	10,260	11,210	10,940	11,700	11,880	11,710	10,670	-8.9%	E
W. Volusia Bltwy (Dr MLK Jr)	Taylor Rd. to Orange Camp Rd.	1943	1.00	2	55	Urban Minor Arterial	9,725	10,264	12,000	11,330	11,040	14,060	14,580	14,410	15,620	8.4%	E
W. Volusia Bltwy (Dr MLK Jr)	Orange Camp Rd. to Cassadaga Rd.	1942	1.40	2	55	Urban Minor Arterial	9,007	9,537	10,870	11,200	10,930	12,760	13,030	12,730	13,190	3.6%	E
W. Volusia Bltwy (Dr MLK Jr)	Cassadaga Rd. to SR 472	1940	0.20	2	55	Urban Minor Arterial	9,943	10,576	12,070	12,340	12,050	14,000	14,270	14,220	13,210	-7.1%	E
W. Volusia Bltwy (Kentucky Ave)	SR 472 to Graves Ave	1030	0.80	2	45	Urban Collector	18,819	8,613	8,810	8,910	8,270	11,180	12,440	10,440	9,060	-13.2%	E
W. Volusia Bltwy (Veteran's Memorial Pkwy)	Graves Ave. to Rhode Island Ave.	1902	1.50	2	45	Urban Minor Arterial	-	10,712	12,720	11,740	11,760	13,400	13,690	13,510	13,570	0.4%	E
W. Volusia Bltwy (Veteran's Memorial Pkwy)	Rhode Island Ave. to Harley Strickland Blvd.	1901	1.22	2	55	Urban Minor Arterial	-	12,414	15,020	13,780	13,760	17,190	17,570	18,160	18,510	1.9%	E
W. Volusia Bltwy (Veteran's Memorial Pkwy)	Harley Strickland Blvd. to Saxon Blvd.	1900	0.38	4	40	Urban Minor Arterial	10,083	15,527	21,740	19,370	19,330	22,160	22,970	22,330	23,130	3.6%	E
Williams Rd.	Turnbull Bay Rd. to Mooneyham Dr.	1981	0.50	2	35	n/c	969	1,142	1,270	1,310	1,290	1,350	1,290	1,270	1,440	13.4%	E
Williams Rd.	Mooneyham Dr. to Pioneer Tr.	1980	1.50	2	40	n/c	1,214	1,179	1,480	1,530	1,510	1,550	1,480	1,430	1,590	11.2%	E
Williamson Blvd.	SR 40 to Hand Ave.	2004	0.60	4	40	Urban Principal Arterial - Other	13,116	14,465	16,170	18,930	19,040	21,200	20,890	22,070	19,590	-11.2%	E
Williamson Blvd.	Hand Ave. to LPGA Blvd.	2001	2.05	2	50	Urban Principal Arterial - Other	9,900	12,083	10,990	13,270	13,380	15,480	15,090	16,040	13,530	-15.6%	E
Williamson Blvd.	LPGA Blvd. to Mason Ave.	2000	0.35	2	45	Urban Principal Arterial - Other	12,035	13,255	12,740	14,530	14,640	16,900	16,710	17,580	14,910	-15.2%	E
Williamson Blvd.	Mason Ave. to Dunn Ave.	1999	0.35	2	45	Urban Principal Arterial - Other	11,910	13,345	11,970	13,880	13,990	15,630	15,570	16,650	13,400	-19.5%	E
Williamson Blvd.	Dunn Ave. to US 92	1998	2.35	4	45	Urban Principal Arterial - Other	14,102	14,835	13,490	15,590	15,490	16,270	16,220	17,510	15,190	-13.2%	E
Williamson Blvd.	US 92 to Midway Ave.	1997	0.50	4	45	Urban Principal Arterial - Other	9,384	9,967	8,280	10,670	10,770	10,450	10,730	11,530	9,340	-19.0%	E
Williamson Blvd.	Midway Ave. to Bellevue Ave. Ext.	1996	0.50	4	50	Urban Principal Arterial - Other	14,159	16,137	12,190	15,520	15,630	15,740	15,950	17,130	13,840	-19.2%	E
Williamson Blvd.	Bellevue Ave. Ext. to SR400/Beville Rd.	1994	1.00	4	50	Urban Principal Arterial - Other	15,240	16,539	15,260	16,480	16,590	17,590	17,570	18,910	15,590	-17.6%	E
Williamson Blvd.	SR400/Beville Rd. to Madeline Ave.	1993	1.50	2	45	Urban Principal Arterial - Other	10,118	11,821	11,020	14,050	14,160	14,020	14,010	14,990	12,710	-15.2%	E
Williamson Blvd.	Madeline Ave. to Willow Run Blvd.	1992	1.10	2	55	Urban Principal Arterial - Other	9,608	11,013	10,660	12,890	13,000	13,860	13,810	14,890	13,310	-10.6%	E
Williamson Blvd.	Willow Run Blvd. Townwest Blvd	1991	0.25	2	55	Urban Principal Arterial - Other	7,785	9,145	9,140	11,770	11,880	11,390	11,380	12,360	11,110	-10.1%	E
Williamson Blvd.	Townwest Blvd to Taylor Rd.	1990	2.75	2	55	Urban Principal Arterial - Other	6,390	9,609	9,480	11,190	11,280	13,160	13,070	14,270	10,990	-23.0%	E
Williamson Blvd.	Taylor Rd. to Spruce Creek Bridge	66	0.80	4	35	Urban Principal Arterial - Other	11,792	14,666	15,690	17,660	17,250	19,810	19,780	18,900	19,530	3.3%	E
Williamson Blvd.	Spruce Creek Bridge to Airport Rd	65	1.00	2	35	Urban Principal Arterial - Other	9,543	11,519	13,770	14,510	14,250	15,460	15,680	15,640	17,100	9.3%	E
Williamson Blvd.	Airport Rd to Pioneer Trail	NEW	3.00	-	35	Urban Principal Arterial - Other	-	-	-	-	-	-	-	-	-		E
Willow Run Blvd. (PO)	Williamson Blvd. to Hidden Lake Dr.	2010	0.50	2	35	n/c	4,237	4,161	4,190	4,360	4,280	4,470	4,510	4,890	5,290	8.2%	E
Willow Run Blvd. (PO)	Hidden Lake Dr. to Clyde Morris Blvd.	2013	0.85	2	35	n/c	8,380	9,286	7,760	8,290	8,230	8,450	8,680	9,630			E
Wilmette Ave.	SR 5A/Nova Rd to US 1	2021	1.80	2	35	Urban Collector	-	7,695	8,530	8,870	8,800	9,620	8,660	8,180	8,690	6.2%	E
Woodward Ave.	SR 44 to Euclid Ave.	2030	0.50	2	30	Urban Collector	1,002	997	800	980	1,000	860	1,050	1,140	710	-37.7%	E
Woodward Ave.	Euclid Ave. to Beresford Ave.	2031	0.50	2	30	Urban Collector	1,037	982	650	890	910	840	990	1,100	720	-34.5%	E
Yorktown Blvd.	Willow Run to Hidden Lake Dr.		0.50	2	25	n/c	-	-	-	-	-	-	-	-	-		E
Yorktown Blvd.	Hidden Lake Dr. to SR 421/Dunlawton Ave	2080	1.00	2	40	n/c	-	-	-	-	-	6,010	7,100	7,970	7,380	-7.4%	E

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COUNTY: 79 VOLUSIA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
0001		ON US-1, 0.115 MI. N OF N PUTNAM GROVE RD. (RVL)	N	2000	S	2100	4100 C	10.88F	10.26	64.83F	52.82	5.46F
0002		ON US-1, 0.203 MILES N OF WEST HALIFAX AVE. (RCL	N	2800	S	2900	5700 C	10.88F	10.26	64.83F	52.82	4.85A
0003		ON US-1, 8.620 MI. N OF BREVARD COUNTY (RC)	N	3900	S	4000	7900 C	10.88F	10.26	64.83F	52.82	6.82A
0004		SR-11, 0.304 MI. N OF SR-15 (UCLP)	N	3600	S	3300	6900 C	10.88F	10.26	64.83F	52.82	4.59A
0005		ON US-92, 1.181 MI. E OF US-17 (UCLP)	E	12500	W	12000	24500 C	10.88F	10.26	64.83F	52.82	3.65A
0006		ON SR-15A, 1.557 MI. N OF US-17/92 (UVL)	N	10000	S	11000	21000 C	10.88F	10.26	64.83F	52.82	6.69F
0007		ON US-17/92, 0.075 MI. N OF SUNSET DR. (UV)	N	11000E	S	11500E	22500 F	10.88F	10.26	64.83F	52.82	4.69F
0008		ON US-17/92, 0.220 MI. N OF DOGWOOD TR. (UV)	N	11500E	S	12000E	23500 F	10.88F	10.26	64.83F	52.82	4.69F
0009		ON SR-415, 0.11 MI. N OF TWIN LAKE AVE. (RV)	N	3600	S	3600	7200 C	10.88F	10.26	64.83F	52.82	7.41F
0010		MIDWAY AV., 0.1 MI S OF RICHARD PETTY BV. (SIS)	N	2500	S	2200	4700 C	10.88F	10.26	64.83F	52.82	2.25A
0011		SR-400, 0.126 MI. W OF US-1 (UV)	E	10500	W	9500	20000 C	10.88F	10.26	64.83F	52.82	4.82F
0013		ON US-1,0.23 MI. S OF SR-5A (PORT ORANGE)(UVL)	N	10500	S	11000	21500 C	10.88F	10.26	64.83F	52.82	5.46F
0019		SR-44, 0.18 MI. W OF C-4101 (KEPLER RD.) (UVL)	E	7800	W	8000	15800 C	10.88F	10.26	64.83F	52.82	8.11F
0025		ON SR-415, 1.517 MI. NE OF SEMINOLE CO. (RCLP)	N	9100	S	9100	18200 C	10.88F	10.26	64.83F	52.82	5.85A
0027		ON US-1, 0.72 MI. S OF SR-442 (UVL)	N	10500	S	10500	21000 C	10.88F	10.26	64.83F	52.82	5.46F
0041		ON SR-44, 0.48 MI W OF PIONEER TL (UC)	E	6600	W	6500	13100 C	10.88F	10.26	64.83F	52.82	9.94A

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COUNTY: 79 VOLUSIA

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0046		ON US-17, 0.17 MI. S OF CR-3 (RVL)	N	2400	S	2500	4900 C	10.88F	10.26	64.83F	52.82	6.03F
0066		ON US-17/92, 0.65 MI. S OF US-92 (UC)	N	13500	S	13000	26500 C	10.88F	10.26	64.83F	52.82	4.14A
0069		ON US-17, 0.149 MI. S OF SR-11 (UVL)	N	11500	S	11000	22500 C	10.88F	10.26	64.83F	52.82	6.03F
0080		SR-44, 1.5 MI. E OF US-17/92 (UVL)	E	5900	W	6700	12600 C	10.88F	10.26	64.83F	52.82	8.11F
0100		ON US-1,0.140 MI.NW OF SR-5A(ORMOND BCH.)(UV)	N	15000	S	14000	29000 C	10.88F	10.26	64.83F	52.82	6.01F
0101		ON US-17/92, 0.151 MI.S OF DIRKSEN DR. (UVL)	N	12000	S	12000	24000 C	10.88F	10.26	64.83F	52.82	4.69F
0104		ON US-17, 2.436 MI. S OF SR-40 (RCLP)	N	4000	S	4000	8000 C	10.88F	10.26	64.83F	52.82	4.90A
0111		ON BUS.SR-44,0.3 MI. W OF US-1 (UC)	E	6100	W	6900	13000 C	10.88F	10.26	64.83F	52.82	6.11A
0133	T	I-95,2.7 MI N OF SR44,@CR44 O/P,VOLUSIA CO.	N	18394	S	17983	36377 C	10.21A	9.34	56.43A	55.64	15.28A
0152		ON US-1, 0.684 MI. N OF SR-5A(IN PORT ORANGE)(UC	N	7900	S	7900	15800 C	10.88F	10.26	64.83F	52.82	5.01A
0170	T	SR-442, 0.53 MI E OF I-95,VOLUSIA CO.	E	4513	W	4459	8972 C	10.91A	10.50	76.22A	70.68	6.60A
0171		ON SR-40, 0.581 MI. W OF SR-A1A (UV)	E	18500	W	18000	36500 C	10.88F	10.26	64.83F	52.82	10.89F
0174		ON SR-A1A, 1.93 MI. N OF SR-40 (UVL)	N	8600	S	8900	17500 C	10.88F	10.26	64.83F	52.82	4.45F
0207		ON SR A-1-A, 0.766 MI. E OF SR-5 OVERPASS (UC)	E	14000	W	14000	28000 C	10.88F	10.26	64.83F	52.82	2.54A
0213		ON US-1, 0.619 MI N OF A-1-A (DUNLAWTON AVE.)(UV	N	13500	S	14000	27500 C	10.88F	10.26	64.83F	52.82	5.46F
0236		US-17, 0.121 MI. N OF SR-11 (GLENWOOD RD)(UVL)	N	7600	S	7700	15300 C	10.88F	10.26	64.83F	52.82	6.03F

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COUNTY: 79 VOLUSIA

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0259		SR-44, 0.122 MI. W OF C-4139(LK. HELEN RD.)(UVL)	E	7900	W	9400	17300 C	10.88F	10.26	64.83F	52.82	8.11F
0274		ON SR-44, 0.114 MI. E OF OLD NEW YORK AV (UVL)	E	6400	W	6300	12700 C	10.88F	10.26	64.83F	52.82	8.11F
0280		ON US-17, 0.074 MI. S OF MCBRIDE RD. (RVL)	N	2500	S	2600	5100 C	10.88F	10.26	64.83F	52.82	6.03F
0290		ON SR-44, 0.133MI. E OF CR-4053 (RVL)	E	5400	W	5100	10500 C	10.88F	10.26	64.83F	52.82	8.11F
0321		ON SR-415, 0.127 MI. N OF CR-4145 (UV)	N	3000	S	3200	6200 C	10.88F	10.26	64.83F	52.82	7.41F
0337		ON US-92, 0.474 MI. W OF A-1-A (UCLP)	E	9600	W	9100	18700 C	10.88F	10.26	64.83F	52.82	3.39A
0344		ON SR-40, 0.055 MI. E OF CR-3 (RVL)	E	3600	W	3600	7200 C	10.88F	10.26	64.83F	52.82	15.46F
0348		ON SR-5A(NOVA RD), 0.412 MI. N OF SR-400 (UVL)	N	18500	S	18500	37000 C	10.88F	10.26	64.83F	52.82	4.49F
0351		ON US-1, 0.68 MI. SE OF I-95 (RCLP)	N	11000	S	11500	22500 C	10.88F	10.26	64.83F	52.82	7.81A
0363		SR-5A(NOVA RD), 0.251 MI.S OF BIG TREE RD.(UCLP)	N	14500	S	14500	29000 C	10.88F	10.26	64.83F	52.82	3.33A
0366		ON SR-5A(NOVA RD), 0.099 MI. S OF LPGA BLVD (UV)	N	16500	S	16000	32500 C	10.88F	10.26	64.83F	52.82	4.49F
0367		ON SR-5A(NOVA RD), 0.076 MI N OF 4TH ST.(UC)	N	16000	S	16500	32500 C	10.88F	10.26	64.83F	52.82	3.93A
0368		ON SR-A1A, 4.168 MI. N OF SR-40 (UC)	N	8500	S	8800	17300 C	10.88F	10.26	64.83F	52.82	3.10A
0421		ON SR-44, 0.154 MI. E OF EAST CIRCLE (UCLP)	E	5000	W	4600	9600 C	10.88F	10.26	64.83F	52.82	8.67A
0423		ON SR-44, 1.39 MI. E OF SR-415 (RVL)	E	7800	W	7900	15700 C	10.88F	10.26	64.83F	52.82	9.53F
0427		ON SR A1A, 0.38 MI. E OF US-1 (UC)	E	15000	W	15000	30000 C	10.88F	10.26	64.83F	52.82	4.42A

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COUNTY: 79 VOLUSIA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
0436		ON SR-A1A, 1.21 MI. S OF US-92 (UV)	N	5300	S	5200	10500 C	10.88F	10.26	64.83F	52.82	4.45F
0437		SR-415, 0.284 MI. N OF CR-4162 (DOYLE RD.) (UC)	N	7600	S	7600	15200 C	10.88F	10.26	64.83F	52.82	6.34A
0444		ON US-17/92, 0.73 MI S OF C-4145(GRAVES AV.)(RVL	N	18000	S	17500	35500 C	10.88F	10.26	64.83F	52.82	4.69F
0445		US-17/92, 0.092 MI. S OF NEW YORK AV. (UVL)	N	14000	S	14000	28000 C	10.88F	10.26	64.83F	52.82	4.69F
0447		ON SR-44,0.015 MI. E OF SR-15A (UVL)	E	5900	W	6100	12000 C	10.88F	10.26	64.83F	52.82	8.11F
0448		ON US-17, 4.734 MI. N OF SR-40 (RC)	N	3600	S	3800	7400 C	10.88F	10.26	64.83F	52.82	9.64A
0452		ON US-1, 0.102 MI. N OF SR-400(BEVILLE RD.)(UVL)	N	17000	S	15500	32500 C	10.88F	10.26	64.83F	52.82	5.46F
0458		ON SR-5A, 1.194 MI. N OF US-1(S. DAYTONA)(UVL)	N	8300	S	8800	17100 C	10.88F	10.26	64.83F	52.82	3.07F
0459		SR-5A,0.086 MI.W OF US-1(N. ORMOND BCH.)(UVL)	N	7000	S	7000	14000 C	10.88F	10.26	64.83F	52.82	4.49F
0463		ON SR-15A, 0.048 MI.N OF SR-44 (UCLP)	N	12500	S	14000	26500 C	10.88F	10.26	64.83F	52.82	7.90A
0465		SR-15A, 0.8 MI. N OF CR-92 (INT'L SPEEDWAY BLVD.	N	6700	S	7100	13800 C	10.88F	10.26	64.83F	52.82	6.69F
0466		SR-15A, 0.220 MI. S OF SR-15(N. OF DELAND) (RVL)	N	5300	S	5300	10600 C	10.88F	10.26	64.83F	52.82	6.69F
0472		ON SR-472, 0.542 MI.SE OF US-17 (RCLP)	E	10500	W	8400	18900 C	10.88F	10.26	64.83F	52.82	6.65A
0474		ON SR-15A, 0.08 MI. S OF SR-44 (UCLP)	N	11500	S	12000	23500 C	10.88F	10.26	64.83F	52.82	4.47A
0476		ON US-17, 0.2 MI. NW OF SR-15A(N.OF DELAND)(RVL)	N	9000	S	9000	18000 C	10.88F	10.26	64.83F	52.82	6.03F
0477		ON SR-A1A, 0.804 MI. S. OF DUNLAWTON AVE. (UV)	N	8200	S	8500	16700 C	10.88F	10.26	64.83F	52.82	4.45F

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COUNTY: 79 VOLUSIA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
0478		ON US-92, 0.764 MI. W OF I-4 OVERPASS (RV)	E	12500	W	12500	25000	C	10.88F	10.26	64.83F	52.82	4.78F
0479		ON US17/92, 0.195 MI. N OF DIRKSEN DR. (UCLP)	N	11000	S	11000	22000	C	10.88F	10.26	64.83F	52.82	5.00A
0480		SR-44, 0.4 MI. E OF SR-400 (RVLP)	E	8100	W	8600	16700	C	10.88F	10.26	64.83F	52.82	9.55A
0482		US-92 RAMP FROM US-92 WB TO I-4 WB (NB 521)(RCLP	S	5600		0	5600	C	10.88F	10.26	99.99W	99.99	8.57A
0484		ON I-4, 0.337 MI E. OF LK MONROE BR (ITS)	E	58000E	W	57000E	115000	T	8.60F	9.50	54.07F	52.82	13.32F
0485		ON I-4, 0.4 MI. NE OF SR-472 (ITS)	E	29500E	W	28500E	58000	T	8.60F	8.50	54.07F	52.82	13.32F
0486		ON I-4, 0.452 MI. NE OF SR-44 OVERPASS (RVL)	E	27500	W	28500	56000	C	8.60F	9.50	54.07F	52.82	13.32F
0489		ON SR-40, 0.212 MI. W OF SR-5A (UVL)	E	17500	W	17500	35000	C	10.88F	10.26	64.83F	52.82	10.89F
0491		ON I-4, 2.273 MI. W OF I-95 OVERPASS (RVL)	E	24000	W	23500	47500	C	8.60F	8.50	54.07F	52.82	13.32F
0492		ON I-95, 0.512 MI. S OF SR-400 (UVL)	N	29500	S	28000	57500	C	10.85F	9.71	55.77F	52.82	16.57F
0494		ON I-95, 0.854 MI. S OF LPGA BLVD. (UCLP)	N	35000	S	33000	68000	C	10.85F	9.71	55.77F	52.82	17.86A
0495		ON I-95, 0.74 MI. S OF SR-5 (UVL)	N	27000E	S	28000E	55000	E	10.85F	9.71	55.77F	52.82	16.57F
0496		ON I-95, 0.662 MI. N OF SR-5 (UV)	N	28000E	S	25000E	53000	E	10.85F	9.71	55.77F	52.82	16.57F
0497		ON I-4, 1.18 MI. SW OF SR-44 (RC)	E	28500	W	29500	58000	C	8.60F	8.50	54.07F	52.82	15.66A
0499		ON SR-40, 0.22 MI. W OF I-95 (UVL)	E	13000	W	13500	26500	C	10.88F	10.26	64.83F	52.82	10.89F
0501		ON SR-400, 0.509 MI. E OF WILLIAMSON BLVD (UCLP)	E	12500	W	12000	24500	C	10.88F	10.26	64.83F	52.82	4.82A

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COUNTY: 79 VOLUSIA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
0502		ON SR-400, 0.186 MI. E OF NOVA RD (UVL)	E	13500	W	12500	26000 C	10.88F	10.26	64.83F	52.82	4.82F
0503		ON I-95, 0.41 MI. S OF SR-44 (RV)	N	17000	S	17000	34000 C	10.85F	9.71	55.77F	52.82	16.57F
0505		ON SR-442, 1.5 MI. W OF SR-5 (RVL)	E	5800	W	5600	11400 C	10.88F	10.26	64.83F	52.82	5.78F
0508		ON US-92, 0.453 MI W OF WILLIAMSON BLVD (UV)	E	22500	W	21000	43500 C	10.88F	10.26	64.83F	52.82	4.78F
0509		ON US-17/92, 0.126 MI S OF SAXON BLVD.(RCLP)	N	13500	S	14000	27500 C	10.88F	10.26	64.83F	52.82	4.38A
0510		ON SR-5A(NOVA RD), 0.418 MI. S OF SR-40 (UCLP)	N	14500	S	14500	29000 C	10.88F	10.26	64.83F	52.82	4.76A
0511		ON SR-400, 0.271 MI.E OF SR-483 (UVL)	E	17500	W	15000	32500 C	10.88F	10.26	64.83F	52.82	4.82F
0514		ON SR-44, 0.5 MI. W OF SR-5 OVERPASS (UC)	E	10000	W	9300	19300 C	10.88F	10.26	64.83F	52.82	3.96A
0515		ON SR-44, 0.408 MI. E OF I-95 (UCLP)	E	11500	W	12000	23500 C	10.88F	10.26	64.83F	52.82	6.90A
0516		ON BUS. SR-44,0.083 MI. E OF SR-44 MAINLINE (UV)	E	5800	W	6700	12500 C	10.88F	10.26	64.83F	52.82	6.11F
0517		ON SR-421, 0.394 MI. NE OF I-95 (UVL)	E	18500	W	19000	37500 C	10.88F	10.26	64.83F	52.82	3.48F
0518		SR-5A(NOVA RD), 0.159 MI. N OF SR-40 (UVL)	N	12500	S	12000	24500 C	10.88F	10.26	64.83F	52.82	4.49F
0519		ON US-17, 3.232 MI.N OF SR-15A(RVL)	N	5500	S	5500	11000 C	10.88F	10.26	64.83F	52.82	6.03F
0521		I-4 RAMP FROM I-4 EB TO US-92 EB (SBD=482)(RCLP)	N	5900		0	5900 C	10.88F	10.26	99.99W	99.99	9.12A
0522		ON SR-40, 1.29 MI. W OF SR-5A (UVL)	E	19000	W	18500	37500 C	10.88F	10.26	64.83F	52.82	10.89F
0523		ON SR-40, 2.011 MI. W OF I-95 (RCLP)	E	5400	W	5400	10800 C	10.88F	10.26	64.83F	52.82	9.97A

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COUNTY: 79 VOLUSIA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
0527		SR-11, 0.142 MI. S OF SR-40 (RCLP)	N	1400	S	1300	2700 C	10.88F	10.26	64.83F	52.82	9.44A
0528		ON SR-5A(NOVA RD), 1.464 MI. S OF SR-40 (UVL)	N	15000	S	15500	30500 C	10.88F	10.26	64.83F	52.82	4.49F
0530		ON SR-40, 0.69 MI. E OF SR-15 (RVLP)	E	2900	W	2900	5800 C	10.88F	10.26	64.83F	52.82	15.59A
0531		ON US-1, 4.124 MI. NE OF BREVARD COUNTY (UVL)	N	1800	S	1800	3600 C	10.88F	10.26	64.83F	52.82	5.46F
0532		ON US-92, 0.25 MI. E OF LPGA BLVD. (UCLP)	E	14500	W	14000	28500 C	10.88F	10.26	64.83F	52.82	6.57A
0533		SR-40, 0.146 MI. E OF LAKE COUNTY (RCLP)	E	3800	W	3800	7600 C	10.88F	10.26	64.83F	52.82	15.46A
0534		ON I-95, 1.0 MI. N OF LPGA BLVD. (UVL)	N	40500	S	38500	79000 C	10.88F	10.26	64.83F	52.82	16.57F
0535		SR-472, O.163 E OF CR-4101 (M.L.K. JR BLVD) (RV)	E	13000	W	12500	25500 C	10.88F	10.26	64.83F	52.82	6.65F
0536		ON US-1, 0.019 MI. S OF FLAGLER (RVL)	N	8500	S	8300	16800 C	10.88F	10.26	64.83F	52.82	6.01F
0537		SR-15A,0.447 MI. S OF CR-92 (INT'L SPDWY BV)(UCL	N	11000	S	11500	22500 C	10.88F	10.26	64.83F	52.82	7.80A
0538		SR-44, 0.209 E. OF CR-4139(LK. HELEN RD.)(UCLP)	E	7300	W	7800	15100 C	10.88F	10.26	64.83F	52.82	7.39A
0539		US-17/92, 0.23 MI. N OF SAXON BLVD. (UV)	N	9800	S	9700	19500 C	10.88F	10.26	64.83F	52.82	4.69F
1000		ON US-17, 0.335 MI. N OF US-92 (UCLP)	N	18000	S	17500	35500 C	10.88F	10.26	64.83F	52.82	3.55A
1001		ON US-92, 0.619 MI. E OF SR-15(US-17)(UVL)	E	13500	W	13500	27000 C	10.88F	10.26	64.83F	52.82	4.78F
1003		ON I-4,1.236 MI W OF SR-472 (UC)	E	43000E	W	43000E	86000 E	8.60F	8.50	54.07F	52.82	13.32F
1004		US-17/92, 0.102 MI. N OF GOLF CLUB DR (S) (UCLP)	N	23500E	S	24000E	47500 F	10.88F	10.26	64.83F	52.82	6.97P

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COUNTY: 79 VOLUSIA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
1005		ON SR-15A, 0.38 MI.W OF US-17 (S. DELAND) (UCLP)	W	10000	E	11000	21000 C	10.88F	10.26	64.83F	52.82	6.60A
1006		ON US-17/92, 0.134 MI. N OF SR-15A (UCLP)	N	14000	S	13500	27500 C	10.88F	10.26	64.83F	52.82	12.22A
1007		ON SR-44,0.064MI. E OF LAKE COUNTY LINE (RCLP)	E	5300	W	5300	10600 C	10.88F	10.26	64.83F	52.82	8.84A
1009		ON SR-415,0.2 MI S OF SR-44 (RCLP)	N	4500	S	4600	9100 C	10.88F	10.26	64.83F	52.82	10.05A
1011		ON SR-44, 0.4 MI. W OF SR-415 (RCLP)	E	5500	W	5400	10900 C	10.88F	10.26	64.83F	52.82	8.09A
1012		ON SR-44, 0.25 MI. E OF SR-415 (RVL)	E	7800	W	7300	15100 C	10.88F	10.26	64.83F	52.82	9.53F
1014		ON SR-421, 0.252 MI. W OF SR-5A (UV)	E	14000	W	16000	30000 C	10.88F	10.26	64.83F	52.82	3.48F
1015		ON SR-421, 0.4385 MI. E OF SR-5A (UVL)	E	14000	W	14000	28000 C	10.88F	10.26	64.83F	52.82	3.48F
1016		ON SR-5A(NOVA RD), 0.374 MI. S OF SR-421 (UCLP)	N	12000	S	12500	24500 C	10.88F	10.26	64.83F	52.82	2.82A
1017		ON SR-5A(NOVA RD), 0.442 MI. N OF SR-421 (UVL)	N	13000	S	13500	26500 C	10.88F	10.26	64.83F	52.82	3.07F
1018		ON US-1, 203 MI. N OF SR-430(MASON AVE)(UCLP)	N	14000	S	13000	27000 C	10.88F	10.26	64.83F	52.82	2.20A
1019		ON US-1, 0.78 MI. S OF SR-5A (ORMOND BCH)(UVL)	N	9200	S	9000	18200 C	10.88F	10.26	64.83F	52.82	6.01F
1020		ON SR-40, 0.45 MI. E OF SR-5A (UVL)	E	16000	W	16000	32000 C	10.88F	10.26	64.83F	52.82	10.89F
2000		I-95,RAMP FROM I-95 N.BD. TO SR-442	N	750		0	750 C	10.85F	9.71	99.99W	99.99	9.53F
2001		I-95,RAMP FROM SR-442, TO I-95 N.BD.	N	4300		0	4300 C	10.85F	9.71	99.99W	99.99	9.53F
2002		I-95,RAMP FROM I-95 S.BD. TO SR-442	S	3600		0	3600 C	10.85F	9.71	99.99W	99.99	9.53F

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COUNTY: 79 VOLUSIA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
2003		I-95,RAMP FROM SR-442 TO I-95 S.BD.	S 700	0	700 C	10.85F	9.71	99.99W	99.99	9.53F
2004		I-95,RAMP FROM I-95 N.BD. TO SR-44	N 2600	0	2600 C	10.85F	9.71	99.99W	99.99	9.53F
2005		I-95,RAMP FROM SR-44 TO I-95 N.BD.	N 5600	0	5600 C	10.85F	9.71	99.99W	99.99	9.53F
2006		I-95,RAMP FROM I-95 S.BD. TO SR-44 W.BD.	S 700	0	700 C	10.85F	9.71	99.99W	99.99	9.53F
2007		I-95,RAMP FROM SR-44 TO I-95 S.BD.	S 2500	0	2500 C	10.85F	9.71	99.99W	99.99	9.53F
2008		I-95,RAMP FROM I-95 N.BD. TO SR-421	N 3700	0	3700 C	10.85F	9.71	99.99W	99.99	3.48F
2009		I-95,RAMP FROM SR-421 TO I-95 N.BD.	N 9000	0	9000 C	10.85F	9.71	99.99W	99.99	3.48F
2010		I-95,RAMP FROM I-95 S.BD. TO SR-421	S 9000	0	9000 C	10.85F	9.71	99.99W	99.99	3.48F
2011		I-95,RAMP FROM SR-421 TO I-95 S.BD.	S 3600	0	3600 C	10.85F	9.71	99.99W	99.99	3.48F
2012		I-95,RAMP FROM I-95 N.BD. TO I-4 E.BD.	N 1700	0	1700 C	10.85F	9.71	99.99W	99.99	16.57F
2013		I-95,RAMP FROM I-4 W.BD. TO I-95 N.BD.	N 4800	0	4800 C	10.85F	9.71	99.99W	99.99	16.57F
2014		I-95, RAMP FROM I-95 N.BD. TO I-4 W.BD.	N 1700	0	1700 C	10.85F	9.71	99.99W	99.99	16.57F
2015		I-95,RAMP FROM I-95 S.BD. TO I-4 W.BD.	S 15000	0	15000 C	10.85F	9.71	99.99W	99.99	16.57F
2016		I-95,RAMP FROM I-4 W.BD. TO I-95 S.BD.	S 1300	0	1300 C	10.85F	9.71	99.99W	99.99	16.57F
2017		I-95,RAMP FROM I-95 S.BD. TO I-4 E.BD.	S 2800	0	2800 C	10.85F	9.71	99.99W	99.99	16.57F
2018		I-95,RAMP FROM I-4 E.BD. TO I-95 S.BD.	S 1400	0	1400 C	10.85F	9.71	99.99W	99.99	16.57F

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COUNTY: 79 VOLUSIA

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2019		I-95,RAMP FROM I-95 N.BD. TO US-92 E.BD.	N 8200	0	8200 C	10.85F	9.71	99.99W	99.99	4.78F
2020		I-95,RAMP FROM US-92 E.BD. TO I-95 N.BD.	N 2400	0	2400 C	10.85F	9.71	99.99W	99.99	4.78F
2021		I-95,RAMP FROM US-92 W.BD. TO I-95 N.BD.	N 4700	0	4700 C	10.85F	9.71	99.99W	99.99	4.78F
2022		I-95,RAMP FROM I-95 S.BD. TO US-92 W.BD.	S 2900	0	2900 C	10.85F	9.71	99.99W	99.99	4.78F
2023		I-95,RAMP FROM I-95 S.BD. TO US-92 E.BD.	S 3400	0	3400 C	10.85F	9.71	99.99W	99.99	4.78F
2024		I-95,RAMP FROM US-92 E.BD. TO I-95 S.BD.	S 1800	0	1800 C	10.85F	9.71	99.99W	99.99	4.78F
2025		I-95,RAMP FROM I-95 N.BD. TO LPGA BLVD.	N 3800	0	3800 C	10.85F	9.71	99.99W	99.99	16.57F
2026		I-95,RAMP FROM LPGA BLVD. E.BD. TO I-95 N.BD.	N 1300	0	1300 C	10.85F	9.71	99.99W	99.99	16.57F
2027		I-95,RAMP FROM LPGA BLVD. W.BD. TO I-95 N.BD.	N 3900	0	3900 C	10.85F	9.71	99.99W	99.99	16.57F
2028		I-95,RAMP FROM I-95 S.BD. TO LPGA BLVD.	S 6500	0	6500 C	10.85F	9.71	99.99W	99.99	16.57F
2029		I-95,RAMP FROM LPGA BLVD. W.BD. TO I-95 S.BD.	S 2700	0	2700 C	10.85F	9.71	99.99W	99.99	16.57F
2030		I-95,RAMP FROM LPGA BLVD. E.BD. TO I-95 S.BD.	S 850	0	850 C	10.85F	9.71	99.99W	99.99	16.57F
2031		I-95,RAMP FROM I-95 N.BD. TO SR-40	N 8300	0	8300 C	10.85F	9.71	99.99W	99.99	10.89F
2032		I-95,RAMP FROM SR-40 TO I-95 N.BD.	N 4100	0	4100 C	10.85F	9.71	99.99W	99.99	10.89F
2033		I-95,RAMP FROM I-95 S.BD. TO SR-40	S 3900	0	3900 C	10.85F	9.71	99.99W	99.99	10.89F
2034		I-95,RAMP FROM SR-40 TO I-95 S.BD.	S 8500	0	8500 C	10.85F	9.71	99.99W	99.99	10.89F

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COUNTY: 79 VOLUSIA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
2035		I-95,RAMP FROM I-95 N.BD. TO SR-5(US-1)	N 7400	0	7400 C	10.85F	9.71	99.99W	99.99	6.01F
2036		I-95,RAMP FROM SR-5(US-1) TO I-95 N.BD.	N 5800	0	5800 C	10.85F	9.71	99.99W	99.99	6.01F
2037		I-95,RAMP FROM I-95 S.BD. TO SR-5(US-1)	S 5500	0	5500 C	10.85F	9.71	99.99W	99.99	6.01F
2038		I-95,RAMP FROM SR-5(US-1) TO I-95 S.BD.	S 6800	0	6800 C	10.85F	9.71	99.99W	99.99	6.01F
2039		I-95,RAMP FROM I-95 N.BD. TO OLD DIXIE HWY.	N 2800	0	2800 C	10.85F	9.71	99.99W	99.99	6.99F
2040		I-95,RAMP FROM OLD DIXIE HWY TO I-95 S.BD.	S 2500	0	2500 C	10.85F	9.71	99.99W	99.99	6.99F
2041		I-4,RAMP FROM I-4 E.BD TO DIRKSON DR.	E 10000	0	10000 C	8.60F	8.50	99.99W	99.99	3.78F
2042		I-4, RAMP FROM DIRKSON DR. TO I-4 E.BD.	E 2500	0	2500 C	8.60F	8.50	99.99W	99.99	3.78F
2043		I-4, RAMP FROM I-4 W.BD TO DIRKSON DR.	W 2500	0	2500 C	8.60F	8.50	99.99W	99.99	3.78F
2044		I-4, RAMP FROM DIRKSON DR. TO I-4 W.BD.	W 10000	0	10000 C	8.60F	8.50	99.99W	99.99	3.78F
2045		I-4, RAMP FROM I-4 E.BD. TO SAXON BLVD. E.BD.	E 6000	0	6000 C	8.60F	8.50	99.99W	99.99	3.78F
2046		I-4, RAMP FROM SAXON BLVD. WBD. TO I-4 EBD.	E 5900	0	5900 C	8.60F	8.50	99.99W	99.99	3.78F
2047		I-4, RAMP FROM I-4 EBD. TO SAXON BLVD. WBD.	E 5800	0	5800 C	8.60F	8.50	99.99W	99.99	3.78F
2048		I-4, RAMP FROM SAXON BLVD. WBD TO I-4 WBD.	W 6500	0	6500 C	8.60F	8.50	99.99W	99.99	3.78F
2049		I-4, RAMP FROM I-4 WBD. TO SAXON BLVD. WBD.	W 3600	0	3600 C	8.60F	8.50	99.99W	99.99	3.78F
2050		I-4, RAMP FROM SAXON BLVD. EBD. TO I-4 WBD.	W 5800	0	5800 C	8.60F	8.50	99.99W	99.99	3.78F

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COUNTY: 79 VOLUSIA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
2051		I-4, RAMP FROM I-4 WBD TO SAXON BLVD. EBD.	W 2600	0	2600 C	8.60F	8.50	99.99W	99.99	3.78F
2052		I-4, RAMP FROM I-4 EBD. TO SR-472	E 11000	0	11000 C	8.60F	8.50	99.99W	99.99	6.65F
2053		I-4, RAMP FROM SR-472 TO I-4 EBD.	E 1000	0	1000 C	8.60F	8.50	99.99W	99.99	6.65F
2054		I-4, RAMP FROM I-4 WBD. TO SR-472	W 3000	0	3000 C	8.60F	8.50	99.99W	99.99	6.65F
2055		I-4, RAMP FROM SR-472 TO I-4 WBD.	W 12000	0	12000 C	8.60F	8.50	99.99W	99.99	6.65F
2056		I-4, RAMP FROM I-4 EBD TO ORANGE CAMP RD.	E 2700	0	2700 C	8.60F	8.50	99.99W	99.99	6.99F
2057		I-4, RAMP FROM ORANGE CAMP RD. TO I-4 EBD	E 1000	0	1000 C	8.60F	8.50	99.99W	99.99	6.99F
2058		I-4, RAMP FROM I-4 WBD TO ORANGE CAMP RD.	W 1100	0	1100 C	8.60F	8.50	99.99W	99.99	6.99F
2059		I-4, RAMP FROM ORANGE CAMP RD. TO I-4 WBD	W 2800	0	2800 C	8.60F	8.50	99.99W	99.99	6.99F
2060		I-4, RAMP FROM I-4 EBD TO SR-44	E 4100	0	4100 C	8.60F	8.50	99.99W	99.99	9.53F
2061		I-4, RAMP FROM SR-44 TO I-4 EBD	E 1600	0	1600 C	8.60F	8.50	99.99W	99.99	9.53F
2062		I-4, RAMP FROM I-4 WBD TO SR-44	W 1800	0	1800 C	8.60F	8.50	99.99W	99.99	8.11F
2063		I-4, RAMP FROM SR-44 TO I-4 WBD	W 5300	0	5300 C	8.60F	8.50	99.99W	99.99	8.11F
2064		SR-9,RAMP FROM I-95 S.BD. TO SR-44 E.BD.	S 4000	0	4000 C	10.85F	9.71	99.99W	99.99	9.53F
2065		I-4 REST AREA IN W OF US-92 RAMP (RC)	E 500	0	500 C	10.88F	10.26	99.99W	99.99	33.26A
2066		I-4 REST AREA OUT (RC)	E 500	0	500 C	10.88F	10.26	99.99W	99.99	35.58A

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COUNTY: 79 VOLUSIA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
4000		I-95,RAMP FROM US-92 W.BD. TO I-95 S.BD.(UV)	S	5700		0	5700	C	10.88F	10.26	99.99W	99.99	16.57F
4001		I-4,RAMP FROM I-4 E.BD. TO I-95 N.BD. (RC)	E	16500		0	16500	C	8.60F	8.50	99.99W	99.99	22.25A
4002		OLD SR-5A(NOVA RD), 0.119 MI. N OF 4TH ST.(UV)	N	0	S	0	950	C	10.88F	10.26	64.83F	52.82	6.74F
4003		OLD SR-5A, 0.061 MI. N OF JERSEY AV. (UC)	N	450	S	400	850	C	10.88F	10.26	64.83F	52.82	6.74A
5004		ON US-17/92, 0.194 MI. S OF SR-44 (UV)	N	8000	S	7200	15200	C	10.88F	10.26	64.83F	52.82	8.18F
5008		ON US-17/92, 0.424 MI. N OF SR-44 (UV)	N	9400	S	8900	18300	C	10.88F	10.26	64.83F	52.82	8.18F
5012		SR-44, 0.599 MI. E OF SR-15A (UVL)	E	6200	W	6000	12200	C	10.88F	10.26	64.83F	52.82	8.11F
5015		ON SR-44, 0.031 MI. W OF US-17/92 (UVL)	E	4900	W	5000	9900	C	10.88F	10.26	64.83F	52.82	8.11F
5019		SR-44, 1.31 MI. E OF US-17/92 (UVL)	E	7700	W	8200	15900	C	10.88F	10.26	64.83F	52.82	8.11F
5043		ON SR-A1A, 2.08 MI. SE OF SR-5 OVERPASS (UV)	E	8900	W	7900	16800	C	10.88F	10.26	64.83F	52.82	4.47F
5057		ON US-1, 0.246 MI. S OF A-1-A (UC)	N	11500	S	11000	22500	C	10.88F	10.26	64.83F	52.82	6.21A
5061		ON US-1, 0.767 MI. S OF SR-400 (BEVILLE RD.)(UVL	N	15000	S	16500	31500	C	10.88F	10.26	64.83F	52.82	5.46F
5062		ON US-1, 0.647 MI. S OF SR-400 (BEVILLE RD.)(UVL	N	15000	S	15000	30000	C	10.88F	10.26	64.83F	52.82	5.46F
5063		ON US-1, 0.066 MI. S OF SR-400 (BEVILLE RD.)(UVL	N	15500	S	14500	30000	C	10.88F	10.26	64.83F	52.82	5.46F
5066		ON US-1, 0.89 MI. S OF US-92 (UVL)	N	15500	S	15000	30500	C	10.88F	10.26	64.83F	52.82	5.46F
5070		ON US-1, 0.096 MI. S OF US-92 (UVL)	N	15500	S	14500	30000	C	10.88F	10.26	64.83F	52.82	5.46F

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COUNTY: 79 VOLUSIA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
5071		ON US-1, 0.051MI. N OF US-92 (UVL)	N	14500	S	14500	29000 C	10.88F	10.26	64.83F	52.82	2.00F
5074		ON US-1, 0.343 MI. S OF SR-430(MASON AVE.)(UCLP)	N	14500	S	14500	29000 C	10.88F	10.26	64.83F	52.82	1.80A
5088		ON SR-5A(NOVA RD), 0.409 MI. N OF US-92 (UC)	N	15500	S	16500	32000 C	10.88F	10.26	64.83F	52.82	4.77A
5090		ON SR-5A(NOVA RD), 0.166 MI. S OF US-92 (UVL)	N	19500	S	18500	38000 C	10.88F	10.26	64.83F	52.82	4.49F
5094		ON US-92,0.7MI. W OF SR-483(CLYDE MORRIS BLVD)(U	E	20500	W	20000	40500 C	10.88F	10.26	64.83F	52.82	4.78F
5096		US-92, 0.188 MI.E OF SR-483(CLYDE MORRIS BLVD)(U	E	20500	W	21000	41500 C	10.88F	10.26	64.83F	52.82	3.82A
5099		ON US-92, 0.48 MI. W OF US-1 (UVL)	E	15000	W	14500	29500 C	10.88F	10.26	64.83F	52.82	4.78F
5104		ON US-92, 0.30 MI. W OF US-1 (UVL)	E	14500	W	14000	28500 C	10.88F	10.26	64.83F	52.82	4.78F
5105		ON US-92, 0.05 MI. E OF US-1(UV)	E	11000	W	9800	20800 C	10.88F	10.26	64.83F	52.82	3.39F
5109		ON US-92, 0.185 MI. W OF A-1-A (UV)	E	5300	W	5200	10500 C	10.88F	10.26	64.83F	52.82	3.39F
5112		ON SR-A1A, 0.36 MI. S OF US-92 (UC)	N	6600	S	6700	13300 C	10.88F	10.26	64.83F	52.82	4.59A
5115		ON SR-A1A, 0.159 MI. N OF US-92 (UC)	N	11500	S	12000	23500 C	10.88F	10.26	64.83F	52.82	6.66A
5117		ON SR-A1A, 0.055 MI. N OF OAKRIDGE BV(SR430)(UV)	N	9700	S	6900	16600 C	10.88F	10.26	64.83F	52.82	4.45F
5121		ON SR-A1A, 2.357 MI.N OF SEABREEZE BLVD (UCLP)	N	9500	S	10500	20000 C	10.88F	10.26	64.83F	52.82	4.26A
5124		ON SR-A1A, 0.227 MI. S OF SR-40 (UV)	N	8500	S	9200	17700 C	10.88F	10.26	64.83F	52.82	4.45F
5125		ON SR-A1A, 0.11 MI. N OF SR-40 (UVL)	N	8200	S	8900	17100 C	10.88F	10.26	64.83F	52.82	4.45F

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COUNTY: 79 VOLUSIA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
5128		ON SR-40, 0.199 MI W OF A-1-A (UC)	E	12500	W	11500	24000 C	10.88F	10.26	64.83F	52.82	2.53A
5142		ON US-1, 0.261 MI. S OF SR-40 (UV)	N	12500	S	11000	23500 C	10.88F	10.26	64.83F	52.82	2.00F
5154		ON US-1, 0.049 MI. S OF BUS SR-44 (UVL)	N	13500	S	12500	26000 C	10.88F	10.26	64.83F	52.82	5.46F
5155		ON US-1, 0.030 MI. N OF BUS SR-44 (UVL)	N	13500	S	14000	27500 C	10.88F	10.26	64.83F	52.82	5.46F
5159		ON US-1, 0.177 MI S OF INDUSTRIAL PARK (UVL)	N	11500	S	12000	23500 C	10.88F	10.26	64.83F	52.82	5.46F
5165		ON US-17/92, 0.05 MI.S OF C-4145(GRAVES AV)(RVL)	N	15000	S	15500	30500 C	10.88F	10.26	64.83F	52.82	4.69F
5166		ON US-17/92, 0.09 MI.N OF C-4145(GRAVES AV)(RVL)	N	15000	S	15000	30000 C	10.88F	10.26	64.83F	52.82	4.69F
5168		ON US-1, 0.141 MI. S OF PARK AV. (UVL)	N	14000	S	14000	28000 C	10.88F	10.26	64.83F	52.82	5.46F
5170		ON US-1, 0.237 MI. N OF SR-442 (UVL)	N	14500	S	14500	29000 C	10.88F	10.26	64.83F	52.82	5.46F
5172		ON US-92, 0.978 MI. E OF I-95 (UC)	E	24500	W	25500	50000 C	10.88F	10.26	64.83F	52.82	4.61A
5173		ON US-17/92, 0.19 MI. N OF BERESFORD AVE. (UV)	N	8600	S	8200	16800 C	10.88F	10.26	64.83F	52.82	8.18F
5179		ON SR-A1A, 1.645 MI. E&N OF VAN AVE. (UC)	N	8200	S	8700	16900 C	10.88F	10.26	64.83F	52.82	4.73A
5180		ON SR-A-1-A, 1.516 MI. SE OF SR-5 OVERPASS (UV)	E	12500	W	12500	25000 C	10.88F	10.26	64.83F	52.82	4.47F
5181		ON SR-421, 0.804MI. W OF SR-5 (UCLP)	E	13000	W	14000	27000 C	10.88F	10.26	64.83F	52.82	2.54A
5182		ON SR-483, 0.255 MI. S OF SR-430 (UVL)	N	9000	S	9400	18400 C	10.88F	10.26	64.83F	52.82	3.79F
5186		SR-430,WBD 0.039 MI E. HALIFAX AV (UVL)(EBD=5194	W	7900		0	7900 C	10.88F	10.26	99.99W	99.99	3.12F

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5187		ON SR-441(PENINSULA AV), 0.73 MI.S OF SR-600(UVL	N	5300	S	5300	10600 C	10.88F	10.26	64.83F	52.82	4.91F
5188		ON SR-441(PENINSULA DR),1.406 MI.NW OF A-1-A(UCL	N	3300	S	3300	6600 C	10.88F	10.26	64.83F	52.82	3.15A
5189		ON SR-400, 0.444 MI. W OF SR-483 (UVL)	E	14000	W	13500	27500 C	10.88F	10.26	64.83F	52.82	4.82F
5190		ON SR-442, 0.64 MI. W OF SR-5 (UCLP)	E	9400	W	8400	17800 C	10.88F	10.26	64.83F	52.82	4.97A
5191		SR-430,WBD, 0.043MI W SR A-1-A (UVL)(EBD=5195)	W	6500		0	6500 C	10.88F	10.26	99.99W	99.99	3.12F
5193		ON SR-483, 0.52 MI. N OF SR-400 (UC)	N	15500	S	16000	31500 C	10.88F	10.26	64.83F	52.82	3.26A
5194		SR-430EBD,0.036 MI. E OF HALIFAX BLVD.(UVL)(W=51	E	7000		0	7000 C	10.88F	10.26	99.99W	99.99	3.12F
5195		SR-430,EBD, 0.018 MI. W. OF A-1-A (UVL)(WBD=5191	E	5500		0	5500 C	10.88F	10.26	99.99W	99.99	3.12F
5196		SR430WBD,0.008MI.E N BEACH ST.(UVL)(EBD=5198)	W	11000		0	11000 C	10.88F	10.26	99.99W	99.99	3.12F
5197		SR-430(MASON AVE)U 0.077 MI.W OF N BEACH ST.(UCL	W	10500	E	9800	20300 C	10.88F	10.26	64.83F	52.82	3.12A
5198		SR-430,0.008 MI. E OF N. BEACH ST.(UVL)(WBD=(519	E	10000		0	10000 C	10.88F	10.26	99.99W	99.99	3.12F
7001		DOYLE ROAD, SR-415 TO PROVIDENCE BLVD. (HPMS)	E	3100	W	4000	7100 C	10.88F	10.26	64.83F	52.82	6.99F
7002		SAXON BLVD., ENTERPRISE ROAD TO TIVOLI DRIVE (HP	E	15000	W	14500	29500 C	10.88F	10.26	64.83F	52.82	6.99F
7003		SAXON BLVD., TIVOLI DRIVE TO DOYLE ROAD (HPMS)	N	4100	S	3700	7800 C	10.88F	10.26	64.83F	52.82	6.99F
7004		DELTONA BLVD., DEBARY ROAD TO NORMANDY BLVD. (HP	N	11000	S	8200	19200 C	10.88F	10.26	64.83F	52.82	6.99F
7005		ELKCAM BLVD., NORMANDY BLVD. TO HOWLAND BLVD. (H	E	5300	W	5400	10700 C	10.88F	10.26	64.83F	52.82	6.99F

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SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
7006		NORMANDY BLVD., ELKCAM BLVD. TO FT. SMITH BLVD.	N	4000	S	4300	8300 C	10.88F	10.26	64.83F	52.82	6.99F
7007		MAIN STREET, CHURCH STREET TO LAKEVIEW DRIVE (HP	E	1900	W	2000	3900 C	10.88F	10.26	64.83F	52.82	6.99F
7008		TURNBULL BAY ROAD, CR-4114/PIONEER TRAIL TO US-1	E	1000	W	1100	2100 C	10.88F	10.26	64.83F	52.82	6.99F
7009		CLARA AVENUE, SR-15A/TAYLOR ROAD TO BERESFORD AV	N	750	S	650	1400 C	10.88F	10.26	64.83F	52.82	6.99F
7010		CLARA AVENUE, BERESFORD AVENUE TO WISCONSIN AVEN	N	1300	S	1200	2500 C	10.88F	10.26	64.83F	52.82	6.99F
7011		BOSTON AVENUE, EAST BERESFORD AVENUE TO EAT PLYM	N	800	S	850	1650 C	10.88F	10.26	64.83F	52.82	6.99F
7012		COQUINA AVENUE/WALL AVENUE, US-1 TO US-1 (HPMS)	N	90	S	100	190 C	10.88F	10.26	64.83F	52.82	6.99F
7013		BEAU RIVAGE DRIVE, JOHN ANDERSON DRIVE TO A1A/OC	E	30	W	70	100 C	10.88F	10.26	64.83F	52.82	6.99F
7014		AQUA VISTA DRIVE, JOHN ANDERSON DRIVE TO A1A/OCE	E	60	W	80	140 C	10.88F	10.26	64.83F	52.82	6.99F
7015		PALM DRIVE, JOHN ANDERSON DRIVE TO A1A/OCEAN BLV	E	150	W	150	300 C	10.88F	10.26	64.83F	52.82	6.99F
7016		LYNNHURST DRIVE, JOHN ANDERSON DRIVE TO OCEAN SH	E	150	W	200	350 C	10.88F	10.26	64.83F	52.82	6.99F
7017		RIDGEWOOD AVENUE, SR-40/GRANADA BLVD. TO WILMETT	N	1000	S	1100	2100 C	10.88F	10.26	64.83F	52.82	6.99F
7019		STANDISH DRIVE, JOHN ANDERSON DRIVE TO A1A/OCEAN	E	100	W	250	350 C	10.88F	10.26	64.83F	52.82	6.99F
7020		AMSDEN ROAD, JOHN ANDERSON DRIVE TO A1A/OCEAN SH	E	40	W	150	190 C	10.88F	10.26	64.83F	52.82	6.99F
7021		ORMOND PARKWAY, RIVERSIDE DRIVE TO A1A/ATLANTIC	E	100	W	100	200 C	10.88F	10.26	64.83F	52.82	6.99F
7022		SEAVIEW AVENUE, HALIFAX AVENUE TO ATLANTIC AVENU	E	300	W	200	500 C	10.88F	10.26	64.83F	52.82	6.99F

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"T" FLAGS : A= ACTUAL; F= AXLE FCTR CATG; D= DIST/FUNC. CLASS; P= PRIOR YEAR; S= STATE-WIDE DEFAULT; X= CROSS-REFERENCE

COUNTY: 79 VOLUSIA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
7023		HALIFAX AVENUE, INTERNATIONAL SPEEDWAY BLVD. TO	N	4600	S	2800	7400	C	10.88F	10.26	64.83F	52.82	6.99F
7024		DIVISION AVENUE, ORCHARD STREET TO S. BEACH STRE	E	1100	W	1400	2500	C	10.88F	10.26	64.83F	52.82	6.99F
7025		LPGA BLVD., END BRIDGE OVER I-95 TO RIVERSIDE DR	E	8500	W	8600	17100	C	10.88F	10.26	64.83F	52.82	6.99F
7026		ORCHARD STREET, HAND AVENUE TO SR-40/GRANADA BLV	N	1500	S	1200	2700	C	10.88F	10.26	64.83F	52.82	6.99F
7027		JIMMY ANN DRIVE, MASON AVENUE TO 11TH STREET/LPG	N	4800	S	4000	8800	C	10.88F	10.26	64.83F	52.82	6.99F
7028		MARY MCLEOD BETHUNE, WHITE STREET TO BEACH STREE	E	1800	W	2200	4000	C	10.88F	10.26	64.83F	52.82	6.99F
7029		BIG TREE ROAD, CLYDE MORRIS BLVD. TO RIDGEWOOD A	E	6600	W	6100	12700	C	10.88F	10.26	64.83F	52.82	6.99F
7030		SEGRAVE STREET, BELLEVUE AVENUE TO SR-600/US-92/	N	400	S	300	700	C	10.88F	10.26	64.83F	52.82	6.99F
7031		BEACH STREET, FAIRVIEW AVENUE TO MASON AVENUE (H	N	3100	S	3200	6300	C	10.88F	10.26	64.83F	52.82	6.99F
7033		WILDER BLVD./S. BEACH STREET, US-1/RIDGEWOOD AVE	N	3000	S	2900	5900	C	10.88F	10.26	64.83F	52.82	6.99F
7035		RIDGE BLVD., ANASTASIA DRIVE TO PALMETTO AVENUE	E	2500	W	2100	4600	C	10.88F	10.26	64.83F	52.82	6.99F
7036		AIRPORT BLVD., ORMOND BEACH AIRPORT TO SR-5/US-1	N	2200	S	2900	5100	C	10.88F	10.26	64.83F	52.82	6.99F
7037		ELKCAM BLVD., HOWLAND BLVD. TO BECKWITH STREET (	E	5600	W	6500	12100	C	10.88F	10.26	64.83F	52.82	6.99F
7038		TAYLOR ROAD, DUNLAWTON AVENUE/SR-421 TO SPRUCK C	E	10000	W	10000	20000	C	10.88F	10.26	64.83F	52.82	6.99F
7040		W. BERESFORD ROAD, SOUTH BERESFORD ROAD TO SR-15	E	400	W	350	750	C	10.88F	10.26	64.83F	52.82	6.99F
7041		S. BERESFORD ROAD, WEST BERESFORD ROAD TO WEST E	N	550	S	700	1250	C	10.88F	10.26	64.83F	52.82	6.99F

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"T" FLAGS : A= ACTUAL; F= AXLE FCTR CATG; D= DIST/FUNC. CLASS; P= PRIOR YEAR; S= STATE-WIDE DEFAULT; X= CROSS-REFERENCE

COUNTY: 79 VOLUSIA

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
7042		30TH STREET, SILVER PALM TO SR-5/US-1 (HPMS)	E	850	W	1200	2050 C	10.88F	10.26	64.83F	52.82	6.99F
7043		TURTLE MOUND/CR-A1A, BEGINNING OF ROAD TO ATLANT	N	1000	S	850	1850 C	10.88F	10.26	64.83F	52.82	6.99F
7044		SR-A1A/ATLANTIC AVENUE, ATLANTIC AVENUE MERGE TO	N	3800	S	3700	7500 C	10.88F	10.26	64.83F	52.82	6.99F
7045		ATLANTIC AVENUE, 26TH AVENUE TO SIXTH AVENUE (HP	N	9300	S	9200	18500 C	10.88F	10.26	64.83F	52.82	6.99F
7046		MASON AVENUE, BILL FRANCE BLVD. TO CLYDE MORRIS	E	6700	W	5000	11700 C	10.88F	10.26	64.83F	52.82	6.99F
7047		TOMOKA FARMS ROAD, PIONEER TRAIL TO US-92 (HPMS)	N	2500	S	2400	4900 C	10.88F	10.26	64.83F	52.82	6.99F
7048		HOWLAND BLVD., GRAVES AVENUE TO PROVIDENCE BLVD.	E	13000	W	14000	27000 C	10.88F	10.26	64.83F	52.82	6.99F
7049		HOWLAND BLVD., PROVIDENCE BLVD. TO ELKCAM BLVD.	E	7600	W	7400	15000 C	10.88F	10.26	64.83F	52.82	6.99F
7050		HOWLAND BLVD., ELKCAM BLVD. TO COURTLAND BLVD. (	N	6400	S	5000	11400 C	10.88F	10.26	64.83F	52.82	6.99F
7051		HOWLAND BLVD., COURTLAND BLVD. TO SR-415 (HPMS)	N	5700	S	5300	11000 C	10.88F	10.26	64.83F	52.82	6.99F
7052		WASHINGTON STREET, DIXIE FREEWAY/SR-5 TO N. RIVE	E	4500	W	4600	9100 C	10.88F	10.26	64.83F	52.82	6.99F
9906	T	ON I-4,169' E OF ENTERPRISE RD O/P,VOLUSIA CO.	E	45431	W	47147	92578 C	8.50A	8.50	55.05A	58.04	8.56A
9925	T	US-92,0.25 MI E OF CLARKS BAY RD,VOLUSIA CO	E	7408	W	7444	14852 C	11.45A	10.94	62.02A	63.56	5.23A
9929	T	SR-5/US-1,0.25 MI N OF RIO GRANDE RD,VOLUSIA CO.	N	6034	S	5809	11843 C	11.16A	10.28	66.37A	52.00	4.42A

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"T" FLAGS : A= ACTUAL; F= AXLE FCTR CATG; D= DIST/FUNC. CLASS; P= PRIOR YEAR; S= STATE-WIDE DEFAULT; X= CROSS-REFERENCE

COUNTY: 73 FLAGLER

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
0002		ON SR-100, 0.3 MI. E OF BELLE TERRE PKWY (UCLP)	E	12500	W	10500	23000 C	10.39F	9.71	60.51F	52.82	7.26A
0003		SR-100, 1.26 MI. W OF SR-5 OVERPASS (RCLP)	E	4200	W	4200	8400 C	10.39F	9.71	60.51F	52.82	11.07A
0004		ON SR-5(US-1), 0.4 MI.N OF SR-100 OVERPASS (RVL)	N	8700	S	8800	17500 C	10.39F	9.71	60.51F	52.82	8.53F
0005		ON US-1, 0.333 MI. S OF WHITEVIEW PKWY (RCLP)	N	7800	S	7700	15500 C	10.39F	9.71	60.51F	52.82	8.95A
0006		ON SR-100, 0.209 MI. W OF SR-9 (UCLP)	E	14000	W	14500	28500 C	10.39F	9.71	60.51F	52.82	5.26A
0009		ON SR-11,0.1 MI. S OF C-304 (RC)	N	1300	S	1300	2600 C	10.39F	9.71	60.51F	52.82	12.13A
0010		ON SR-A1A, 0.6 MI. N OF VOLUSIA CO. (RC)	N	2400	S	2200	4600 C	10.39F	9.71	60.51F	52.82	5.55A
0013		ON SR-5, 0.03 MI. S OF SR-20/100 OVERPASS (RV)	N	7800	S	7600	15400 C	10.39F	9.71	60.51F	52.82	8.53F
0033		ON SR-100,0.159 MI. NE OF SR-5 (RVL)	E	6400	W	6300	12700 C	10.39F	9.71	60.51F	52.82	5.56F
0039		SR-100, 0.096 MI. W OF C-305 (RV)	E	1900	W	2000	3900 C	10.39F	9.71	60.51F	52.82	11.07F
0054		ON SR-100, 1.94 MI. NE OF SR-5 (RV)	E	6900	W	6700	13600 C	10.39F	9.71	60.51F	52.82	11.07F
0101		ON SR-5(US-1), 1.05 MI. S OF SR-11 (RCLP)	N	6000	S	5900	11900 C	10.39F	9.71	60.51F	52.82	10.86A
0102		ON US-1, 0.4 MI. N OF MATANZAS WOODS PKWY (RCLP)	N	5100	S	5000	10100 C	10.39F	9.71	60.51F	52.82	6.31A
0104		ON SR-11, 1.73 MI. SW OF US-1 (RCLP)	N	1400	S	1400	2800 C	10.39F	9.71	60.51F	52.82	10.35A
0235		ON SR-5(US-1), 0.149 MI. N OF OLD DIXIE HWY. (RV	N	8500	S	8200	16700 C	10.39F	9.71	60.51F	52.82	8.53F
0246		ON SR-A1A, 2.68 MI. N OF SR-100 (RCLP)	N	2900	S	2000	4900 C	10.39F	9.71	60.51F	52.82	6.24A

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COUNTY: 73 FLAGLER

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
0251		ON SR-9 (I-95), 0.96 MI. N OF PALM COAST PKY (RV	N	22500	S	23000	45500 C	9.81F	9.12	58.34F	52.82	17.86F
0257		SR-A1A,3.23 MI. S OF ST.JOHNS CO. (RCLP)	N	3000	S	3100	6100 C	10.39F	9.71	60.51F	52.82	6.21A
0258		ON SR-A1A, 5.1 MI. N OF SR-100 (RCLP)	N	2600	S	1800	4400 C	10.39F	9.71	60.51F	52.82	6.95A
0261		ON SR-A1A, 0.659 MI. S OF ST. JOHNS CO. (RV)	N	2200	S	2400	4600 C	10.39F	9.71	60.51F	52.82	6.24F
0262		SR-100, 0.066 MI. E OF I-95 (UVL)	E	13500	W	14000	27500 C	10.39F	9.71	60.51F	52.82	5.56F
0263	T	SR-5/US-1,1.3 MI N OF CR-202,FLAGLER CO.	N	6918	S	6762	13680 C	11.73A	10.78	65.13A	70.51	8.01A
0292	T	SR-9/I-95,1.4 MI S OF PALM COAST PKWY,FLAGLER CO	N	28244	S	29492	57736 C	9.26D	8.66	54.27D	57.95	19.76D
0335	T	SR-100,1500' E OF OLD KINGS ROAD,FLAGLER CO.	E	7898	W	7579	15477 C	9.79A	9.28	53.31A	52.00	4.16A
1000		SR-100,0.057 MI. E OF CR-201 (RVL) UC '08	E	8700E	W	7900E	16600 F	10.39F	9.71	60.51F	52.82	5.56F
1001		ON SR-A1A, 0.3 MI. S OF SR-100 (RVL)	N	3800	S	3900	7700 C	10.39F	9.71	60.51F	52.82	6.24F
1002		ON SR-A1A, 0.815 MI. N OF SR-100 (RVL)	N	3200	S	2400	5600 C	10.39F	9.71	60.51F	52.82	6.24F
2000		I-95,RAMP FROM I-95 S.BD. TO OLD DIXIE HWY.	S	1100		0	1100 C	9.81F	9.12	99.99W	99.99	7.95F
2001		I-95,RAMP FROM OLD DIXIE HWY. TO N.BD. I-95	N	1600		0	1600 C	9.81F	9.12	99.99W	99.99	7.95F
2002		I-95,RAMP FROM I-95 N.BD. TO SR-100	N	6100		0	6100 C	9.81F	9.12	99.99W	99.99	5.56F
2003		I-95,RAMP FROM SR-100 TO I-95 N.BD.	N	4100		0	4100 C	9.81F	9.12	99.99W	99.99	5.56F
2004		I-95,RAMP FROM I-95 S.BD. TO SR-100	S	4500		0	4500 C	9.81F	9.12	99.99W	99.99	5.56F

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COUNTY: 73 FLAGLER

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	DEMAND K100	"D" FCTR	DEMAND D100	"T" FCTR
2005		I-95,RAMP FROM SR-100 TO I-95 S.BD.	S	5800		0	5800 C	9.81F	9.12	99.99W	99.99	5.56F
2006		I-95,RAMP FROM I-95 N.BD. TO PALM COAST PKWY.	N	8400		0	8400 C	9.81F	9.12	99.99W	99.99	7.95F
2007		I-95,RAMP FROM PALM COAST PKWY. TO I-95 N.BD.	N	3600		0	3600 C	9.81F	9.12	99.99W	99.99	7.95F
2008		I-956RAMP FROM I-95 S.BD. TO PALM COAST PKWY.	S	3100		0	3100 C	9.81F	9.12	99.99W	99.99	7.95F
2009		I-95,RAMP FROM PALM COAST PKWY. TO I-95 S.BD.	S	9200		0	9200 C	9.81F	9.12	99.99W	99.99	7.95F
5003		ON SR-5(US-1),0.04 MI. S OF SR-11 (RV)	N	7100	S	7000	14100 C	10.39F	9.71	60.51F	52.82	8.53F
5009		ON SR-11,0.02 MI. W OF SR-5 (RV)	N	3000E	S	3000E	6000 F	10.39F	9.71	60.51F	52.82	11.24F
5012		ON SR-100, 0.08 MI. W OF A1A (RV)	E	6400	W	6000	12400 C	10.39F	9.71	60.51F	52.82	5.56F
7001		PALM COAST PKWY., I-95 ON RAMP SB GORE TO SR-A1A	S	7900		0	7900 C	10.39F	9.71	99.99W	99.99	7.95F
7002		BELLE TERR PARKWAY, US-1 TO MOODY BLVD. (HPMS)	S	2300		0	2300 C	10.39F	9.71	99.99W	99.99	7.95F

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Appendix A.21.5

Turning Movement Counts

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
WILLIAMSON BLVD AT MASON AVE
VOLUSIA COUNTY, FLORIDA

File Name : 18 Williamson @ Mason
Site Code : 00000018
Start Date : 6/24/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	Williamson Blvd Southbound				Mason Ave Westbound				Williamson Blvd Northbound				Mason Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	37	88	9	134	52	2	52	106	3	127	25	155	2	2	2	6	401
04:15 PM	34	101	8	143	65	4	47	116	1	136	27	164	4	1	3	8	431
04:30 PM	43	117	7	167	78	5	52	135	2	143	31	176	2	2	2	6	484
04:45 PM	51	104	5	160	82	4	54	140	2	154	26	182	4	0	2	6	488
Total	165	410	29	604	277	15	205	497	8	560	109	677	12	5	9	26	1804
05:00 PM	45	100	6	151	76	5	65	146	0	164	43	207	2	2	5	9	513
05:15 PM	32	103	5	140	83	4	74	161	2	119	53	174	2	2	6	10	485
05:30 PM	43	78	5	126	57	5	54	116	1	108	42	151	2	2	4	8	401
05:45 PM	33	66	6	105	66	4	77	147	1	125	26	152	1	2	1	4	408
Total	153	347	22	522	282	18	270	570	4	516	164	684	7	8	16	31	1807
Grand Total	318	757	51	1126	559	33	475	1067	12	1076	273	1361	19	13	25	57	3611
Apprch %	28.2	67.2	4.5		52.4	3.1	44.5		0.9	79.1	20.1		33.3	22.8	43.9		
Total %	8.8	21.0	1.4	31.2	15.5	0.9	13.2	29.5	0.3	29.8	7.6	37.7	0.5	0.4	0.7	1.6	

	Williamson Blvd Southbound				Mason Ave Westbound				Williamson Blvd Northbound				Mason Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	171	424	23	618	319	18	245	582	6	580	153	739	10	6	15	31	1970
Percent	27.7	68.6	3.7		54.8	3.1	42.1		0.8	78.5	20.7		32.3	19.4	48.4		
05:00 Volume	45	100	6	151	76	5	65	146	0	164	43	207	2	2	5	9	513
Peak Factor																	0.960
High Int.	04:30 PM				05:15 PM				05:00 PM				05:15 PM				
Volume	43	117	7	167	83	4	74	161	0	164	43	207	2	2	6	10	
Peak Factor				0.925				0.904				0.893				0.775	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
WILLIAMSON BLVD AT MASON AVE
VOLUSIA COUNTY, FLORIDA

File Name : 18 Williamson @ Mason
Site Code : 00000018
Start Date : 6/24/2009
Page No : 2

Groups Printed- Commercial

	Williamson Blvd Southbound				Mason Ave Westbound				Williamson Blvd Northbound				Mason Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	2	1	0	3	1	0	1	2	0	2	1	3	0	0	0	0	8
04:15 PM	0	0	0	0	0	0	2	2	1	1	1	3	0	0	0	0	5
04:30 PM	2	2	0	4	0	0	1	1	0	2	0	2	0	0	0	0	7
04:45 PM	0	1	0	1	1	0	2	3	0	0	0	0	0	0	0	0	4
Total	4	4	0	8	2	0	6	8	1	5	2	8	0	0	0	0	24
05:00 PM	2	2	0	4	0	0	0	0	0	2	2	4	0	0	0	0	8
05:15 PM	0	1	0	1	2	0	0	2	0	1	1	2	0	0	1	1	6
05:30 PM	2	2	1	5	1	0	0	1	0	2	1	3	0	0	0	0	9
05:45 PM	1	1	0	2	2	0	1	3	1	2	0	3	0	0	0	0	8
Total	5	6	1	12	5	0	1	6	1	7	4	12	0	0	1	1	31
Grand Total	9	10	1	20	7	0	7	14	2	12	6	20	0	0	1	1	55
Apprch %	45.0	50.0	5.0		50.0	0.0	50.0		10.0	60.0	30.0		0.0	0.0	100.0		
Total %	16.4	18.2	1.8	36.4	12.7	0.0	12.7	25.5	3.6	21.8	10.9	36.4	0.0	0.0	1.8	1.8	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
WILLIAMSON BLVD AT MASON AVE
VOLUSIA COUNTY, FLORIDA

File Name : 18 Williamson @ Mason
Site Code : 00000018
Start Date : 6/24/2009
Page No : 3

Groups Printed- Peds

	Williamson Blvd Southbound				Mason Ave Westbound				Williamson Blvd Northbound				Mason Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %																	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
WILLIAMSON BLVD AT LPGA BLVD
VOLUSIA COUNTY, FLORIDA

File Name : 21 Williamson at LPGA
Site Code : 00000021
Start Date : 6/25/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	Williamson Blvd Southbound				LPGA Blvd Westbound				Williamson Blvd Northbound				LPGA Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	24	65	26	115	24	143	42	209	56	99	20	175	22	104	24	150	649
04:15 PM	31	76	35	142	26	137	24	187	83	110	25	218	16	125	27	168	715
04:30 PM	26	82	26	134	29	225	26	280	64	116	26	206	24	152	31	207	827
04:45 PM	34	78	41	153	41	203	45	289	73	124	34	231	27	124	52	203	876
Total	115	301	128	544	120	708	137	965	276	449	105	830	89	505	134	728	3067
05:00 PM	41	81	35	157	32	155	51	238	81	111	41	233	31	116	43	190	818
05:15 PM	51	77	41	169	26	161	46	233	76	116	33	225	27	154	32	213	840
05:30 PM	32	77	26	135	33	155	54	242	85	97	24	206	24	148	42	214	797
05:45 PM	36	65	35	136	32	126	32	190	77	76	27	180	22	117	25	164	670
Total	160	300	137	597	123	597	183	903	319	400	125	844	104	535	142	781	3125
Grand Total	275	601	265	1141	243	1305	320	1868	595	849	230	1674	193	1040	276	1509	6192
Apprch %	24.1	52.7	23.2		13.0	69.9	17.1		35.5	50.7	13.7		12.8	68.9	18.3		
Total %	4.4	9.7	4.3	18.4	3.9	21.1	5.2	30.2	9.6	13.7	3.7	27.0	3.1	16.8	4.5	24.4	

	Williamson Blvd Southbound				LPGA Blvd Westbound				Williamson Blvd Northbound				LPGA Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	152	318	143	613	128	744	168	1040	294	467	134	895	109	546	158	813	3361
Percent	24.8	51.9	23.3		12.3	71.5	16.2		32.8	52.2	15.0		13.4	67.2	19.4		
04:45 Volume	34	78	41	153	41	203	45	289	73	124	34	231	27	124	52	203	876
Peak Factor																	0.959
High Int.	05:15 PM				04:45 PM				05:00 PM				05:15 PM				
Volume	51	77	41	169	41	203	45	289	81	111	41	233	27	154	32	213	
Peak Factor				0.907				0.900				0.960				0.954	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
WILLIAMSON BLVD AT LPGA BLVD
VOLUSIA COUNTY, FLORIDA

File Name : 21 Williamson at LPGA
Site Code : 00000021
Start Date : 6/25/2009
Page No : 2

Groups Printed- Commercial

	Williamson Blvd Southbound				LPGA Blvd Westbound				Williamson Blvd Northbound				LPGA Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	1	0	1	0	1	1	2	1	2	0	3	6
04:15 PM	0	1	1	2	0	2	0	2	0	0	1	1	0	1	1	2	7
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
04:45 PM	0	2	0	2	0	2	0	2	1	2	0	3	1	2	1	4	11
Total	0	4	1	5	0	5	0	5	1	4	2	7	2	6	2	10	27
05:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	1	1	3
05:15 PM	0	1	1	2	0	2	0	2	0	0	1	1	1	2	0	3	8
05:30 PM	0	1	0	1	1	1	0	2	0	2	0	2	0	2	0	2	7
05:45 PM	0	0	0	0	0	2	0	2	1	1	1	3	0	1	1	2	7
Total	0	2	1	3	1	6	0	7	1	4	2	7	1	5	2	8	25
Grand Total	0	6	2	8	1	11	0	12	2	8	4	14	3	11	4	18	52
Apprch %	0.0	75.0	25.0		8.3	91.7	0.0		14.3	57.1	28.6		16.7	61.1	22.2		
Total %	0.0	11.5	3.8	15.4	1.9	21.2	0.0	23.1	3.8	15.4	7.7	26.9	5.8	21.2	7.7	34.6	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
WILLIAMSON BLVD AT LPGA BLVD
VOLUSIA COUNTY, FLORIDA

File Name : 21 Williamson at LPGA
Site Code : 00000021
Start Date : 6/25/2009
Page No : 3

Groups Printed- Peds

	Williamson Blvd Southbound				LPGA Blvd Westbound				Williamson Blvd Northbound				LPGA Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %																	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
WIILAMSON BLVD AT HAND AVE
VOLUSIA COUNTY, FLORIDA

File Name : 24 Williamson at Hand
Site Code : 00000024
Start Date : 6/23/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	Williamson Blvd Southbound				Hand Ave Westbound				Williamson Blvd Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	56	82	0	138	20	0	81	101	0	113	27	140	0	0	0	0	379
04:15 PM	52	111	0	163	24	0	76	100	0	125	42	167	0	0	0	0	430
04:30 PM	37	93	0	130	33	0	81	114	0	107	36	143	0	0	0	0	387
04:45 PM	36	76	0	112	41	0	79	120	0	136	45	181	0	0	0	0	413
Total	181	362	0	543	118	0	317	435	0	481	150	631	0	0	0	0	1609
05:00 PM	47	95	0	142	42	0	84	126	0	142	42	184	0	0	0	0	452
05:15 PM	52	103	0	155	51	0	95	146	0	144	41	185	0	0	0	0	486
05:30 PM	46	85	0	131	31	0	81	112	0	103	36	139	0	0	0	0	382
05:45 PM	54	76	0	130	22	0	76	98	0	99	41	140	0	0	0	0	368
Total	199	359	0	558	146	0	336	482	0	488	160	648	0	0	0	0	1688
Grand Total	380	721	0	1101	264	0	653	917	0	969	310	1279	0	0	0	0	3297
Apprch %	34.5	65.5	0.0		28.8	0.0	71.2		0.0	75.8	24.2		0.0	0.0	0.0		
Total %	11.5	21.9	0.0	33.4	8.0	0.0	19.8	27.8	0.0	29.4	9.4	38.8	0.0	0.0	0.0	0.0	

	Williamson Blvd Southbound				Hand Ave Westbound				Williamson Blvd Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	172	367	0	539	167	0	339	506	0	529	164	693	0	0	0	0	1738
Percent	31.9	68.1	0.0		33.0	0.0	67.0		0.0	76.3	23.7		0.0	0.0	0.0		
05:15 Volume	52	103	0	155	51	0	95	146	0	144	41	185	0	0	0	0	486
Peak Factor																	0.894
High Int.	05:15 PM				05:15 PM				05:15 PM				3:45:00 PM				
Volume	52	103	0	155	51	0	95	146	0	144	41	185					
Peak Factor				0.869				0.866				0.936					

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
WIILAMSON BLVD AT HAND AVE
VOLUSIA COUNTY, FLORIDA

File Name : 24 Williamson at Hand
Site Code : 00000024
Start Date : 6/23/2009
Page No : 2

Groups Printed- Commercial

	Williamson Blvd Southbound				Hand Ave Westbound				Williamson Blvd Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	1	0	1	1	0	0	1	0	2	0	2	0	0	0	0	4
04:15 PM	1	1	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
04:30 PM	0	2	0	2	1	0	0	1	0	2	1	3	0	0	0	0	6
04:45 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
Total	1	4	0	5	2	0	1	3	0	6	2	8	0	0	0	0	16
05:00 PM	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:15 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	1	0	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
Total	2	4	0	6	1	0	0	1	0	5	0	5	0	0	0	0	12
Grand Total	3	8	0	11	3	0	1	4	0	11	2	13	0	0	0	0	28
Apprch %	27.3	72.7	0.0		75.0	0.0	25.0		0.0	84.6	15.4		0.0	0.0	0.0		
Total %	10.7	28.6	0.0	39.3	10.7	0.0	3.6	14.3	0.0	39.3	7.1	46.4	0.0	0.0	0.0	0.0	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
WIILAMSON BLVD AT HAND AVE
VOLUSIA COUNTY, FLORIDA

File Name : 24 Williamson at Hand
Site Code : 00000024
Start Date : 6/23/2009
Page No : 3

Groups Printed- Peds

	Williamson Blvd Southbound				Hand Ave Westbound				Williamson Blvd Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %																	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
CLYDE MORRIS BLVD AT MASON AVE
VOLUSIA COUNTY, FLORIDA

File Name : 17 Clyde at Mason
Site Code : 00000017
Start Date : 7/1/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	Clyde Morris Blvd Southbound				Mason Avenue Westbound				Clyde Morris Blvd Northbound				Mason Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	25	152	10	187	24	95	20	139	12	117	26	155	10	65	10	85	566
04:15 PM	19	173	19	211	26	115	24	165	21	143	43	207	10	76	12	98	681
04:30 PM	27	156	7	190	36	147	26	209	24	154	34	212	9	90	13	112	723
04:45 PM	25	153	8	186	28	155	32	215	26	124	28	178	16	113	11	140	719
Total	96	634	44	774	114	512	102	728	83	538	131	752	45	344	46	435	2689
05:00 PM	26	190	11	227	24	146	24	194	15	143	53	211	10	99	14	123	755
05:15 PM	41	178	11	230	28	133	26	187	25	127	42	194	14	78	18	110	721
05:30 PM	33	144	16	193	32	119	23	174	20	117	34	171	10	78	12	100	638
05:45 PM	24	133	14	171	25	96	27	148	17	108	27	152	12	52	9	73	544
Total	124	645	52	821	109	494	100	703	77	495	156	728	46	307	53	406	2658
Grand Total	220	1279	96	1595	223	1006	202	1431	160	1033	287	1480	91	651	99	841	5347
Apprch %	13.8	80.2	6.0		15.6	70.3	14.1		10.8	69.8	19.4		10.8	77.4	11.8		
Total %	4.1	23.9	1.8	29.8	4.2	18.8	3.8	26.8	3.0	19.3	5.4	27.7	1.7	12.2	1.9	15.7	

	Clyde Morris Blvd Southbound				Mason Avenue Westbound				Clyde Morris Blvd Northbound				Mason Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	119	677	37	833	116	581	108	805	90	548	157	795	49	380	56	485	2918
Percent	14.3	81.3	4.4		14.4	72.2	13.4		11.3	68.9	19.7		10.1	78.4	11.5		
05:00 Volume	26	190	11	227	24	146	24	194	15	143	53	211	10	99	14	123	755
Peak Factor																	0.966
High Int.	05:15 PM				04:45 PM				04:30 PM				04:45 PM				
Volume	41	178	11	230	28	155	32	215	24	154	34	212	16	113	11	140	
Peak Factor				0.905				0.936				0.938				0.866	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
CLYDE MORRIS BLVD AT MASON AVE
VOLUSIA COUNTY, FLORIDA

File Name : 17 Clyde at Mason
Site Code : 00000017
Start Date : 7/1/2009
Page No : 2

Groups Printed- Commercial

	Clyde Morris Blvd Southbound				Mason Avenue Westbound				Clyde Morris Blvd Northbound				Mason Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	1	1	2	0	4	1	5	1	2	2	5	1	2	1	4	16
04:15 PM	0	2	0	2	0	0	0	0	2	2	2	6	2	1	2	5	13
04:30 PM	1	2	0	3	2	2	0	4	0	2	2	4	1	1	0	2	13
04:45 PM	1	1	0	2	2	2	0	4	0	0	2	2	2	2	0	4	12
Total	2	6	1	9	4	8	1	13	3	6	8	17	6	6	3	15	54
05:00 PM	0	2	0	2	0	1	0	1	0	2	2	4	2	0	1	3	10
05:15 PM	0	3	1	4	2	1	0	3	1	4	0	5	1	2	0	3	15
05:30 PM	1	2	1	4	2	4	2	8	1	2	2	5	2	2	1	5	22
05:45 PM	0	1	1	2	1	1	1	3	1	2	1	4	1	0	1	2	11
Total	1	8	3	12	5	7	3	15	3	10	5	18	6	4	3	13	58
Grand Total	3	14	4	21	9	15	4	28	6	16	13	35	12	10	6	28	112
Apprch %	14.3	66.7	19.0		32.1	53.6	14.3		17.1	45.7	37.1		42.9	35.7	21.4		
Total %	2.7	12.5	3.6	18.8	8.0	13.4	3.6	25.0	5.4	14.3	11.6	31.3	10.7	8.9	5.4	25.0	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
CLYDE MORRIS BLVD AT MASON AVE
VOLUSIA COUNTY, FLORIDA

File Name : 17 Clyde at Mason
Site Code : 00000017
Start Date : 7/1/2009
Page No : 3

Groups Printed- Peds

	Clyde Morris Blvd Southbound					Mason Avenue Westbound					Clyde Morris Blvd Northbound					Mason Avenue Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	1	1	5
Grand Total	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	4	4	8
Apprch %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
CLYDE MORRIS BLVD AT LPGA BLVD
VOLUSIA COUNTY, FLORIDA

File Name : 25 Clyde at LPGA
Site Code : 00000025
Start Date : 6/25/2009
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Groups Printed- Automobiles - Commercial

	Clyde Morris Blvd Southbound				LPGA Blvd Westbound				Clyde Morris Blvd Northbound				LPGA Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	24	61	26	111	19	96	24	139	58	104	16	178	22	93	42	157	585
04:15 PM	36	71	27	134	24	128	34	186	79	97	15	191	24	130	36	190	701
04:30 PM	51	85	35	171	36	137	26	199	82	116	22	220	26	138	41	205	795
04:45 PM	47	77	51	175	24	144	34	202	76	124	18	218	32	167	26	225	820
Total	158	294	139	591	103	505	118	726	295	441	71	807	104	528	145	777	2901
05:00 PM	35	86	74	195	26	127	41	194	116	107	22	245	26	163	26	215	849
05:15 PM	41	83	54	178	32	134	25	191	89	126	16	231	24	186	35	245	845
05:30 PM	33	56	38	127	25	107	26	158	100	134	22	256	32	146	26	204	745
05:45 PM	26	49	27	102	24	92	32	148	77	101	16	194	21	108	22	151	595
Total	135	274	193	602	107	460	124	691	382	468	76	926	103	603	109	815	3034
Grand Total	293	568	332	1193	210	965	242	1417	677	909	147	1733	207	1131	254	1592	5935
Apprch %	24.6	47.6	27.8		14.8	68.1	17.1		39.1	52.5	8.5		13.0	71.0	16.0		
Total %	4.9	9.6	5.6	20.1	3.5	16.3	4.1	23.9	11.4	15.3	2.5	29.2	3.5	19.1	4.3	26.8	

	Clyde Morris Blvd Southbound				LPGA Blvd Westbound				Clyde Morris Blvd Northbound				LPGA Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	174	331	214	719	118	542	126	786	363	473	78	914	108	654	128	890	3309
Percent	24.2	46.0	29.8		15.0	69.0	16.0		39.7	51.8	8.5		12.1	73.5	14.4		
05:00 Volume	35	86	74	195	26	127	41	194	116	107	22	245	26	163	26	215	849
Peak Factor																	0.974
High Int.	05:00 PM				04:45 PM				05:00 PM				05:15 PM				
Volume	35	86	74	195	24	144	34	202	116	107	22	245	24	186	35	245	
Peak Factor				0.922				0.973				0.933				0.908	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
CLYDE MORRIS BLVD AT LPGA BLVD
VOLUSIA COUNTY, FLORIDA

File Name : 25 Clyde at LPGA
Site Code : 00000025
Start Date : 6/25/2009
Page No : 2

Groups Printed- Commercial

	Clyde Morris Blvd Southbound				LPGA Blvd Westbound				Clyde Morris Blvd Northbound				LPGA Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	2	2	0	1	0	1	2	1	0	3	0	4	1	5	11
04:15 PM	1	0	1	2	0	3	0	3	1	2	0	3	0	5	1	6	14
04:30 PM	0	1	0	1	1	2	0	3	1	1	1	3	0	2	0	2	9
04:45 PM	2	1	0	3	0	2	0	2	1	0	0	1	1	2	2	5	11
Total	3	2	3	8	1	8	0	9	5	4	1	10	1	13	4	18	45
05:00 PM	0	0	0	0	0	4	0	4	1	2	1	4	0	1	0	1	9
05:15 PM	0	0	0	0	0	2	1	3	2	0	0	2	0	4	0	4	9
05:30 PM	1	0	2	3	1	1	0	2	0	2	1	3	0	4	2	6	14
05:45 PM	0	0	1	1	0	3	0	3	1	1	0	2	0	2	1	3	9
Total	1	0	3	4	1	10	1	12	4	5	2	11	0	11	3	14	41
Grand Total	4	2	6	12	2	18	1	21	9	9	3	21	1	24	7	32	86
Apprch %	33.3	16.7	50.0		9.5	85.7	4.8		42.9	42.9	14.3		3.1	75.0	21.9		
Total %	4.7	2.3	7.0	14.0	2.3	20.9	1.2	24.4	10.5	10.5	3.5	24.4	1.2	27.9	8.1	37.2	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
CLYDE MORRIS BLVD AT LPGA BLVD
VOLUSIA COUNTY, FLORIDA

File Name : 25 Clyde at LPGA
Site Code : 00000025
Start Date : 6/25/2009
Page No : 3

Groups Printed- Peds

	Clyde Morris Blvd Southbound				LPGA Blvd Westbound				Clyde Morris Blvd Northbound				LPGA Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %																	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
CLYDE MORRIS BLVD AT HAND AVE
VOLUSIA COUNTY, FLORIDA

File Name : 16 Clyde at Hand
Site Code : 00000016
Start Date : 6/23/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	Clyde Morris Blvd Southbound				Hand Ave Westbound				Clyde Morris Blvd Northbound				Hand Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	25	34	8	67	24	52	32	108	10	77	34	121	10	46	9	65	361
04:15 PM	34	52	9	95	24	72	42	138	11	102	52	165	13	54	7	74	472
04:30 PM	41	52	10	103	26	81	51	158	16	98	47	161	15	82	8	105	527
04:45 PM	47	67	12	126	31	76	53	160	14	107	51	172	9	76	11	96	554
Total	147	205	39	391	105	281	178	564	51	384	184	619	47	258	35	340	1914
05:00 PM	37	56	13	106	25	101	54	180	16	87	75	178	9	66	12	87	551
05:15 PM	34	52	10	96	41	81	41	163	18	108	65	191	8	71	15	94	544
05:30 PM	42	47	9	98	35	77	36	148	16	96	74	186	10	55	13	78	510
05:45 PM	32	53	11	96	37	58	26	121	10	57	52	119	8	57	13	78	414
Total	145	208	43	396	138	317	157	612	60	348	266	674	35	249	53	337	2019
Grand Total	292	413	82	787	243	598	335	1176	111	732	450	1293	82	507	88	677	3933
Apprch %	37.1	52.5	10.4		20.7	50.9	28.5		8.6	56.6	34.8		12.1	74.9	13.0		
Total %	7.4	10.5	2.1	20.0	6.2	15.2	8.5	29.9	2.8	18.6	11.4	32.9	2.1	12.9	2.2	17.2	

	Clyde Morris Blvd Southbound				Hand Ave Westbound				Clyde Morris Blvd Northbound				Hand Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	159	227	45	431	123	339	199	661	64	400	238	702	41	295	46	382	2176
Percent	36.9	52.7	10.4		18.6	51.3	30.1		9.1	57.0	33.9		10.7	77.2	12.0		
04:45 Volume	47	67	12	126	31	76	53	160	14	107	51	172	9	76	11	96	554
Peak Factor																	0.982
High Int.	04:45 PM				05:00 PM				05:15 PM				04:30 PM				
Volume	47	67	12	126	25	101	54	180	18	108	65	191	15	82	8	105	
Peak Factor				0.855				0.918				0.919				0.910	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
CLYDE MORRIS BLVD AT HAND AVE
VOLUSIA COUNTY, FLORIDA

File Name : 16 Clyde at Hand
Site Code : 00000016
Start Date : 6/23/2009
Page No : 2

Groups Printed- Commercial

	Clyde Morris Blvd Southbound				Hand Ave Westbound				Clyde Morris Blvd Northbound				Hand Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	1	1	0	1	1	2	1	1	0	2	0	1	0	1	6
04:15 PM	0	1	0	1	0	1	0	1	0	1	1	2	0	0	0	0	4
04:30 PM	0	1	1	2	0	0	0	0	0	1	2	3	0	1	0	1	6
04:45 PM	1	2	0	3	0	0	0	0	0	2	0	2	0	1	0	1	6
Total	1	4	2	7	0	2	1	3	1	5	3	9	0	3	0	3	22
05:00 PM	1	2	0	3	1	0	0	1	1	1	0	2	0	1	0	1	7
05:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:30 PM	1	1	0	2	0	1	1	2	0	1	0	1	0	1	0	1	6
05:45 PM	0	0	0	0	1	2	0	3	0	1	1	2	0	1	0	1	6
Total	2	4	0	6	2	3	1	6	1	5	1	7	0	3	0	3	22
Grand Total	3	8	2	13	2	5	2	9	2	10	4	16	0	6	0	6	44
Apprch %	23.1	61.5	15.4		22.2	55.6	22.2		12.5	62.5	25.0		0.0	100.0	0.0		
Total %	6.8	18.2	4.5	29.5	4.5	11.4	4.5	20.5	4.5	22.7	9.1	36.4	0.0	13.6	0.0	13.6	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
CLYDE MORRIS BLVD AT HAND AVE
VOLUSIA COUNTY, FLORIDA

File Name : 16 Clyde at Hand
Site Code : 00000016
Start Date : 6/23/2009
Page No : 3

Groups Printed- Peds

	Clyde Morris Blvd Southbound					Hand Ave Westbound					Clyde Morris Blvd Northbound					Hand Ave Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
Grand Total	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
Apprch %	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
NOVA RD AT LPGA BLVD
VOLUSIA COUNTY, FLORIDA

File Name : 06 Nova at LPGA
Site Code : 00000001
Start Date : 7/7/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	Nova Rd Southbound				LPGA Blvd Westbound				Nova Rd Northbound				LPGA Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	29	210	39	278	37	54	21	112	46	276	25	347	41	66	38	145	882
04:15 PM	20	212	27	259	26	65	8	99	50	278	27	355	34	78	26	138	851
04:30 PM	27	232	29	288	23	62	10	95	57	241	31	329	27	52	27	106	818
04:45 PM	15	220	26	261	22	67	15	104	49	243	15	307	34	62	17	113	785
Total	91	874	121	1086	108	248	54	410	202	1038	98	1338	136	258	108	502	3336
05:00 PM	23	257	38	318	19	84	6	109	51	299	26	376	35	77	21	133	936
05:15 PM	27	201	28	256	32	76	12	120	56	303	24	383	37	71	19	127	886
05:30 PM	23	207	33	263	29	75	10	114	48	236	14	298	27	62	26	115	790
05:45 PM	19	186	20	225	18	50	18	86	45	205	16	266	46	64	25	135	712
Total	92	851	119	1062	98	285	46	429	200	1043	80	1323	145	274	91	510	3324
Grand Total	183	1725	240	2148	206	533	100	839	402	2081	178	2661	281	532	199	1012	6660
Apprch %	8.5	80.3	11.2		24.6	63.5	11.9		15.1	78.2	6.7		27.8	52.6	19.7		
Total %	2.7	25.9	3.6	32.3	3.1	8.0	1.5	12.6	6.0	31.2	2.7	40.0	4.2	8.0	3.0	15.2	

	Nova Rd Southbound				LPGA Blvd Westbound				Nova Rd Northbound				LPGA Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	92	910	121	1123	96	289	43	428	213	1086	96	1395	133	262	84	479	3425
Percent	8.2	81.0	10.8		22.4	67.5	10.0		15.3	77.8	6.9		27.8	54.7	17.5		
05:00 Volume	23	257	38	318	19	84	6	109	51	299	26	376	35	77	21	133	936
Peak Factor																	0.915
High Int.	05:00 PM				05:15 PM				05:15 PM				05:00 PM				
Volume	23	257	38	318	32	76	12	120	56	303	24	383	35	77	21	133	
Peak Factor				0.883				0.892				0.911				0.900	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
NOVA RD AT LPGA BLVD
VOLUSIA COUNTY, FLORIDA

File Name : 06 Nova at LPGA
Site Code : 00000001
Start Date : 7/7/2009
Page No : 2

Groups Printed- Commercial

	Nova Rd Southbound				LPGA Blvd Westbound				Nova Rd Northbound				LPGA Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:15 PM	0	3	1	4	1	1	0	2	2	3	0	5	2	2	0	4	15
04:30 PM	2	2	1	5	0	0	0	0	0	2	0	2	2	0	0	2	9
04:45 PM	0	2	0	2	0	0	0	0	1	2	0	3	2	0	0	2	7
Total	2	8	2	12	1	1	0	2	3	8	0	11	6	2	0	8	33
05:00 PM	0	0	1	1	0	1	0	1	2	1	0	3	0	1	0	1	6
05:15 PM	0	0	1	1	0	0	0	0	2	0	1	3	0	1	1	2	6
05:30 PM	1	1	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
05:45 PM	1	3	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total	2	4	2	8	0	1	0	1	5	2	1	8	0	2	1	3	20
Grand Total	4	12	4	20	1	2	0	3	8	10	1	19	6	4	1	11	53
Apprch %	20.0	60.0	20.0		33.3	66.7	0.0		42.1	52.6	5.3		54.5	36.4	9.1		
Total %	7.5	22.6	7.5	37.7	1.9	3.8	0.0	5.7	15.1	18.9	1.9	35.8	11.3	7.5	1.9	20.8	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
NOVA RD AT LPGA BLVD
VOLUSIA COUNTY, FLORIDA

File Name : 06 Nova at LPGA
Site Code : 00000001
Start Date : 7/7/2009
Page No : 3

Groups Printed- Peds

	Nova Rd Southbound					LPGA Blvd Westbound					Nova Rd Northbound					LPGA Blvd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
Total	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	4
05:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
05:30 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	5
05:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	0	0	0	0	0	4
Total	0	0	0	5	5	0	0	0	1	1	0	0	0	7	7	0	0	0	0	0	13
Grand Total	0	0	0	7	7	0	0	0	1	1	0	0	0	9	9	0	0	0	0	0	17
Apprch %	0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	41.2	41.2	0.0	0.0	0.0	5.9	5.9	0.0	0.0	0.0	52.9	52.9	0.0	0.0	0.0	0.0	0.0	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
NOVA RD AT HAND AVE
VOLUSIA COUNTY, FLORIDA

File Name : 05 Nova at Hand
Site Code : 00000005
Start Date : 6/23/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	Nova Rd Southbound				Hand Ave Westbound				Nova Rd Northbound				Hand Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	16	205	19	240	21	61	11	93	55	208	20	283	36	64	26	126	742
04:15 PM	16	200	24	240	21	71	16	108	62	229	26	317	46	51	25	122	787
04:30 PM	21	213	26	260	35	52	15	102	73	247	16	336	53	42	26	121	819
04:45 PM	16	191	32	239	27	47	18	92	85	289	24	398	43	51	35	129	858
Total	69	809	101	979	104	231	60	395	275	973	86	1334	178	208	112	498	3206
05:00 PM	15	183	27	225	31	56	18	105	115	247	31	393	37	64	42	143	866
05:15 PM	15	228	22	265	26	63	22	111	77	245	16	338	41	43	51	135	849
05:30 PM	14	237	16	267	41	54	20	115	62	237	25	324	53	55	44	152	858
05:45 PM	15	208	11	234	33	42	17	92	54	214	17	285	35	46	33	114	725
Total	59	856	76	991	131	215	77	423	308	943	89	1340	166	208	170	544	3298
Grand Total	128	1665	177	1970	235	446	137	818	583	1916	175	2674	344	416	282	1042	6504
Apprch %	6.5	84.5	9.0		28.7	54.5	16.7		21.8	71.7	6.5		33.0	39.9	27.1		
Total %	2.0	25.6	2.7	30.3	3.6	6.9	2.1	12.6	9.0	29.5	2.7	41.1	5.3	6.4	4.3	16.0	

	Nova Rd Southbound				Hand Ave Westbound				Nova Rd Northbound				Hand Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	60	839	97	996	125	220	78	423	339	1018	96	1453	174	213	172	559	3431
Percent	6.0	84.2	9.7		29.6	52.0	18.4		23.3	70.1	6.6		31.1	38.1	30.8		
05:00 Volume	15	183	27	225	31	56	18	105	115	247	31	393	37	64	42	143	866
Peak Factor																	0.990
High Int.	05:30 PM				05:30 PM				04:45 PM				05:30 PM				
Volume	14	237	16	267	41	54	20	115	85	289	24	398	53	55	44	152	
Peak Factor				0.933				0.920				0.913				0.919	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
NOVA RD AT HAND AVE
VOLUSIA COUNTY, FLORIDA

File Name : 05 Nova at Hand
Site Code : 00000005
Start Date : 6/23/2009
Page No : 2

Groups Printed- Commercial

	Nova Rd Southbound				Hand Ave Westbound				Nova Rd Northbound				Hand Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	4	0	4	0	0	0	0	1	2	1	4	1	2	0	3	11
04:15 PM	1	5	0	6	0	0	0	0	0	5	2	7	1	0	1	2	15
04:30 PM	0	2	0	2	1	0	0	1	2	4	0	6	2	0	0	2	11
04:45 PM	0	4	1	5	1	1	0	2	1	5	0	6	1	0	0	1	14
Total	1	15	1	17	2	1	0	3	4	16	3	23	5	2	1	8	51
05:00 PM	1	5	1	7	0	1	2	3	0	5	0	5	2	2	0	4	19
05:15 PM	0	2	1	3	0	0	1	1	1	4	0	5	0	1	0	1	10
05:30 PM	1	2	0	3	0	0	2	2	1	2	1	4	2	2	2	6	15
05:45 PM	0	2	0	2	1	0	1	2	0	1	1	2	1	0	1	2	8
Total	2	11	2	15	1	1	6	8	2	12	2	16	5	5	3	13	52
Grand Total	3	26	3	32	3	2	6	11	6	28	5	39	10	7	4	21	103
Apprch %	9.4	81.3	9.4		27.3	18.2	54.5		15.4	71.8	12.8		47.6	33.3	19.0		
Total %	2.9	25.2	2.9	31.1	2.9	1.9	5.8	10.7	5.8	27.2	4.9	37.9	9.7	6.8	3.9	20.4	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
NOVA RD AT HAND AVE
VOLUSIA COUNTY, FLORIDA

File Name : 05 Nova at Hand
Site Code : 00000005
Start Date : 6/23/2009

Groups Printed- Peds

	Nova Rd Southbound					Hand Ave Westbound					Nova Rd Northbound					Hand Ave Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
04:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
04:45 PM	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	4	4	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
05:15 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	3
Total	0	0	0	3	3	0	0	0	0	0	0	0	0	5	5	0	0	0	0	0	8
Grand Total	0	0	0	7	7	0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	15
Apprch %	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	46.7	46.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.3	53.3	0.0	0.0	0.0	0.0	0.0	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
FENTRESS BLVD AT MASON AVE
VOLUSIA COUNTY, FLORIDA

File Name : 19 Fentress at Mason
Site Code : 00000019
Start Date : 6/30/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	Fentress Blvd Southbound				Mason Ave Westbound				Fentress Blvd Northbound				Mason Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	10	6	6	22	19	97	7	123	10	1	20	31	3	51	5	59	235
04:15 PM	9	5	10	24	24	103	5	132	9	2	25	36	3	67	0	70	262
04:30 PM	8	6	8	22	26	122	6	154	9	1	28	38	4	49	1	54	268
04:45 PM	8	5	9	22	32	113	7	152	15	3	34	52	2	56	1	59	285
Total	35	22	33	90	101	435	25	561	43	7	107	157	12	223	7	242	1050
05:00 PM	8	6	8	22	24	141	5	170	17	2	41	60	5	57	3	65	317
05:15 PM	9	4	7	20	26	113	4	143	26	0	43	69	4	84	1	89	321
05:30 PM	8	2	9	19	26	120	5	151	24	3	26	53	6	67	3	76	299
05:45 PM	7	6	9	22	20	102	6	128	21	1	25	47	6	54	1	61	258
Total	32	18	33	83	96	476	20	592	88	6	135	229	21	262	8	291	1195
Grand Total	67	40	66	173	197	911	45	1153	131	13	242	386	33	485	15	533	2245
Apprch %	38.7	23.1	38.2		17.1	79.0	3.9		33.9	3.4	62.7		6.2	91.0	2.8		
Total %	3.0	1.8	2.9	7.7	8.8	40.6	2.0	51.4	5.8	0.6	10.8	17.2	1.5	21.6	0.7	23.7	

	Fentress Blvd Southbound				Mason Ave Westbound				Fentress Blvd Northbound				Mason Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	33	17	33	83	108	487	21	616	82	8	144	234	17	264	8	289	1222
Percent	39.8	20.5	39.8		17.5	79.1	3.4		35.0	3.4	61.5		5.9	91.3	2.8		
05:15 Volume	9	4	7	20	26	113	4	143	26	0	43	69	4	84	1	89	321
Peak Factor																	0.952
High Int.	04:45 PM				05:00 PM				05:15 PM				05:15 PM				
Volume	8	5	9	22	24	141	5	170	26	0	43	69	4	84	1	89	
Peak Factor				0.943				0.906				0.848				0.812	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
FENTRESS BLVD AT MASON AVE
VOLUSIA COUNTY, FLORIDA

File Name : 19 Fentress at Mason
Site Code : 00000019
Start Date : 6/30/2009
Page No : 2

Groups Printed- Commercial

	Fentress Blvd Southbound				Mason Ave Westbound				Fentress Blvd Northbound				Mason Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	1	0	1	0	1	0	1	0	1	1	2	1	0	0	1	5
04:15 PM	0	0	0	0	0	2	1	3	0	0	1	1	0	2	0	2	6
04:30 PM	0	0	0	0	0	1	1	2	1	0	2	3	0	1	0	1	6
04:45 PM	1	0	0	1	0	0	1	1	0	1	0	1	0	2	0	2	5
Total	1	1	0	2	0	4	3	7	1	2	4	7	1	5	0	6	22
05:00 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	1	1	2	4
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
05:30 PM	0	0	1	1	2	0	0	2	1	1	0	2	1	2	1	4	9
05:45 PM	0	0	0	0	1	1	0	2	0	0	1	1	0	1	0	1	4
Total	0	1	1	2	3	1	0	4	2	1	3	6	1	4	2	7	19
Grand Total	1	2	1	4	3	5	3	11	3	3	7	13	2	9	2	13	41
Apprch %	25.0	50.0	25.0		27.3	45.5	27.3		23.1	23.1	53.8		15.4	69.2	15.4		
Total %	2.4	4.9	2.4	9.8	7.3	12.2	7.3	26.8	7.3	7.3	17.1	31.7	4.9	22.0	4.9	31.7	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
FENTRESS BLVD AT MASON AVE
VOLUSIA COUNTY, FLORIDA

File Name : 19 Fentress at Mason
Site Code : 00000019
Start Date : 6/30/2009
Page No : 3

Groups Printed- Peds

	Fentress Blvd Southbound				Mason Ave Westbound				Fentress Blvd Northbound				Mason Ave Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %																	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
BILL FRANCE BLVD AT MASON AVE
VOLUSIA COUNTY, FLORIDA

File Name : 20 Bill at Mason
Site Code : 00000020
Start Date : 6/30/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	Bill France Blvd Southbound				Mason Avenue Westbound				Bill France Blvd Northbound				Mason Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	8	51	9	68	34	102	9	145	18	43	28	89	25	28	20	73	375
04:15 PM	10	42	10	62	53	99	8	160	16	52	41	109	20	54	25	99	430
04:30 PM	13	37	15	65	43	117	7	167	20	67	54	141	16	76	27	119	492
04:45 PM	9	43	16	68	55	87	11	153	16	73	36	125	13	45	26	84	430
Total	40	173	50	263	185	405	35	625	70	235	159	464	74	203	98	375	1727
05:00 PM	6	52	15	73	36	104	13	153	23	56	43	122	11	42	26	79	427
05:15 PM	8	76	19	103	43	117	15	175	16	65	42	123	24	74	32	130	531
05:30 PM	11	46	21	78	31	106	10	147	12	73	26	111	15	66	26	107	443
05:45 PM	8	36	11	55	33	96	8	137	16	45	44	105	12	48	27	87	384
Total	33	210	66	309	143	423	46	612	67	239	155	461	62	230	111	403	1785
Grand Total	73	383	116	572	328	828	81	1237	137	474	314	925	136	433	209	778	3512
Apprch %	12.8	67.0	20.3		26.5	66.9	6.5		14.8	51.2	33.9		17.5	55.7	26.9		
Total %	2.1	10.9	3.3	16.3	9.3	23.6	2.3	35.2	3.9	13.5	8.9	26.3	3.9	12.3	6.0	22.2	

	Bill France Blvd Southbound				Mason Avenue Westbound				Bill France Blvd Northbound				Mason Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	36	208	65	309	177	425	46	648	75	261	175	511	64	237	111	412	1880
Percent	11.7	67.3	21.0		27.3	65.6	7.1		14.7	51.1	34.2		15.5	57.5	26.9		
05:15 Volume	8	76	19	103	43	117	15	175	16	65	42	123	24	74	32	130	531
Peak Factor																	0.885
High Int.	05:15 PM				05:15 PM				04:30 PM				05:15 PM				
Volume	8	76	19	103	43	117	15	175	20	67	54	141	24	74	32	130	
Peak Factor				0.750				0.926				0.906				0.792	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
BILL FRANCE BLVD AT MASON AVE
VOLUSIA COUNTY, FLORIDA

File Name : 20 Bill at Mason
Site Code : 00000020
Start Date : 6/30/2009
Page No : 2

Groups Printed- Commercial

	Bill France Blvd Southbound				Mason Avenue Westbound				Bill France Blvd Northbound				Mason Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	1	0	1	0	2	2	4	1	2	1	4	9
04:15 PM	0	0	0	0	2	1	0	3	0	1	0	1	1	1	1	3	7
04:30 PM	0	2	0	2	1	2	0	3	0	2	2	4	0	1	1	2	11
04:45 PM	0	2	0	2	2	0	0	2	0	1	1	2	0	2	2	4	10
Total	0	4	0	4	5	4	0	9	0	6	5	11	2	6	5	13	37
05:00 PM	0	1	1	2	1	2	0	3	0	0	1	1	0	0	0	0	6
05:15 PM	0	1	1	2	2	2	0	4	0	1	1	2	0	2	0	2	10
05:30 PM	0	0	0	0	2	0	0	2	1	1	0	2	2	1	2	5	9
05:45 PM	0	1	0	1	2	1	0	3	0	2	1	3	1	2	1	4	11
Total	0	3	2	5	7	5	0	12	1	4	3	8	3	5	3	11	36
Grand Total	0	7	2	9	12	9	0	21	1	10	8	19	5	11	8	24	73
Apprch %	0.0	77.8	22.2		57.1	42.9	0.0		5.3	52.6	42.1		20.8	45.8	33.3		
Total %	0.0	9.6	2.7	12.3	16.4	12.3	0.0	28.8	1.4	13.7	11.0	26.0	6.8	15.1	11.0	32.9	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
BILL FRANCE BLVD AT MASON AVE
VOLUSIA COUNTY, FLORIDA

File Name : 20 Bill at Mason
Site Code : 00000020
Start Date : 6/30/2009
Page No : 3

Groups Printed- Peds

	Bill France Blvd Southbound				Mason Avenue Westbound				Bill France Blvd Northbound				Mason Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %																	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
I-95 SB RAMPS AT LPGA BLVD
VOLUSIA COUNTY, FLORIDA

File Name : 03 I 95 SBR at LPGA
Site Code : 00000001
Start Date : 7/1/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	I-95 SB Ramp Southbound				LPGA Blvd Westbound				N/A Northbound				LPGA Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	60	0	33	93	0	0	82	82	0	0	0	0	0	116	15	131	306
04:15 PM	63	0	35	98	0	0	87	87	0	0	0	0	0	110	16	126	311
04:30 PM	62	0	48	110	0	0	86	86	0	0	0	0	0	112	20	132	328
04:45 PM	62	0	48	110	0	0	90	90	0	0	0	0	0	123	12	135	335
Total	247	0	164	411	0	0	345	345	0	0	0	0	0	461	63	524	1280
05:00 PM	54	0	46	100	0	0	126	126	0	0	0	0	0	121	16	137	363
05:15 PM	77	0	44	121	0	0	109	109	0	0	0	0	0	134	11	145	375
05:30 PM	59	0	38	97	0	0	69	69	0	0	0	0	0	144	11	155	321
05:45 PM	58	0	33	91	0	0	59	59	0	0	0	0	0	126	20	146	296
Total	248	0	161	409	0	0	363	363	0	0	0	0	0	525	58	583	1355
Grand Total	495	0	325	820	0	0	708	708	0	0	0	0	0	986	121	1107	2635
Apprch %	60.4	0.0	39.6		0.0	0.0	100.0		0.0	0.0	0.0		0.0	89.1	10.9		
Total %	18.8	0.0	12.3	31.1	0.0	0.0	26.9	26.9	0.0	0.0	0.0	0.0	0.0	37.4	4.6	42.0	

	I-95 SB Ramp Southbound				LPGA Blvd Westbound				N/A Northbound				LPGA Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	255	0	186	441	0	0	411	411	0	0	0	0	0	490	59	549	1401
Percent	57.8	0.0	42.2		0.0	0.0	100.0		0.0	0.0	0.0		0.0	89.3	10.7		
05:15 Volume	77	0	44	121	0	0	109	109	0	0	0	0	0	134	11	145	375
Peak Factor																	0.934
High Int.	05:15 PM				05:00 PM				3:45:00 PM				05:15 PM				
Volume	77	0	44	121	0	0	126	126	0	0	0	0	0	134	11	145	
Peak Factor				0.911				0.815								0.947	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
I-95 SB RAMPS AT LPGA BLVD
VOLUSIA COUNTY, FLORIDA

File Name : 03 I 95 SBR at LPGA
Site Code : 00000001
Start Date : 7/1/2009
Page No : 2

Groups Printed- Commercial

	I-95 SB Ramp Southbound				LPGA Blvd Westbound				N/A Northbound				LPGA Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
04:15 PM	2	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	3
04:45 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	3
Total	5	0	0	5	0	0	5	5	0	0	0	0	0	4	0	4	14
05:00 PM	5	0	0	5	0	0	1	1	0	0	0	0	0	1	1	2	8
05:15 PM	2	0	0	2	0	0	1	1	0	0	0	0	0	1	0	1	4
05:30 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
05:45 PM	1	0	1	2	0	0	2	2	0	0	0	0	0	0	0	0	4
Total	10	0	1	11	0	0	4	4	0	0	0	0	0	3	1	4	19
Grand Total	15	0	1	16	0	0	9	9	0	0	0	0	0	7	1	8	33
Apprch %	93.8	0.0	6.3		0.0	0.0	100.0		0.0	0.0	0.0		0.0	87.5	12.5		
Total %	45.5	0.0	3.0	48.5	0.0	0.0	27.3	27.3	0.0	0.0	0.0	0.0	0.0	21.2	3.0	24.2	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
I-95 SB RAMPS AT LPGA BLVD
VOLUSIA COUNTY, FLORIDA

File Name : 03 I 95 SBR at LPGA
Site Code : 00000001
Start Date : 7/1/2009
Page No : 3

Groups Printed- Peds

	I-95 SB Ramp Southbound				LPGA Blvd Westbound				N/A Northbound				LPGA Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %																	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
I-95 NB RAMPS AT LPGA BLVD
VOLUSIA COUNTY, FLORIDA

File Name : 04 I 95 NBR at LPGA
Site Code : 00000003
Start Date : 7/1/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	N/A Southbound				LPGA Blvd Westbound				I-95 NB Ramp Northbound				LPGA Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	161	112	273	24	0	68	92	0	0	46	46	411
04:15 PM	0	0	0	0	0	178	126	304	28	0	48	76	0	0	45	45	425
04:30 PM	0	0	0	0	0	182	135	317	22	0	61	83	0	0	32	32	432
04:45 PM	0	0	0	0	0	200	146	346	18	0	52	70	0	0	38	38	454
Total	0	0	0	0	0	721	519	1240	92	0	229	321	0	0	161	161	1722
05:00 PM	0	0	0	0	0	149	99	248	13	0	43	56	0	0	47	47	351
05:15 PM	0	0	0	0	0	147	87	234	23	0	65	88	0	0	39	39	361
05:30 PM	0	0	0	0	0	184	76	260	16	0	62	78	0	0	45	45	383
05:45 PM	0	0	0	0	0	158	85	243	13	0	56	69	0	0	43	43	355
Total	0	0	0	0	0	638	347	985	65	0	226	291	0	0	174	174	1450
Grand Total	0	0	0	0	0	1359	866	2225	157	0	455	612	0	0	335	335	3172
Apprch %	0.0	0.0	0.0		0.0	61.1	38.9		25.7	0.0	74.3		0.0	0.0	100.0		
Total %	0.0	0.0	0.0	0.0	0.0	42.8	27.3	70.1	4.9	0.0	14.3	19.3	0.0	0.0	10.6	10.6	

	N/A Southbound				LPGA Blvd Westbound				I-95 NB Ramp Northbound				LPGA Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	0	0	0	0	0	721	519	1240	92	0	229	321	0	0	161	161	1722
Percent	0.0	0.0	0.0		0.0	58.1	41.9		28.7	0.0	71.3		0.0	0.0	100.0		
04:45 Volume	0	0	0	0	0	200	146	346	18	0	52	70	0	0	38	38	454
Peak Factor																	0.948
High Int.	3:45:00 PM				04:45 PM				04:00 PM				04:00 PM				
Volume	0	0	0	0	0	200	146	346	24	0	68	92	0	0	46	46	
Peak Factor								0.896				0.872				0.875	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
I-95 NB RAMPS AT LPGA BLVD
VOLUSIA COUNTY, FLORIDA

File Name : 04 I 95 NBR at LPGA
Site Code : 00000003
Start Date : 7/1/2009
Page No : 2

Groups Printed- Commercial

	N/A Southbound				LPGA Blvd Westbound				I-95 NB Ramp Northbound				LPGA Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	0	2	2	3	0	2	5	0	0	0	0	7
04:15 PM	0	0	0	0	0	1	2	3	0	0	4	4	0	0	2	2	9
04:30 PM	0	0	0	0	0	4	3	7	1	0	2	3	0	0	0	0	10
04:45 PM	0	0	0	0	0	5	4	9	1	0	2	3	0	0	0	0	12
Total	0	0	0	0	0	10	11	21	5	0	10	15	0	0	2	2	38
05:00 PM	0	0	0	0	0	3	3	6	0	0	1	1	0	0	1	1	8
05:15 PM	0	0	0	0	0	2	2	4	0	0	2	2	0	0	1	1	7
05:30 PM	0	0	0	0	0	2	1	3	0	0	1	1	0	0	2	2	6
05:45 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	10	6	16	0	0	4	4	0	0	4	4	24
Grand Total	0	0	0	0	0	20	17	37	5	0	14	19	0	0	6	6	62
Apprch %	0.0	0.0	0.0		0.0	54.1	45.9		26.3	0.0	73.7		0.0	0.0	100.0		
Total %	0.0	0.0	0.0	0.0	0.0	32.3	27.4	59.7	8.1	0.0	22.6	30.6	0.0	0.0	9.7	9.7	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
I-95 NB RAMPS AT LPGA BLVD
VOLUSIA COUNTY, FLORIDA

File Name : 04 I 95 NBR at LPGA
Site Code : 00000003
Start Date : 7/1/2009
Page No : 3

Groups Printed- Peds

	N/A Southbound				LPGA Blvd Westbound				I-95 NB Ramp Northbound				LPGA Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %																	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
SR 11 AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 07 SR 11 at SR 40
Site Code : 00000003
Start Date : 7/7/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	SR 11 Southbound				SR 40 Westbound				SR 11 Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	25	8	33	12	39	4	55	3	9	5	17	10	36	0	46	151
04:15 PM	1	21	9	31	13	38	3	54	2	9	3	14	1	36	4	41	140
04:30 PM	0	18	11	29	25	57	1	83	3	19	10	32	6	33	5	44	188
04:45 PM	1	19	4	24	19	55	5	79	1	3	10	14	1	42	2	45	162
Total	2	83	32	117	69	189	13	271	9	40	28	77	18	147	11	176	641
05:00 PM	0	24	5	29	17	67	5	89	4	18	8	30	5	38	3	46	194
05:15 PM	1	36	5	42	16	76	6	98	5	17	9	31	4	55	3	62	233
05:30 PM	1	17	6	24	12	70	5	87	7	17	9	33	2	44	2	48	192
05:45 PM	0	12	6	18	10	51	4	65	5	12	11	28	1	28	1	30	141
Total	2	89	22	113	55	264	20	339	21	64	37	122	12	165	9	186	760
Grand Total	4	172	54	230	124	453	33	610	30	104	65	199	30	312	20	362	1401
Apprch %	1.7	74.8	23.5		20.3	74.3	5.4		15.1	52.3	32.7		8.3	86.2	5.5		
Total %	0.3	12.3	3.9	16.4	8.9	32.3	2.4	43.5	2.1	7.4	4.6	14.2	2.1	22.3	1.4	25.8	

	SR 11 Southbound				SR 40 Westbound				SR 11 Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	3	96	20	119	64	268	21	353	17	55	36	108	12	179	10	201	781
Percent	2.5	80.7	16.8		18.1	75.9	5.9		15.7	50.9	33.3		6.0	89.1	5.0		
05:15 Volume	1	36	5	42	16	76	6	98	5	17	9	31	4	55	3	62	233
Peak Factor																	0.838
High Int.	05:15 PM				05:15 PM				05:30 PM				05:15 PM				
Volume	1	36	5	42	16	76	6	98	7	17	9	33	4	55	3	62	
Peak Factor				0.708				0.901				0.818				0.810	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
SR 11 AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 07 SR 11 at SR 40
Site Code : 00000003
Start Date : 7/7/2009
Page No : 2

Groups Printed- Commercial

	SR 11 Southbound				SR 40 Westbound				SR 11 Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	3	3	1	6	0	7	0	1	1	2	0	4	0	4	16
04:15 PM	0	1	0	1	1	1	0	2	0	1	0	1	0	2	0	2	6
04:30 PM	0	2	2	4	1	2	0	3	0	2	1	3	0	3	0	3	13
04:45 PM	1	1	0	2	0	4	0	4	0	2	1	3	0	1	0	1	10
Total	1	4	5	10	3	13	0	16	0	6	3	9	0	10	0	10	45
05:00 PM	0	0	0	0	2	5	0	7	0	2	0	2	0	3	0	3	12
05:15 PM	0	2	1	3	0	4	0	4	0	2	2	4	0	4	0	4	15
05:30 PM	0	1	1	2	1	5	0	6	1	1	1	3	0	2	0	2	13
05:45 PM	0	1	0	1	1	5	0	6	0	1	2	3	0	2	0	2	12
Total	0	4	2	6	4	19	0	23	1	6	5	12	0	11	0	11	52
Grand Total	1	8	7	16	7	32	0	39	1	12	8	21	0	21	0	21	97
Apprch %	6.3	50.0	43.8		17.9	82.1	0.0		4.8	57.1	38.1		0.0	100.0	0.0		
Total %	1.0	8.2	7.2	16.5	7.2	33.0	0.0	40.2	1.0	12.4	8.2	21.6	0.0	21.6	0.0	21.6	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
SR 11 AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 07 SR 11 at SR 40
Site Code : 00000003
Start Date : 7/7/2009
Page No : 3

Groups Printed- Peds

	SR 11 Southbound				SR 40 Westbound				SR 11 Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %																	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
SHADOW CROSSINGS AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 08 Crossing at 40
Site Code : 00000008
Start Date : 6/23/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	Shadow Crossings Southbound				SR 40 Westbound				N/A Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	20	0	6	26	0	84	19	103	0	0	0	0	0	49	0	49	178
04:15 PM	22	0	4	26	0	76	22	98	0	0	0	0	4	70	0	74	198
04:30 PM	18	0	2	20	0	105	27	132	0	0	0	0	2	61	0	63	215
04:45 PM	16	0	4	20	0	104	16	120	0	0	0	0	3	42	0	45	185
Total	76	0	16	92	0	369	84	453	0	0	0	0	9	222	0	231	776
05:00 PM	16	0	4	20	0	91	24	115	0	0	0	0	2	42	0	44	179
05:15 PM	17	0	5	22	0	122	34	156	0	0	0	0	3	63	0	66	244
05:30 PM	16	0	3	19	0	90	26	116	0	0	0	0	1	46	0	47	182
05:45 PM	11	0	3	14	0	118	19	137	0	0	0	0	3	58	0	61	212
Total	60	0	15	75	0	421	103	524	0	0	0	0	9	209	0	218	817
Grand Total	136	0	31	167	0	790	187	977	0	0	0	0	18	431	0	449	1593
Apprch %	81.4	0.0	18.6		0.0	80.9	19.1		0.0	0.0	0.0		4.0	96.0	0.0		
Total %	8.5	0.0	1.9	10.5	0.0	49.6	11.7	61.3	0.0	0.0	0.0	0.0	1.1	27.1	0.0	28.2	

	Shadow Crossings Southbound				SR 40 Westbound				N/A Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	67	0	15	82	0	422	101	523	0	0	0	0	10	208	0	218	823
Percent	81.7	0.0	18.3		0.0	80.7	19.3		0.0	0.0	0.0		4.6	95.4	0.0		
05:15 Volume	17	0	5	22	0	122	34	156	0	0	0	0	3	63	0	66	244
Peak Factor																	0.843
High Int.	05:15 PM				05:15 PM				3:45:00 PM				05:15 PM				
Volume	17	0	5	22	0	122	34	156	0	0	0	0	3	63	0	66	
Peak Factor				0.932				0.838								0.826	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
SHADOW CROSSINGS AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 08 Crossing at 40
Site Code : 00000008
Start Date : 6/23/2009
Page No : 2

Groups Printed- Commercial

	Shadow Crossings Southbound				SR 40 Westbound				N/A Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
04:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	1	6	0	7	10
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
04:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
Total	0	0	0	0	0	12	0	12	0	0	0	0	1	12	0	13	25
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:15 PM	1	0	0	1	0	5	0	5	0	0	0	0	0	3	0	3	9
05:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
Total	1	0	0	1	0	15	0	15	0	0	0	0	0	6	0	6	22
Grand Total	1	0	0	1	0	27	0	27	0	0	0	0	1	18	0	19	47
Apprch %	100.0	0.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		5.3	94.7	0.0		
Total %	2.1	0.0	0.0	2.1	0.0	57.4	0.0	57.4	0.0	0.0	0.0	0.0	2.1	38.3	0.0	40.4	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
SHADOW CROSSINGS AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 08 Crossing at 40
Site Code : 00000008
Start Date : 6/23/2009
Page No : 3

Groups Printed- Peds

	Shadow Crossings Southbound				SR 40 Westbound				N/A Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %																	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
TYMBER CREEK AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 09 Tymber @ 40
Site Code : 00000009
Start Date : 6/24/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	Tymber Creek Southbound				SR 40 Westbound				Tymber Creek Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	100	9	10	119	18	118	125	261	4	6	11	21	7	81	10	98	499
04:15 PM	115	8	13	136	26	139	141	306	5	6	9	20	8	105	9	122	584
04:30 PM	121	7	15	143	26	145	104	275	4	10	15	29	9	95	8	112	559
04:45 PM	107	9	17	133	31	126	96	253	9	5	16	30	12	101	7	120	536
Total	443	33	55	531	101	528	466	1095	22	27	51	100	36	382	34	452	2178
05:00 PM	101	9	12	122	24	147	125	296	7	6	18	31	12	146	9	167	616
05:15 PM	113	9	11	133	22	158	166	346	8	5	25	38	10	140	9	159	676
05:30 PM	98	8	11	117	19	140	145	304	9	5	18	32	4	129	11	144	597
05:45 PM	64	7	16	87	25	145	90	260	10	4	12	26	7	136	10	153	526
Total	376	33	50	459	90	590	526	1206	34	20	73	127	33	551	39	623	2415
Grand Total	819	66	105	990	191	1118	992	2301	56	47	124	227	69	933	73	1075	4593
Apprch %	82.7	6.7	10.6		8.3	48.6	43.1		24.7	20.7	54.6		6.4	86.8	6.8		
Total %	17.8	1.4	2.3	21.6	4.2	24.3	21.6	50.1	1.2	1.0	2.7	4.9	1.5	20.3	1.6	23.4	

	Tymber Creek Southbound				SR 40 Westbound				Tymber Creek Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	419	35	51	505	96	571	532	1199	33	21	77	131	38	516	36	590	2425
Percent	83.0	6.9	10.1		8.0	47.6	44.4		25.2	16.0	58.8		6.4	87.5	6.1		
05:15 Volume	113	9	11	133	22	158	166	346	8	5	25	38	10	140	9	159	676
Peak Factor																	0.897
High Int.	04:45 PM				05:15 PM				05:15 PM				05:00 PM				
Volume	107	9	17	133	22	158	166	346	8	5	25	38	12	146	9	167	
Peak Factor				0.949				0.866				0.862				0.883	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
TYMBER CREEK AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 09 Tymber @ 40
Site Code : 00000009
Start Date : 6/24/2009
Page No : 2

Groups Printed- Commercial

	Tymber Creek Southbound				SR 40 Westbound				Tymber Creek Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	2	0	0	2	0	2	1	3	0	0	0	0	0	0	0	0	5
04:15 PM	0	0	0	0	2	4	0	6	0	0	0	0	0	5	0	5	11
04:30 PM	0	1	0	1	0	4	1	5	0	0	0	0	0	4	0	4	10
04:45 PM	1	0	1	2	0	2	1	3	0	0	0	0	1	5	0	6	11
Total	3	1	1	5	2	12	3	17	0	0	0	0	1	14	0	15	37
05:00 PM	1	0	1	2	0	2	1	3	0	0	0	0	0	4	1	5	10
05:15 PM	1	1	0	2	1	2	1	4	0	0	1	1	1	2	0	3	10
05:30 PM	1	0	1	2	0	5	0	5	0	0	0	0	0	4	0	4	11
05:45 PM	0	0	0	0	1	4	1	6	0	0	1	1	0	2	0	2	9
Total	3	1	2	6	2	13	3	18	0	0	2	2	1	12	1	14	40
Grand Total	6	2	3	11	4	25	6	35	0	0	2	2	2	26	1	29	77
Apprch %	54.5	18.2	27.3		11.4	71.4	17.1		0.0	0.0	100.0		6.9	89.7	3.4		
Total %	7.8	2.6	3.9	14.3	5.2	32.5	7.8	45.5	0.0	0.0	2.6	2.6	2.6	33.8	1.3	37.7	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
TYMBER CREEK AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 09 Tymber @ 40
Site Code : 00000009
Start Date : 6/24/2009
Page No : 3

Groups Printed- Peds

	Tymber Creek Southbound					SR 40 Westbound					Tymber Creek Northbound					SR 40 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Apprch %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
BOOTH RD AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 13 Booth @ SR 40
Site Code : 00000013
Start Date : 6/24/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	Booth Rd Southbound				Granada Blvd Westbound				Booth Rd Northbound				Granada Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	8	0	1	9	9	222	9	240	1	0	6	7	1	188	1	190	446
04:15 PM	7	1	2	10	10	258	4	272	2	0	6	8	2	217	2	221	511
04:30 PM	9	0	2	11	6	256	7	269	1	0	11	12	1	199	1	201	493
04:45 PM	10	0	1	11	5	353	8	366	2	0	6	8	2	228	2	232	617
Total	34	1	6	41	30	1089	28	1147	6	0	29	35	6	832	6	844	2067
05:00 PM	12	0	2	14	7	356	4	367	1	0	9	10	2	218	5	225	616
05:15 PM	9	2	2	13	8	316	7	331	2	0	11	13	2	258	4	264	621
05:30 PM	8	0	3	11	9	312	8	329	1	0	13	14	1	253	2	256	610
05:45 PM	7	2	1	10	10	295	7	312	2	0	2	4	2	229	1	232	558
Total	36	4	8	48	34	1279	26	1339	6	0	35	41	7	958	12	977	2405
Grand Total	70	5	14	89	64	2368	54	2486	12	0	64	76	13	1790	18	1821	4472
Apprch %	78.7	5.6	15.7		2.6	95.3	2.2		15.8	0.0	84.2		0.7	98.3	1.0		
Total %	1.6	0.1	0.3	2.0	1.4	53.0	1.2	55.6	0.3	0.0	1.4	1.7	0.3	40.0	0.4	40.7	

	Booth Rd Southbound				Granada Blvd Westbound				Booth Rd Northbound				Granada Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	39	2	8	49	29	1337	27	1393	6	0	39	45	7	957	13	977	2464
Percent	79.6	4.1	16.3		2.1	96.0	1.9		13.3	0.0	86.7		0.7	98.0	1.3		
05:15 Volume	9	2	2	13	8	316	7	331	2	0	11	13	2	258	4	264	621
Peak Factor																	0.992
High Int.	05:00 PM				05:00 PM				05:30 PM				05:15 PM				
Volume	12	0	2	14	7	356	4	367	1	0	13	14	2	258	4	264	
Peak Factor				0.875				0.949				0.804				0.925	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
BOOTH RD AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 13 Booth @ SR 40
Site Code : 00000013
Start Date : 6/24/2009
Page No : 2

Groups Printed- Commercial

	Booth Rd Southbound				Granada Blvd Westbound				Booth Rd Northbound				Granada Blvd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	7	0	7	0	0	0	0	0	4	0	4	11
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
04:45 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	5	0	5	8
Total	0	0	0	0	1	17	0	18	0	0	0	0	0	15	0	15	33
05:00 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	2	0	2	7
05:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	0	1	5
05:30 PM	0	0	1	1	0	5	0	5	0	0	0	0	0	2	0	2	8
05:45 PM	0	0	0	0	1	6	0	7	0	0	0	0	0	4	0	4	11
Total	0	0	1	1	1	20	0	21	0	0	0	0	0	9	0	9	31
Grand Total	0	0	1	1	2	37	0	39	0	0	0	0	0	24	0	24	64
Apprch %	0.0	0.0	100.0		5.1	94.9	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	0.0	0.0	1.6	1.6	3.1	57.8	0.0	60.9	0.0	0.0	0.0	0.0	0.0	37.5	0.0	37.5	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
BOOTH RD AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 13 Booth @ SR 40
Site Code : 00000013
Start Date : 6/24/2009
Page No : 3

Groups Printed- Peds

	Booth Rd Southbound					Granada Blvd Westbound					Booth Rd Northbound					Granada Blvd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
Apprch %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
I-95 SB RAMPS AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 02 I 95 SBR at SR 40
Site Code : 00000002
Start Date : 6/24/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	I-95 SB Ramps Southbound				SR 40 Westbound				N/A Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	34	0	31	65	77	242	0	319	0	0	0	0	0	116	56	172	556
04:15 PM	52	0	27	79	95	263	0	358	0	0	0	0	0	143	74	217	654
04:30 PM	47	0	42	89	108	246	0	354	0	0	0	0	0	146	83	229	672
04:45 PM	41	0	37	78	92	246	0	338	0	0	0	0	0	157	103	260	676
Total	174	0	137	311	372	997	0	1369	0	0	0	0	0	562	316	878	2558
05:00 PM	42	0	41	83	107	257	0	364	0	0	0	0	0	183	98	281	728
05:15 PM	36	0	35	71	87	318	0	405	0	0	0	0	0	169	117	286	762
05:30 PM	35	0	32	67	92	321	0	413	0	0	0	0	0	156	96	252	732
05:45 PM	26	0	27	53	73	299	0	372	0	0	0	0	0	147	85	232	657
Total	139	0	135	274	359	1195	0	1554	0	0	0	0	0	655	396	1051	2879
Grand Total	313	0	272	585	731	2192	0	2923	0	0	0	0	0	1217	712	1929	5437
Apprch %	53.5	0.0	46.5		25.0	75.0	0.0		0.0	0.0	0.0		0.0	63.1	36.9		
Total %	5.8	0.0	5.0	10.8	13.4	40.3	0.0	53.8	0.0	0.0	0.0	0.0	0.0	22.4	13.1	35.5	

	I-95 SB Ramps Southbound				SR 40 Westbound				N/A Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:45 PM																
Volume	154	0	145	299	378	1142	0	1520	0	0	0	0	0	665	414	1079	2898
Percent	51.5	0.0	48.5		24.9	75.1	0.0		0.0	0.0	0.0		0.0	61.6	38.4		
05:15 Volume	36	0	35	71	87	318	0	405	0	0	0	0	0	169	117	286	762
Peak Factor																	0.951
High Int.	05:00 PM				05:30 PM				3:45:00 PM				05:15 PM				
Volume	42	0	41	83	92	321	0	413	0	0	0	0	0	169	117	286	
Peak Factor				0.901				0.920								0.943	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
I-95 SB RAMPS AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 02 I 95 SBR at SR 40
Site Code : 00000002
Start Date : 6/24/2009
Page No : 2

Groups Printed- Commercial

	I-95 SB Ramps Southbound				SR 40 Westbound				N/A Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	2	3	5
04:15 PM	1	0	1	2	1	2	0	3	0	0	0	0	0	2	0	2	7
04:30 PM	1	0	1	2	1	5	0	6	0	0	0	0	0	4	2	6	14
04:45 PM	0	0	0	0	1	5	0	6	0	0	0	0	0	5	2	7	13
Total	2	0	2	4	4	13	0	17	0	0	0	0	0	12	6	18	39
05:00 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	2	1	3	8
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	1	5	7
05:30 PM	1	0	1	2	1	2	0	3	0	0	0	0	0	2	2	4	9
05:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	0	2	1	3	5
Total	1	0	2	3	2	9	0	11	0	0	0	0	0	10	5	15	29
Grand Total	3	0	4	7	6	22	0	28	0	0	0	0	0	22	11	33	68
Apprch %	42.9	0.0	57.1		21.4	78.6	0.0		0.0	0.0	0.0		0.0	66.7	33.3		
Total %	4.4	0.0	5.9	10.3	8.8	32.4	0.0	41.2	0.0	0.0	0.0	0.0	0.0	32.4	16.2	48.5	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
I-95 SB RAMPS AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 02 I 95 SBR at SR 40
Site Code : 00000002
Start Date : 6/24/2009
Page No : 3

Groups Printed- Peds

	I-95 SB Ramps Southbound					SR 40 Westbound					N/A Northbound					SR 40 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
I-95 NB RAMPS AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 01 I 95 NBR at SR 40
Site Code : 00000001
Start Date : 6/24/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	N/A Southbound				SR 40 Westbound				I-95 NB Ramps Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	241	82	323	82	0	82	164	19	157	0	176	663
04:15 PM	0	0	0	0	0	237	92	329	93	0	94	187	18	195	0	213	729
04:30 PM	0	0	0	0	0	228	87	315	88	0	102	190	25	154	0	179	684
04:45 PM	0	0	0	0	0	231	107	338	125	0	76	201	17	175	0	192	731
Total	0	0	0	0	0	937	368	1305	388	0	354	742	79	681	0	760	2807
05:00 PM	0	0	0	0	0	243	122	365	142	0	103	245	26	175	0	201	811
05:15 PM	0	0	0	0	0	276	112	388	144	0	101	245	20	195	0	215	848
05:30 PM	0	0	0	0	0	258	99	357	136	0	118	254	12	212	0	224	835
05:45 PM	0	0	0	0	0	248	73	321	128	0	90	218	17	191	0	208	747
Total	0	0	0	0	0	1025	406	1431	550	0	412	962	75	773	0	848	3241
Grand Total	0	0	0	0	0	1962	774	2736	938	0	766	1704	154	1454	0	1608	6048
Apprch %	0.0	0.0	0.0		0.0	71.7	28.3		55.0	0.0	45.0		9.6	90.4	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	32.4	12.8	45.2	15.5	0.0	12.7	28.2	2.5	24.0	0.0	26.6	

	N/A Southbound				SR 40 Westbound				I-95 NB Ramps Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	0	0	0	0	0	1025	406	1431	550	0	412	962	75	773	0	848	3241
Percent	0.0	0.0	0.0		0.0	71.6	28.4		57.2	0.0	42.8		8.8	91.2	0.0		
05:15 Volume	0	0	0	0	0	276	112	388	144	0	101	245	20	195	0	215	848
Peak Factor																	0.955
High Int.	3:45:00 PM				05:15 PM				05:30 PM				05:30 PM				
Volume	0	0	0	0	0	276	112	388	136	0	118	254	12	212	0	224	
Peak Factor								0.922				0.947				0.946	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
I-95 NB RAMPS AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 01 I 95 NBR at SR 40
Site Code : 00000001
Start Date : 6/24/2009
Page No : 2

Groups Printed- Commercial

	N/A Southbound				SR 40 Westbound				I-95 NB Ramps Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	4	1	5	1	0	1	2	1	0	0	1	8
04:15 PM	0	0	0	0	0	2	1	3	2	0	0	2	2	1	0	3	8
04:30 PM	0	0	0	0	0	4	0	4	1	0	1	2	4	0	0	4	10
04:45 PM	0	0	0	0	0	5	1	6	2	0	1	3	1	0	0	1	10
Total	0	0	0	0	0	15	3	18	6	0	3	9	8	1	0	9	36
05:00 PM	0	0	0	0	0	2	1	3	2	0	2	4	2	0	0	2	9
05:15 PM	0	0	0	0	0	1	2	3	1	0	1	2	2	0	0	2	7
05:30 PM	0	0	0	0	0	4	1	5	1	0	2	3	1	2	0	3	11
05:45 PM	0	0	0	0	0	2	1	3	1	0	1	2	1	1	0	2	7
Total	0	0	0	0	0	9	5	14	5	0	6	11	6	3	0	9	34
Grand Total	0	0	0	0	0	24	8	32	11	0	9	20	14	4	0	18	70
Apprch %	0.0	0.0	0.0		0.0	75.0	25.0		55.0	0.0	45.0		77.8	22.2	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	34.3	11.4	45.7	15.7	0.0	12.9	28.6	20.0	5.7	0.0	25.7	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
I-95 NB RAMPS AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 01 I 95 NBR at SR 40
Site Code : 00000001
Start Date : 6/24/2009
Page No : 3

Groups Printed- Peds

	N/A Southbound					SR 40 Westbound					I-95 NB Ramps Northbound					SR 40 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
WILLIAMSON BLVD AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 23 Williamson at 40
Site Code : 00000023
Start Date : 6/24/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	Wal-Mart Driveway Southbound				SR 40 Westbound				Williamson Blvd Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	45	27	27	99	51	179	11	241	46	41	64	151	29	158	42	229	720
04:15 PM	44	35	33	112	75	234	15	324	52	44	53	149	34	175	36	245	830
04:30 PM	55	21	13	89	84	210	16	310	77	62	93	232	26	213	51	290	921
04:45 PM	47	24	36	107	66	261	24	351	65	51	108	224	41	204	42	287	969
Total	191	107	109	407	276	884	66	1226	240	198	318	756	130	750	171	1051	3440
05:00 PM	61	26	24	111	91	256	26	373	87	43	101	231	29	216	51	296	1011
05:15 PM	45	15	13	73	82	270	31	383	77	34	86	197	35	214	77	326	979
05:30 PM	36	27	15	78	77	237	24	338	79	41	77	197	24	185	52	261	874
05:45 PM	33	16	14	63	65	226	16	307	67	24	63	154	23	166	44	233	757
Total	175	84	66	325	315	989	97	1401	310	142	327	779	111	781	224	1116	3621
Grand Total	366	191	175	732	591	1873	163	2627	550	340	645	1535	241	1531	395	2167	7061
Apprch %	50.0	26.1	23.9		22.5	71.3	6.2		35.8	22.1	42.0		11.1	70.7	18.2		
Total %	5.2	2.7	2.5	10.4	8.4	26.5	2.3	37.2	7.8	4.8	9.1	21.7	3.4	21.7	5.6	30.7	

	Wal-Mart Driveway Southbound				SR 40 Westbound				Williamson Blvd Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	208	86	86	380	323	997	97	1417	306	190	388	884	131	847	221	1199	3880
Percent	54.7	22.6	22.6		22.8	70.4	6.8		34.6	21.5	43.9		10.9	70.6	18.4		
05:00 Volume	61	26	24	111	91	256	26	373	87	43	101	231	29	216	51	296	1011
Peak Factor																	0.959
High Int.	05:00 PM				05:15 PM				04:30 PM				05:15 PM				
Volume	61	26	24	111	82	270	31	383	77	62	93	232	35	214	77	326	
Peak Factor				0.856				0.925				0.953				0.919	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
WILLIAMSON BLVD AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 23 Williamson at 40
Site Code : 00000023
Start Date : 6/24/2009
Page No : 2

Groups Printed- Commercial

	Wal-Mart Driveway Southbound				SR 40 Westbound				Williamson Blvd Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	1	1	0	4	0	4	1	0	0	1	0	2	1	3	9
04:15 PM	0	0	2	2	1	2	0	3	1	1	2	4	0	0	1	1	10
04:30 PM	0	0	0	0	0	4	0	4	2	0	2	4	0	2	0	2	10
04:45 PM	1	0	1	2	1	5	0	6	0	0	2	2	0	1	0	1	11
Total	1	0	4	5	2	15	0	17	4	1	6	11	0	5	2	7	40
05:00 PM	0	0	0	0	0	2	0	2	2	1	1	4	0	2	0	2	8
05:15 PM	0	0	0	0	1	5	0	6	1	0	2	3	0	1	1	2	11
05:30 PM	1	1	0	2	1	6	0	7	2	0	1	3	0	1	0	1	13
05:45 PM	1	0	1	2	0	5	0	5	1	0	1	2	0	1	1	2	11
Total	2	1	1	4	2	18	0	20	6	1	5	12	0	5	2	7	43
Grand Total	3	1	5	9	4	33	0	37	10	2	11	23	0	10	4	14	83
Apprch %	33.3	11.1	55.6		10.8	89.2	0.0		43.5	8.7	47.8		0.0	71.4	28.6		
Total %	3.6	1.2	6.0	10.8	4.8	39.8	0.0	44.6	12.0	2.4	13.3	27.7	0.0	12.0	4.8	16.9	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
WILLIAMSON BLVD AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 23 Williamson at 40
Site Code : 00000023
Start Date : 6/24/2009
Page No : 3

Groups Printed- Peds

	Wal-Mart Driveway Southbound					SR 40 Westbound					Williamson Blvd Northbound					SR 40 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
05:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6
Grand Total	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6
Apprch %	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
CLYDE MORRIS BLVD AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 10 Clyde at 40
Site Code : 00000010
Start Date : 6/23/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	Deer Lake Dr Southbound				SR 40 Westbound				Clyde Morris Blvd Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	4	5	1	10	51	237	10	298	52	7	53	112	11	279	55	345	765
04:15 PM	2	5	2	9	52	274	9	335	45	8	71	124	16	289	42	347	815
04:30 PM	5	2	4	11	74	258	11	343	77	9	87	173	15	268	42	325	852
04:45 PM	5	5	6	16	65	280	15	360	72	11	94	177	11	300	65	376	929
Total	16	17	13	46	242	1049	45	1336	246	35	305	586	53	1136	204	1393	3361
05:00 PM	2	6	5	13	74	317	13	404	54	8	87	149	10	320	54	384	950
05:15 PM	4	5	2	11	85	326	11	422	65	9	76	150	13	326	76	415	998
05:30 PM	2	3	5	10	65	247	11	323	46	8	84	138	8	256	57	321	792
05:45 PM	6	4	4	14	42	230	7	279	52	7	65	124	6	216	63	285	702
Total	14	18	16	48	266	1120	42	1428	217	32	312	561	37	1118	250	1405	3442
Grand Total	30	35	29	94	508	2169	87	2764	463	67	617	1147	90	2254	454	2798	6803
Apprch %	31.9	37.2	30.9		18.4	78.5	3.1		40.4	5.8	53.8		3.2	80.6	16.2		
Total %	0.4	0.5	0.4	1.4	7.5	31.9	1.3	40.6	6.8	1.0	9.1	16.9	1.3	33.1	6.7	41.1	

	Deer Lake Dr Southbound				SR 40 Westbound				Clyde Morris Blvd Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	16	18	17	51	298	1181	50	1529	268	37	344	649	49	1214	237	1500	3729
Percent	31.4	35.3	33.3		19.5	77.2	3.3		41.3	5.7	53.0		3.3	80.9	15.8		
05:15 Volume	4	5	2	11	85	326	11	422	65	9	76	150	13	326	76	415	998
Peak Factor																	0.934
High Int.	04:45 PM				05:15 PM				04:45 PM				05:15 PM				
Volume	5	5	6	16	85	326	11	422	72	11	94	177	13	326	76	415	
Peak Factor				0.797				0.906				0.917				0.904	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
CLYDE MORRIS BLVD AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 10 Clyde at 40
Site Code : 00000010
Start Date : 6/23/2009
Page No : 2

Groups Printed- Commercial

	Deer Lake Dr Southbound				SR 40 Westbound				Clyde Morris Blvd Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	2	1	3	1	0	0	1	0	4	1	5	9
04:15 PM	0	1	0	1	0	4	0	4	0	0	0	0	0	5	0	5	10
04:30 PM	1	0	0	1	0	2	1	3	1	0	0	1	0	4	0	4	9
04:45 PM	0	0	1	1	0	4	0	4	0	0	0	0	0	2	0	2	7
Total	1	1	1	3	0	12	2	14	2	0	0	2	0	15	1	16	35
05:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
05:15 PM	0	0	0	0	1	4	0	5	0	0	0	0	0	2	2	4	9
05:30 PM	0	1	1	2	0	2	0	2	1	0	0	1	0	4	1	5	10
05:45 PM	1	0	0	1	0	4	0	4	1	0	0	1	0	5	0	5	11
Total	1	1	1	3	1	12	0	13	2	0	0	2	0	16	3	19	37
Grand Total	2	2	2	6	1	24	2	27	4	0	0	4	0	31	4	35	72
Apprch %	33.3	33.3	33.3		3.7	88.9	7.4		100.0	0.0	0.0		0.0	88.6	11.4		
Total %	2.8	2.8	2.8	8.3	1.4	33.3	2.8	37.5	5.6	0.0	0.0	5.6	0.0	43.1	5.6	48.6	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
CLYDE MORRIS BLVD AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 10 Clyde at 40
Site Code : 00000010
Start Date : 6/23/2009
Page No : 3

Groups Printed- Peds

	Deer Lake Dr Southbound					SR 40 Westbound					Clyde Morris Blvd Northbound					SR 40 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	5	5	6
Grand Total	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	5	5	8
Apprch %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.5	37.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5	62.5	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
NOVA RD AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 11 Nova at 40
Site Code : 00000011
Start Date : 7/1/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	Nova Rd Southbound				SR 40 Westbound				Nova Rd Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	32	91	74	197	52	199	20	271	46	119	41	206	87	218	25	330	1004
04:15 PM	27	106	78	211	45	190	24	259	51	146	36	233	96	246	27	369	1072
04:30 PM	37	117	87	241	62	220	27	309	46	141	45	232	78	201	33	312	1094
04:45 PM	42	128	77	247	76	229	22	327	53	129	25	207	117	246	26	389	1170
Total	138	442	316	896	235	838	93	1166	196	535	147	878	378	911	111	1400	4340
05:00 PM	35	121	67	223	63	227	25	315	63	156	36	255	124	249	26	399	1192
05:15 PM	26	128	65	219	54	245	17	316	56	146	43	245	107	243	36	386	1166
05:30 PM	36	146	44	226	47	221	24	292	42	130	46	218	86	228	27	341	1077
05:45 PM	25	126	45	196	53	203	17	273	53	114	41	208	77	220	18	315	992
Total	122	521	221	864	217	896	83	1196	214	546	166	926	394	940	107	1441	4427
Grand Total	260	963	537	1760	452	1734	176	2362	410	1081	313	1804	772	1851	218	2841	8767
Apprch %	14.8	54.7	30.5		19.1	73.4	7.5		22.7	59.9	17.4		27.2	65.2	7.7		
Total %	3.0	11.0	6.1	20.1	5.2	19.8	2.0	26.9	4.7	12.3	3.6	20.6	8.8	21.1	2.5	32.4	

	Nova Rd Southbound				SR 40 Westbound				Nova Rd Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	140	494	296	930	255	921	91	1267	218	572	149	939	426	939	121	1486	4622
Percent	15.1	53.1	31.8		20.1	72.7	7.2		23.2	60.9	15.9		28.7	63.2	8.1		
05:00 Volume	35	121	67	223	63	227	25	315	63	156	36	255	124	249	26	399	1192
Peak Factor																	0.969
High Int.	04:45 PM				04:45 PM				05:00 PM				05:00 PM				
Volume	42	128	77	247	76	229	22	327	63	156	36	255	124	249	26	399	
Peak Factor				0.941				0.969				0.921				0.931	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
NOVA RD AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 11 Nova at 40
Site Code : 00000011
Start Date : 7/1/2009
Page No : 2

Groups Printed- Commercial

	Nova Rd Southbound				SR 40 Westbound				Nova Rd Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	4	1	5	1	4	1	6	1	5	0	6	3	2	1	6	23
04:15 PM	1	1	2	4	0	2	0	2	0	5	1	6	2	1	1	4	16
04:30 PM	2	2	3	7	1	4	1	6	1	6	4	11	3	2	1	6	30
04:45 PM	1	4	2	7	2	5	1	8	0	5	0	5	2	4	2	8	28
Total	4	11	8	23	4	15	3	22	2	21	5	28	10	9	5	24	97
05:00 PM	0	5	2	7	0	2	0	2	1	4	1	6	0	4	0	4	19
05:15 PM	1	4	2	7	2	4	1	7	2	5	2	9	1	2	1	4	27
05:30 PM	1	5	1	7	2	5	0	7	1	4	4	9	2	5	1	8	31
05:45 PM	1	2	0	3	1	5	1	7	0	1	5	6	1	4	0	5	21
Total	3	16	5	24	5	16	2	23	4	14	12	30	4	15	2	21	98
Grand Total	7	27	13	47	9	31	5	45	6	35	17	58	14	24	7	45	195
Apprch %	14.9	57.4	27.7		20.0	68.9	11.1		10.3	60.3	29.3		31.1	53.3	15.6		
Total %	3.6	13.8	6.7	24.1	4.6	15.9	2.6	23.1	3.1	17.9	8.7	29.7	7.2	12.3	3.6	23.1	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
NOVA RD AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 11 Nova at 40
Site Code : 00000011
Start Date : 7/1/2009
Page No : 3

Groups Printed- Peds

	Nova Rd Southbound					SR 40 Westbound					Nova Rd Northbound					SR 40 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	1	1	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	3
04:45 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	5
Total	0	0	0	3	3	0	0	0	0	0	1	0	0	3	4	0	0	0	2	2	9
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2
05:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	2	2	0	0	0	1	1	0	0	0	4	4	0	0	0	1	1	8
Total	0	0	0	3	3	0	0	0	1	1	0	0	0	6	6	0	0	0	1	1	11
Grand Total	0	0	0	6	6	0	0	0	1	1	1	0	0	9	10	0	0	0	3	3	20
Apprch %	0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		10.0	0.0	0.0	90.0		0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	30.0	30.0	0.0	0.0	0.0	5.0	5.0	5.0	0.0	0.0	45.0	50.0	0.0	0.0	0.0	15.0	15.0	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
US 1 AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 12 US 1 at 40
Site Code : 00000012
Start Date : 6/30/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	US 1 Southbound				SR 40 Westbound				US 1 Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	61	101	33	195	43	176	28	247	58	119	57	234	37	237	28	302	978
04:15 PM	74	71	24	169	42	175	43	260	56	126	51	233	33	213	20	266	928
04:30 PM	75	107	40	222	59	163	45	267	56	203	49	308	41	202	20	263	1060
04:45 PM	61	85	29	175	39	185	38	262	48	132	45	225	38	246	21	305	967
Total	271	364	126	761	183	699	154	1036	218	580	202	1000	149	898	89	1136	3933
05:00 PM	77	133	28	238	54	200	31	285	85	189	70	344	30	213	19	262	1129
05:15 PM	61	77	17	155	48	187	45	280	60	174	62	296	51	236	31	318	1049
05:30 PM	67	85	26	178	36	169	27	232	75	161	62	298	39	212	26	277	985
05:45 PM	59	96	14	169	31	172	34	237	39	128	58	225	38	227	20	285	916
Total	264	391	85	740	169	728	137	1034	259	652	252	1163	158	888	96	1142	4079
Grand Total	535	755	211	1501	352	1427	291	2070	477	1232	454	2163	307	1786	185	2278	8012
Apprch %	35.6	50.3	14.1		17.0	68.9	14.1		22.1	57.0	21.0		13.5	78.4	8.1		
Total %	6.7	9.4	2.6	18.7	4.4	17.8	3.6	25.8	6.0	15.4	5.7	27.0	3.8	22.3	2.3	28.4	

	US 1 Southbound				SR 40 Westbound				US 1 Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	274	402	114	790	200	735	159	1094	249	698	226	1173	160	897	91	1148	4205
Percent	34.7	50.9	14.4		18.3	67.2	14.5		21.2	59.5	19.3		13.9	78.1	7.9		
05:00 Volume	77	133	28	238	54	200	31	285	85	189	70	344	30	213	19	262	1129
Peak Factor																	0.931
High Int.	05:00 PM				05:00 PM				05:00 PM				05:15 PM				
Volume	77	133	28	238	54	200	31	285	85	189	70	344	51	236	31	318	
Peak Factor				0.830				0.960				0.852				0.903	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
US 1 AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 12 US 1 at 40
Site Code : 00000012
Start Date : 6/30/2009
Page No : 2

Groups Printed- Commercial

	US 1 Southbound				SR 40 Westbound				US 1 Northbound				SR 40 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	2	0	0	2	0	1	0	1	0	3	1	4	0	3	0	3	10
04:15 PM	0	2	0	2	0	1	0	1	1	3	0	4	0	2	0	2	9
04:30 PM	1	2	0	3	0	0	0	0	0	2	0	2	0	1	0	1	6
04:45 PM	0	1	0	1	0	1	0	1	0	0	0	0	1	2	0	3	5
Total	3	5	0	8	0	3	0	3	1	8	1	10	1	8	0	9	30
05:00 PM	0	0	1	1	0	0	0	0	1	2	2	5	0	2	0	2	8
05:15 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	2	0	2	5
05:30 PM	1	1	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
05:45 PM	1	2	0	3	0	0	0	0	0	2	0	2	1	0	0	1	6
Total	2	6	1	9	0	1	0	1	1	4	2	7	1	4	0	5	22
Grand Total	5	11	1	17	0	4	0	4	2	12	3	17	2	12	0	14	52
Apprch %	29.4	64.7	5.9		0.0	100.0	0.0		11.8	70.6	17.6		14.3	85.7	0.0		
Total %	9.6	21.2	1.9	32.7	0.0	7.7	0.0	7.7	3.8	23.1	5.8	32.7	3.8	23.1	0.0	26.9	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
US 1 AT SR 40
VOLUSIA COUNTY, FLORIDA

File Name : 12 US 1 at 40
Site Code : 00000012
Start Date : 6/30/2009
Page No : 3

Groups Printed- Peds

	US 1 Southbound					SR 40 Westbound					US 1 Northbound					SR 40 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	2
04:30 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	4
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	0	0	0	4	4	7
05:00 PM	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	2	3
05:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	2	2	0	0	0	2	2	0	0	0	0	0	0	0	0	2	2	6
Grand Total	0	0	0	3	3	0	0	0	2	2	0	0	0	2	2	0	0	0	6	6	13
Apprch %	0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	23.1	23.1	0.0	0.0	0.0	15.4	15.4	0.0	0.0	0.0	15.4	15.4	0.0	0.0	0.0	46.2	46.2	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
TYMBER CREEK AT AIRPORT RD
VOLUSIA COUNTY, FLORIDA

File Name : 14 Tymber at Airport
Site Code : 00000014
Start Date : 6/25/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	Tymber Creek Southbound				Airport Rd Westbound				Tymber Creek Northbound				Airport Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	15	1	16	42	3	2	47	21	17	39	77	1	4	16	21	161
04:15 PM	1	11	3	15	43	6	0	49	20	14	27	61	4	5	10	19	144
04:30 PM	0	15	0	15	36	5	6	47	11	18	29	58	4	1	14	19	139
04:45 PM	2	12	3	17	60	4	1	65	17	13	34	64	4	3	17	24	170
Total	3	53	7	63	181	18	9	208	69	62	129	260	13	13	57	83	614
05:00 PM	2	13	4	19	77	6	1	84	24	13	41	78	3	8	15	26	207
05:15 PM	2	7	5	14	49	5	3	57	33	14	53	100	2	7	16	25	196
05:30 PM	4	19	2	25	53	7	6	66	19	13	49	81	1	12	14	27	199
05:45 PM	3	15	3	21	44	5	5	54	22	12	44	78	3	5	16	24	177
Total	11	54	14	79	223	23	15	261	98	52	187	337	9	32	61	102	779
Grand Total	14	107	21	142	404	41	24	469	167	114	316	597	22	45	118	185	1393
Apprch %	9.9	75.4	14.8		86.1	8.7	5.1		28.0	19.1	52.9		11.9	24.3	63.8		
Total %	1.0	7.7	1.5	10.2	29.0	2.9	1.7	33.7	12.0	8.2	22.7	42.9	1.6	3.2	8.5	13.3	

	Tymber Creek Southbound				Airport Rd Westbound				Tymber Creek Northbound				Airport Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	11	54	14	79	223	23	15	261	98	52	187	337	9	32	61	102	779
Percent	13.9	68.4	17.7		85.4	8.8	5.7		29.1	15.4	55.5		8.8	31.4	59.8		
05:00 Volume	2	13	4	19	77	6	1	84	24	13	41	78	3	8	15	26	207
Peak Factor																	0.941
High Int.	05:30 PM				05:00 PM				05:15 PM				05:30 PM				
Volume	4	19	2	25	77	6	1	84	33	14	53	100	1	12	14	27	
Peak Factor				0.790				0.777				0.843				0.944	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
TYMBER CREEK AT AIRPORT RD
VOLUSIA COUNTY, FLORIDA

File Name : 14 Tymber at Airport
Site Code : 00000014
Start Date : 6/25/2009
Page No : 2

Groups Printed- Commercial

	Tymber Creek Southbound				Airport Rd Westbound				Tymber Creek Northbound				Airport Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	1	0	0	1	0	0	2	2	0	0	2	2	5
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
04:45 PM	1	0	0	1	2	0	0	2	0	0	2	2	0	0	1	1	6
Total	1	2	0	3	4	0	0	4	0	2	4	6	0	0	3	3	16
05:00 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
05:15 PM	0	1	0	1	1	0	1	2	1	0	0	1	0	0	0	0	4
05:30 PM	1	0	0	1	0	0	0	0	0	0	2	2	0	0	0	0	3
05:45 PM	0	1	0	1	0	0	0	0	1	0	3	4	0	0	0	0	5
Total	1	2	0	3	2	0	1	3	2	1	5	8	0	0	0	0	14
Grand Total	2	4	0	6	6	0	1	7	2	3	9	14	0	0	3	3	30
Apprch %	33.3	66.7	0.0		85.7	0.0	14.3		14.3	21.4	64.3		0.0	0.0	100.0		
Total %	6.7	13.3	0.0	20.0	20.0	0.0	3.3	23.3	6.7	10.0	30.0	46.7	0.0	0.0	10.0	10.0	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
TYMBER CREEK AT AIRPORT RD
VOLUSIA COUNTY, FLORIDA

File Name : 14 Tymber at Airport
Site Code : 00000014
Start Date : 6/25/2009
Page No : 3

Groups Printed- Peds

	Tymber Creek Southbound					Airport Rd Westbound					Tymber Creek Northbound					Airport Rd Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:45 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	2	2	4
Grand Total	0	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	0	0	2	2	5
Apprch %	0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		
Total %	0.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	20.0	20.0	0.0	0.0	0.0	40.0	40.0	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
ORMOND GREEN BLVD AT AIRPORT RD
VOLUSIA COUNTY, FLORIDA

File Name : 15 Ormond Green at Airport
Site Code : 00000015
Start Date : 6/23/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	Ormond Green Blvd Southbound				Airport Rd Westbound				N/A Northbound				Airport Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	4	0	9	13	0	27	7	34	0	0	0	0	6	36	0	42	89
04:15 PM	2	0	11	13	0	42	8	50	0	0	0	0	9	25	0	34	97
04:30 PM	3	0	10	13	0	52	5	57	0	0	0	0	7	34	0	41	111
04:45 PM	3	0	13	16	0	47	4	51	0	0	0	0	8	36	0	44	111
Total	12	0	43	55	0	168	24	192	0	0	0	0	30	131	0	161	408
05:00 PM	4	0	11	15	0	54	8	62	0	0	0	0	11	56	0	67	144
05:15 PM	2	0	9	11	0	62	7	69	0	0	0	0	13	48	0	61	141
05:30 PM	6	0	8	14	0	58	9	67	0	0	0	0	11	48	0	59	140
05:45 PM	6	0	7	13	0	50	9	59	0	0	0	0	10	40	0	50	122
Total	18	0	35	53	0	224	33	257	0	0	0	0	45	192	0	237	547
Grand Total	30	0	78	108	0	392	57	449	0	0	0	0	75	323	0	398	955
Apprch %	27.8	0.0	72.2		0.0	87.3	12.7		0.0	0.0	0.0		18.8	81.2	0.0		
Total %	3.1	0.0	8.2	11.3	0.0	41.0	6.0	47.0	0.0	0.0	0.0	0.0	7.9	33.8	0.0	41.7	

	Ormond Green Blvd Southbound				Airport Rd Westbound				N/A Northbound				Airport Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	18	0	35	53	0	224	33	257	0	0	0	0	45	192	0	237	547
Percent	34.0	0.0	66.0		0.0	87.2	12.8		0.0	0.0	0.0		19.0	81.0	0.0		
05:00 Volume	4	0	11	15	0	54	8	62	0	0	0	0	11	56	0	67	144
Peak Factor																	0.950
High Int.	05:00 PM				05:15 PM				3:45:00 PM				05:00 PM				
Volume	4	0	11	15	0	62	7	69	0	0	0	0	11	56	0	67	
Peak Factor				0.883				0.931								0.884	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
ORMOND GREEN BLVD AT AIRPORT RD
VOLUSIA COUNTY, FLORIDA

File Name : 15 Ormond Green at Airport
Site Code : 00000015
Start Date : 6/23/2009
Page No : 2

Groups Printed- Commercial

	Ormond Green Blvd Southbound				Airport Rd Westbound				N/A Northbound				Airport Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	7	0	7	11
Grand Total	0	0	0	0	0	7	0	7	0	0	0	0	0	11	0	11	18
Apprch %	0.0	0.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	38.9	0.0	38.9	0.0	0.0	0.0	0.0	0.0	61.1	0.0	61.1	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
ORMOND GREEN BLVD AT AIRPORT RD
VOLUSIA COUNTY, FLORIDA

File Name : 15 Ormond Green at Airport
Site Code : 00000015
Start Date : 6/23/2009
Page No : 3

Groups Printed- Peds

	Ormond Green Blvd Southbound				Airport Rd Westbound				N/A Northbound				Airport Rd Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %																	

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
PINELAND TRAIL AT HARMONY AVE
VOLUSIA COUNTY, FLORIDA

File Name : 22 Pineland at Harmony
Site Code : 00000022
Start Date : 6/25/2009
Page No : 1

Groups Printed- Automobiles - Commercial

	Pineland Trail Southbound				Harmony Ave Westbound				Pineland Trail Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
04:00 PM	1	0	0	1	1	0	1	2	0	3	0	3	0	0	0	0	6
04:15 PM	1	1	0	2	8	0	0	8	0	2	5	7	0	0	0	0	17
04:30 PM	0	1	0	1	1	0	1	2	0	0	0	0	0	0	0	0	3
04:45 PM	0	4	0	4	2	0	0	2	0	2	0	2	0	0	0	0	8
Total	2	6	0	8	12	0	2	14	0	7	5	12	0	0	0	0	34
05:00 PM	0	1	0	1	4	0	1	5	0	1	3	4	0	0	0	0	10
05:15 PM	1	1	0	2	2	0	0	2	0	5	9	14	0	0	0	0	18
05:30 PM	1	1	0	2	5	0	1	6	0	1	7	8	0	0	0	0	16
05:45 PM	1	2	0	3	7	0	3	10	0	2	6	8	0	0	0	0	21
Total	3	5	0	8	18	0	5	23	0	9	25	34	0	0	0	0	65
Grand Total	5	11	0	16	30	0	7	37	0	16	30	46	0	0	0	0	99
Apprch %	31.3	68.8	0.0		81.1	0.0	18.9		0.0	34.8	65.2		0.0	0.0	0.0		
Total %	5.1	11.1	0.0	16.2	30.3	0.0	7.1	37.4	0.0	16.2	30.3	46.5	0.0	0.0	0.0	0.0	

	Pineland Trail Southbound				Harmony Ave Westbound				Pineland Trail Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 04:00 PM to 06:00 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	3	5	0	8	18	0	5	23	0	9	25	34	0	0	0	0	65
Percent	37.5	62.5	0.0		78.3	0.0	21.7		0.0	26.5	73.5		0.0	0.0	0.0		
05:45 Volume	1	2	0	3	7	0	3	10	0	2	6	8	0	0	0	0	21
Peak Factor																	0.774
High Int.	05:45 PM				05:45 PM				05:15 PM				3:45:00 PM				
Volume	1	2	0	3	7	0	3	10	0	5	9	14					
Peak Factor				0.667				0.575				0.607					

DE-TRAFFIC
PH.386-341-4186/FAX.386-740-9561
PINELAND TRAIL AT HARMONY AVE
VOLUSIA COUNTY, FLORIDA

File Name : 22 Pineland at Harmony
Site Code : 00000022
Start Date : 6/25/2009
Page No : 2

Groups Printed- Commercial

	Pineland Trail Southbound				Harmony Ave Westbound				Pineland Trail Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
05:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Apprch %	0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

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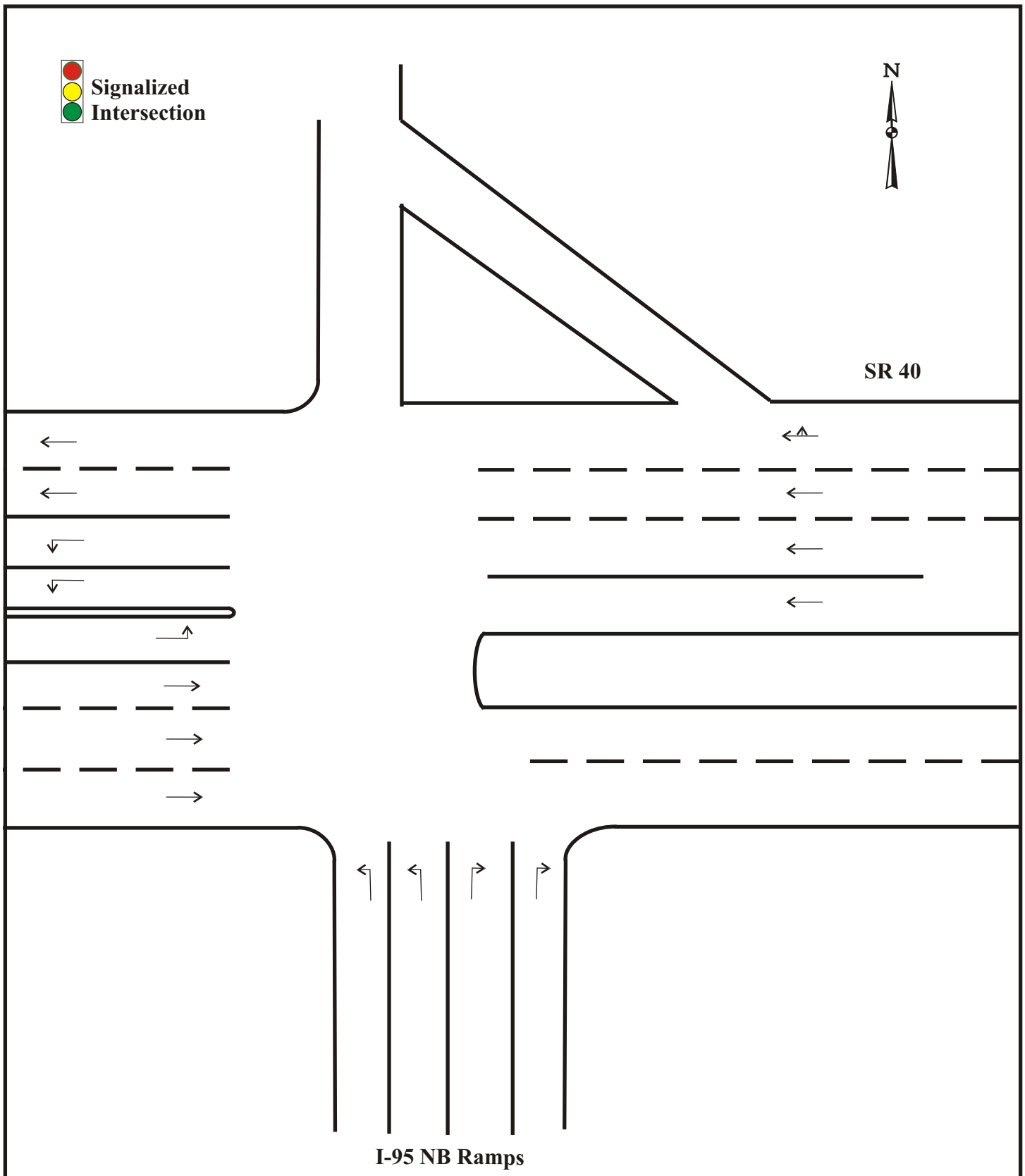
PINELAND TRAIL AT HARMONY AVE
VOLUSIA COUNTY, FLORIDA

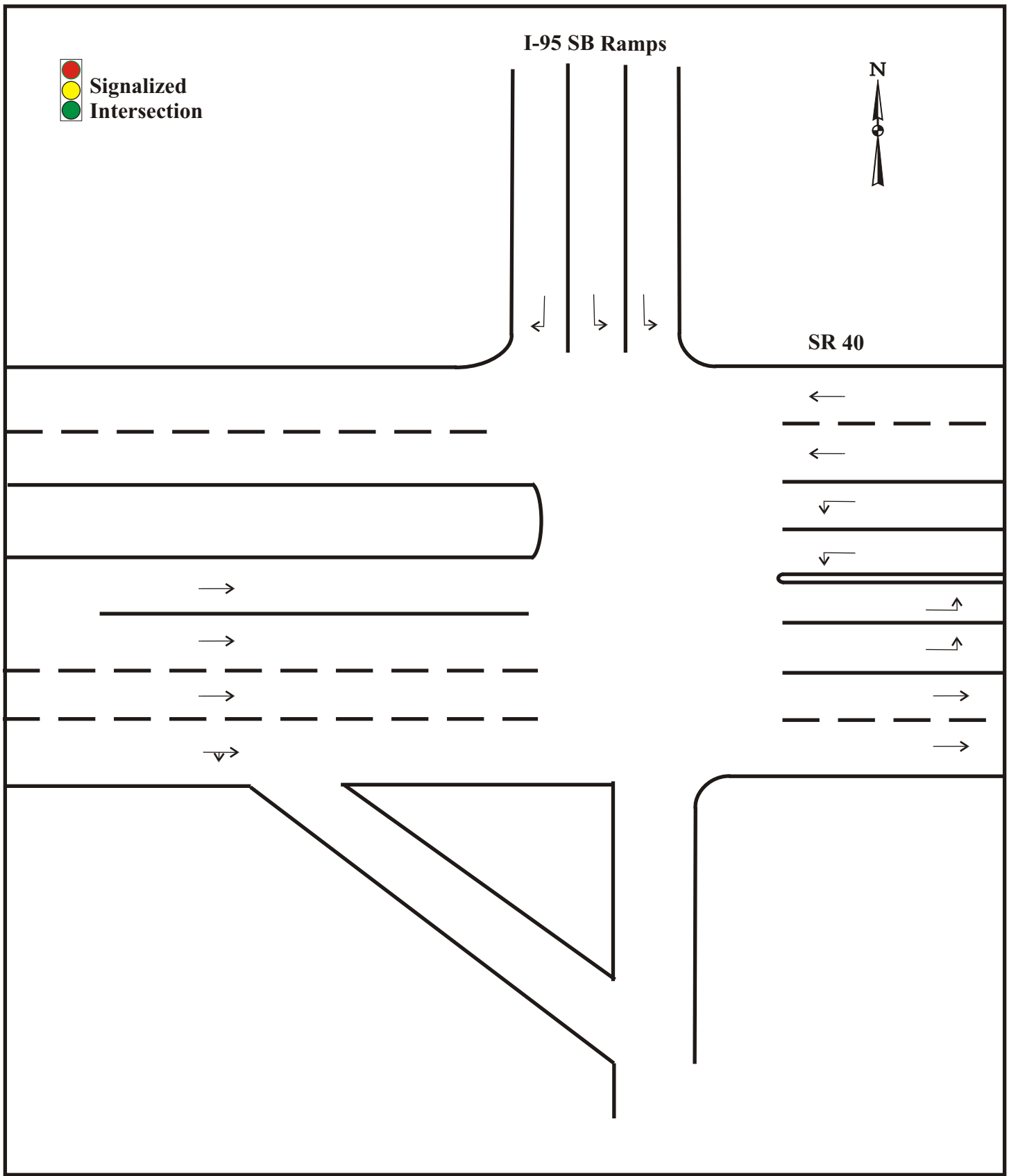
File Name : 22 Pineland at Harmony
Site Code : 00000022
Start Date : 6/25/2009
Page No : 3

Groups Printed- Peds

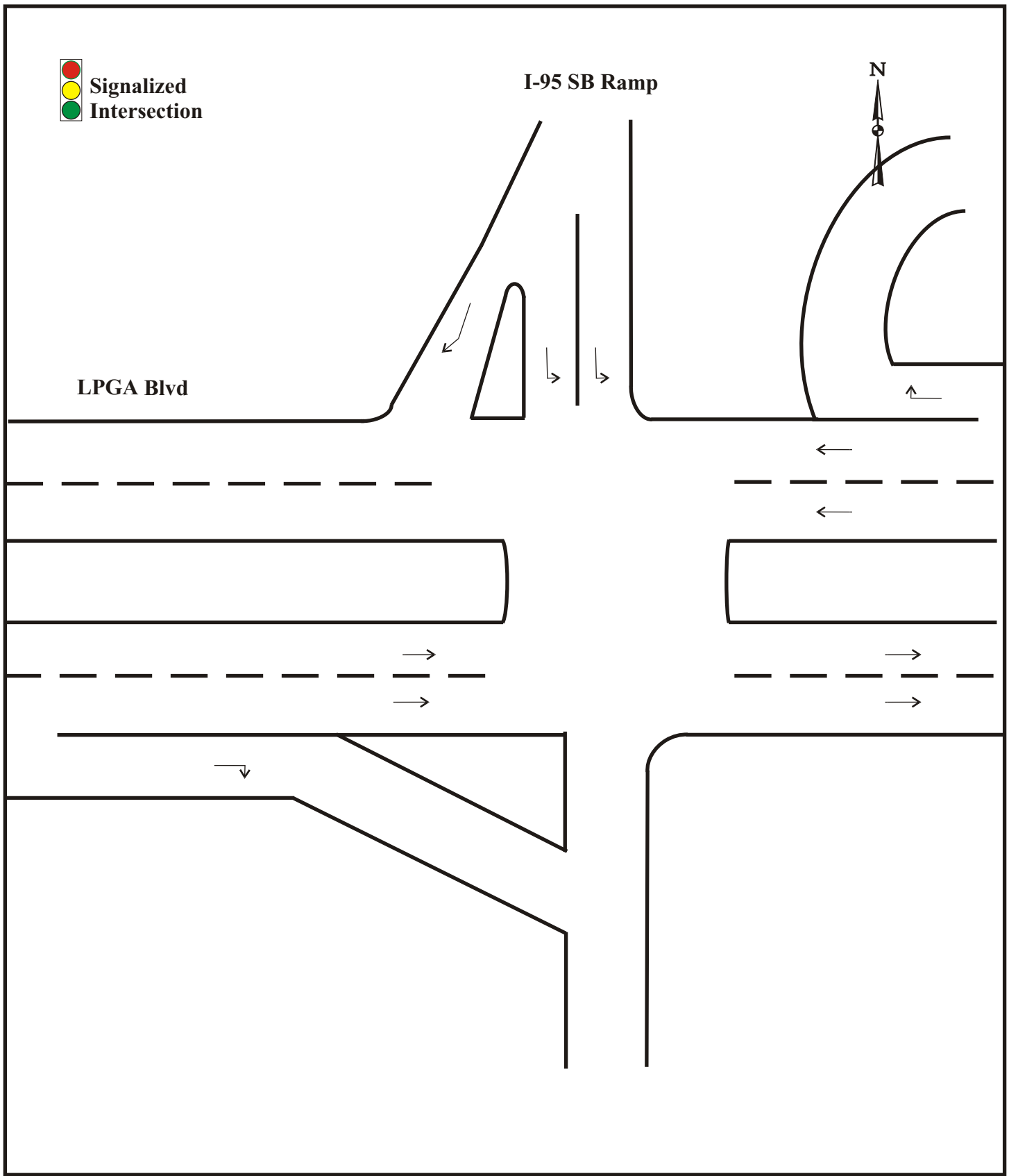
	Pineland Trail Southbound				Harmony Ave Westbound				Pineland Trail Northbound				N/A Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Factor	1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		1.0	1.0	1.0		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %																	



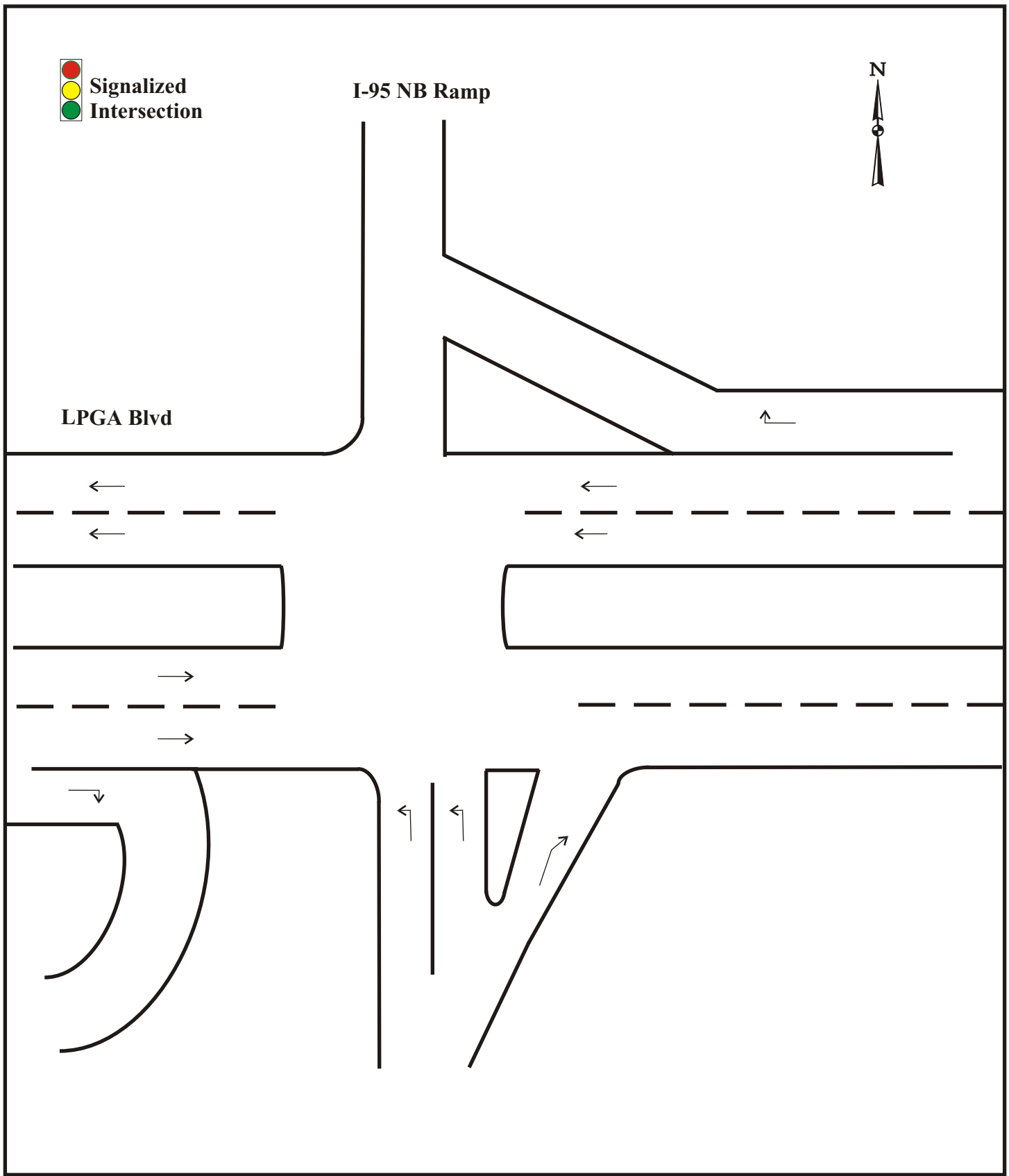
I-95 NB Ramps at SR 40 Volusia County	Intersection Geometry Project Number: L2004-239 / Page Number: 1	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561



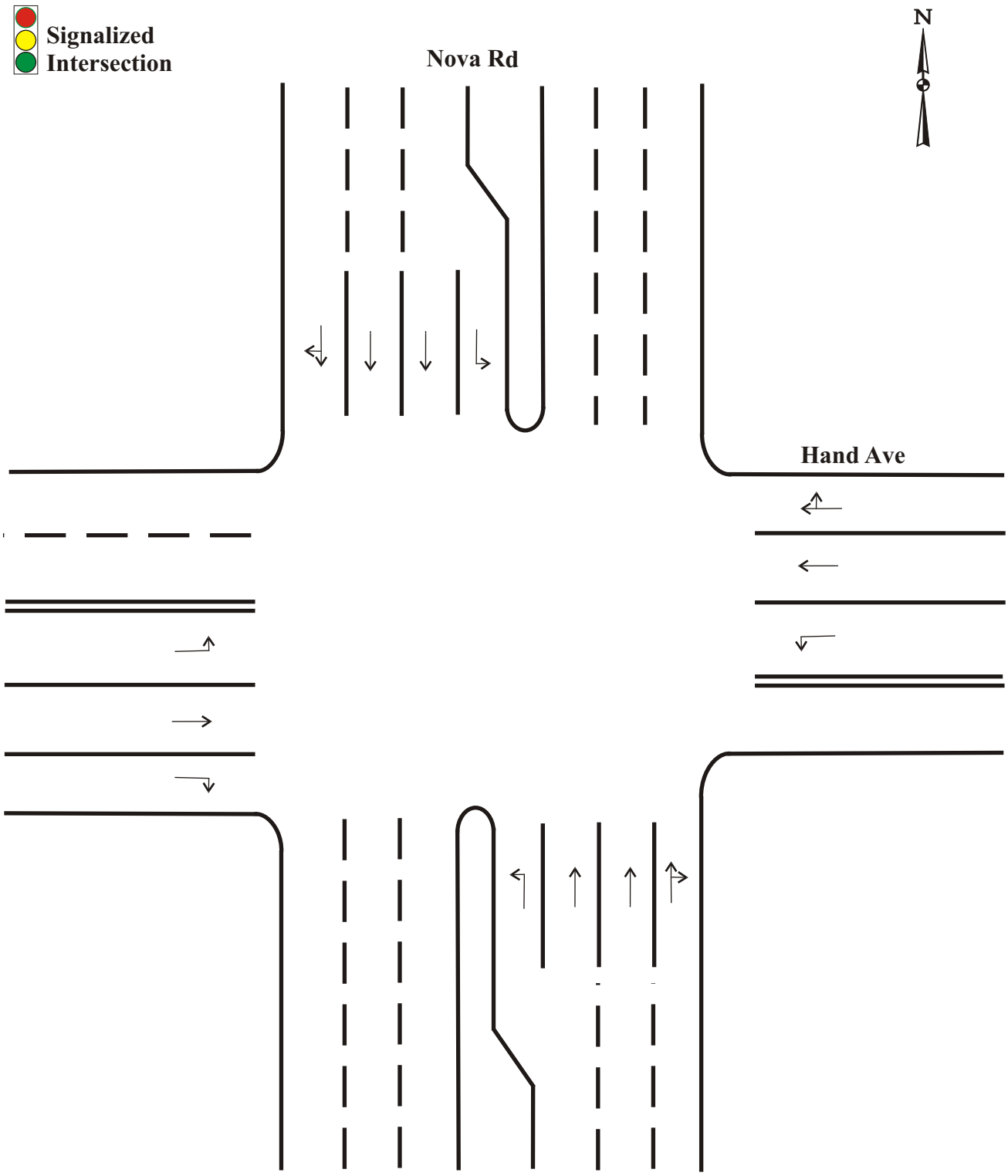
I-95 SB Ramps at SR 40 Volusia County	Intersection Geometry Project Number: L2004-239 / Page Number: 2	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561



I-95 NB Ramps at LPGA Blvd Volusia County	Intersection Geometry Project Number: L2004-239 / Page Number: 3	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561



I-95 SB Ramps at LPGA Blvd Volusia County	Intersection Geometry Project Number: L2004-239 / Page Number: 4	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561



Nova Rd
at Hand Ave

Volusia County

Intersection
Geometry

Project
Number: L2004-239

Page
Number: 5

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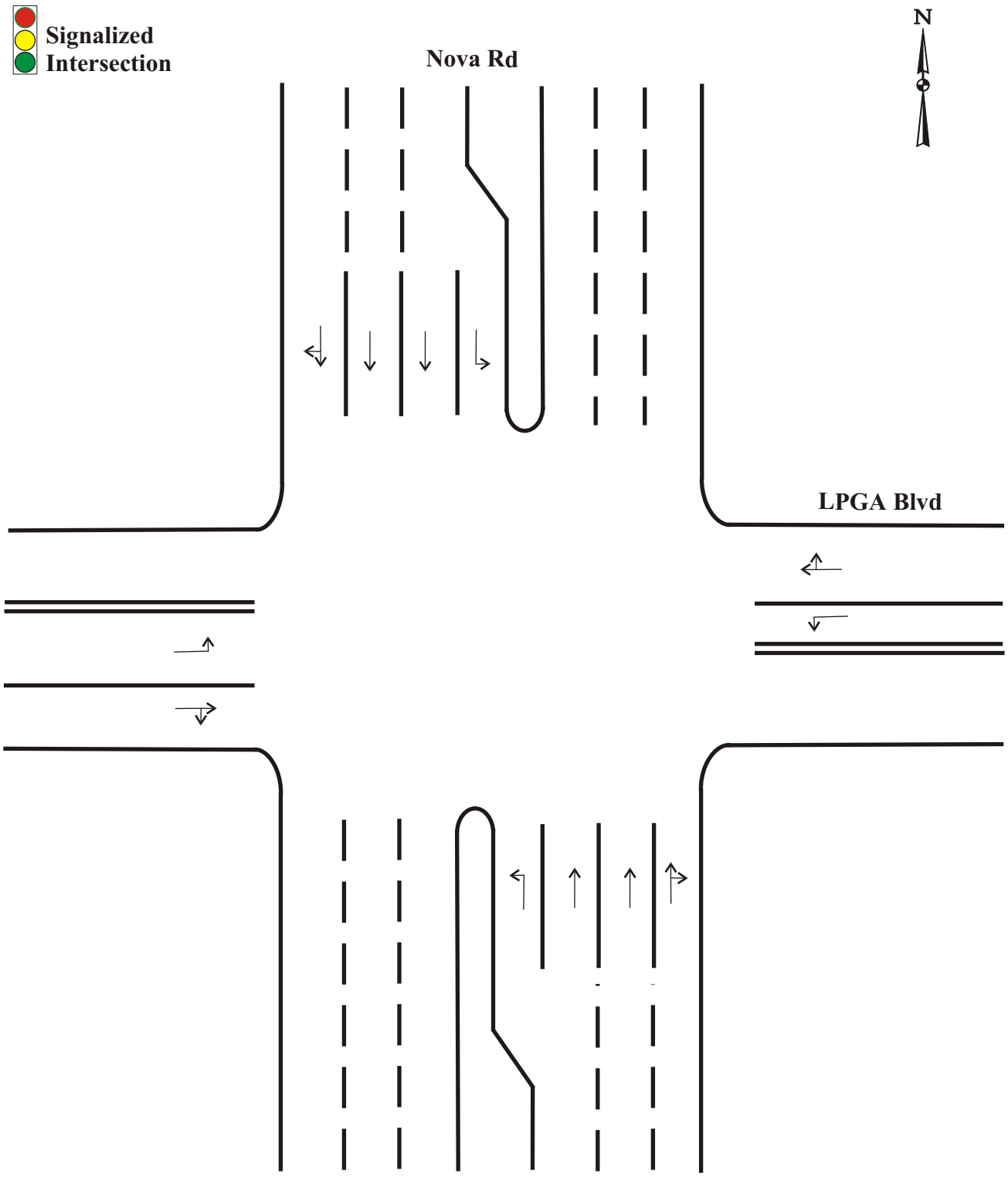

Nova Rd
at LPGA Blvd

Volusia County

Intersection
Geometry

Project
Number: L2004-239

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Number: 6

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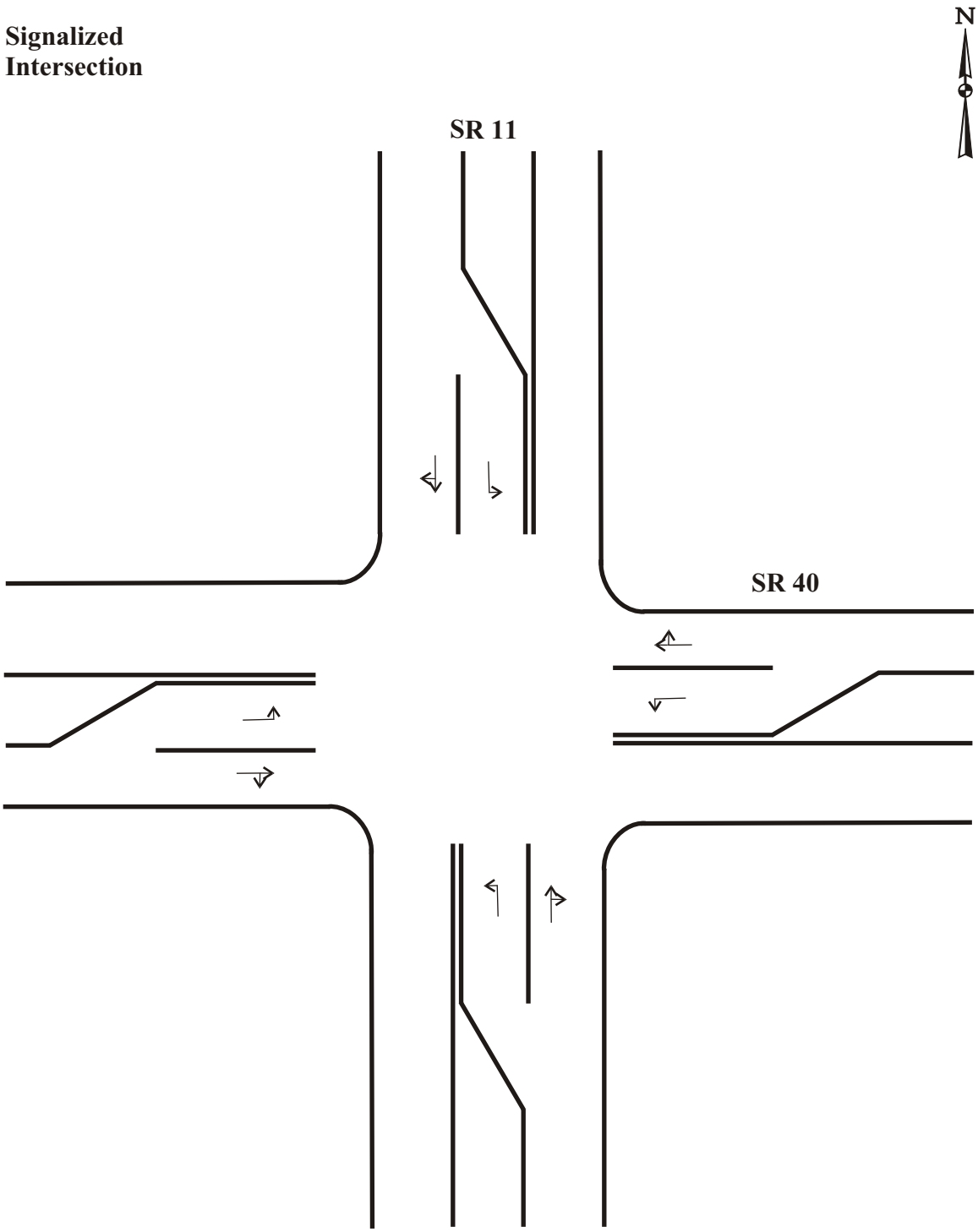
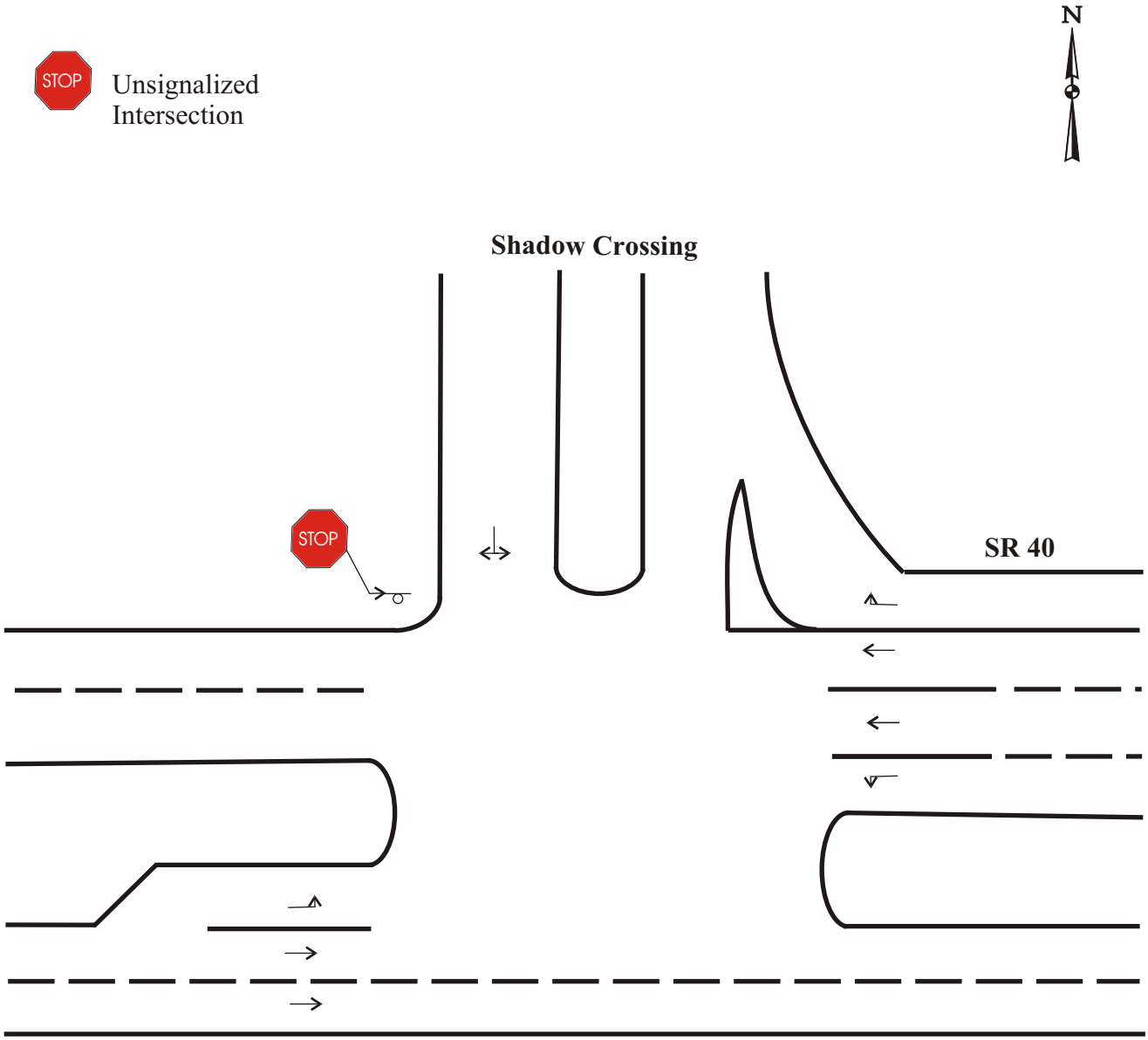
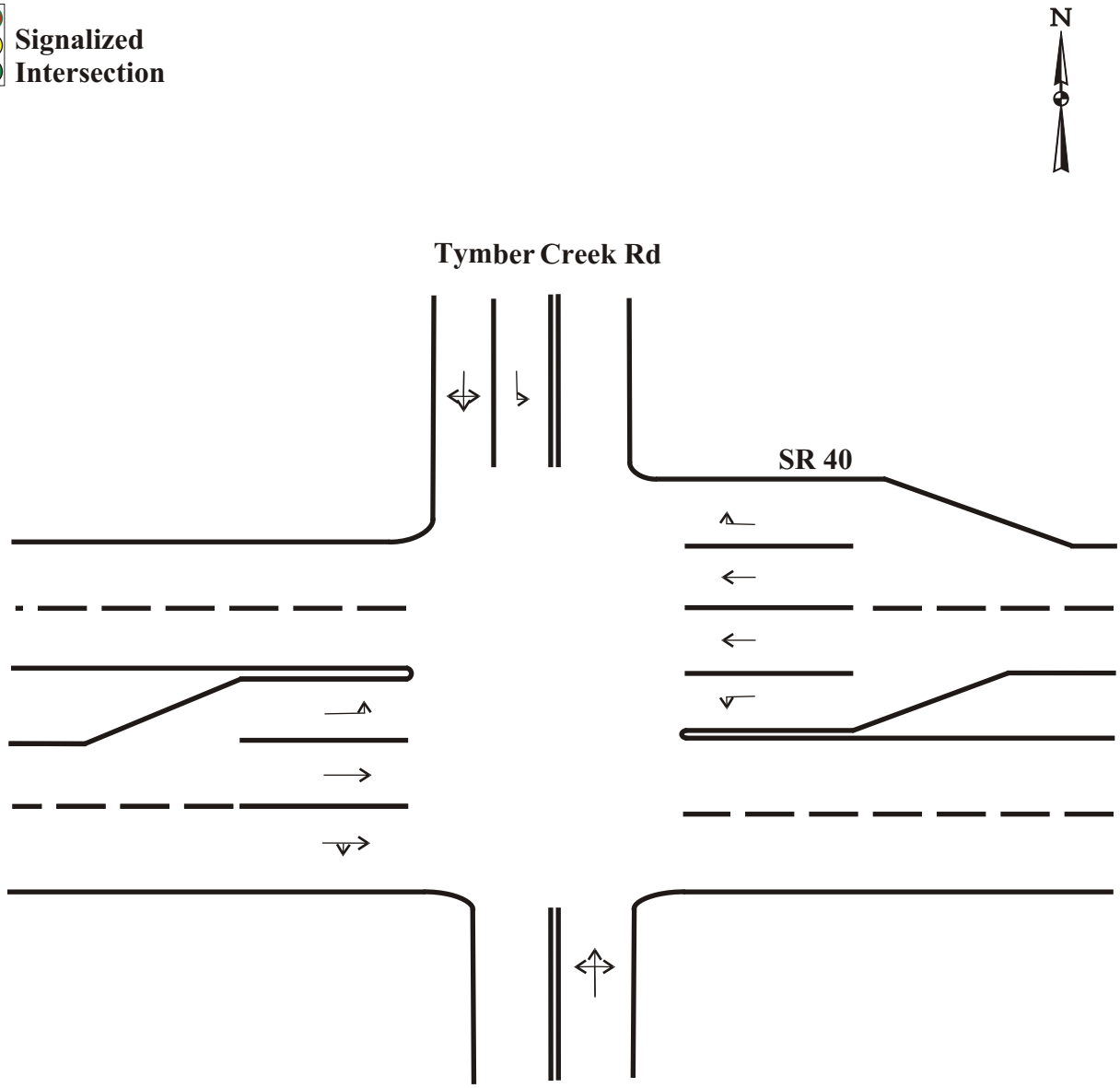


SR 11 at SR 40 Volusia County	Intersection Geometry	DE TRAFFIC
	Project Number: L2004-239 / Page Number: 7	www.de-traffic.com
		299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

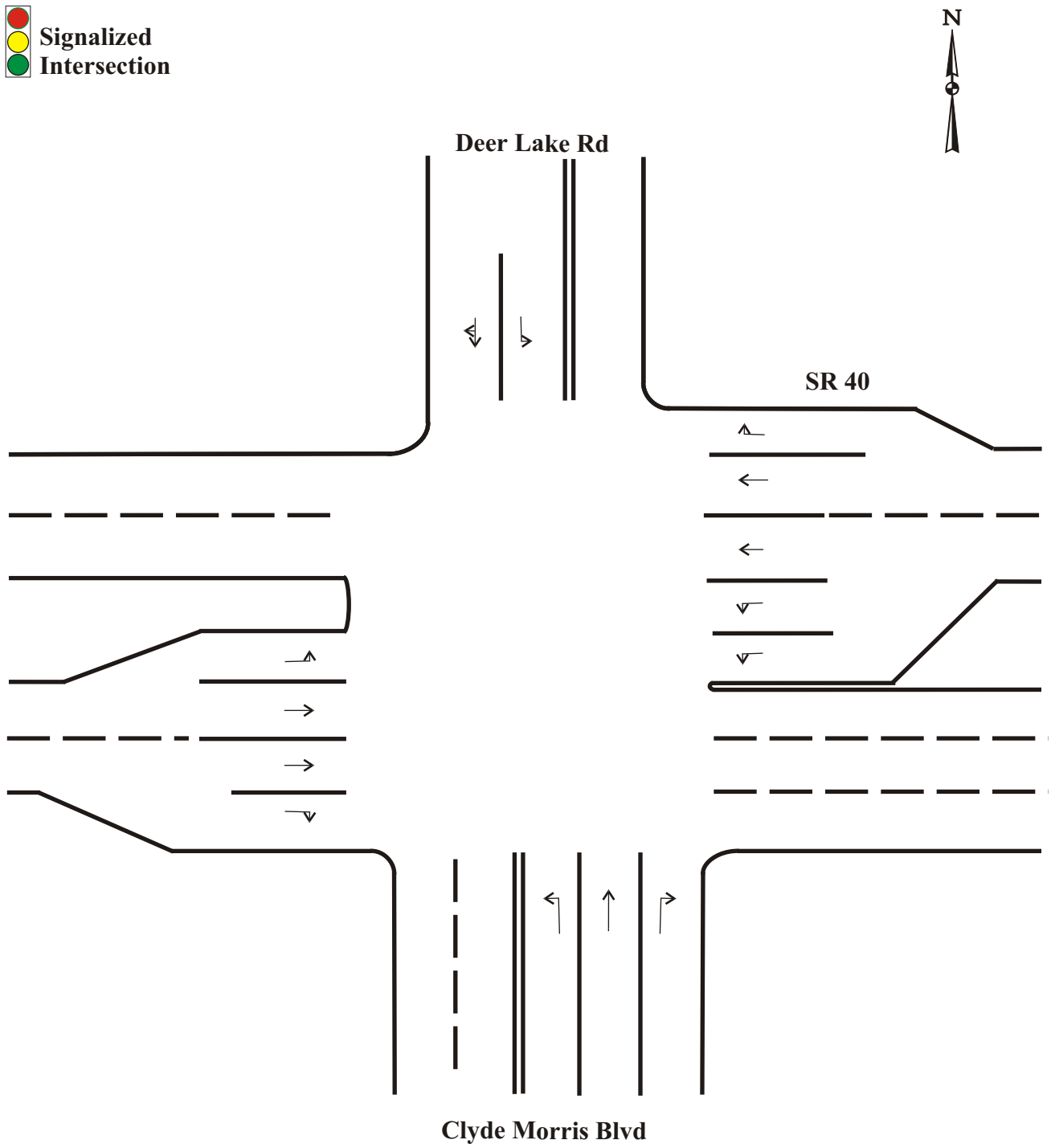


Shadow Crossing at SR 40 Volusia County	Intersection Geometry Project Number: L2004-239 / Page Number: 8	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

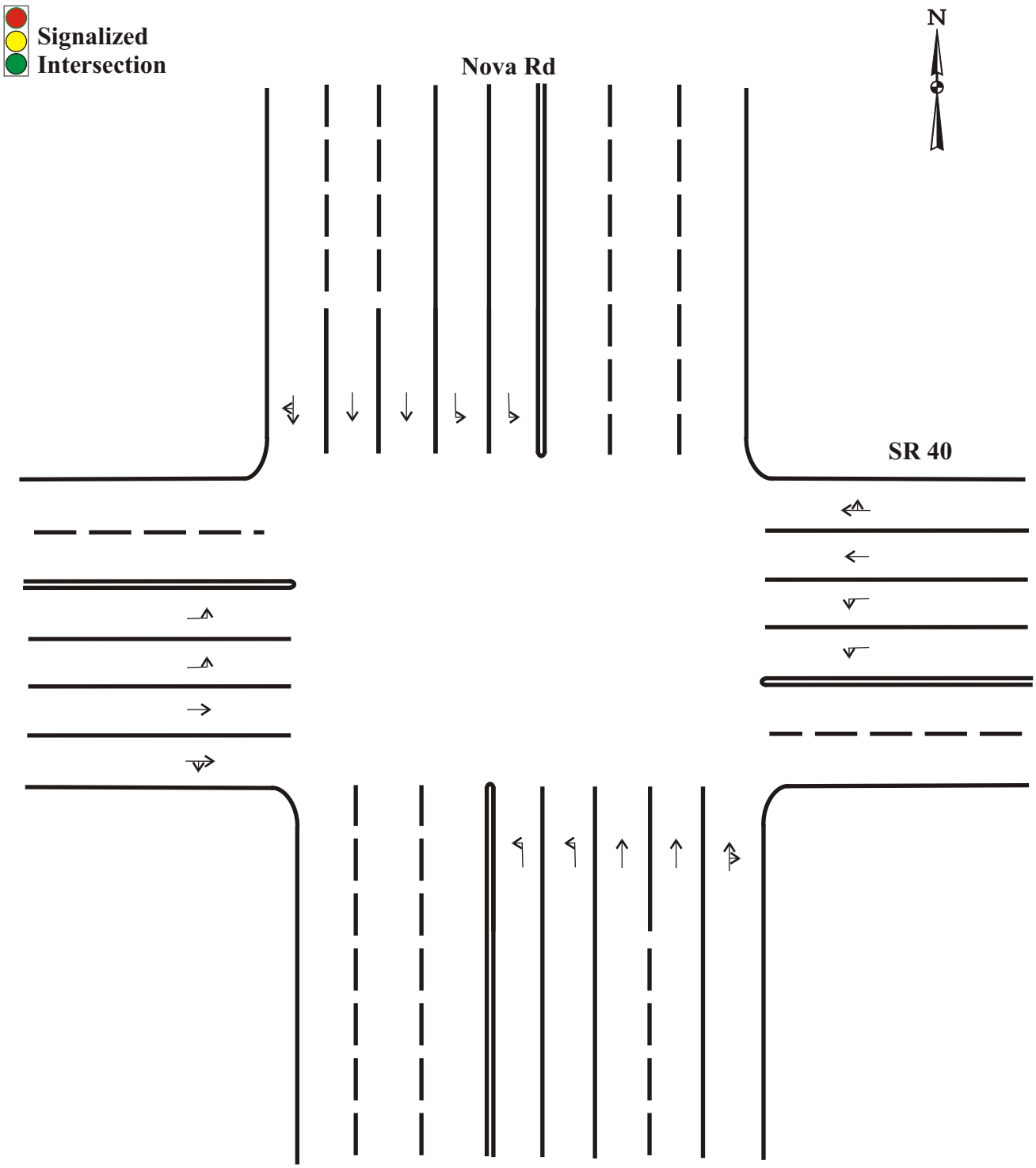
Signalized Intersection



Tymber Creek at SR 40 Volusia County	Intersection Geometry Project Number: L2004-239 / Page Number: 9	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561



Clyde Morris Blvd at SR 40 Volusia County	Intersection Geometry Project Number: L2004-239 / Page Number: 10	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561



Nova Rd
at SR 40

Volusia County

Intersection
Geometry

Project
Number: L2004-239

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Number: 11

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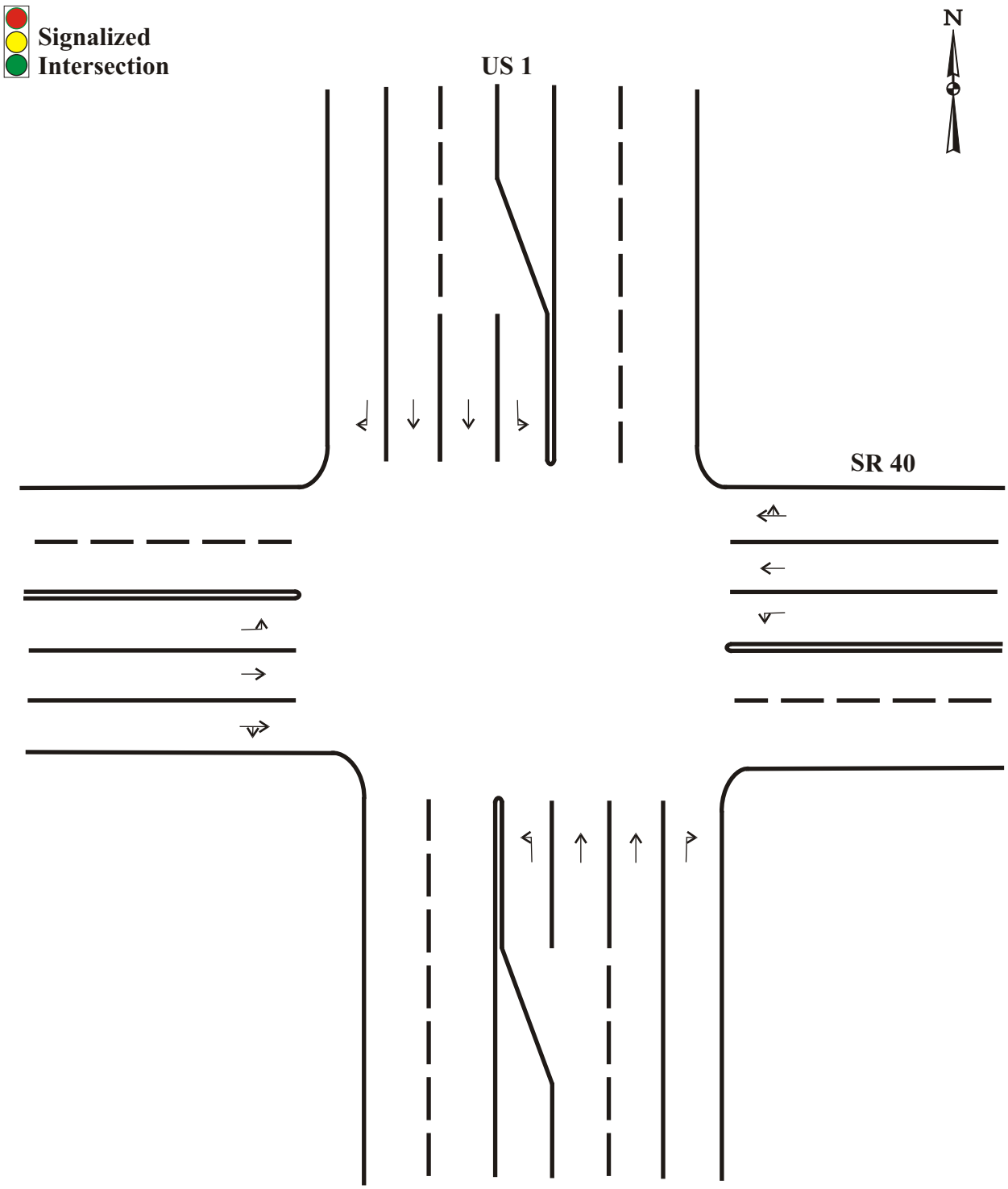

US 1
at SR 40

Volusia County

Intersection
Geometry

Project
Number: L2004-239

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Number: 12

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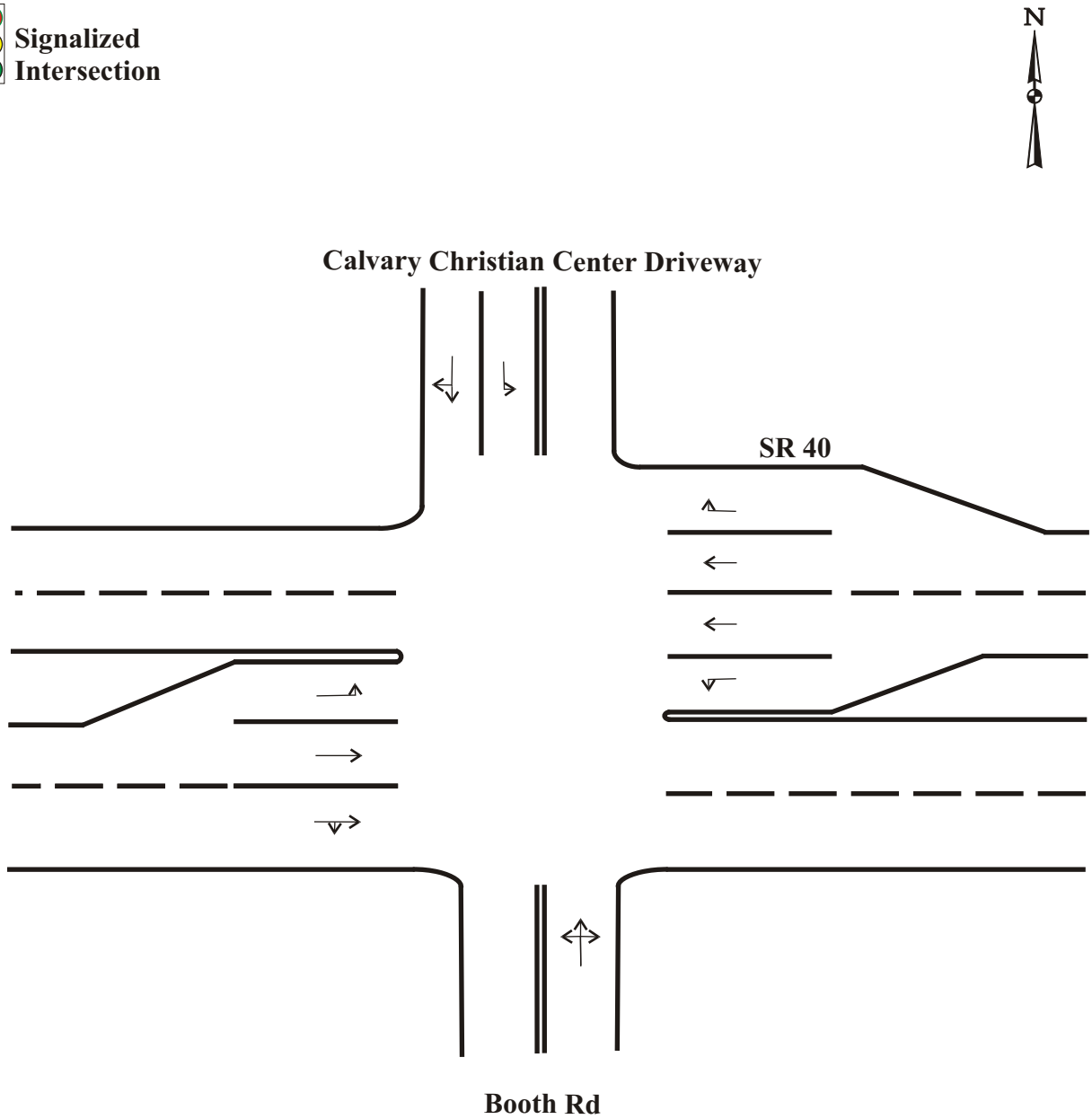
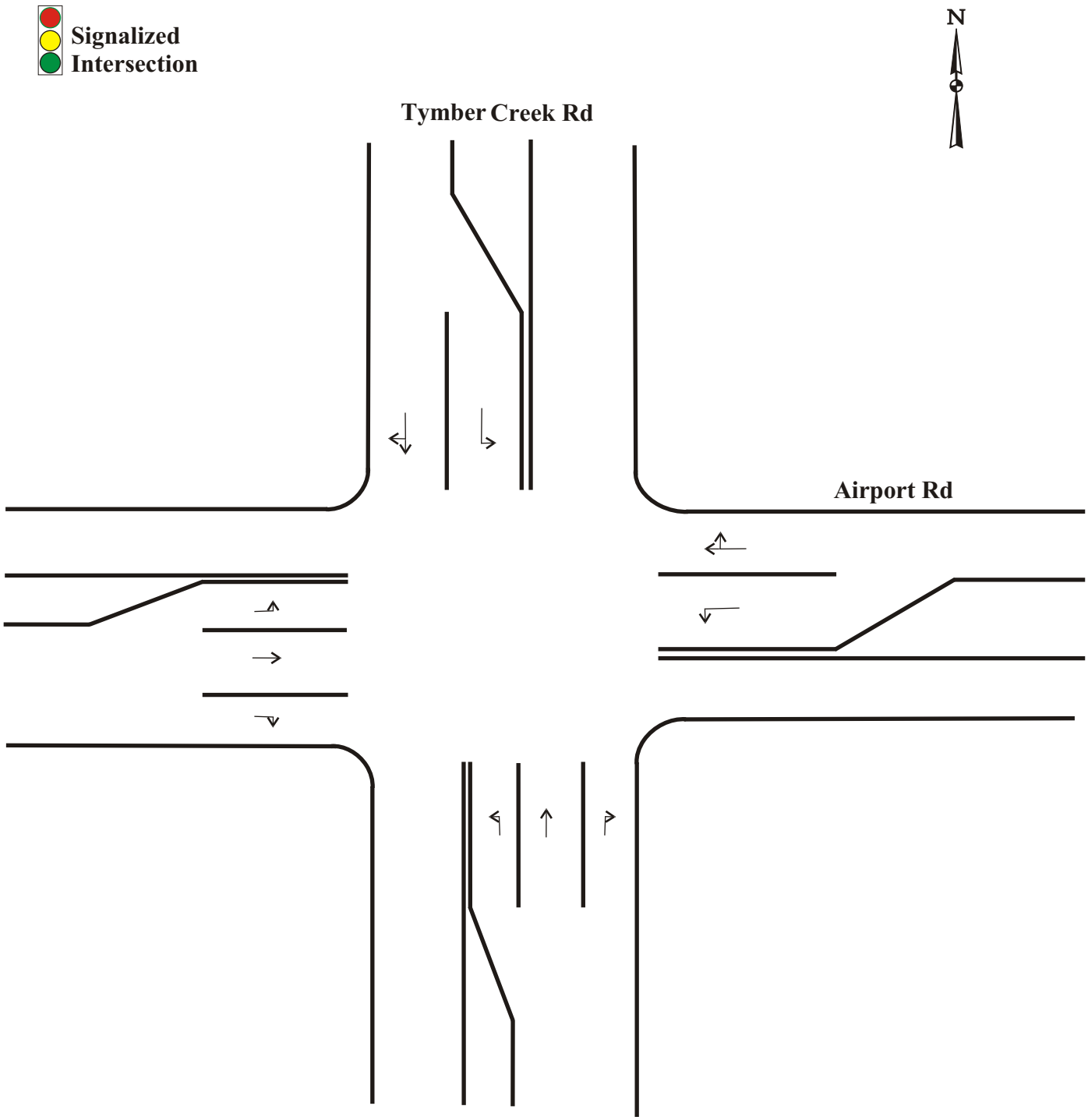
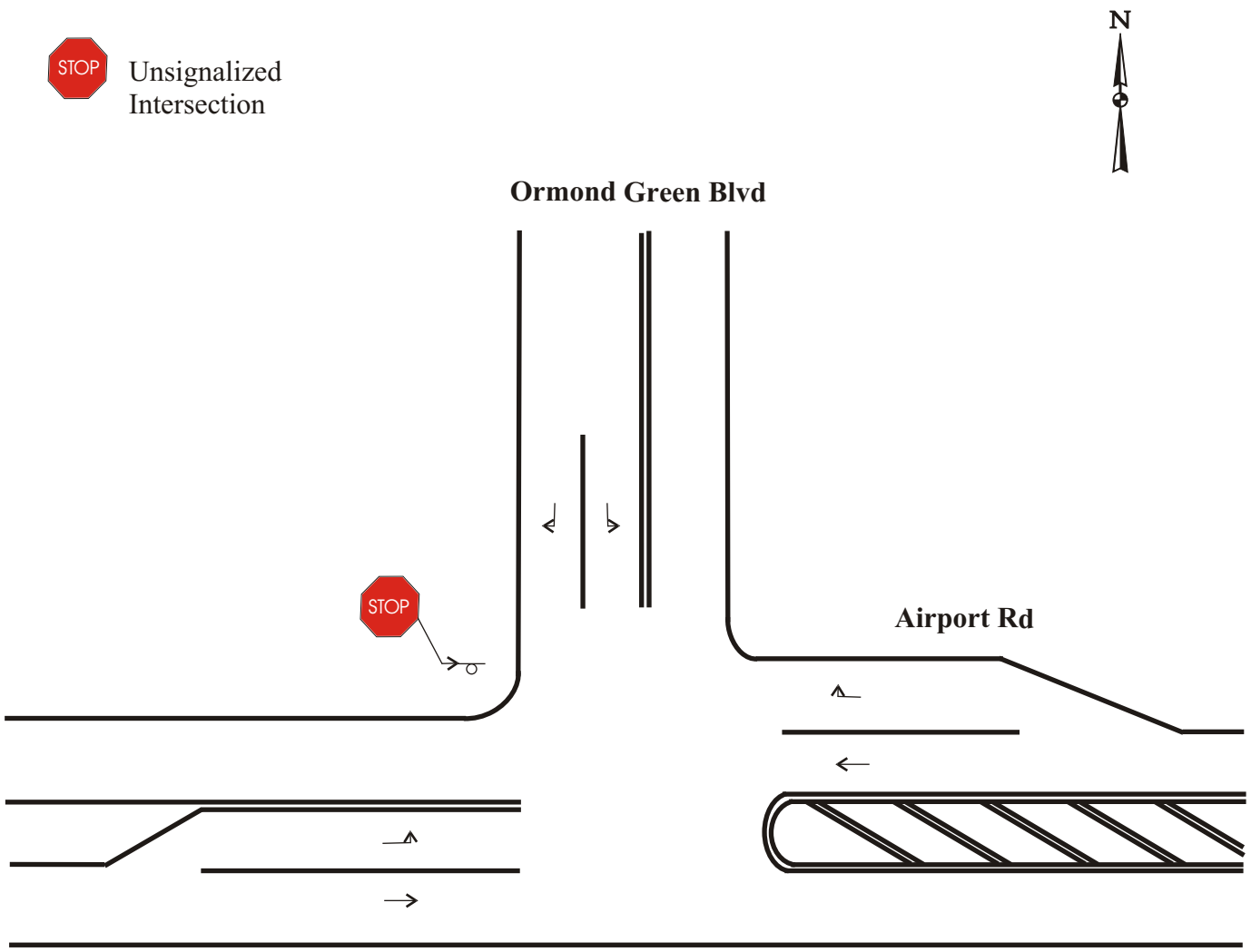


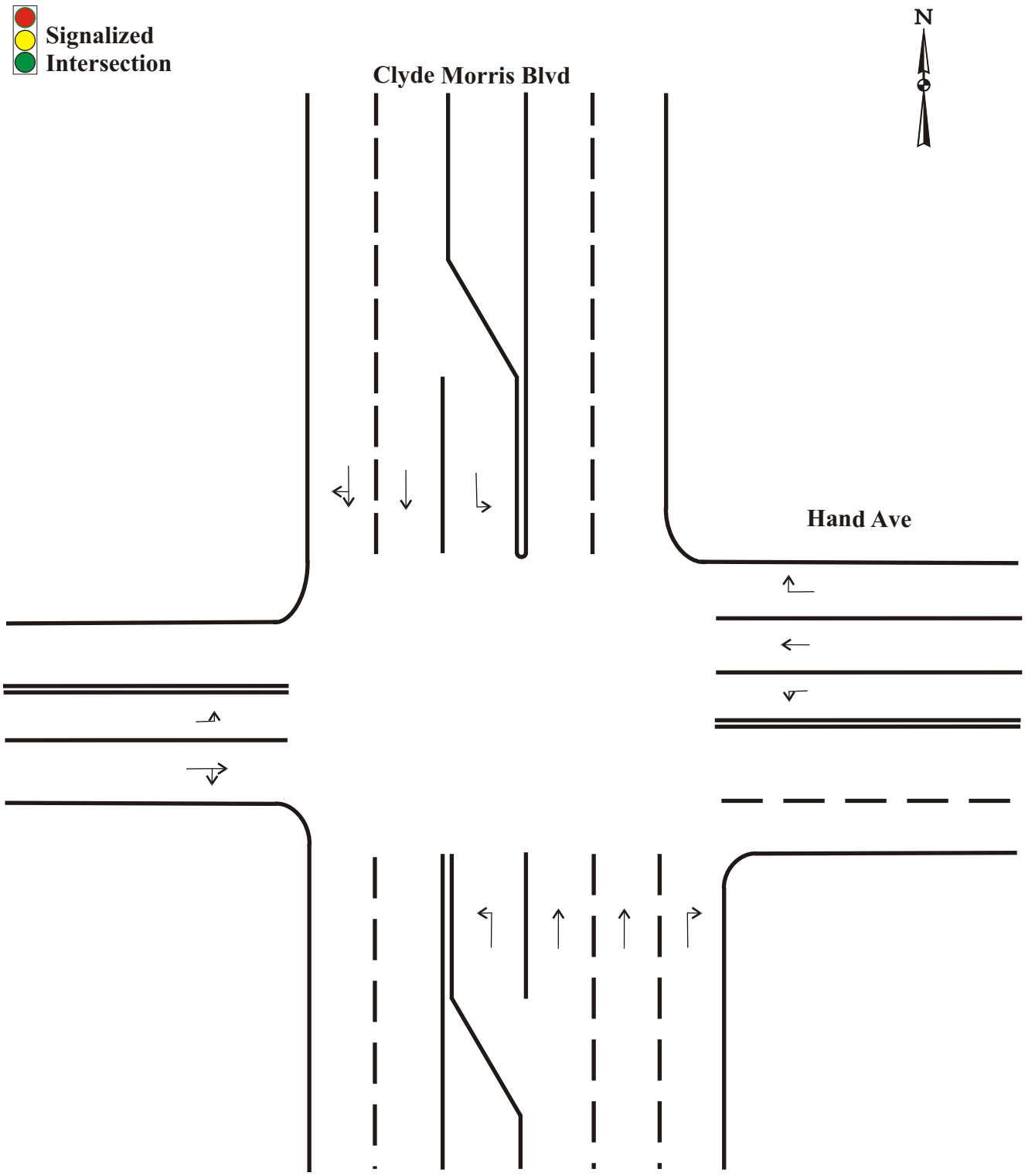
Booth Rd at SR 40 Volusia County	Intersection Geometry	DE TRAFFIC
	Project Number: L2004-239 / Page Number: 13	www.de-traffic.com
		299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561



Tymber Creek at Airport Rd Volusia County	Intersection Geometry Project Number: L2004-239 / Page Number: 14	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561



Pineland Trail at Airport Rd Volusia County	Intersection Geometry Project Number: L2004-239 / Page Number: 15	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561



Clyde Morris Blvd
at Hand Ave

Volusia County

Intersection
Geometry

Project
Number: L2004-239

Page
Number: 16

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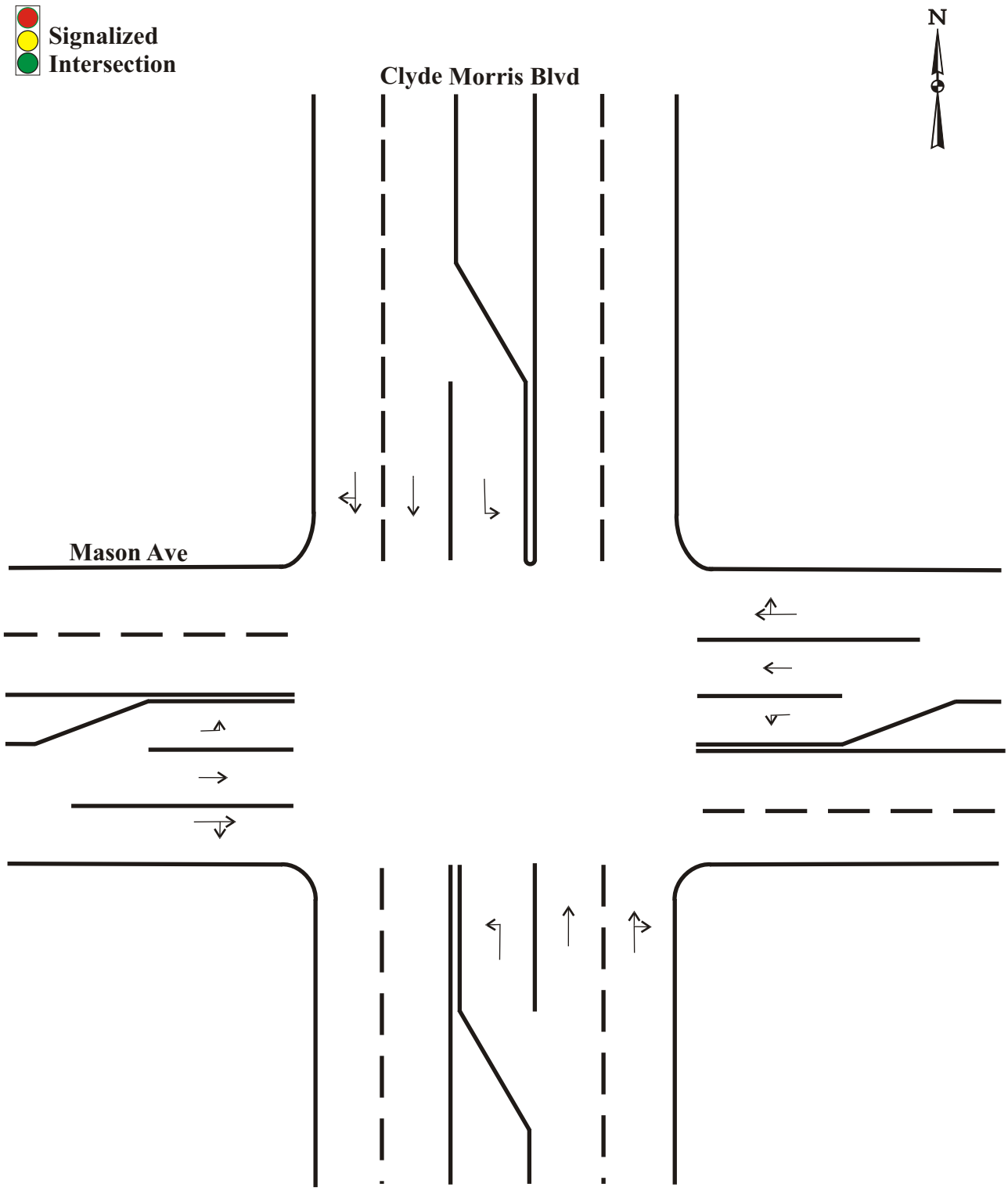

Clyde Morris Blvd
at Mason Ave

Volusia County

Intersection
Geometry

Project
Number: L2004-239

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Number: 17

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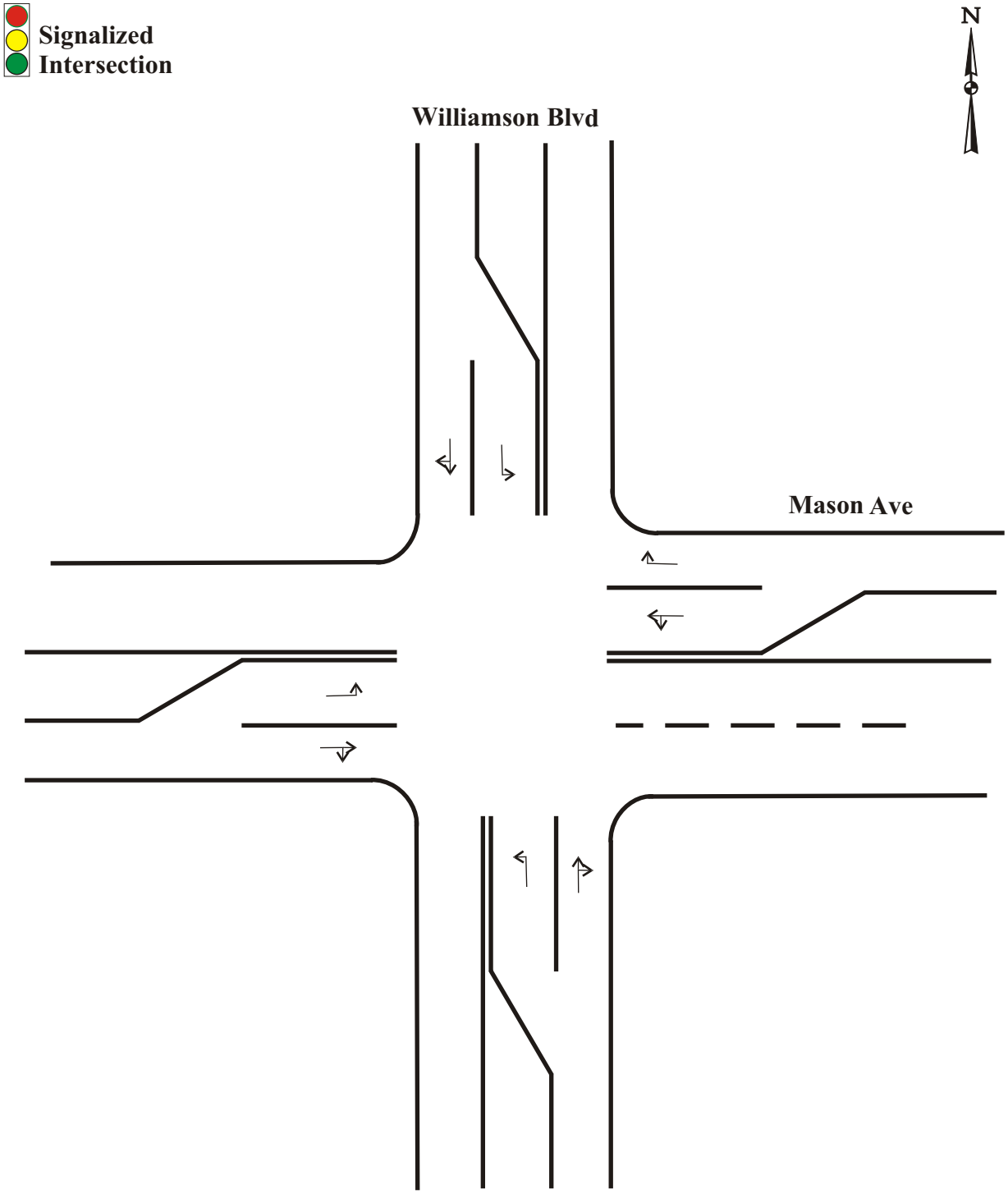
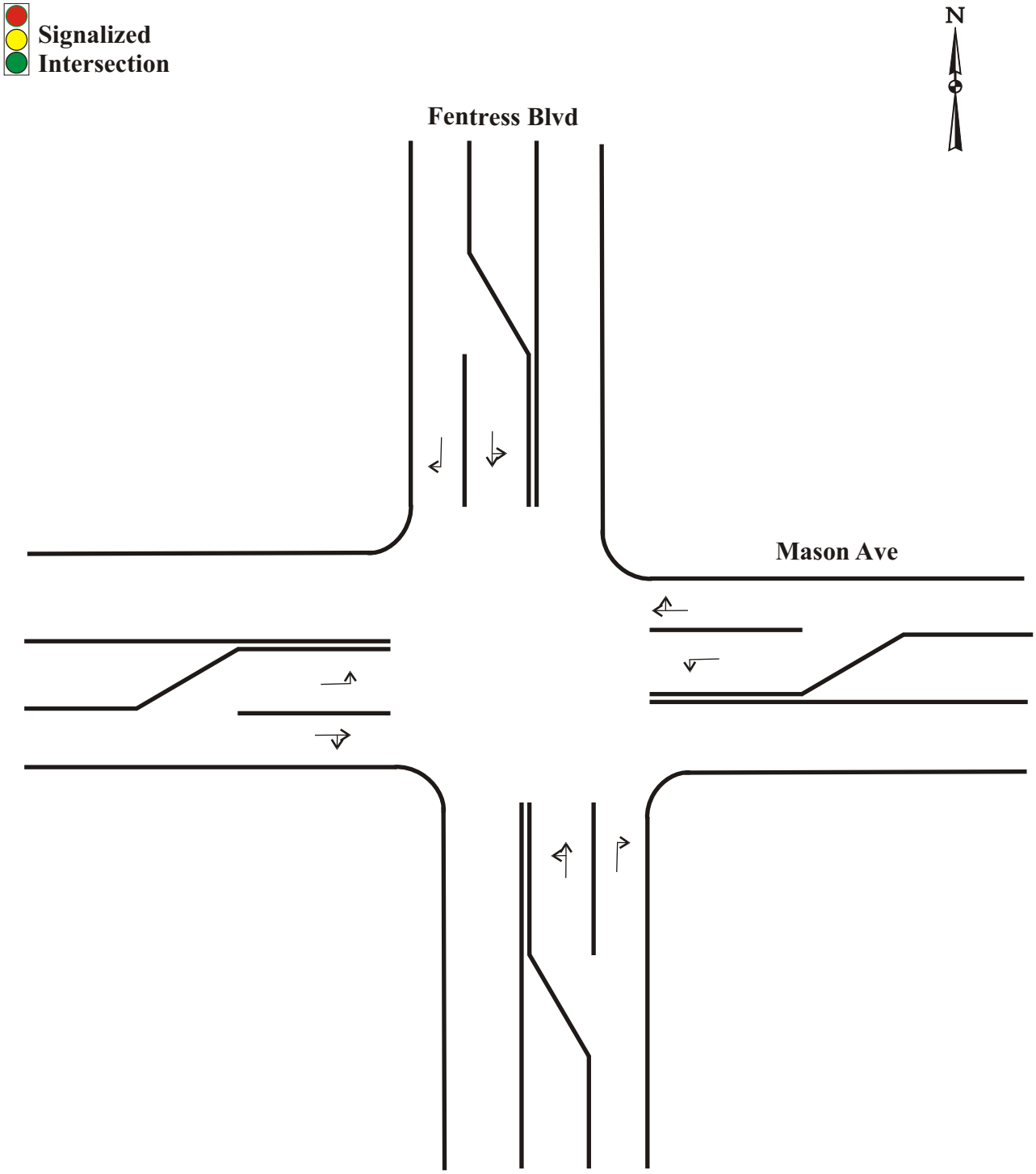
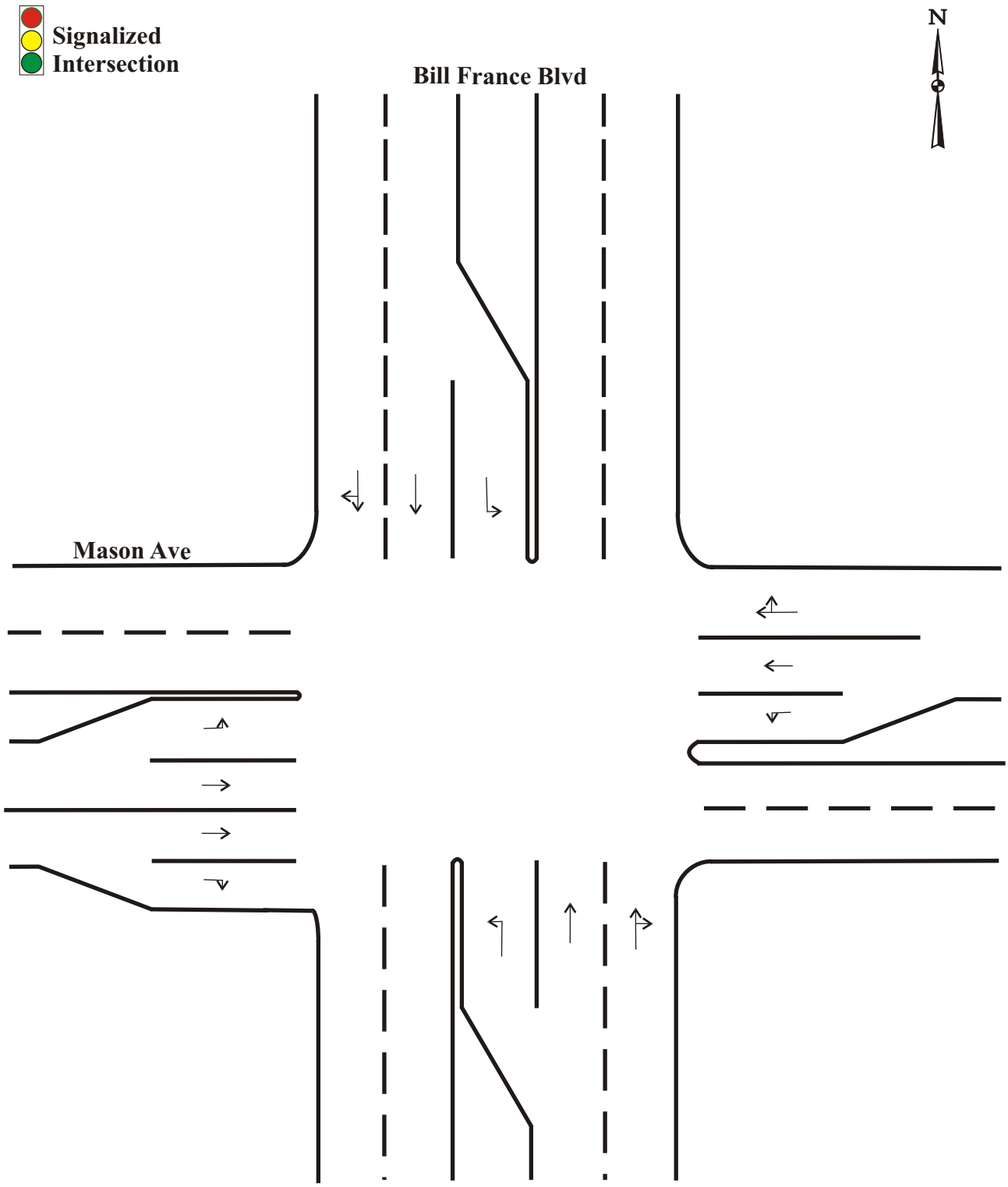


Williamson Blvd at Mason Ave Volusia County	Intersection Geometry Project Number: L2004-239 / Page Number: 18	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561



Fentress at Mason Ave Volusia County	Intersection Geometry Project Number: L2004-239 / Page Number: 19	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561



Bill France Blvd
at Mason Ave

Volusia County

Intersection
Geometry

Project
Number: L2004-239

Page
Number: 20

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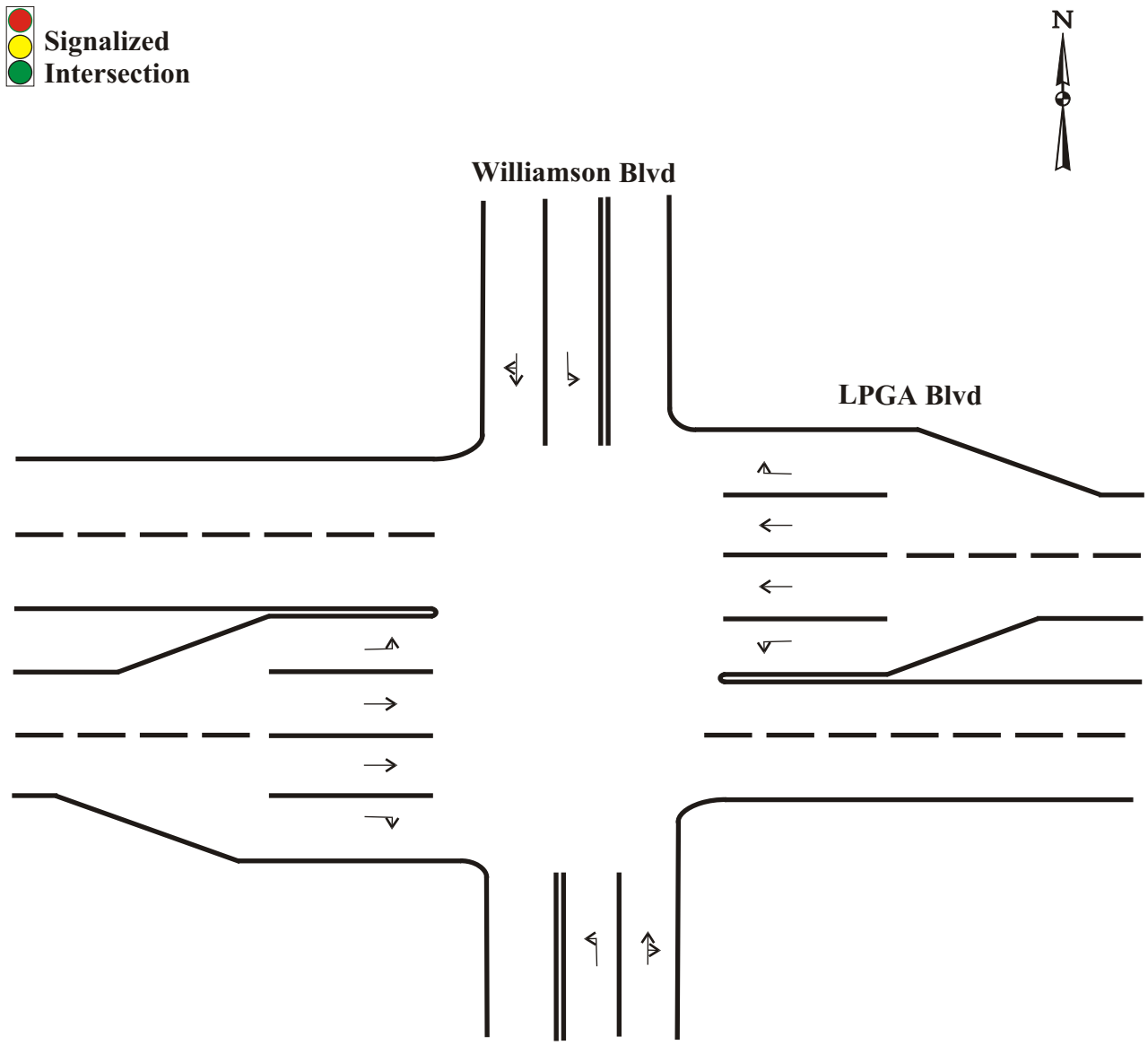
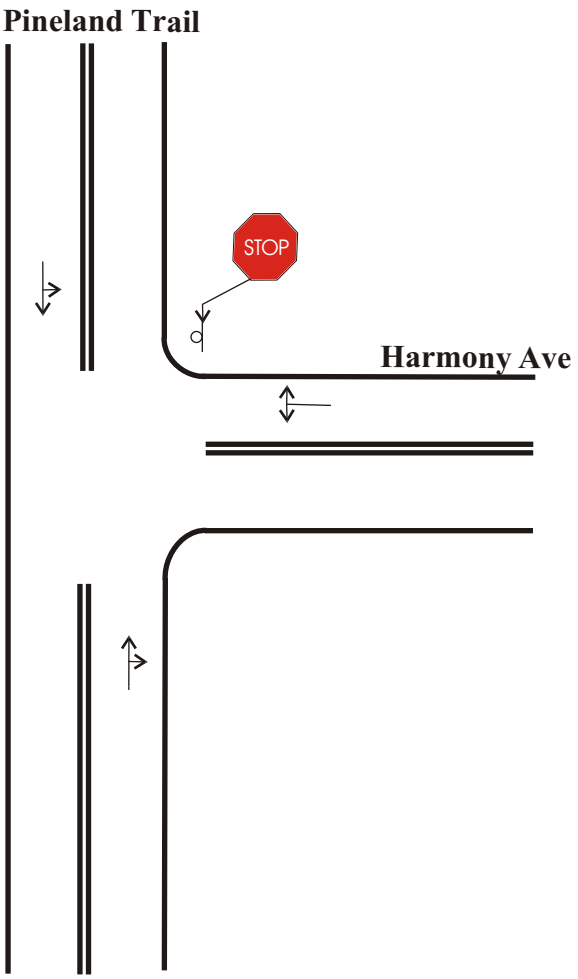
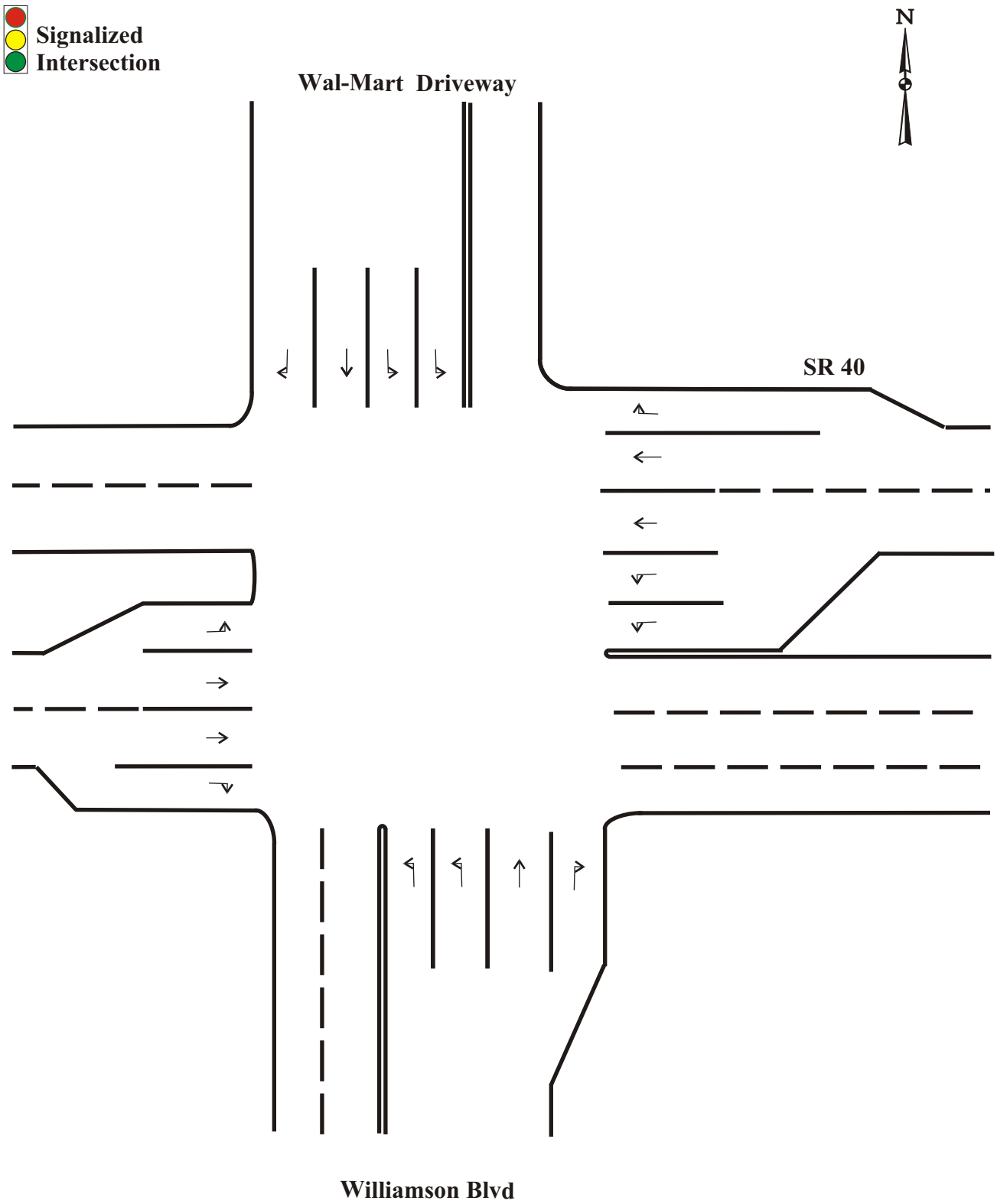


Williamson Blvd at LPGA Blvd Volusia County	Intersection Geometry Project Number: L2004-239 / Page Number: 21	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

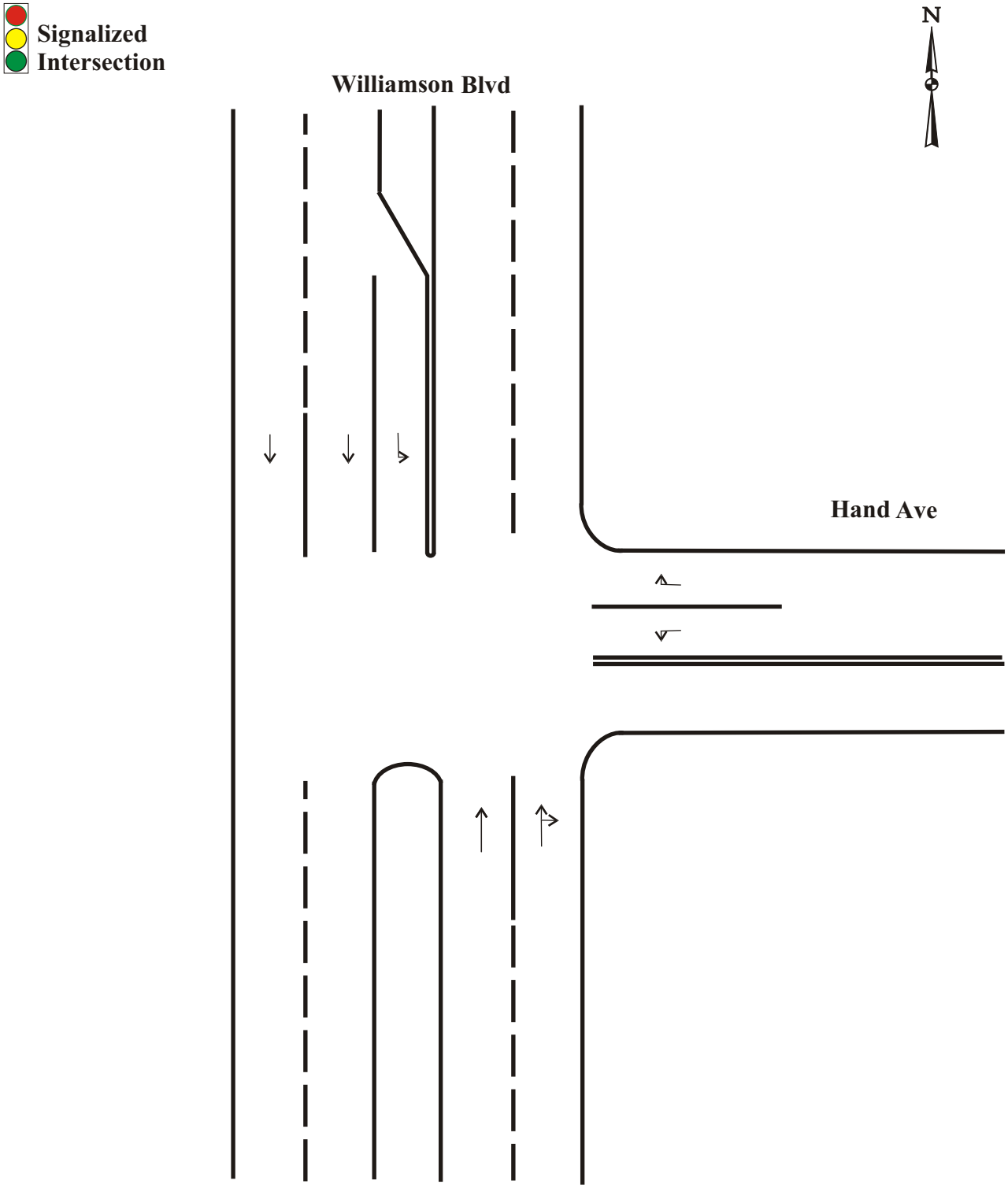
Unsignalized Intersection



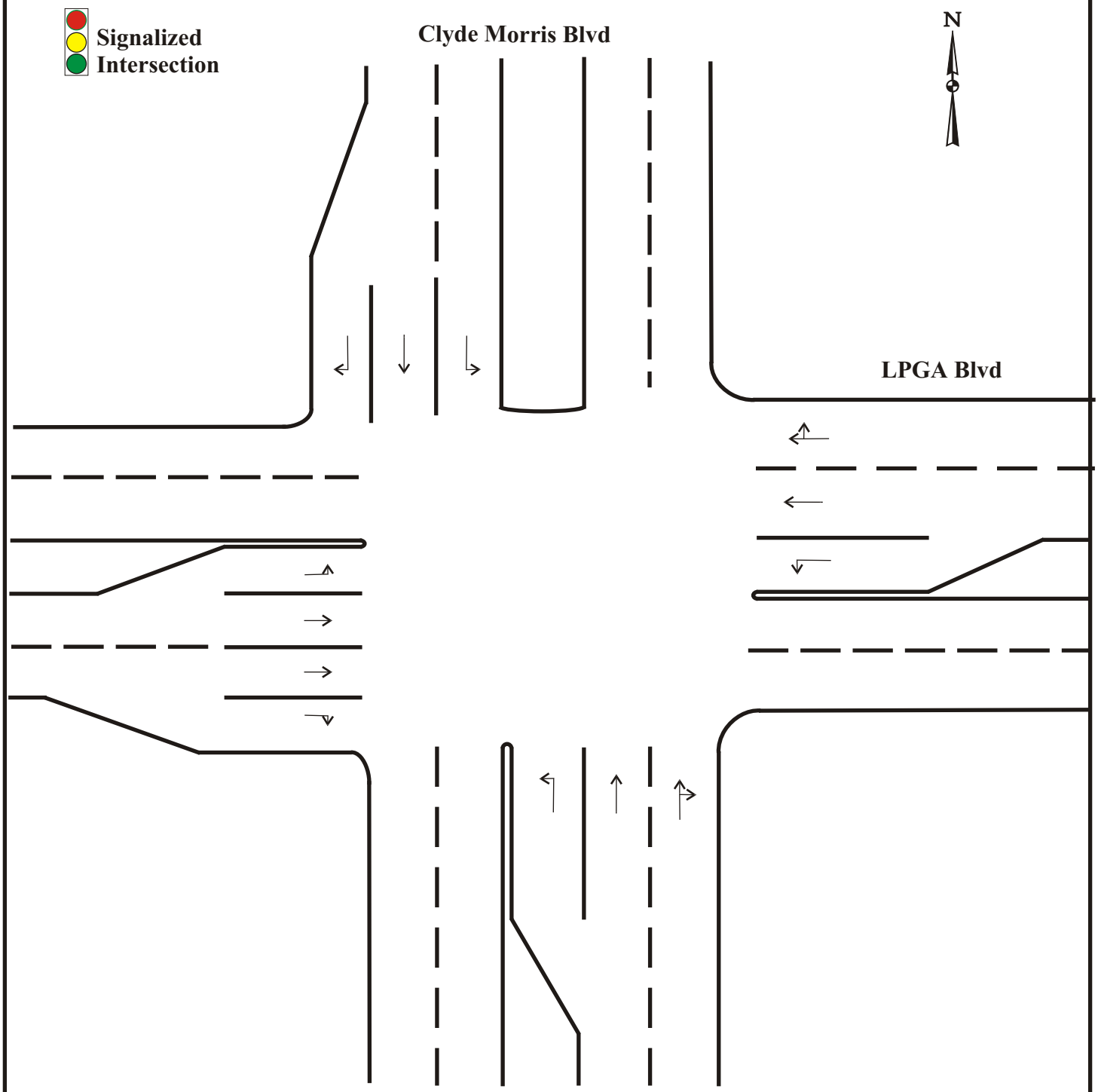
Pineland Trail at Harmony Ave Volusia County	Intersection Geometry Project Number: L2004-239 Page Number: 22	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561



Williamson Blvd at SR 40 Volusia County	Intersection Geometry Project Number: L2004-239 Page Number: 23	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561



Williamson Blvd at Hand Ave Volusia County	Intersection Geometry Project Number: L2004-239 / Page Number: 24	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561



Clyde Morris Blvd
at LPGA Blvd

Volusia County

Intersection
Geometry

Project
Number: L2004-239

Page
Number: 25

DE TRAFFIC

www.de-traffic.com

299 Mcgregor Rd. DeLand, FL 32720
Telephone: (386) 341-4186 Fax: (386) 740-9561

I-95 NB Off Ramps Approach to SR 40

I-95 NB Ramps at SR 40 Volusia County	Approaches		DE TRAFFIC www.de-traffic.com
	Project Number: L2004-239	Page Number: 1	299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

SR 40 EB Approach to I-95 NB Ramps

SR 40 WB Approach to I-95 NB Ramps

I-95 NB Ramps at SR 40 Volusia County	Approaches	DE TRAFFIC www.de-traffic.com
	Project Number: L2004-239 / Page Number: 2	299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

I-95 SB Off Ramps Approach to SR 40

I-95 SB Ramps at SR 40 Volusia County	Approaches		DE TRAFFIC www.de-traffic.com
	Project Number: L2004-239	Page Number: 3	299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

SR 40 EB Approach to I-95 SB Ramps

SR 40 SB Approach to I-95 SB Ramps

I-95 SB Ramps at SR 40 Volusia County	Approaches	DE TRAFFIC www.de-traffic.com
	Project Number: L2004-239 / Page Number: 4	299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

I-95 NB Off Ramps Approach to LPGA Blvd

I-95 NB Ramps at LPGA Blvd Volusia County	Approaches		DE TRAFFIC www.de-traffic.com
	Project Number: L2004-239	Page Number: 5	299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

LPGA Blvd EB Approach to I-95 NB Ramps

LPGA Blvd WB Approach to I-95 NB Ramps

I-95 NB Ramps at LPGA Blvd Volusia County	Approaches		DE TRAFFIC
	Project Number: L2004-239	Page Number: 6	www.de-traffic.com
			299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

I-95 SB Off Ramps Approach to LPGA Blvd

I-95 SB Ramps at LPGA Blvd Volusia County	Approaches		DE TRAFFIC www.de-traffic.com
	Project Number: L2004-239	Page Number: 7	299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

LPGA Blvd EB Approach to I-95 SB Ramps

LPGA Blvd WB Approach to I-95 SB Ramps

I-95 SB Ramps at LPGA Blvd Volusia County	Approaches		DE TRAFFIC
	Project Number: L2004-239	Page Number: 8	www.de-traffic.com
			299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Nova Rd NB Approach to Hand Ave

Nova Rd SB Approach to Hand Ave

Nova Rd at Hand Ave Volusia County	Approaches Project Number: L2004-239 / Page Number: 9	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Hand Ave EB Approach to Nova Rd

Hand Ave WB Approach to Nova Rd

Nova Rd at Hand Ave Volusia County	Approaches Project Number: L2004-239 / Page Number: 10	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Nova Rd NB Approach to LPGA Blvd

Nova Rd SB Approach to LPGA Blvd

Nova Rd at LPGA Blvd Volusia County	Approaches		DE TRAFFIC
	Project Number: L2004-239	Page Number: 11	www.de-traffic.com
			299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

LPGA Blvd EB Approach to Nova Rd

LPGA Blvd WB Approach to Nova Rd

Nova Rd at LPGA Blvd Volusia County	Approaches		DE TRAFFIC
	Project Number: L2004-239	Page Number: 12	www.de-traffic.com
			299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

SR 11 NB Approach to SR 40

SR 11 SB Approach to SR 40

SR 11 at SR 40 Volusia County	Approaches		DE TRAFFIC
	Project Number: L2004-239	Page Number: 13	www.de-traffic.com
			299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

SR 40 EB Approach to SR 11

SR 40 WB Approach to SR 11

SR 11 at SR 40 Volusia County	Approaches		DE TRAFFIC
	Project Number: L2004-239	Page Number: 14	www.de-traffic.com
			299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Shadow Crossing SB Approach to SR 40

Shadow Crossing at SR 40 Volusia County	Approaches		DE TRAFFIC www.de-traffic.com
	Project Number: L2004-239	Page Number: 15	299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

SR 40 EB Approach to Shadow Crossing

SR 40 WB Approach to Shadow Crossing

Shadow Crossing at SR 40 Volusia County	Approaches	DE TRAFFIC www.de-traffic.com
	Project Number: L2004-239 / Page Number: 16	299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Tymber Creek NB Approach to SR 40

Tymber Creek SB Approach to SR 40

Tymber Creek at SR 40 Volusia County	Approaches	DE TRAFFIC
	Project Number: L2004-239 / Page Number: 17	www.de-traffic.com
		299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

SR 40 EB Approach to Tymber Creek

SR 40 WB Approach to Tymber Creek

Tymber Creek at SR 40 Volusia County	Approaches	DE TRAFFIC
	Project Number: L2004-239 / Page Number: 18	www.de-traffic.com
		299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Clyde Morris Blvd NB Approach to SR 40

Clyde Morris Blvd SB Approach to SR 40

Clyde Morris Blvd at SR 40 Volusia County	Approaches	DE TRAFFIC www.de-traffic.com
	Project Number: L2004-239 / Page Number: 19	299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

SR 40 EB Approach to Clyde Morris Blvd

SR 40 WB Approach to Clyde Morris Blvd

Clyde Morris Blvd at SR 40 Volusia County	Approaches	DE TRAFFIC
	Project Number: L2004-239 / Page Number: 20	www.de-traffic.com
		299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Nova Rd NB Approach to SR 40

Nova Rd SB Approach to SR 40

Nova Rd at SR 40 Volusia County	Approaches		DE TRAFFIC
	Project Number: L2004-239	Page Number: 21	www.de-traffic.com
			299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

SR 40 EB Approach to Nova Rd

SR 40 WB Approach to Nova Rd

Nova Rd at SR 40 Volusia County	Approaches		DE TRAFFIC
	Project Number: L2004-239	Page Number: 22	www.de-traffic.com
			299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

US 1 NB Approach to SR 40

US 1 SB Approach to SR 40

US 1 at SR 40 Volusia County	Approaches		DE TRAFFIC
	Project Number: L2004-239	Page Number: 23	www.de-traffic.com
			299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

US 1 EB Approach to SR 40

US 1 WB Approach to SR 40

US 1 at SR 40 Volusia County	Approaches	DE TRAFFIC
	Project Number: L2004-239 / Page Number: 24	www.de-traffic.com
		299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Booth Rd NB Approach to SR 40

Booth Rd SB Approach to SR 40

Booth Rd at SR 40 Volusia County	Approaches Project Number: L2004-239 / Page Number: 25	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

SR 40 EB Approach to Booth Rd

SR 40 WB Approach to Booth Rd

Booth Rd at SR 40 Volusia County	Approaches		DE TRAFFIC
	Project Number: L2004-239	Page Number: 26	www.de-traffic.com
			299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Tymber Creek NB Approach to Airport Rd

Tymber Creek SB Approach to Airport Rd

Tymber Creek at Airport Rd Volusia County	Approaches Project Number: L2004-239 / Page Number: 27	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Airport Rd EB Approach to Tymber Creek

Airport Rd WB Approach to Tymber Creek

Tymber Creek at Airport Rd Volusia County	Approaches	DE TRAFFIC
	Project Number: L2004-239 / Page Number: 28	www.de-traffic.com
		299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Pineland Trail SB Approach to Airport Rd

Pineland Trail at Airport Rd Volusia County	Approaches	DE TRAFFIC www.de-traffic.com
	Project Number: L2004-239 / Page Number: 29	299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Airport Rd EB Approach to Pineland Trail

Airport Rd WB Approach to Pineland Trail

Pineland Trail at Airport Rd Volusia County	Approaches	DE TRAFFIC
	Project Number: L2004-239 / Page Number: 30	www.de-traffic.com
		299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Clyde Morris Blvd NB Approach to Hand Ave

Clyde Morris Blvd SB Approach to Hand Ave

Clyde Morris Blvd at Hand Ave Volusia County	Approaches		DE TRAFFIC www.de-traffic.com
	Project Number: L2004-239	Page Number: 31	299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Hand Ave EB Approach to Clyde Morris Blvd

Hand Ave WB Approach to Clyde Morris Blvd

Clyde Morris Blvd at Hand Ave Volusia County	Approaches	DE TRAFFIC
	Project Number: L2004-239 / Page Number: 32	www.de-traffic.com
		299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Clyde Morris Blvd NB Approach to Mason Ave

Clyde Morris Blvd SB Approach to Mason Ave

Clyde Morris Blvd at Mason Ave Volusia County	Approaches Project Number: L2004-239 / Page Number: 33	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Mason Ave EB Approach to Clyde Morris Blvd

Mason Ave WB Approach to Clyde Morris Blvd

Clyde Morris Blvd at Mason Ave Volusia County	Approaches	DE TRAFFIC
	Project Number: L2004-239 / Page Number: 34	www.de-traffic.com
		299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Williamson Blvd NB Approach to Mason Ave

Williamson Blvd SB Approach to Mason Ave

Williamson Blvd at Mason Ave Volusia County	Approaches	DE TRAFFIC
	Project Number: L2004-239 / Page Number: 35	www.de-traffic.com
		299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Mason Ave EB Approach to Williamson Blvd

Mason Ave WB Approach to Williamson Blvd

Williamson Blvd at Mason Ave Volusia County	Approaches Project Number: L2004-239 / Page Number: 36	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Fentress Blvd NB Approach to Mason Ave

Fentress Blvd SB Approach to Mason Ave

Fentress Blvd at Mason Ave Volusia County	Approaches Project Number: L2004-239 / Page Number: 37	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Mason Ave EB Approach to Fentress Blvd

Mason Ave WB Approach to Fentress Blvd

Fentress Blvd at Mason Ave Volusia County	Approaches Project Number: L2004-239 / Page Number: 38	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Bill France Blvd NB Approach to Mason Ave

Bill France Blvd SB Approach to Mason Ave

Bill France Blvd at Mason Ave Volusia County	Approaches	DE TRAFFIC
	Project Number: L2004-239 / Page Number: 39	www.de-traffic.com
		299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Mason Ave EB Approach to Bill France Blvd

Mason Ave WB Approach to Bill France Blvd

Bill France Blvd at Mason Ave Volusia County	Approaches	DE TRAFFIC
	Project Number: L2004-239 / Page Number: 40	www.de-traffic.com
		299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Williamson Blvd NB Approach to LPGA Blvd

Williamson Blvd SB Approach to LPGA Blvd

Williamson Blvd at LPGA Blvd Volusia County	Approaches		DE TRAFFIC
	Project Number: L2004-239	Page Number: 41	www.de-traffic.com
			299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

LPGA Blvd EB Approach to Williamosn Blvd

LPGA Blvd WB Approach to Williamosn Blvd

Williamson Blvd at LPGA Blvd Volusia County	Approaches	DE TRAFFIC www.de-traffic.com
	Project Number: L2004-239 / Page Number: 42	299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Pineland Trail NB Approach to Harmony Ave

Pineland Trail SB Approach to Harmony Ave

Pineland Trail at Harmony Ave Volusia County	Approaches	DE TRAFFIC
	Project Number: L2004-239 / Page Number: 43	www.de-traffic.com
		299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Harmony Ave WB Approach to Pineland Trail

Pineland Trail at Harmony Ave Volusia County	Approaches		DE TRAFFIC
	Project Number: L2004-239	Page Number: 44	www.de-traffic.com
			299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Williamson Blvd NB Approach to SR 40

Wal-Mart Drwy SB Approach to SR 40

Williamson Blvd at SR 40 Volusia County	Approaches		DE TRAFFIC www.de-traffic.com
	Project Number: L2004-239	Page Number: 45	299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

SR 40 EB Approach to Williamson Blvd

SR 40 WB Approach to Williamson Blvd

Williamson Blvd at SR 40 Volusia County	Approaches	DE TRAFFIC www.de-traffic.com
	Project Number: L2004-239 / Page Number: 46	299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Williamson Blvd NB Approach to Hand Ave

Williamson Blvd SB Approach to Hand Ave

Williamson Blvd at Hand Ave Volusia County	Approaches	DE TRAFFIC
	Project Number: L2004-239 / Page Number: 47	www.de-traffic.com
		299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Hand Ave WB Approach to Williamson Blvd

Williamson Blvd at Hand Ave Volusia County	Approaches Project Number: L2004-239 / Page Number: 48	DE TRAFFIC www.de-traffic.com 299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Clyde Morris Blvd NB Approach to LPGA Blvd

Clyde Morris Blvd SB Approach to LPGA Blvd

Clyde Morris Blvd at LPGA Blvd Volusia County	Approaches	DE TRAFFIC
	Project Number: L2004-239 / Page Number: 49	www.de-traffic.com
		299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

LPGA Blvd EB Approach to Clyde Morris Blvd

LPGA Blvd WB Approach to Clyde Morris Blvd

Clyde Morris Blvd at LPGA Blvd Volusia County	Approaches	DE TRAFFIC
	Project Number: L2004-239 / Page Number: 50	www.de-traffic.com
		299 Mcgregor Rd. DeLand, FL 32720 Telephone: (386) 341-4186 Fax: (386) 740-9561

Appendix A.21.6

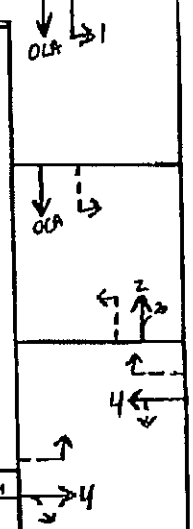
Traffic Signal Timings

COUNTY OF VOLUSIA TRAFFIC SIGNAL MAINTENANCE INVENTORY SHEET

LOCATION: Mason + Williamson Bl. ISOLATED: ____ NAME: T. Karr DATE: 1-14-09
NAME: ____ DATE: ____
SIGNAL #: 301 DB CO-ORD: ✓ NAME: ____ DATE: ____
NAME: ____ DATE: ____

MASTER INFORMATION:
CLOSED LOOP: MASTER LOC #: 21 PHONE #: CENTRAL PX: ____
LOCAL LOC #: 8 LOCAL PX: ____

MOVEMENT CHART:



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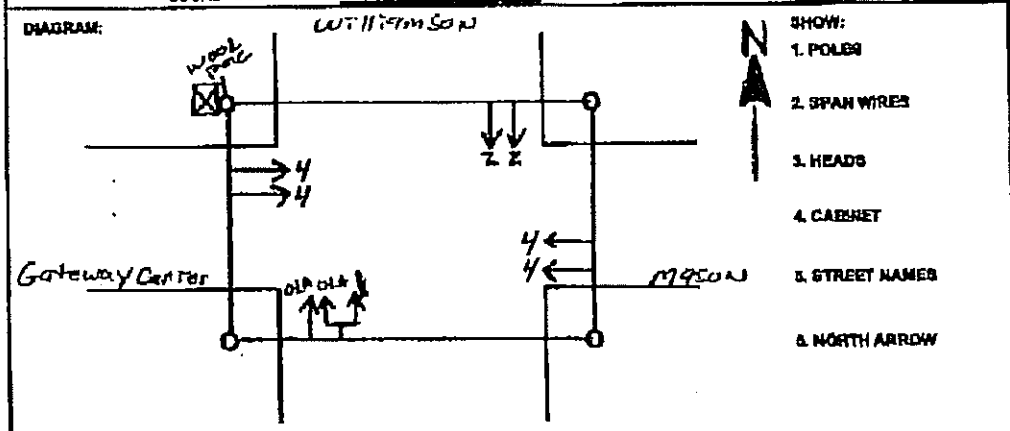


SHOW:
1. POLES
2. SPAN WIRES
3. HEADS
4. CABINET
5. STREET NAMES
6. NORTH ARROW

PH	MOVE	INT	EXT	CLR	RED	MAX1	MAX2	WALK	FDW	RECALL	DET. FUNC	FLASH
1-OLA	1-OLA	6	3	4	1	16					NL	
2-OLA	2-OLA	12	3	5	2	30				MIN	L	Y
4	4	6	3	4	2	25					NL	R

MAX 2

T.O.D.	
DAY OF WEEK:	

MAX 3

PH	LIMIT	ADJ	UP	DOWN

GENERAL INFORMATION

CONTROLLER TYPE PHASES	3000E 4φ
PROM NUMBER	8216A 3,6,4
CABINET TYPE CAB. DATE 04/87	IV POLE MOUNT
MAX 2 CLOCK/TBC MOD	C.L. FIBER
CONDITION OF OVERHEAD	FAIR
OVERHEAD STREET NAMES	YES ✓ NO ____
ILLUMINATED STREET NAMES	YES ____ NO ✓
PRE-EMPTION	YES ____ NO ✓
TYPE	

LEDS: RED 8 N 2 S 2 E 2 W 2 RED ARROW ____ N__ S__ E__ W__
AMBER 8 N 2 S 2 E 2 W 2 AMBER ARROW 1 N__ S 1 E__ W__
GREEN 8 N 2 S 2 E 2 W 2 GREEN ARROW 1 N__ S 1 E__ W__
PED NE SE NW SW

BLANK OUT: N__ S__ E__ W__
φ

REMARKS:
φ1 omit w/φ2 on

123\SGMNTIN.WK4

1

VOLUSIA COUNTY TRAFFIC ENGINEERING
SYSTEM MVE Y

LOCATION: MASON AVE & WILLIAMSON SYSTEM NO.: 21 INTERSECTION NO.: 8 (ID# 301)

DATE: 12-18-07

DESIGNED BY: G. LESTER

Volusia County
FLORIDA

CONTROLLER TIME CHART

EVENT	TIM	EXT	CLR	A.R.	MAXI	MAX II	WALK	FDW	LOCK	RED	FLASH
1	6	3	4	1	16				NL		—
2	12	3	5	2	30				L	MIN	Y
3											
4	6	3	4	2	25				NL		R
5											
6											
7											
8											

COORDINATION

PLAN NO.	1		2		3		4		5		6	
CYCLE	70		60		75							
VARIATION	SEC	%	SEC	%	SEC	%	SEC	%	SEC	%	SEC	%
OFFSET 1		0		0		0						
OFFSET 2												
OFFSET 3												
BEGIN P.F.												
END P.F.		5%		5%		5%		5%		5%		5%

PHASE SPLITS (%)

PHASE NO.	OVL 2 1	2	3	4	5	6
1						
2						
3						
4						
5						
6						
7						
8						

CLOCK SETTINGS

PERIOD NO.		1	2	3	4	5	6	7	8	9	10	11	12
MON	TIME	00:00											
	PLAN NO.	FREE											
TUES	TIME												
	PLAN NO.												
WED	TIME												
	PLAN NO.												
THURS	TIME												
	PLAN NO.												
FRI	TIME												
	PLAN NO.												
SAT	TIME												
	PLAN NO.												
SUN	TIME												
	PLAN NO.												

COUNTY OF VOLUSIA TRAFFIC SIGNAL MAINTENANCE INVENTORY SHEET

LOCATION: WILLIAMSON BL. & LPGA BL. DAYTONA BEACH
SIGNAL #: 228
ISOLATION: ____
CO-ORD: X
NAME: A.C. DATE: 1-22-09
NAME: ____ DATE: ____
NAME: ____ DATE: ____
NAME: ____ DATE: ____

MASTER INFORMATION:
CLOSED LOOP: MASTER LOC #: 21
LOCAL LOC #: 3
PHONE #: 904-239-7774
CENTRAL FX: ____
LOCAL FX: 274-3828

MOVEMENT CHART:

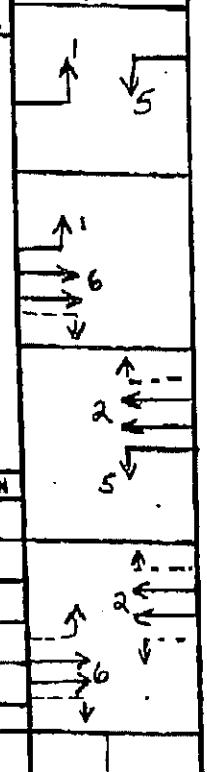
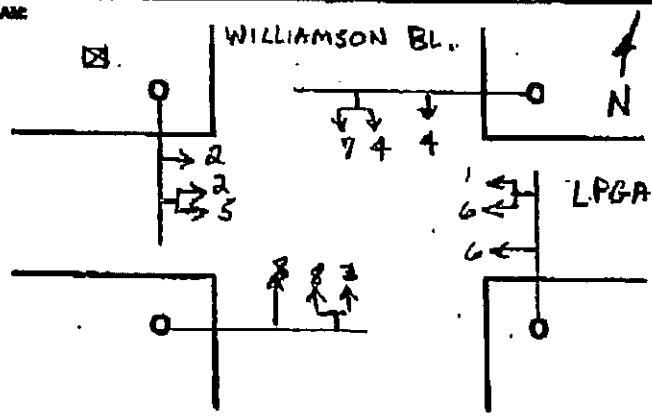


DIAGRAM:



SHOW:
1. POLES
2. SPAN WIRES
3. HEADS
4. CABINET
5. STREET NAMES
6. NORTH ARROW

PH	MOVE	INT	EXT	CLR	RED	MIN1	MAX1	WALK	FDW	RECALL	DET. FUNC	FLASH
1-5	1-5	5	3	4	1	23/13	12				NL	
2-6	2-6	8	4	5	2	27	32	7		MIN	L	R
3-7	3-7	5	3	4	1	10	14				NL	
4-8	4-8	6	3	5	2	35	38				NL	R

MAX II

T.O.D.	11:00AM TO 6:00AM
DAY OF WEEK	EVERY DAY

MAX II

PH	LIMIT	ADJ	UP	DOWN

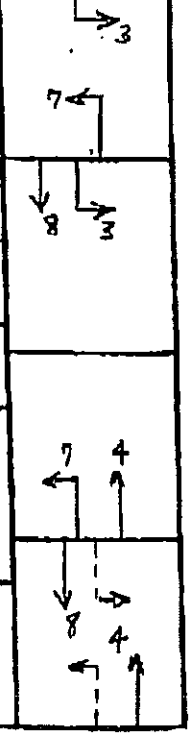
GENERAL INFORMATION

CONTROLLER TYPE PHASES	3000 E
PROM NUMBER	8216A 3.6.4
CABINET TYPE	CAB DATE 08/1996 V-GEN, SW12H 5/9/07
MAX II CLOCK/TRC MOD	C.L. FIBER
CONDITION OF OVERHEAD	OK
OVERHEAD STREET NAMES	YES ____ NO ____
ILLUMINATED STREET NAMES	YES ✓ NO ____
PRE-EMPTION	YES ____ NO ✓
TYPE	

LEDS: RED 8 N 2 E 2 W 2 RED ARROW ____ N ____ E ____ W ____
AMBER 8 N 2 E 2 W 2 AMBER ARROW 4 N 1 E 1 W 1
GREEN 8 N 2 E 2 W 2 GREEN ARROW 4 N 1 E 1 W 1
PED ____ NE ____ SE ____ NW ____ SW ____

BLANK OUT: N ____ E ____ W ____
Ø

REMARKS: DENSITY Ø2 & Ø6
ADD INT. 3 SEC'S.
MAX INT. 15 SEC'S.
MIN GAP 3 SEC'S.
Ø1 OMIT/WITH Ø2 ON-Ø5 OMIT/WITH Ø6 ON



123/COUNTIN.WK4

2

VOLUSIA COUNTY TRAFFIC ENGINEERING
SYSTEM HOOK UP

LOCATION: LPGA & WILLIAMSON SYSTEM NO.: 21 INTERSECTION NO.: 3 (ID #228)

DATE: 8-8-08

DESIGNED BY: A. LESTER

Volusia County FLORIDA

CONTROLLER TIME CHART

MOVMT	MIN	EXT	CLR	A.R.	MAX I	MAX II	WALK	PDW	LOCK	REC	FLASH
1	5	3	4	1	23	12			NL		—
2	8	3	5	2	27	32	7		L		Y
3	5	3	4	1	10	14			NL		R
4	6	3	5	2	35	38			L		R
5	5	3	4	1	13	12			NL		-
6	8	3	5	2	27	32	7		L		Y
7	5	3	4	1	10	14			NL		R
8	6	3	5	2	35	38			L		R

DENSITY ACTIVE
Φ2,4,6,8 ADDED INT. 3 SECONDS
MAX INT. 15 SECONDS
MIN GAP 3 SECONDS

COORDINATION

PLAN NO.	1		2		3		4		5		6	
CYCLE	70		66		75							
PARAMETER	SEC	%	SEC	%	SEC	%	SEC	%	SEC	%	SEC	%
OFFSET 1												
OFFSET 2												
OFFSET 3												
BEGIN P.P.												
END P.P.		6%		6%		6%		6%		6%		6%

PHASE SPLITS (%)

PHASE	1	2	3	4	5	6
NO.						
1						
2						
3						
4						
5						
6						
7						
8						

CLOCK SETTINGS

PERIOD NO.		1	2	3	4	5	6	7	8	9	10	11	12
MON	TIME	11:00-600	6:00-1100										
	PLAN NO.	FREE	FREE										
TUES	TIME	MAX-II											
	PLAN NO.												
WED	TIME												
	PLAN NO.												
THURS	TIME												
	PLAN NO.												
FRI	TIME												
	PLAN NO.												
SAT	TIME												
	PLAN NO.												
SUN	TIME												
	PLAN NO.												

COUNTY OF VOLUSIA TRAFFIC SIGNAL MAINTENANCE INVENTORY SHEET

LOCATION: Williamson + Hand Ave

SIGNAL #: 349

OB

ISOLATED: ____

CO-ORD: X

NAME: T. KARR DATE: 11-5-08

NAME: ____ DATE: ____

NAME: ____ DATE: ____

NAME: ____ DATE: ____

MASTER INFORMATION:

CLOSED LOOP: MASTER LOC #: 17

LOCAL LOC #: 24

PHONE #: CENTRAL PX: ____ LOCAL PX: ____

MOVEMENT CHART:

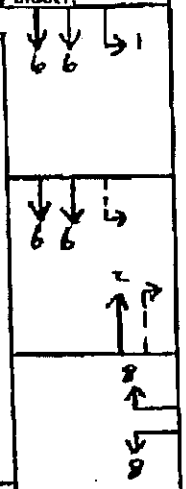
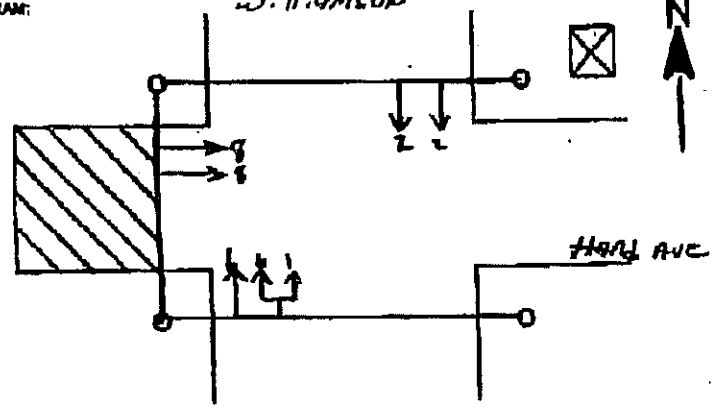


DIAGRAM: Williamson



SHOW:
1. POLES
2. SPAN WIRES
3. HEADS
4. CABINET
5. STREET NAMES
6. NORTH ARROW

PH	MOVE	INT	EXT	CLR	RED	MAX1	MAX2	WALK	FDW.	RECALL	DET. FUNC	FLASH
1	1	5	3	4	1	15					NL	
2+6	2+6	6	3	4	1	35				MIN	L	Y
8	8	5	3	4	1	15					NC	R

MAX 2

T.O.D.	
DAY OF WEEK:	

MAX 3

PH	LIMIT	ADJ	UP	DOWN

GENERAL INFORMATION

CONTROLLER TYPE PHASES	1880EL 8φ
PROM NUMBER	92R09
CABINET TYPE	V
MAX 2 CLOCK/TBC MOD	CL. FIBER/FREE
CONDITION OF OVERHEAD	FAIR
OVERHEAD STREET NAMES	YES ✓ NO ____
ILLUMINATED STREET NAMES	YES ____ NO ✓
PRE-EMPTION	YES ____ NO ✓
TYPE	

LEDS: RED 6 N 2 S 2 E W 2 RED ARROW ____ N ____ S ____ E ____ W ____

AMBER 6 N 2 S 2 E W 2 AMBER ARROW 1 N ____ S 1 E ____ W ____

GREEN 6 N 2 S 2 E W 2 GREEN ARROW 1 N ____ S 1 E ____ W ____

PED NE SE NW SW

BLANK OUT: N ____ S ____ E ____ W ____

φ

REMARKS: SPEED LIMIT Williamson 40MPH
SPEED LIMIT Hand 50 MPH

CAB. DATE

125/EGMNTN.WK4

3

07-09-'09 13:19 FROM-T ENGINEERING 3867405242 T-475 P017/040 F-464

VOLUSIA COUNTY TRAFFIC ENGINEERING
SYSTEM INVENTORY

Volusia County
FLORIDA

CONT PH #1 9 0 0002397774
CONT PH #1 9 0 0002397774
LOCAL PH # (386) 943-2973

DATE: 5/6/2009 DESIGNED BY: G.Lester

LOCATION: WILLIAMSON & HAND AVE.,O.B. ID NO: 349 SYSTEM ID: 17 INTERSECTION NO: 24 TP# 1

CONTROLLER TIME CHART

MVMNT	MIN	EXT	CLR	A.R.	MAX1	MAX2	MAX3	WALK	FDW	DET	REC	FL	SET	CLR	ADJST
1	5	3	4	1	10					NL					
2	6	3	4	1	35					L	MIN	Y			
3															
4															
5															
6	6	3	4	1	35					L	MIN	Y			
7															
8	5	3	4	1	15					NL		R			

CO-ORDINATION

PLAN	1	2	3	4	5	6	7	8
CYCLE								
OFF 1								
OFF 2								
OFF 3								
OFF 4								
OFF 5								
PERM	10%	10%	10%	10%	10%	10%	10%	10%

PHASE SPLITS (%)

CY/SP	C1/S1	C2/S1	C3/S1	C4/S1	C5/S1	C6/S1	C1/S2	C2/S2	C3/S2	C4/S2	C5/S2	C6/S2
PH 1												
PH 2												
PH 3												
PH 4												
PH 5												
PH 6												
PH 7												
PH 8												

BASE DAY		1	2	3	4	5	6	7	8	9	10	11	
MON #1	TIME	00:01-00:00											
	PLAN	FREE											
TUES#1	TIME	00:01-00:00											
	PLAN	FREE											
WED #1	TIME	00:01-00:00											
	PLAN	FREE											
THU #1	TIME	00:01-00:00											
	PLAN	FREE											
FRI #1	TIME	00:01-00:00											
	PLAN	FREE											
SAT #1	TIME	00:01-00:00											
	PLAN	FREE											
SUN #1	TIME	00:01-00:00											
	PLAN	FREE											

COUNTY OF VOLUSIA TRAFFIC SIGNAL MAINTENANCE INVENTORY SHEET

LOCATION: Clyde Morris & Mason D.B.

SIGNAL #: 122

ISOLATED: ____

CO-ORD: X

NAME: BE DATE: 1/28/09

NAME: ____ DATE: ____

NAME: ____ DATE: ____

NAME: ____ DATE: ____

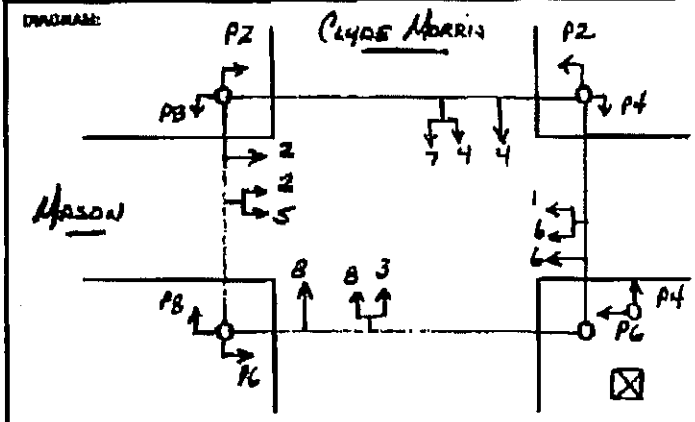
MASTER INFORMATION:

CLOSED LOOP: MASTER LOC #: 14 PHONE #: CENTRAL PX: ____

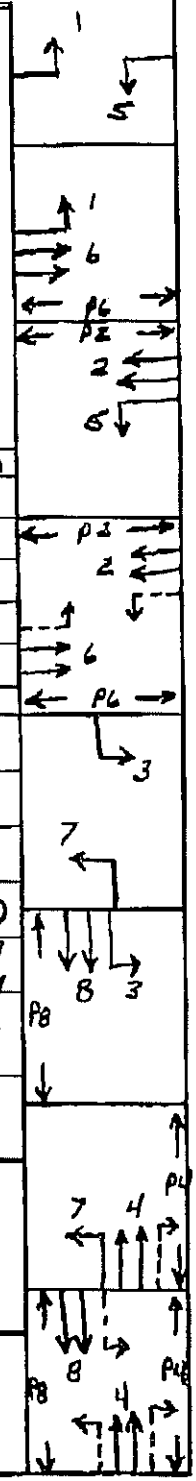
LOCAL LOC #: 3 LOCAL PX: ____

MOVEMENT CHART:

DIAGRAM:



SHOW:
1. POLES
2. SPAN WIRES
3. HEADS
4. CABINET
5. STREET NAMES
6. NORTH ARROW



PH	MOVE	INT	PEY	CLR	RED	MAX1	MAX2	WALK	FDW	RECALL	DET. FUNC	FLASH
1/5	1/5	5	3	4	1	10/22					NC	
2/6	2/6	8	4	4.5	2	29		7	25	MIN	L	Y
3/7	3/7	5	3	4	1	11					NC	
4/8	4/8	6	4	4.5	2	30		7	21		L	R

MAX 2

T.O.D.	
DAY OF WEEK:	

MAX 3

PH	LIMIT	ADJ	UP	DOWN

GENERAL INFORMATION

CONTROLLER TYPE PHASES	1880CL 8Ø 4 PEDS
PROM NUMBER	92R09
CABINET TYPE CA3 DATE: 2/90	S GEN SW.
MAX 2 CLOCK/TBC MOD	P.C FREQ (FREQ)
CONDITION OF OVERHEAD	NEW 1/09 SG+EG SPAN SNTH
OVERHEAD STREET NAMES	YES ✓ NO ____
ILLUMINATED STREET NAMES	YES ____ NO ✓
PRE-EMPTION	YES ____ NO ✓
TYPE	

LEDS: RED 8 N__S__E__W__ RED ARROW ____ N__S__E__W__

AMBER 8 N__S__E__W__ AMBER ARROW 4 N__S__E__W__

GREEN 8 N__S__E__W__ GREEN ARROW 4 N__S__E__W__

PED 8 NE SE NW SW

BLANK OUT: N__S__E__W__

REMARKS:

Ø1 OMIT W/Ø2 ON

Ø5 OMIT W/Ø6 ON

C.M. 45 MPH MASON 35 MPH 3NO WORK LB O/S Ø8 Recall 449X

123/SCMNTBI.WK4

4

VOLUSIA COUNTY TRAFFIC ENGINEERING
SYSTEM INVENTORY

LOCATION: C.M.B. & MASON AVE. SYSTEM NO.: 14 INTERSECTION NO.: 3 I.D. # 122

DATE: 8-21-06

DESIGNED BY: G. LESTER

Volusia County
FLORIDA

CONTROLLER TIME CHART

EVENT	MIN	EXT	CLR	A.R.	MAX I	MAX II	WALK	FDW	LOCK	REC	PLAIN
1	4	3	4	1	22				NL		
2	8	4	4.5	2	29		7	25	L	MIN	4
3	4	3	4	1	11				NL		R
4	6	3	4.5	2	30		7	21	L		R
5	4	3	4	1	8				NL		
6	8	4	4.5	2	29		7	25	L	MIN	4
7	4	3	4	1	11				NL		R
8	6	3	4.5	2	30		7	21	L		R

COORDINATION

PLAN NO.	1		2		3		4		5		6	
CYCLE												
PARAMETER	SEC	%	SEC	%	SEC	%	SEC	%	SEC	%	SEC	%
OFFSET 1												
OFFSET 2												
OFFSET 3												
BEGIN P.P.												
END P.P.		5%		5%		5%		5%		5%		5%

PHASE SPLITS (%)

PHASE NO.	DIAL 1	2	3	4	5	6
1						
2						
3						
4						
5						
6						
7						
8						

CLOCK SETTINGS

PERIOD NO.		1	2	3	4	5	6	7	8	9	10	11	12
MON	TIME	00:00											
	PLAN NO.	FREE											
TUES	TIME												
	PLAN NO.												
WED	TIME												
	PLAN NO.												
THURS	TIME												
	PLAN NO.												
FRI	TIME												
	PLAN NO.												
SAT	TIME												
	PLAN NO.												
SUN	TIME												
	PLAN NO.												

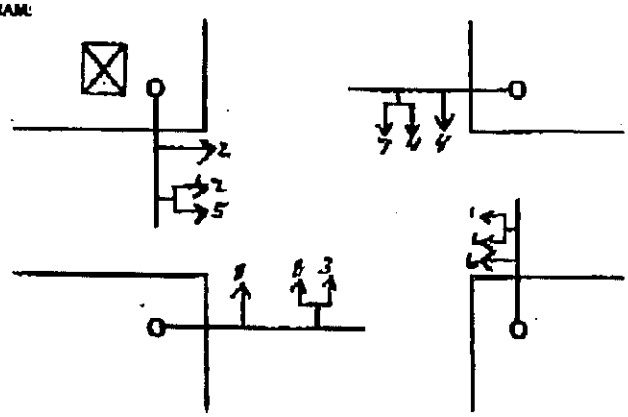
COUNTY OF VOLUSIA TRAFFIC SIGNAL MAINTENANCE INVENTORY SHEET

LOCATION: Clyde Morris + LPGA
SIGNAL #: 240
ISOLATED: ____
HH CO-ORD: X
NAME: McGstelli DATE: 3-19-09
NAME: ____ DATE: ____
NAME: ____ DATE: ____
NAME: ____ DATE: ____

MASTER INFORMATION:
CLOSED LOOP: MASTER LOC #: ____ PHONE #: CENTRAL PX: ____
LOCAL LOC #: ____ LOCAL PX: ____

MOVEMENT CHART:

DIAGRAM:



SHOW:
1. POLES
2. SPAN WIRES
3. HEADS
4. CABINET
5. STREET NAMES
6. NORTH ARROW

PH	MOVE	INT	EXT	CLR	RED	MAX1	MAX2	WALK	FOW	RECALL	DET. FUNC	FLASH
1-5	1-5	5	3	4	1	15					NL	
2-6	2-6	8	4	5	2	31		7		MIN	L	Y
3-7	3-7	5	3	4	1	10					NL	
4-8	4-8	8	5/3	5	2	35					L	R

MAX 2

Y.O.D.	
DAY OF WEEK:	

MAX 3

PH	LIMIT	ADJ	UP	DOWN

GENERAL INFORMATION

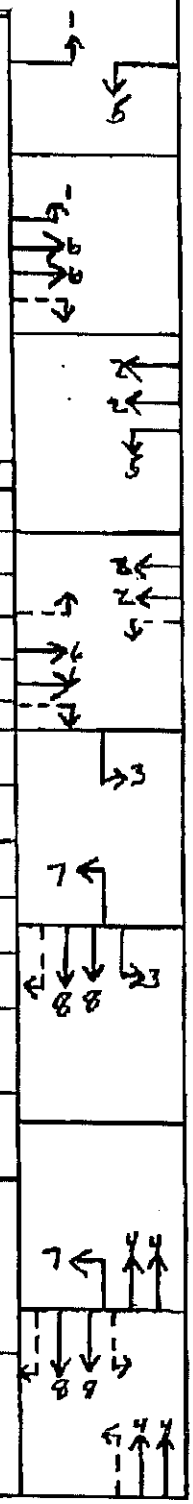
CONTROLLER TYPE PHASES	3000E 8Ø'S
PROM NUMBER	8216A
CABINET TYPE C9B. DATE	V 11/1995
MAX 2 CLOCK/TBC MOD	C.L.FREE
CONDITION OF OVERHEAD	FAIR
OVERHEAD STREET NAMES	YES ____ NO ✓
ILLUMINATED STREET NAMES	YES 4✓ NO ____
PRE-EMPTION	YES ____ NO ✓
TYPE	

LEDS: RED 8 N2 S2 E2 W2 RED ARROW ____ N__ S__ E__ W__
AMBER 8 N2 S2 E2 W2 AMBER ARROW 4 N1 S1 E1 W1
GREEN 8 N2 S2 E2 W2 GREEN ARROW 4 N1 S1 E1 W1
PED NE SE NW SW

BLANK OUT: N__ S__ E__ W__
Ø

REMARKS: Gen. switch

123/SGMNTN.WK4



5

VOLUSIA COUNTY TRAFFIC ENGINEERING
SYSTEM INVENTORY

LOCATION: LPGA BLVD. & CLYDE MORRIS BLVD SYSTEM NO.: 21 INTERSECTION NO.: 4 (ID#240)

DATE: 9-4-08

DESIGNED BY: GLOSTER

Volusia County
FLORIDA

CONTROLLER TIME CHART

INVENT	MIN	EXT	CLR	A.R.	MAX I	MAX II	WALK	PDW	LOCK	RED	FLASH
1	4	3	4	1	10				NL		
2	8	3	5	2	31		7		L		
3	4	3	4	1	10				NL		
4	8	3	5	2	37				L		
5	4	3	4	1	10				NL		
6	8	3	5	2	31		7		L		
7	4	3	4	1	10				NL		
8	8	3	5	2	37				L		

COORDINATION

PLAN NO.	1		2		3		4		5		6	
CYCLE	70		66		75							
PARAMETER	SEC	%	SEC	%	SEC	%	SEC	%	SEC	%	SEC	%
OFFSET 1												
OFFSET 2												
OFFSET 3												
SEMI F.P.												
END F.P.		5%		5%		5%		5%		5%		5%

PHASE SPLITS (%)

PHASE NO.	RING I 1	2	3	4	5	6
1						
2						
3						
4						
5						
6						
7						
8						

CLOCK SETTINGS

PERIOD NO.		1	2	3	4	5	6	7	8	9	10	11	12
MON	TIME	00:00											
	PLAN NO.	FREE											
TUES	TIME												
	PLAN NO.												
WED	TIME												
	PLAN NO.												
THURS	TIME												
	PLAN NO.												
FRI	TIME												
	PLAN NO.												
SAT	TIME												
	PLAN NO.												
SUN	TIME												
	PLAN NO.												

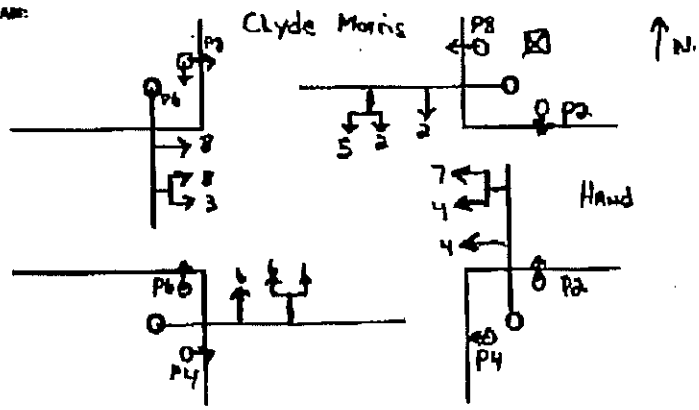
COUNTY OF VOLUSIA TRAFFIC SIGNAL MAINTENANCE INVENTORY SHEET

LOCATION: Clyde Morris Hand Ave
SIGNAL #: 324
ISOLATED: ✓
CO-ORD:
NAME: H. Fordyce DATE: 11/26/08
NAME: DATE:
NAME: DATE:
NAME: DATE:

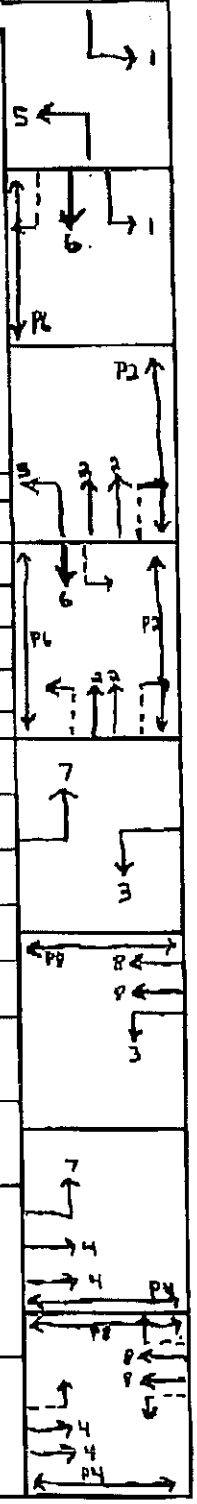
MASTER INFORMATION:
CLOSED LOOP: MASTER LOC #: PHONE #: CENTRAL PX:
LOCAL LOC #: LOCAL PX:

MOVEMENT CHART:

DIAGRAM:



SHOW:
1. POLES
2. SPAN WIRES
3. HEADS
4. CABINET
5. STREET NAMES
6. NORTH ARROW



PH	MOVE	INT	EXT	CLR	RED	MAX1	MAX2	WALK	FDW	RECALL	DIST. FUNC	FLASH
1/5	1/5	5	3	5	1	15	15				N.L.	
2/6	2/6	10	3	5	2	53	30/53	7	25		L	Y
3/7	3/7	5	3	5	1	15	15				N.L.	
4/8	4/8	6	3	5	2	26	26	7	28		N.L.	R

MAX 2

T.O.D.	
DAY OF WEEK:	

MAX 3

TH	LIMIT	ADJ	UP	DOWN

GENERAL INFORMATION

CONTROLLER TYPE PHASES	1880 EL
PROM NUMBER	92R07
CABINET TYPE	V
MAX 2 CLOCK/TBC MOD	
CONDITION OF OVERHEAD	NEW
OVERHEAD STREET NAMES	YES ___ NO ___
ILLUMINATED STREET NAMES	YES ✓ NO ___
PRE-EMPTION	YES ✓ NO ___
TYPE	OPT. / OPT.

LENS: RED ___ N_S_E_W_ RED ARROW ___ N_S_E_W_
AMBER ___ N_S_E_W_ AMBER ARROW ___ N_S_E_W_
GREEN ___ N_S_E_W_ GREEN ARROW ___ N_S_E_W_
PED NE SE NW SW

BLANK OUT: N_S_E_W_

REMARKS: (Under Construction) Red Times CK 11/26/08
P2 81"
P4 96" Min Recall 2,5,6
P6 87"
P8 76" Max Recall 2,6 Cab. DATE 9/07

12995CMNTIN.WK4

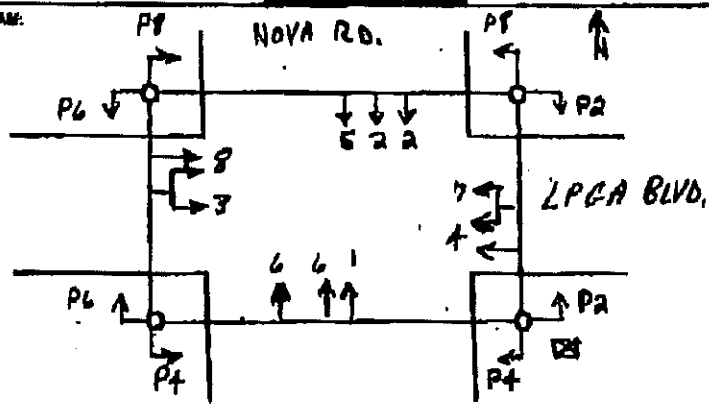
6

COUNTY OF VOLUSIA TRAFFIC SIGNAL MAINTENANCE INVENTORY SHEET

LOCATION: NOVA RD & LPGA BLVD. ISOLATED: _____ NAME: L. MARTIN DATE: 3-29-09
SIGNAL #: H.H. 116 CO-ORD: X NAME: _____ DATE: _____
NAME: _____ DATE: _____
NAME: _____ DATE: _____

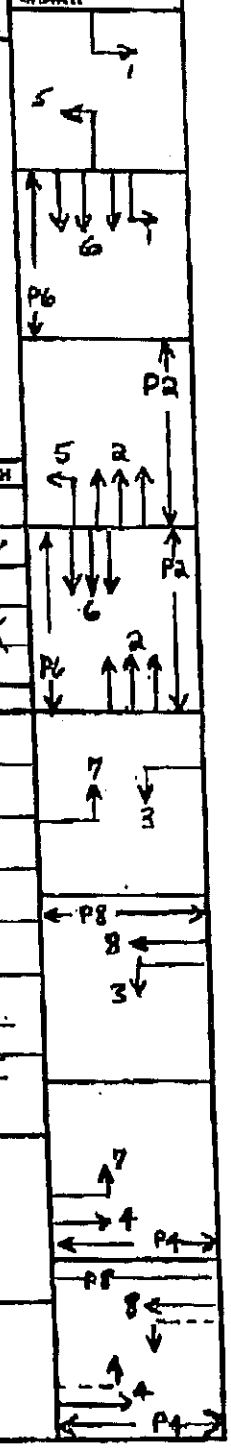
MASTER INFORMATION:
CLOSED LOOP: MASTER LOC #: 17 PHONE #: CENTRAL PX: _____
LOCAL LOC #: 3 LOCAL PX: _____

DIAGRAM:



SHOW
1. POLES
2. SPAN WIRES
3. HEADS
4. CABINET
5. STREET NAMES
6. NORTH ARROW

MOVEMENT CHART:



PH	MOVE	INT	EXT	CLR	RED	MAX1	MAX2	WALK	FDW	RECALL	DEV. FUNC	FLASH
1-5	1-5	5	3	4	1	25					N/L	R
2-6	2-6	15	4	5	2	40		7	20	MIN	L	Y
3-7	3-7	5	3	4	1	15					N/L	
4-8	4-8	8	3	4	1	25		7	27		N/L	R

MAX II

T.O.D.	
DAY OF WEEK	

MAX II

PH	UNIT	ADJ	UP	DOWN

GENERAL INFORMATION

CONTROLLER TYPE / PHASES	3000-E / 8
PROM NUMBER	
CABINET TYPE	V
MAX II CLOCK/TBC MOD	CL, FIBER
CONDITION OF OVERHEAD	
OVERHEAD STREET NAMES	YES ____ NO ✓
ILLUMINATED STREET NAMES	YES ✓ NO ____
PRE-EMPTION	YES ____ NO ✓
TYPE	

LEDS: RED 8 N_ S_ E_ W_ RED ARROW 2 N/ S/ E_ W_
AMBER 8 N_ S_ E_ W_ AMBER ARROW 4 N_ S_ E_ W_
GREEN 8 N_ S_ E_ W_ GREEN ARROW 4 N_ S_ E_ W_
PED 8 NW_ SE_ NW_ SW_

BLANK OUT: N_ S_ E_ W_
Ø

REMARKS:
P2 = 55'
P4 + P8 = 92'
P6 = 55'
NOVA = 45 MPH
LPGA = 35 MPH

122/SIGNTDLV/64

9

VOLUSIA COUNTY TRAFFIC ENGINEERING
SYSTEM INVENTORY

Volusia County FLORIDA

CENT PHN# 9 0 0002397774
CENT PHN# 9 0 0002397774
LOCAL PHN# (386) 947-2973

DATE: 4/29/2009 DESIGNED BY: G.Lester

LOCATION: NOVA RD. & LPGA BLVD.,HOLLY HILL ID NO: 116 SYSTEM ID: 17 INTERSECTION NO: 3 TP# 1

CONTROLLER TIME CHART

	MVMNT	MIN	EXT	CLR	A.R.	MAX1	MAX2	MAX3	WALK	FDW	DET	REC	FL	SET	CLR	ADJST
14.5	1	5	3	4	1	15					NL		R			
46.3	2	15	4	5	2	40			7	20	L	MIN	Y			
10.6	3	5	3	4	1	15					NL		R			
36.6	4	8	3	4	1	25			7	27	NL		R			
14.5	5	5	3	4	1	10					NL		R			
46.3	6	15	4	5	2	40			7	20	L	MIN	Y			
10.6	7	5	3	4	1	15					NL		R			
36.6	8	8	3	4	1	25			7	27	NL		R			

CO-ORDINATION

PLAN	1	2	3	4	5	6	7	8
CYCLE	130	130	130					
OFF 1	42	42	42					
OFF 2								
OFF 3								
OFF 4								
OFF 5								
PERM	10%	10%	10%	10%	10%	10%	10%	10%

PHASE SPLITS (%)

CY/SP	C1/S1	C2/S1	C3/S1	C4/S1	C5/S1	C6/S1	C1/S2	C2/S2	C3/S2	C4/S2	C5/S2	C6/S2
PH 1	15	15	15									
PH 2	41	41	41									
PH 3	12	12	12									
PH 4	32	32	32									
PH 5	15	15	15									
PH 6	41	41	41									
PH 7	12	12	12									
PH 8	32	32	32									

BASE DAY		1	2	3	4	5	6	7	8	9	10	11	
MON #1	TIME	00:01-06:30	06:30-09:00	09:00-14:00	14:00-18:00	18:00-20:00	20:00-00:00						
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE						
TUES#1	TIME	00:01-06:30	06:30-09:00	09:00-14:00	14:00-18:00	18:00-20:00	20:00-00:00						
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE						
WED #1	TIME	00:01-06:30	06:30-09:00	09:00-14:00	14:00-18:00	18:00-20:00	20:00-00:00						
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE						
THU #1	TIME	00:01-06:30	06:30-09:00	09:00-14:00	14:00-18:00	18:00-20:00	20:00-00:00						
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE						
FRI #1	TIME	00:01-06:30	06:30-09:00	09:00-14:00	14:00-18:00	18:00-20:00	20:00-00:00						
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE						
SAT #2	TIME	00:01-09:00	09:00-20:00	20:00-00:00									
	PLAN	FREE	C2S1	FREE									
SUN #3	TIME	00:01-10:00	10:00-20:00	20:00-00:00									
	PLAN	FREE	C2S1	FREE									

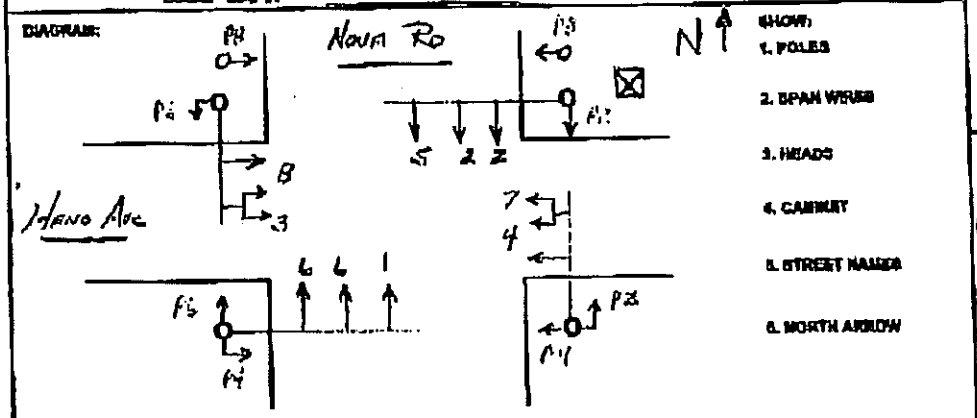
COUNTY OF VOLUSIA TRAFFIC SIGNAL MAINTENANCE INVENTORY SHEET

LOCATION: Nova Rd & Hand Ave OB ISOLATED: ____ NAME: L. Martin DATE: 4-21-09

SIGNAL #: 177 CO-ORD: X

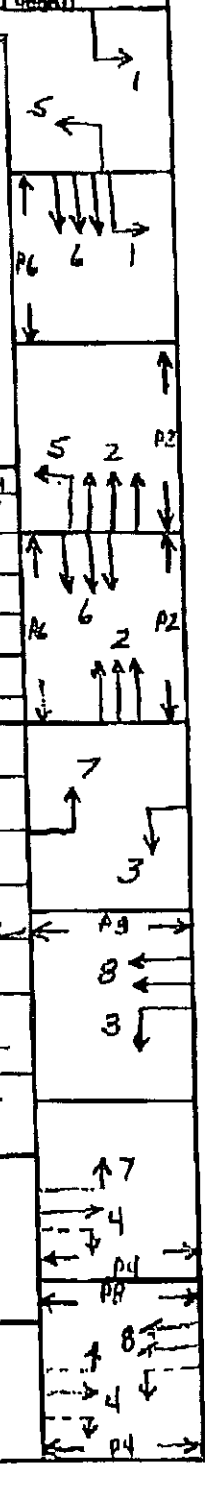
MASTER INFORMATION:
CLOSED LOOP: MASTER LOC #: ____ PHONE #: CENTRAL PX: ____
LOCAL LOC #: LOCAL PX: ____

DIAGRAM:



(SHOW)
1. POLES
2. SPAN WIRES
3. HEADS
4. CABINET
5. STREET NAMES
6. NORTH ARROW

MOVEMENT CHART:



PH	SERVE	INT	EXT	CLR	RED	MAX1	MAX2	WALK	FDW	RECALL	DET. FUNC	FLASH
1 5	1 5	5	3	4	1	60					NL	R
2 6	2 6	15	4	5	2	45		7	26	MAX	L	Y
3 7	3 7	5	3	4	1	15					NL	
4 8	4 8	8	3	4	1	30		7	28		NL	R

MAX 2

T.O.D.	
DAY OF WEEK:	

MAX 3

PH	LIMIT	ADJ	UP	DOWN

GENERAL INFORMATION

CONTROLLER TYPE PHASES	1238 EC 8 PHASE 4 PEDS
PROM NUMBER	92808 G
CABINET TYPE	5
MAX 2 CLOCK/TBC MOD	Closed Loop Fiber
CONDITION OF OVERHEAD	OK
OVERHEAD STREET NAMES	YES ____ NO ✓
ILLUMINATED STREET NAMES	YES ✓ NO ____
PRE-EMPTION	YES ____ NO ____
TYPE	

LEDS: RED 9 N__S__E__W__ RED ARROW 2 N__S__E__W__
AMBER 8 N__S__E__W__ AMBER ARROW 4 N__S__E__W__
GREEN 9 N__S__E__W__ GREEN ARROW 4 N__S__E__W__
FED 9 NE__SE__NW__SW__

BLANK OUT: N__S__E__W__

REMARKS:
P2: 65'
P3: 100'
P6: 73'
P7: 92'
Pole DATE 3/05

12/5/GMYTH.W304

8

VOLUSIA COUNTY TRAFFIC ENGINEERING
SYSTEM INVENTORY

Volusia County
FLORIDA

CENT PH#1 9 0 0002397774
CENT PH#1 9 0 0002397774
LOCAL PH# (386) 947-2973

DATE: 5/4/2009 DESIGNED BY: G.Lester

LOCATION: NOVA RD. & HAND AVE.,O.B. ID NO: 177 SYSTEM ID: 17 INTERSECTION NO: 9 TP# 1

CONTROLLER TIME CHART

MVMNT	MIN	EXT	CLR	A.R.	MAX1	MAX2	MAX3	WALK	FDW	DET	REC	FL	SET	CLR	ADJST
1	5	3	4	1	20					L		R			
2	15	4	5	2	45			7	26	L	MIN	Y			
3	5	3	4	1	15					NL		R			
4	8	4	4	1	30			7	28	NL		R			
5	5	3	4	1	20					L		R			
6	15	4	5	2	45			7	26	L	MIN	Y			
7	5	3	4	1	15					NL		R			
8	8	4	4	1	30			7	28	NL		R			

CO-ORDINATION

PLAN	1	2	3	4	5	6	7	8
CYCLE	130	130	130					
OFF 1	7	11	11					
OFF 2								
OFF 3								
OFF 4								
OFF 5								
PERM	10%	10%	10%	10%	10%	10%	10%	10%

GREEN
IN MIN

PHASE SPLITS (%)

CY/SP	C1/S1	C2/S1	C3/S1	C4/S1	C5/S1	C6/S1	C1/S2	C2/S2	C3/S2	C4/S2	C5/S2	C6/S2
PH 1	19	15	17									
PH 2	44	40	43									
PH 3	13	13	13									
PH 4	24	32	27									
PH 5	26	18	23									
PH 6	37	37	37									
PH 7	13	13	13									
PH 8	24	32	27									

5 17.1
15 48.9
5 11.9
8 30.1
5 24.9
15 41.1
5 11.9
8 30.1

BASE DAY		1	2	3	4	5	6	7	8	9	10	11	
MON #1	TIME	00:01-06:30	06:30-09:00	09:00-14:00	14:00-18:00	18:00-20:00	20:00-00:00						
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE						
TUES#1	TIME	00:01-06:30	06:30-09:00	09:00-14:00	14:00-18:00	18:00-20:00	20:00-00:00						
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE						
WED #1	TIME	00:01-06:30	06:30-09:00	09:00-14:00	14:00-18:00	18:00-20:00	20:00-00:00						
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE						
THU #1	TIME	00:01-06:30	06:30-09:00	09:00-14:00	14:00-18:00	18:00-20:00	20:00-00:00						
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE						
FRI #1	TIME	00:01-06:30	06:30-09:00	09:00-14:00	14:00-18:00	18:00-20:00	20:00-00:00						
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE						
SAT #2	TIME	00:01-09:00	09:00-20:00	20:00-00:00									
	PLAN	FREE	C2S1	FREE									
SUN #3	TIME	00:01-10:00	10:00-20:00	20:00-00:00									
	PLAN	FREE	C2S1	FREE									

COUNTY OF VOLUSIA TRAFFIC SIGNAL MAINTENANCE INVENTORY SHEET

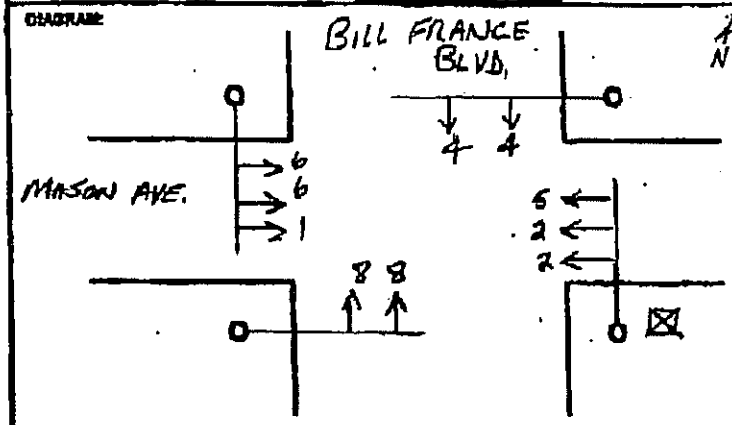
LOCATION: MASON AVE & BILL FRANCE BLVD. ISOLATED: ✓ NAME: COE DATE: 1/12/09

SIGNAL #: 126 CO-ORD: NAME: DATE: NAME: DATE: NAME: DATE:

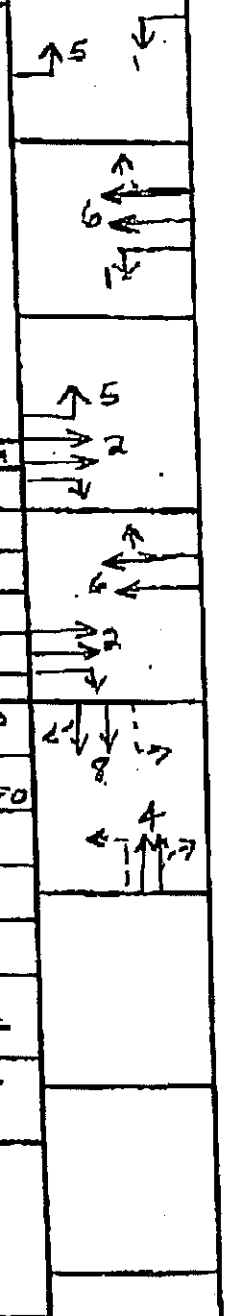
MASTER INFORMATION:
CLOSED LOOP: MASTER LOC #: PHONE #: CENTRAL PX: LOCAL LOC #: LOCAL PX:

MOVEMENT CHART:

DIAGRAM:



SHOW:
1. POLES
2. SPAN WIRES
3. HEADS
4. CABINET
5. STREET NAMES
6. NORTH ARROW



PH	SHOW	INT	EXT	CLR	RED	MAX1	MAX2	WALK	FDW	RECALL	DET. FUNC	FLASH
1-5	1-5	5	3	4	1	20					L	
2-6	2-6	6	4	4	2	3.5				MIN	L	
4-8	4-8	5	3	4	2	30					NC	

MAX 2

T.O.D.

DAY OF WEEK:

MAX 3

PH	LIMIT	ADJ	UP	DOWN

GENERAL INFORMATION

CONTROLLER TYPE PHASES	3000F 0350 60/3
FROM NUMBER	8216A 3.6.4 350
CABINET TYPE CAB DATE 10/07	5
MAX 2 OLDCRITIC MOD	—
CONDITION OF OVERHEAD	GOOD MAST ARM
OVERHEAD STREET NAMES	YES ____ NO ✓
ILLUMINATED STREET NAMES	YES ✓ NO ____
PRE-EMPTION	YES ____ NO ✓
TYPE	

LENS: RED 8 N2 E2 S2 W2 RED ARROW 2 N S E W
AMBER 8 N2 E2 S2 W2 AMBER ARROW 2 N S E W
GREEN 8 N2 E2 S2 W2 GREEN ARROW 2 N S E W
RED NE SE SW EW

BLANK OUT: N S E W
Ø

REMARKS:

12MSGHRTM.WK4

10

COUNTY OF VOLUSIA TRAFFIC SIGNAL MAINTENANCE INVENTORY SHEET

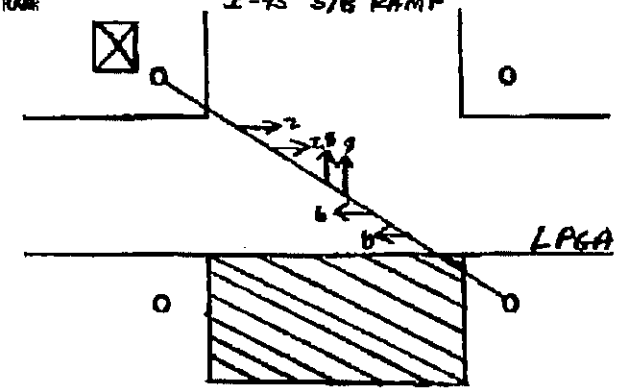
LOCATION: LPGA + I-95 S/B RAMP ISOLATED: ____ NAME: H. Faidyce DATE: 4/16/09

SIGNAL #: 333 HH CO-CHD: ✓ NAME: ____ DATE: ____ NAME: ____ DATE: ____ NAME: ____ DATE: ____

MASTER INFORMATION:
CLOSED LOOP: MASTER LOC #: 21 PHONE #: CENTRAL PX: ____
LOCAL LOC #: 1 LOCAL PX: ____

MOVEMENT CHART:

DIAGRAM: I-95 S/B RAMP



SHOW:
1. POLES
2. SPAN WIRES
3. HEADS
4. CABINET
5. STREET NAMES
6. NORTH ARROW

PH	MOVE	PAT	DET	CLR	RED	MAX1	MAX2	WALK	FDW	RECALL	DET. FUNC	FLASH
2-6	2-6	15	4	5	2			12		MIN	L	Y
8	8	8	3	5	2						N.L	R

MAX 2

Y.O.D.	
DAY OF WEEK:	

MAX 3

PH	LIMIT	ADJ	UP	DOWN

GENERAL INFORMATION

CONTROLLER TYPE PHASES	3000 E
PROM NUMBER	
CABINET TYPE CAB. DATE 3/1995	I
MAX 2 CLOCKING MOD	CL FIBER/FREE MASTER
CONDITION OF OVERHEAD	Fair
OVERHEAD STREET NAMES	YES ____ NO ✓
ILLUMINATED STREET NAMES	YES ____ NO ✓
PRE-EMPTION	YES ____ NO ✓
TYPE	

LEDS: RED 4 N__S__E__W__ RED ARROW 2 N__S__E__W__
AMBER 4 N__S__E__W__ AMBER ARROW 2 N__S__E__W__
GREEN 4 N__S__E__W__ GREEN ARROW 2 N__S__E__W__
PED ____ NE SE NW SW

CLANK OUT: N__S__E__W__
Ø

REMARKS:

CAB. DATE

122/COUNTY/R.WK4

11

SYSTEM INVE Y

ATION: I-95 SB & LPGA BLVD. SYSTEM NO.: 21 INTERSECTION NO.: 1 (ID # 333)

DATE: 9-15-08

DESIGNED BY: G. LESTER

Volusia County
FLORIDA

ITROLLER TIME CHART

/UNIT	MIN	EXT	CLR	A.R.	MAXI	MAX II	WALK	FDW	LOCK	REC	FLASH
1											
2	15	4	5	2	30		12		L	MIN	Y
3											
4											
5											
6	15	4	5	2	30		12		L	MIN	Y
7											
8	8	3	5	2	30				NL		R

PHASE SPLITS (%)

PHASE NO.	CIAL # 1	2	3	4	5	6
1						
2	49	51	53			
3						
4						
5						
6	49	51	53			
7						
8	51	49	47			

ORDINATION

N NO.	1		2		3		4		5		6	
LE	70		66		75							
MATER	SEC	%	SEC	%	SEC	%	SEC	%	SEC	%	SEC	%
SET 1		0		0		0						
SET 2												
SET 3												
IN P.P.												
P.P.		6%		6%		6%		6%		6%		6%

OCK SETTINGS

OOD NO.		1	2	3	4	5	6	7	8	9	10	11	12
	TIME	00:00-											
	PLAN NO.	FREE											
	TIME												
	PLAN NO.												
	TIME												
	PLAN NO.												
	TIME												
	PLAN NO.												
	TIME												
	PLAN NO.												
	TIME												
	PLAN NO.												
	TIME												
	PLAN NO.												

T-475 P013/040 F-464
3867405242
07-09-'09 13:18 FROM-T ENGINEERING

COUNTY OF VOLUSIA TRAFFIC SIGNAL MAINTENANCE INVENTORY SHEET

LOCATION: LPGA + I-95 N/B RAMP ISOLATED: ____ NAME: H. Fordyce DATE: 4/16/09

SIGNAL #: 332 HA CO-ORD: ✓ NAME: ____ DATE: ____

NAME: ____ DATE: ____

NAME: ____ DATE: ____

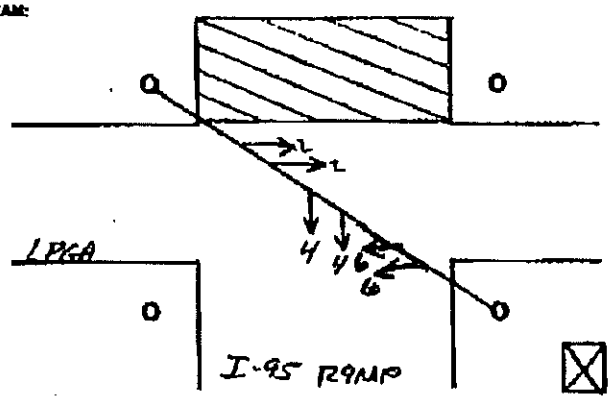
MASTER INFORMATION:

CLOSED LOOP: MASTER LOG #: 21 PHONE #: CENTRAL PX: ____

LOCAL LOG #: 2 LOCAL PX: ____

MOVEMENT CHART:

DIAGRAM:



SHOW:
1. POLES
2. SPAN WIRES
3. HEADS
4. CABINET
5. STREET NAMES
6. NORTH ARROW

PH	MOVE	MIT	EXT	FUN	RED	MAX1	MAX2	WALK	FDW	RECALL	DET. FUNC	FLASH
2-6	2-6	15	4	5	2	30				MIN	L	Y
4	4	8	3	5	2	30					N.L	R

MAX 2

T.O.D.	
DAY OF WEEK:	

MAX 3

PH	LIMIT	ADJ	UP	DOWN

GENERAL INFORMATION

CONTROLLER TYPE PHASES	3000 E
PROM NUMBER	
CABINET TYPE GEN. SWITCH	V CAB. DATE 3/95
MAX 2 CLOCK/TEC MOD	
CONDITION OF OVERHEAD Fair	CL FIBER/FREE
OVERHEAD STREET NAMES	YES ____ NO ✓
ILLUMINATED STREET NAMES	YES ____ NO ✓
PRE-EMPTION	YES ____ NO ✓
TYPE	

LENS: RED 4 N__S__E__W__ RED ARROW 2 N__S__E__W__

AMBER 4 N__S__E__W__ AMBER ARROW 2 N__S__E__W__

GREEN 4 N__S__E__W__ GREEN ARROW 2 N__S__E__W__

PED ____ NE SE NW SW

BLANK OUT: N__S__E__W__

Ø

REMARKS: SPEED LIMIT 45 M.P.H.

123/0030/TIN.WK4

12

07-09-'09 13:18 FROM-T ENGINEERING T-475 P011/040 F-464
3867405242

SYSTEM INVT TY

ATION: I-95 NB. & LPGA BLVD. SYSTEM NO.: 21 INTERSECTION NO.: 2 (ID # 332)

DATE: 9-15-08

DESIGNED BY: G.LESTER

Volusia County
FLORIDA

TROLLER TIME CHART

MMT	MIN	EXT	CLR	A.R.	MAXI	MAX II	WALK	FDW	LOCK	REC	FLASH
1											
2	15	4	5	2	30		7		L	MIN	4
3											
4	8	3	4	2	30				NL		R
5											
6	15	3	5	2	30		7		L	MIN	4
7											
8											

ORDINATION

NO.	1		2		3		4		5		6	
E	70		66		75							
WATER	SEC	%	SEC	%	SEC	%	SEC	%	SEC	%	SEC	%
IET 1		89		86		89						
IET 2												
IET 3												
N.P.P.												
P.P.		6%		6%		6%		6%		6%		6%

PHASE SPLITS (%)

PHASE NO.	DIAL # 1	2	3	4	5	6
1						
2	78	78	79			
3						
4	22	22	21			
5						
6	78	78	79			
7						
8						

CK SETTINGS

DO NO.		1	2	3	4	5	6	7	8	9	10	11	12
	TIME	00:00											
	PLAN NO.	FREE											
S	TIME												
	PLAN NO.												
	TIME												
	PLAN NO.												
RS	TIME												
	PLAN NO.												
	TIME												
	PLAN NO.												
	TIME												
	PLAN NO.												
	TIME												
	PLAN NO.												

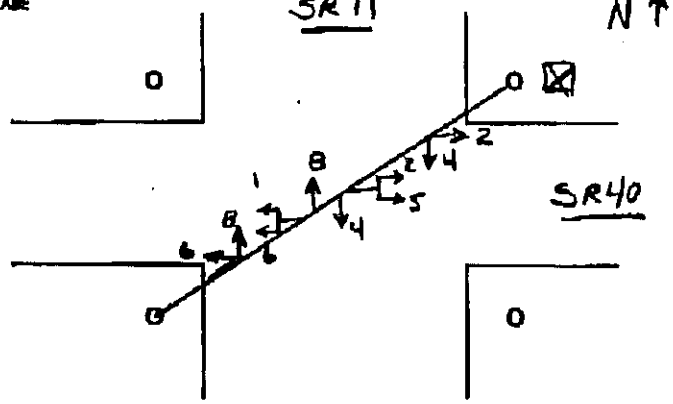
COUNTY OF VOLUSIA TRAFFIC SIGNAL MAINTENANCE INVENTORY SHEET

LOCATION: SR11 & SR40 Jacksonville ISOLATED: X NAME: POE DATE: 1/05/09
NAME: DATE:
SIGNAL #: 4/10 CO-ORD: NAME: DATE:
NAME: DATE:

MASTER INFORMATION:
CLOSED LOOP: MASTER LOC #: PHONE #: CENTRAL PX:
LOCAL LOC #: LOCAL PX:

MOVEMENT CHART:

DIAGRAM:



SHOW:
1. POLES
2. SPAN WIRES
3. HEADS
4. CABINET
5. STREET NAMES
6. NORTH ARROW

PH	MOVE	INT	EXT	CLR	RED	MAX1	MAX2	WALK	FDW	RECALL	DET. FUNC	FLASH
1/5	1/5	10	3.5	5	2	15					NL	
2/6	2/6	14	3.5	5	2	35				MIN	L	Y
4/8	4/8	10	3.5	5	2	25					NL	R

MAX 2

T.O.D.	
DAY OF WEEK:	

MAX 3

PH	LIMIT	ADJ	UP	DOWN

GENERAL INFORMATION

CONTROLLER TYPE PHASES	3000E USED 6ϕs
PROM NUMBER	5921 V4.0 01/10
CABINET TYPE / PROD DATE: JAN 07	S
MAX 2 CLOCK/TBC MOD	—
CONDITION OF OVERHEAD	GOOD
OVERHEAD STREET NAMES	YES ✓ NO
ILLUMINATED STREET NAMES	YES NO ✓
PRE-EMPTION	YES NO ✓
TYPE	

LEDS: RED 8 N_ S_ E_ W_ RED ARROW ___ N_ S_ E_ W_
AMBER 8 N_ S_ E_ W_ AMBER ARROW 2 N_ S_ E✓ W✓
GREEN 8 N_ S_ E_ W_ GREEN ARROW 2 N_ S_ E✓ W✓
PED — NE SE NW SW

BLANK OUT: N_ S_ E_ W_

REMARKS:

123/SIGMNTN.WK4

13

LOCATION: SR 40 & TYMBER CREEK ISOLATED: ___ NAME: A. Fordyce DATE: 11/5/08

SIGNAL #: ORMOND BEACH 257 CO-ORD: ✓ NAME: ___ DATE: ___

NAME: ___ DATE: ___

NAME: ___ DATE: ___

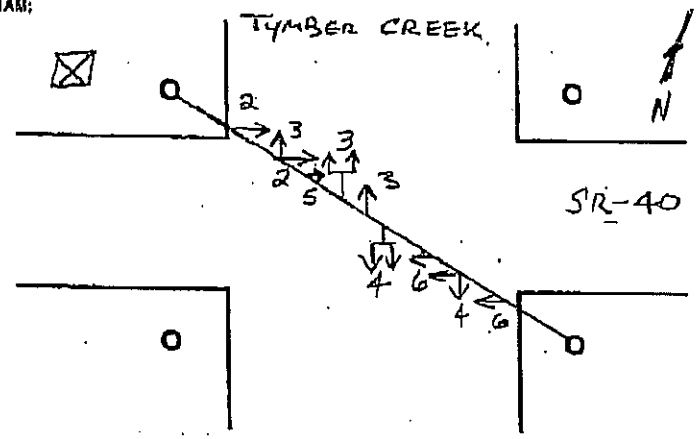
MASTER INFORMATION:

CLOSED LOOP: MASTER LOC #: 17 PHONE #: CENTRAL PX: ___

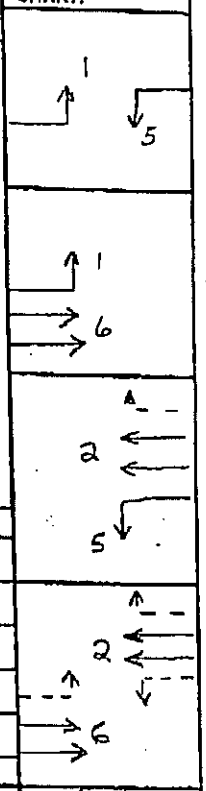
LOCAL LOC #: 22 LOCAL PX: ___

MOVEMENT CHART:

DIAGRAM:



SHOW:
1. POLES
2. SPAN WIRES
3. HEADS
4. CABINET
5. STREET NAMES
6. NORTH ARROW



PH	MOVE	INT	EXT	CLR	RED	MAX1	MAX2	WALK	FDW	RECALL	DET. FUNC	FLASH
1+5	1+5	5	4	4	1	15	18				N.L.	R
2+6	2+6	15	4	5	2	35	32	7		Min	L.	Y
3	3	8	4	4	2	30	35				N.L.	R
4	4	8	4	4	2	15	15				N.L.	R

MAX 2

T.O.D.	6:00AM – 9:00AM
DAY OF WEEK:	M-F

MAX 3

PH	LIMIT	ADJ	UP	DOWN
3	60	10	1	2

GENERAL INFORMATION

CONTROLLER TYPE PHASES	1880 EL P-8
FROM NUMBER	92R09
CABINET TYPE	V
MAX 2 CLOCK/TBC MOD	CL FIBER / MAX-II FREE
CONDITION OF OVERHEAD	Fair
OVERHEAD STREET NAMES	YES ✓ NO ___
ILLUMINATED STREET NAMES	YES ___ NO ✓
PRE-EMPTION	YES ✓ NO ___
TYPE	OPTICOM

LEDS: RED 9 N2 S3 E2 W2 RED ARROW 2 N_ S_ E1 W1

AMBER 9 N2 S3 E2 W2 AMBER ARROW 6 N2 S2 E1 W1

GREEN 9 N2 S3 E2 W2 GREEN ARROW 6 N2 S2 E_ W_

PED ___ NE_ SE_ NW_ SW_

BLANK OUT: N_ S_ E_ W_

∅

REMARKS: SPEED LIMIT

CAB. DATE 08/1995

123/SGMNTIN.WK4

VOLUSIA COUNTY TRAFFIC ENGINEERING
SYSTEM INVENTORY

Volusia County
FLORIDA

CENT PH #1 9 0 0002397774
CENT PH #1 9 0 0002397774
LOCAL PH # (386) 943-2973

DATE: 5/6/2009 DESIGNED BY: G.Lester

LOCATION: SR 40 & TYMBER CREEK RD.,O.B. ID NO: 257 SYSTEM ID: 17 INTERSECTION NO: 22 TP# 1

CONTROLLER TIME CHART

MVMNT	MIN	EXT	CLR	A.R.	MAX1	MAX2	MAX3	WALK	FDW	DET	REC	FL	SET	CLR	ADJST
1	5	4	4	1	15	18				NL					
2	13	4	4	2	50	50		7		L	MIN	Y			
3	8	4	4	2	30	45				NL		R			
4	8	4	4	2	15	15				NL		R			
5	5	4	4	1	15	18				NL					
6	13	4	4	2	50	50		7		L	MIN	Y			
7															
8															

CO-ORDINATION

PLAN	1	2	3	4	5	6	7	8
CYCLE								
OFF 1								
OFF 2								
OFF 3								
OFF 4								
OFF 5								
PERM	10%	10%	10%	10%	10%	10%	10%	10%

PHASE SPLITS (%)

CY/SP	C1/S1	C2/S1	C3/S1	C4/S1	C5/S1	C6/S1	C1/S2	C2/S2	C3/S2	C4/S2	C5/S2	C6/S2
PH 1												
PH 2												
PH 3												
PH 4												
PH 5												
PH 6												
PH 7												
PH 8												

BASE DAY		1	2	3	4	5	6	7	8	9	10	11	
MON #1	TIME	00:01-06:00	06:00-09:00	09:00-00:00									
	PLAN	FREE	FREE-MAX 2	FREE									
TUES#1	TIME	00:01-06:00	06:00-09:00	09:00-00:00									
	PLAN	FREE	FREE-MAX 2	FREE									
WED #1	TIME	00:01-06:00	06:00-09:00	09:00-00:00									
	PLAN	FREE	FREE-MAX 2	FREE									
THU #1	TIME	00:01-06:00	06:00-09:00	09:00-00:00									
	PLAN	FREE	FREE-MAX 2	FREE									
FRI #1	TIME	00:01-06:00	06:00-09:00	09:00-00:00									
	PLAN	FREE	FREE-MAX 2	FREE									
SAT #2	TIME	00:01-00:00											
	PLAN	FREE											
SUN #2	TIME	00:01-00:00											
	PLAN	FREE											

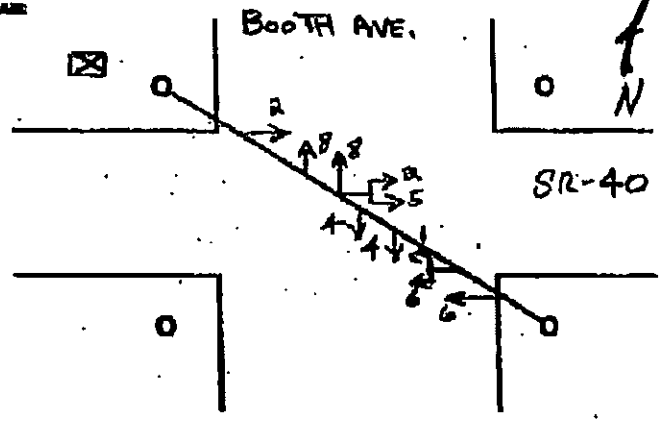
COUNTY OF VOLUSIA TRAFFIC SIGNAL MAINTENANCE INVENTORY SHEET

LOCATION: SR 40 & BOOTH RD. ORMOND BEACH
SIGNAL #: 346
ISOLATED: ____
CO-ORD: X
NAME: J. KARR DATE: 11/17/08
NAME: ____ DATE: ____
NAME: ____ DATE: ____
NAME: ____ DATE: ____

MASTER INFORMATION:
CLOSED LOOP: MASTER LOC #: 17
LOCAL LOC #: 21
PHONE #: CENTRAL PX: ____ LOCAL PX: ____

MOVEMENT CHART:

DIAGRAM:



SHOW:
1. POLES
2. SPAN WIRES
3. HEADS
4. CABINET
5. STREET NAMES
6. NORTH ARROW

PH	OVLP	MIT	EXT	CLR	RED	MAX1	MAX2	WALK	FDW	RECALL	DET. FUNC	FLASH
1+5	1+5	5	3	4	1	15					NL	
2+6	2+6	15	4	5	2	45		7		MIN	L	Y
4+8	4+8	5	4	4	1	25					NL	R

MAX 2

T.O.D.:
DAY OF WEEK:

MAX 3

PH	LIMIT	ADJ	UP	DOWN
2	60	5	2	2
6	40	5	2	2
8	35	10	1	2

GENERAL INFORMATION

CONTROLLER TYPE PHASES	1880EL 8φ
PROM NUMBER	72R09
CABINET TYPE	V
MAX 2 CLOCK/TBC MOD	CL.FIBER/FREE-MAX-3
CONDITION OF OVERHEAD	FAIR (OID)
OVERHEAD STREET NAMES	YES ✓ NO ____
ILLUMINATED STREET NAMES	YES ____ NO ✓
PRE-EMPTION	YES ____ NO ✓
TYPE	

LENS: RED 8 N2 E2 E2 W2 RED ARROW ____ N ____ E ____ W ____
AMBER 8 N2 E2 E2 W2 AMBER ARROW 2 N ____ E 1 W1
GREEN 8 N2 E2 E2 W2 GREEN ARROW 2 N ____ E 1 W1
PED 2 NE ____ SE ____ NW ____ SW ____

BLANK OUT: N ____ E ____ E ____ W ____
φ

REMARKS:

φ5 omit φ6 on
φ1 omit φ2 on

CAB. DATE 04/08

12300SENTBJWK4

16

VOLUSIA COUNTY TRAFFIC ENGINEERING
SYSTEM INVE. IV

LOCATION: SR 40 & BOOTH AVE SYSTEM NO.: 17 INTERSECTION NO.: 21 ID# 346

DATE: 10-7-08

DESIGNED BY: G.LESTER

Volusia County FLORIDA

MAX-3
Φ2+Φ6 = 60SECONDS - ADJUST BY 5SECONDS UP-2/ DOWN-2 CY
Φ8 = 35 SECONDS - ADJUST BY 10 SECOND UP-1/DOWN-2 CYCLE

CONTROLLER TIME CHART

	EVENT	MIN	EXT	CLR	A.R.	MAX1	MAX2	WALK	FDW	LOCK	REC	FLASH
11.8	1	5	3	4	1	15				NL		-
66.2	2	15	4	5	2	45		7		L	MIN	Y
	3											
25	4	5	4	4	1	25				NL		R
11.8	5	5	3	4	1	15				NL		-
66.2	6	15	4	5	2	45		7		L		Y
	7											
25	8	5	4	4	1	25				NL		R

PHASE SPLITS (%)

PHASE	RING 1					
NO.	1	2	3	4	5	6
1	14		16			
2	61		58			
3						
4	25		26			
5	14		16			
6	61		58			
7						
8	25		26			

COORDINATION

PLAN NO.	1		2		3		4		5		6	
CYCLE	120				100							
PARAMETER	SEC	%	SEC	%	SEC	%	SEC	%	SEC	%	SEC	%
OFFSET 1		66				80						
OFFSET 2												
OFFSET 3												
BEGIN F.P.												
END F.P.		5%		5%		5%		5%		5%		5%

CLOCK SETTINGS

PERIOD NO.		1	2	3	4	5	6	7	8	9	10	11	12
MON	TIME	6:45-9:15	9:15-1600	16:00-1845	18:45-								
	PLAN NO.	C30153	FREE	C10151	FREE								
TUES	TIME												
	PLAN NO.												
WED	TIME												
	PLAN NO.												
THURS	TIME												
	PLAN NO.												
FRI	TIME												
	PLAN NO.												
SAT	TIME	00:00-											
	PLAN NO.												
SUN	TIME												
	PLAN NO.												

COUNTY OF VOLUSIA TRAFFIC SIGNAL MAINTENANCE INVENTORY SHEET

LOCATION: SR 40 + I-95 N/B Ramp ISOLATED: ____ NAME: H. Fordyce DATE: 11/26/08
NAME: ____ DATE: ____
SIGNAL #: 262 OB CO-ORD: ✓ NAME: ____ DATE: ____
NAME: ____ DATE: ____

MASTER INFORMATION:
CLOSED LOOP: MASTER LOC #: 17 PHONE #: CENTRAL PX: ____
LOCAL LOC #: 19 LOCAL PX: ____

MOVEMENT CHART:

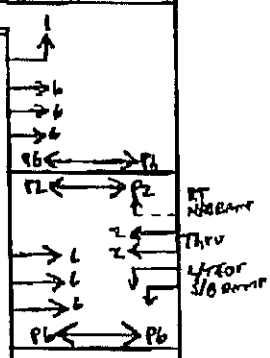
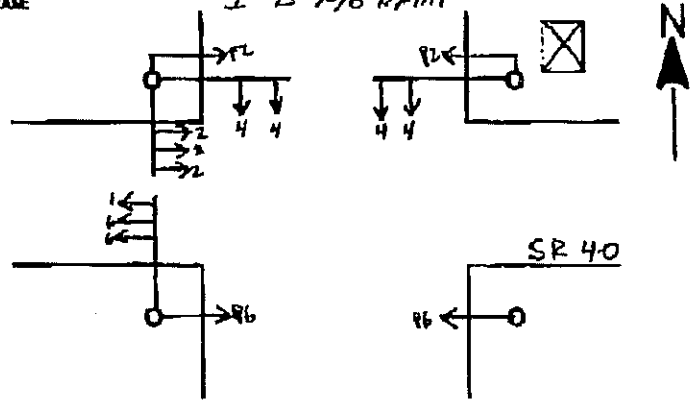
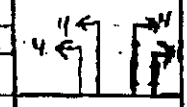


DIAGRAM: I-95 N/B Ramp



SHOW:
1. POLES
2. SPAN WIRES
3. HEADS
4. CABINET
5. STREET NAMES
6. NORTH ARROW



PH	MOVE	INT	EXT	CLR	RED	MAX1	MAX2	WALK	FDW	RECALL	DET. FUNC	FLASH
1	1+6	5	4	4	1	20					NL	R
2+6	2+6	8	4	5	2	40		7	29	MIN	L.	Y
4	4	5	4	4	1	25					L.	R

MAX 2

T.O.D. ____
DAY OF WEEK: ____

MAX 3

PH	LIMIT	ADJ	UP	DOWN

GENERAL INFORMATION

CONTROLLER TYPE PHASES	1880 EL 4 Ø 2 Peds
PROM NUMBER	92R09
CABINET TYPE	V
MAX 2 CLOCK/TBC MOD	CL FIBER
CONDITION OF OVERHEAD	Good
OVERHEAD STREET NAMES	YES ____ NO ✓
ILLUMINATED STREET NAMES	YES ____ NO ____
PRE-EMPTION	YES ✓ NO ____
TYPE	

LEDS: RED ____ N__ S__ E__ W__ RED ARROW ____ N__ S__ E__ W__
AMBER ____ N__ S__ E__ W__ AMBER ARROW ____ N__ S__ E__ W__
GREEN ____ N__ S__ E__ W__ GREEN ARROW ____ N__ S__ E__ W__
PED ____ NE SE NW SW

BLANK OUT: N__ S__ E__ W__
Ø

REMARKS: Load Bay #3 Burned + Replaced by Contractor
Pz = 90'
P6 = 99'
SPEED LIMIT (FAST)
PED TIMES CHECKED 6/16/08 CASTELLI
CAB. DATE 3/06

123/BGMNTIN.WK4

18

VOLUSIA COUNTY TRAFFIC ENGINEERING
SYSTEM INVENTORY

Volusia County
FLORIDA

CBKT PH#1 9 0 0002397774
CBKT PH#2 9 0 0002397774
LOCAL PH# (386) 943-2973

DATE: 5/6/2009 DESIGNED BY: G.Lester

LOCATION: SR 40 & I 95 N.B.OFF RAMP,O.B. ID NO: 262 SYSTEM ID: 17 INTERSECTION NO: 19 TP# 1

CONTROLLER TIME CHART

MVMNT	MIN	EXT	CLR	A.R.	MAX1	MAX2	MAX3	WALK	FDW	DET	REC	FL	SET	CLR	ADJST
1	5	4	4	1	20					NL		R			
2	8	4	5	2	40			7	29	L	MIN	Y			
3															
4	5	4	4	1	25					L		R			
5															
6	8	4	5	2	40			7	29	L	MIN	Y			
7															
8															

CO-ORDINATION

PLAN	1	2	3	4	5	6	7	8
CYCLE	100	110	120	175				
OFF 1	22	20	19	15				
OFF 2								
OFF 3								
OFF 4								
OFF 5								
PERM	10%	10%	10%	10%	10%	10%	10%	10%

Green
Mn MX

PHASE SPLITS (%)

CY/SP	C1/S1	C2/S1	C3/S1	C4/S1	C5/S1	C6/S1	C1/S2	C2/S2	C3/S2	C4/S2	C5/S2	C6/S2
5 19 PH 1	18	19	20	8								
8 55.4 PH 2	57	54	52	67								
PH 3												
5 28.6 PH 4	25	27	28	32								
PH 5	*18	*19	*20	*8								
8 55.4 PH 6	57	54	52	67								
PH 7												
PH 8	*25	*27	*28	*32								

BASE DAY		1	2	3	4	5	6	7	8	9	10	11
MON #1	TIME	00:01-06:45	06:45-09:15	09:15-14:30	14:30-18:45	18:45-22:00	22:00-00:00					
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE					
TUES#1	TIME	00:01-06:45	06:45-09:15	09:15-14:30	14:30-18:45	18:45-22:00	22:00-00:00					
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE					
WED #1	TIME	00:01-06:45	06:45-09:15	09:15-14:30	14:30-18:45	18:45-22:00	22:00-00:00					
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE					
THU #1	TIME	00:01-06:45	06:45-09:15	09:15-14:30	14:30-18:45	18:45-22:00	22:00-00:00					
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE					
FRI #1	TIME	00:01-06:45	06:45-09:15	09:15-14:30	14:30-18:45	18:45-22:00	22:00-00:00					
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE					
SAT #2	TIME	00:01-09:15	09:15-14:30	14:30-18:15	18:15-22:00	22:00-00:00						
	PLAN	FREE	C2S1	C3S1	C2S1	FREE						
SUN #2	TIME	00:01-09:15	09:15-14:30	14:30-18:15	18:15-22:00	22:00-00:00						
	PLAN	FREE	C2S1	C3S1	C2S1	FREE						

COUNTY OF VOLUSIA TRAFFIC SIGNAL MAINTENANCE INVENTORY SHEET

LOCATION: 40 + I-95 S/B RAMP
ISOLATED: ____
NAME: H. Fordyce DATE: 12/1/08
NAME: ____ DATE: ____
NAME: ____ DATE: ____
NAME: ____ DATE: ____
SIGNAL #: 263 OR
CO-ORD: ✓

MASTER INFORMATION:
CLOSED LOOP: MASTER LOC #: 17
LOCAL LOC #: 20
PHONE #:
CENTRAL PX: ____
LOCAL PX: ____

MOVEMENT CHART:

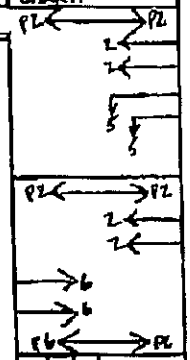
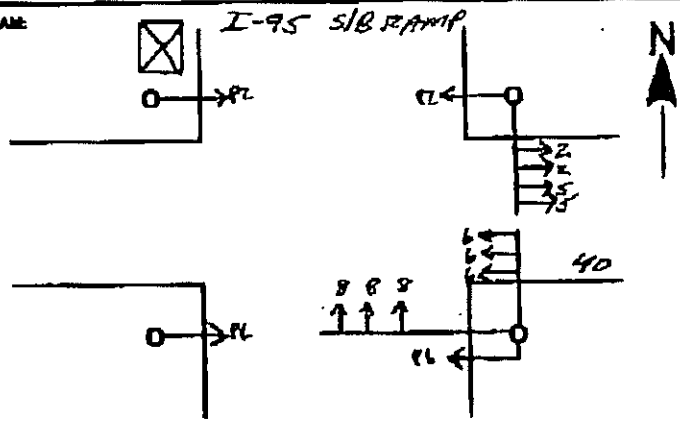


DIAGRAM:



SHOW:
1. POLES
2. SPAN WIRES
3. HEADS
4. CABINET
5. STREET NAMES
6. NORTH ARROW

PH	MOVE	INT	EXT	CLR	RED	MAX1	MAX2	WALK	FDW	RECALL	DET. FUNC	FLASH
5	5	5	4	4	1	25					N.L.	R
2+6	2+6	8	4	5	2	40		7	25	MIN	L	Y
8	8	5	4	4	1	25					N.L	R

MAX 2

T.O.D.	
DAY OF WEEK:	

MAX 3

PH	LIMIT	ADJ	UP	DOWN

GENERAL INFORMATION

CONTROLLER TYPE PHASES	1280 EL 8Ø
PROM NUMBER	92R09
CABINET TYPE	V
MAX 2 CLOCK/TBC MOD	CL, FIBER
CONDITION OF OVERHEAD	
OVERHEAD STREET NAMES	YES ____ NO ✓
ILLUMINATED STREET NAMES	YES ____ NO ✓
PRE-EMPTION	YES ____ NO ✓
TYPE	

LENS: RED 6 N__ S 1 E 3 W 2 RED ARROW 4 N__ S 2 E__ W 2
AMBER 6 N__ S 1 E 3 W 2 AMBER ARROW 4 N__ S 2 E__ W 2
GREEN 6 N__ S 1 E 3 W 2 GREEN ARROW 4 N__ S 2 E__ W 2
PED 4 NE 1 SE 1 NW 1 SW 1

BLANK OUT: N__ S__ E__ W__
Ø

REMARKS: SPEED LIMIT
Pz = 87'
P6 = 86'

PED TIMES CHECKED 06/16/08

CAB. DATE 03/2006

12205MINTN.WK4

17

VOLUSIA COUNTY TRAFFIC ENGINEERING
SYSTEM INVENTORY

Volusia County
FLORIDA

CIRCUIT PH #1: 9 0 0002397774
CIRCUIT PH #2: 9 0 0002397774
LOCAL PH #: (386) 943-2973

DATE: 5/6/2009 DESIGNED BY: G.Lester

LOCATION: SR 40 & I 95 S.B.OFF RAMP,O.B. ID NO: 263 SYSTEM ID: 17 INTERSECTION NO: 20 TP# 1

CONTROLLER TIME CHART

MVMNT	MIN	EXT	CLR	A.R.	MAX1	MAX2	MAX3	WALK	FDW	DET	REC	FL	SET	CLR	ADJST
1															
2	8	4	5	2	40			7	25	L	MIN	Y			
3															
4															
5	5	4	4	1	25					NL		R			
6	8	4	5	2	40			7	25	L	MIN	Y			
7															
8	5	4	4	1	25					NL		R			

CO-ORDINATION

PLAN	1	2	3	4	5	6	7	8
CYCLE	100	110	120	175				
OFF 1	0	0	0	20				
OFF 2								
OFF 3								
OFF 4								
OFF 5								
PERM	10%	10%	10%	10%	10%	10%	10%	10%

GREEN

PHASE SPLITS (%)

	MIN	MAX	CY/SP	C1/S1	C2/S1	C3/S1	C4/S1	C5/S1	C6/S1	C1/S2	C2/S2	C3/S2	C4/S2	C5/S2	C6/S2
			PH 1	*35	*25	*36	*70								
8		44.6	PH 2	45	48	43	22								
			PH 3												
			PH 4	*20	*27	*21	*8								
5		38.2	PH 5	35	25	36	70								
8		44.6	PH 6	45	48	43	22								
			PH 7												
5		25.2	PH 8	20	27	21	8								

BASE DAY		1	2	3	4	5	6	7	8	9	10	11
MON #1	TIME	00:01-06:45	06:45-09:15	09:15-14:30	14:30-18:45	18:45-22:00	22:00-00:00					
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE					
TUES#1	TIME	00:01-06:45	06:45-09:15	09:15-14:30	14:30-18:45	18:45-22:00	22:00-00:00					
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE					
WED #1	TIME	00:01-06:45	06:45-09:15	09:15-14:30	14:30-18:45	18:45-22:00	22:00-00:00					
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE					
THU #1	TIME	00:01-06:45	06:45-09:15	09:15-14:30	14:30-18:45	18:45-22:00	22:00-00:00					
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE					
FRI #1	TIME	00:01-06:45	06:45-09:15	09:15-14:30	14:30-18:45	18:45-22:00	22:00-00:00					
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE					
SAT #2	TIME	00:01-09:15	09:15-14:30	14:30-18:15	18:15-22:00	22:00-00:00						
	PLAN	FREE	C2S1	C3S1	C2S1	FREE						
SUN #2	TIME	00:01-09:15	09:15-14:30	14:30-18:15	18:15-22:00	22:00-00:00						
	PLAN	FREE	C2S1	C3S1	C2S1	FREE						

COUNTY OF VOLUSIA TRAFFIC SIGNAL MAINTENANCE INVENTORY SHEET

LOCATION: SR 40 + WILLIAMSON ISOLATED: ____ NAME: 2. MARTIN DATE: 10-14-08

SIGNAL #: 187 OB CO-ORD: ✓ NAME: ____ DATE: ____

NAME: ____ DATE: ____

NAME: ____ DATE: ____

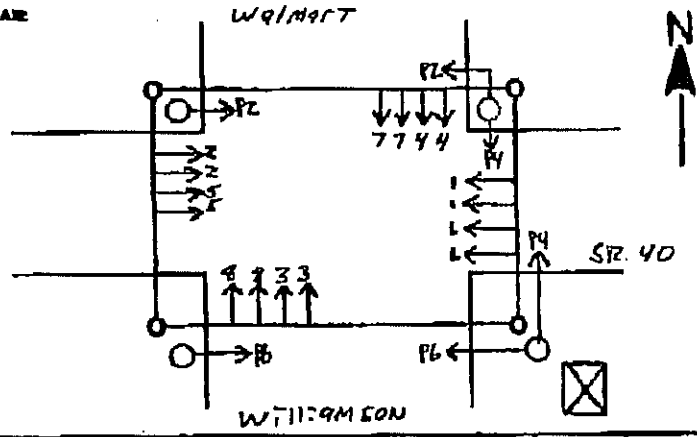
MASTER INFORMATION:

CLOSED LOOP: MASTER LOC #: ____ PHONE #: CENTRAL PX: ____

LOCAL LOC #: ____ LOCAL PX: ____

MOVEMENT CHART:

DIAGRAM:



SHOW:
1. POLES
2. SPAN WIRES
3. HEADS
4. CABINET
5. STREET NAMES
6. NORTH ARROW

PH	MOVE	MIT	EXT	CUR	RED	MAX1	MAX2	WALK	FDW	RECALL	DET. FUNC	FLASH
1-5	1-5	5	3	4	1	25					NL	R
2-6	2-6	7	3	5	2	45		7	30	NON	L	Y
3-7	3-7	5	3	4	1	20					NL	R
4-8	4-8	5	3	4	1	20		7	30/-		NL.	R

MAX 2

T.O.D.	
DAY OF WEEK:	

MAX 3

PH	LIMIT	ADJ	UP	DOWN

GENERAL INFORMATION

CONTROLLER TYPE PHASES 8	1880 EL
FROM NUMBER	92R09
CABINET TYPE	V
MAX 2 CLOCK/TBC MOD	EL FIBER
CONDITION OF OVERHEAD	
OVERHEAD STREET NAMES	YES ____ NO ____
ILLUMINATED STREET NAMES	YES ✓ NO ____
PRE-EMPTION	YES ✓ NO ____
TYPE OPTICOM	

LENS: RED 8 N__S__E__W__ RED ARROW 7 N__S__E__W__

AMBER 8 N__S__E__W__ AMBER ARROW 7 N__S__E__W__

GREEN 8 N__S__E__W__ GREEN ARROW 7 N__S__E__W__

PED 8 NE SE NW SW

BLANK OUT: N__S__E__W__

Ø

REMARKS: SPEED LIMIT 45 M.P.H. PED TIMES CHECKED 10-14-08

P4 = 1'85"

P6 = 1'76"

P2 = 1'85"

125/SIGMNTIN.WK4

19

VOLUSIA COUNTY TRAFFIC ENGINEERING
SYSTEM INVENTORY

Volusia County
FLORIDA

CENT PH #1 9 0 0002397774
CENT PH #1 9 0 0002397774
LOCAL PH # (386) 943-2973

DATE: 5/5/2009 DESIGNED BY: G.Lester

LOCATION: SR 40 & WILLIAMSON BLVD.,O.B. ID NO: 187 SYSTEM ID: 17 INTERSECTION NO: 18 TP# 1 of 2

CONTROLLER TIME CHART

MVMNT	MIN	EXT	CLR	A.R.	MAX1	MAX2	MAX3	WALK	FDW	DET	REC	FL	SET	CLR	ADJST
1	5	3	4	1	15					NL		R			
2	7	3	5	2	45			7	27	L	MIN	Y			
3	5	3	4	1	20					NL		R			
4	5	3	4	1	20			7	28	NL		R			
5	5	3	4	1	15					NL		R			
6	7	3	5	2	45			7	27	L	MIN	Y			
7	5	3	4	1	20					NL		R			
8	5	3	4	1	20					NL		R			

CO-ORDINATION

PLAN	1	2	3	4	5	6	7	8
CYCLE	100	110	120	175				
OFF 1	10	93	96	66				
OFF 2								
OFF 3								
OFF 4								
OFF 5								
PERM	10%	10%	10%	10%	10%	10%	10%	10%

GREEN

PHASE SPLITS (%)

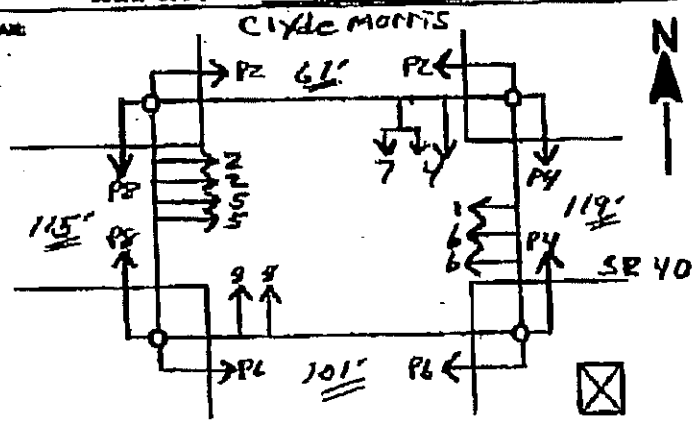
MIN	MAX	CY/SP	C1/S1	C2/S1	C3/S1	C4/S1	C5/S1	C6/S1	C1/S2	C2/S2	C3/S2	C4/S2	C5/S2	C6/S2
5	16.6	PH 1	19	21	18							8		
7	38.6	PH 2	44	41	38							46		
5	29.8	PH 3	20	20	29							8		
5	13	PH 4	17	18	15							15		
5	16.6	PH 5	19	21	18							10		
7	38.6	PH 6	44	41	38							41		
5	29.8	PH 7	20	20	29							35		
5	13	PH 8	17	18	15							10		

BASE DAY		1	2	3	4	5	6	7	8	9	10	11	
MON #1	TIME	00:01-06:45	06:45-09:15	09:15-14:30	14:30-18:45	18:45-22:00	22:00-00:00						
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE						
TUES#1	TIME	00:01-00:00	06:45-09:15	09:15-14:30	14:30-18:45	18:45-22:00	22:00-00:00						
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE						
WED #1	TIME	00:01-00:00	06:45-09:15	09:15-14:30	14:30-18:45	18:45-22:00	22:00-00:00						
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE						
THU #1	TIME	00:01-00:00	06:45-09:15	09:15-14:30	14:30-18:45	18:45-22:00	22:00-00:00						
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE						
FRI #1	TIME	00:01-00:00	06:45-09:15	09:15-14:30	14:30-18:45	18:45-22:00	22:00-00:00						
	PLAN	FREE	C1S1	C2S1	C3S1	C2S1	FREE						
SAT #2	TIME	00:01-09:15	09:15-14:30	14:30-18:15	18:15-22:00	22:00-00:00							
	PLAN	FREE	C2S1	C3S1	C2S1	FREE							
SUN #2	TIME	00:01-09:15	09:15-14:30	14:30-18:15	18:15-22:00	22:00-00:00							
	PLAN	FREE	C2S1	C3S1	C2S1	FREE							

LOCATION: SR 40 + Clyde Morris
SIGNAL #: 239
OB
ISOLATED: ____
CO-ORD: X
NAME: ____ DATE: ____
NAME: ____ DATE: ____
NAME: ____ DATE: ____
NAME: ____ DATE: ____

MASTER INFORMATION:
CLOSED LOOP: MASTER LOC #: 17
LOCAL LOC #: 16
PHONE #:
CENTRAL PX:
LOCAL PX:
MOVEMENT CHART:

DIAGRAM: Clyde Morris



SHOW:
1. POLES
2. SPAN WIRES
3. HEADS
4. CABINET
5. STREET NAMES
6. NORTH ARROW

PH	MOVE	MIT	EXT	CLR	RED	MAX1	MAX2	WALK	FDW	RECALL	DET. FUNC	FLASH
1-5	1-5	6	3	4	2	20	20				NL.	R
2-6	2-6	12	4	5	2	45	40	10	29	MIN	L.	Y
7	4-7	4	3	4	1	20	15				NL.	
4-8	4-8	6	3	4	1	30	15	10	34		NL.	R

MAX 2

T.O.D.	
DAY OF WEEK:	

MAX 3

PH	LIMIT	ADJ	UP	DOWN

GENERAL INFORMATION

CONTROLLER TYPE PHASES	1880E1
PROM NUMBER	92R07
CABINET TYPE	I
MAX 2 CLOCK/TBC MOD	
CONDITION OF OVERHEAD	GOOD
OVERHEAD STREET NAMES	YES ✓ NO ____
ILLUMINATED STREET NAMES	YES ____ NO ✓
PRE-EMPTION	YES ✓ NO ____
TIME	OPTICAL

LEDS: RED E N✓ S✓ E✓ W✓ RED ARROW E N ✓ S ✓ E ✓ W ✓
AMBER E N✓ S✓ E✓ W✓ AMBER ARROW E N ✓ S ✓ E ✓ W ✓
GREEN E N✓ S✓ E✓ W✓ GREEN ARROW E N ✓ S ✓ E ✓ W ✓
PED E N✓ S✓ NW✓ SW✓ "WALK" DELAY

BLANK OUT: N__ S__ E__ W__

REMARKS: SPEED LIMIT SR 40 50MPH
SPEED LIMIT Clyde Morris 25MPH
PZ = 61' — PL = 101'
PY = 119' — PB = 115'

MODIFIED
11-7-07

123GOMTR2.WK4

20

VOLUSIA COUNTY TRAFFIC ENGINEERING
SYSTEM INVENTORY

Volusia County
FLORIDA

CERT PH #1 9 0 0002397774
CERT PH #1 9 0 0002397774
LOCAL PH# (386) 943-2973

DATE: 5/5/2009 DESIGNED BY: G.Lester

LOCATION: SR 40 & CLYDE MORRIS BLVD.,O.B. ID NO: 239 SYSTEM ID: 17 INTERSECTION NO: 16 TP# 1

CONTROLLER TIME CHART

MVMNT	MIN	EXT	CLR	A.R.	MAX1	MAX2	MAX3	WALK	FDW	DET	REC	FL	SET	CLR	ADJST
1	6	3	4	1	20	20				NL		R			
2	12	4	5	2	50	40	60	10	29	L	MIN	Y	2	2	5
3															
4	6	3	4	2	30	15	30	10	34	NL		R	2	2	5
5	6	3	4	2	20	10				NL		R			
6	12	4	5	2	50	40	60	10	29	L	MIN	Y	2	2	5
7	5	3	4	1	15	10	30			NL		R	2	2	5
8	6	3	4	1	25	15		10	34	NL		R			

CO-ORDINATION

PLAN	1	2	3	4	5	6	7	8
CYCLE								
OFF 1								
OFF 2								
OFF 3								
OFF 4								
OFF 5								
PERM	10%	10%	10%	10%	10%	10%	10%	10%

PHASE SPLITS (%)

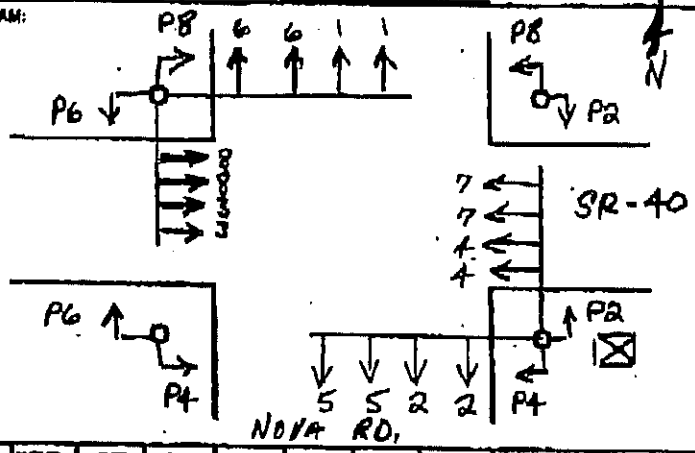
CY/SP	C1/S1	C2/S1	C3/S1	C4/S1	C5/S1	C6/S1	C1/S2	C2/S2	C3/S2	C4/S2	C5/S2	C6/S2
PH 1												
PH 2												
PH 3												
PH 4												
PH 5												
PH 6												
PH 7												
PH 8												

BASE DAY		1	2	3	4	5	6	7	8	9	10	11
MON #1	TIME	00:01-06:00	06:00-20:00	20:00-00:00								
	PLAN	FREE/MAX 2	FREE	FREE/MAX 2								
TUES#1	TIME	00:01-06:00	06:00-20:00	20:00-00:00								
	PLAN	FREE/MAX 2	FREE	FREE/MAX 2								
WED #1	TIME	00:01-06:00	06:00-20:00	20:00-00:00								
	PLAN	FREE/MAX 2	FREE	FREE/MAX 2								
THU #1	TIME	00:01-06:00	06:00-20:00	20:00-00:00								
	PLAN	FREE/MAX 2	FREE	FREE/MAX 2								
FRI #1	TIME	00:01-06:00	06:00-20:00	20:00-00:00								
	PLAN	FREE/MAX 2	FREE	FREE/MAX 2								
SAT #1	TIME	00:01-06:00	06:00-20:00	20:00-00:00								
	PLAN	FREE/MAX 2	FREE	FREE/MAX 2								
SUN #1	TIME	00:01-06:00	06:00-20:00	20:00-00:00								
	PLAN	FREE/MAX 2	FREE	FREE/MAX 2								

LOCATION: SR-40 & NOVA RD. ORMOND BEACH
SIGNAL #: 203
ISOLATED: ____
CO-ORD: X
NAME: L. LASSITER DATE: 10-20-08
NAME: ____ DATE: ____
NAME: ____ DATE: ____
NAME: ____ DATE: ____

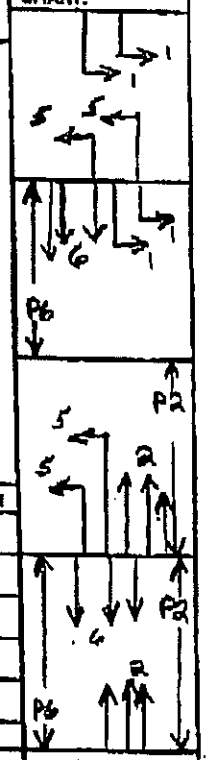
MASTER INFORMATION:
CLOSED LOOP: MASTER LOC #: 17
LOCAL LOC #: 12
PHONE #:
CENTRAL PX:
LOCAL PX:

DIAGRAM:



SHOW:
1. POLES
2. SPAN WIRES
3. HEADS
4. CABINET
5. STREET NAMES
6. NORTH ARROW

MOVEMENT CHART:



PH	MOVE	INT	EXT	CLR	RED	MAX1	MAX2	WALK	FDW	RECALL	DET. FUNC	FLASH
1-5	1-5	5	3	4.5	2	30					L	R
2-6	2-6	15	3	4.5	2	40		7	34	MIN	L	Y
3-7	3-7	5	3	4.5	2	25					L	R
4-8	4-8	8	3	4.5	2	65		7	32		NL	R

MAX 2

T.O.D.	
DAY OF WEEK:	

MAX 3

PH	LIMIT	ADJ	UP	DOWN

GENERAL INFORMATION

CONTROLLER TYPE / PHASES	8 / 1880 ETL
PROM NUMBER	9XR09
CABINET TYPE	V
MAX II CLOCK/TBC MOD	CL. FIBER/FREE
CONDITION OF OVERHEAD	
OVERHEAD STREET NAMES	YES ____ NO ____
ILLUMINATED STREET NAMES	YES ✓ NO ____
PRE-EMPTION 4 RUNS TYPE OPTICOM	YES ✓ NO ____

LEDS: RED 8 N_ S_ E_ W_ RED ARROW 8 N_ S_ E_ W_
AMBER 8 N_ S_ E_ W_ AMBER ARROW 8 N_ S_ E_ W_
GREEN 8 N_ S_ E_ W_ GREEN ARROW 8 N_ S_ E_ W_
PED 8 NE_ SE_ NW_ SW_

BLANK OUT: N_ S_ E_ W_
Ø

REMARKS:
P-2 118'
P-4 114'
P-6 103'
P-8 = 125'

CAB DATE

TEXSIGNTRUWK4

21

VOLUSIA COUNTY TRAFFIC ENGINEERING
SYSTEM INVENTORY

Volusia County
FLORIDA

CENT PH #1 9 0 0002397774
CENT PH #2 9 0 0002397774
LOCAL PH # (386) 943-2973

DATE: 5/5/2009 DESIGNED BY: G.Lester

LOCATION: NOVA RD & SR 40,O.B. ID NO: 203 SYSTEM ID: 17 INTERSECTION NO: 12 TP# 1

CONTROLLER TIME CHART

MVMNT	MIN	EXT	CLR	A.R.	MAX1	MAX2	MAX3	WALK	FDW	DET	REC	FL	SET	CLR	ADJST
1	5	3	5	2	20					L		R			
2	15	3	5	2	40			7	34	L	MIN	Y			
3	5	3	5	2	25					L		R			
4	8	3	5	2	50			7	32	NL		R			
5	5	3	5	2	20					L		R			
6	15	3	5	2	40			7	34	L	MIN	Y			
7	5	3	5	2	25					L		R			
8	8	3	5	2	50			7	32	NL		R			

CO-ORDINATION

PLAN	1	2	3	4	5	6	7	8
CYCLE								
OFF 1								
OFF 2								
OFF 3								
OFF 4								
OFF 5								
PERM	10%	10%	10%	10%	10%	10%	10%	10%

PHASE SPLITS (%)

CY/SP	C1/S1	C2/S1	C3/S1	C4/S1	C5/S1	C6/S1	C1/S2	C2/S2	C3/S2	C4/S2	C5/S2	C6/S2
PH 1												
PH 2												
PH 3												
PH 4												
PH 5												
PH 6												
PH 7												
PH 8												

BASE DAY		1	2	3	4	5	6	7	8	9	10	11	
MON #1	TIME	00:01-00:00											
	PLAN	FREE											
TUES#1	TIME	00:01-00:00											
	PLAN	FREE											
WED #1	TIME	00:01-00:00											
	PLAN	FREE											
THU #1	TIME	00:01-00:00											
	PLAN	FREE											
FRI #1	TIME	00:01-00:00											
	PLAN	FREE											
SAT #1	TIME	00:01-00:00											
	PLAN	FREE											
SUN #1	TIME	00:01-00:00											
	PLAN	FREE											

VOLUSIA COUNTY TRAFFIC ENGINEERING
SYSTEM INV RY

LOCATION: US 1 & SR 40 SYSTEM NO.: 13 INTERSECTION NO.: 12 ID: #204

DATE: 10-27-08

DESIGNED BY: G. LESTER

Volusia County FLORIDA

DENSITY SETTINGS
#4 & #8 ADDED INT. 3.0 SECONDS
MAX INT. 12.0 SECONDS
MIN GAP 4.0 SECONDS

CONTROLLER TIME CHART

MX	INTERVAL	MIN	EXT	CLR	A.R.	MAX	MAX II	WALK	PDW	LOCK	REC	PLAN
23	1	5	3	4	1	20				NL		–
37	2	6	3	4	1	45		7	27	L	MIN	4
25.8	3	5	3	4	1	20				NL		R
33.2	4	6	3	4	2	30		7	27	L		R
23	5	5	3	4	1	20				NL		–
37	6	6	3	4	1	45		7	27	L	MIN	4
25.8	7	5	3	4	1	20				NL		R
33.2	8	6	3	4	2	30		7	27	L		R

COORDINATION

PLAN NO.	1		2		3		4		5		6	
CYCLE	110		115		120		125		140		200	
PARAMETER	SEC	%	SEC	%	SEC	%	SEC	%	SEC	%	SEC	%
OFFSET 1		58		58		57		53		58		51
OFFSET 2										58		
OFFSET 3												
TERMIN P.P.												
SEND P.P.		5%		5%		5%		5%		5%		5%

PHASE SPLITS (%)

PHASE NO.	DUAL 1	2	3	4	5	6
1	17	18	18	17	20	15
2	36	34	33	32	30	40
3	17	18	19	21	22	13
4	30	30	29	30	28	32
5	17	18	18	17	20	15
6	36	34	33	32	30	40
7	17	18	19	21	22	13
8	30	30	29	30	28	32

BASE DAY PLAN #3 / SPECIAL DAY PLAN #0

CLOCK SETTINGS

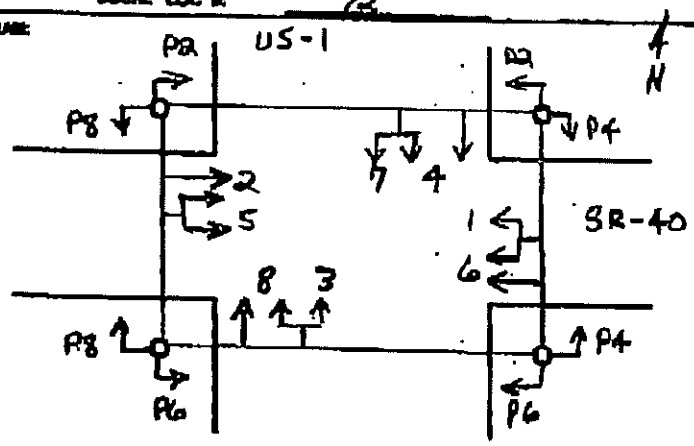
PERIOD NO.		1	2	3	4	5	6	7	8	9	10	11	12
MON	TIME	7:00-9:00	9:00-14:00	14:00-16:00	16:00-19:00	19:00-22:00	22:00-	7:00-9:00	9:00-11:00	11:00-16:00	16:00-19:00	19:00-22:00	22:00-
	PLAN NO. 0	C50/55	C20/52	C30/53	C50/55	C10/51	FREE	C10/51	C20/52	C50/55	C50/54	C10/51	FREE
TUES	TIME												
	PLAN NO. 0												
WED	TIME												
	PLAN NO. 0												
THURS	TIME												
	PLAN NO. 0												
FRI	TIME												
	PLAN NO. 0												
SAT	TIME	9:00-14:00	14:00-19:00	19:00-22:00	22:00-								
	PLAN NO.	C20/52	C4-0/54	C10/51	FREE								
SUN	TIME												
	PLAN NO.												

COUNTY OF VOLUSIA TRAFFIC SIGNAL MAINTENANCE INVENTORY SHEET

LOCATION: US 1 & SR 40 DAYTONA BEACH
SIGNAL #: 204
ISOLATED: _____
CO-ORD: Y
NAME: L. DAFFIN DATE: 8-27-08
NAME: DATE:
NAME: DATE:
NAME: DATE:

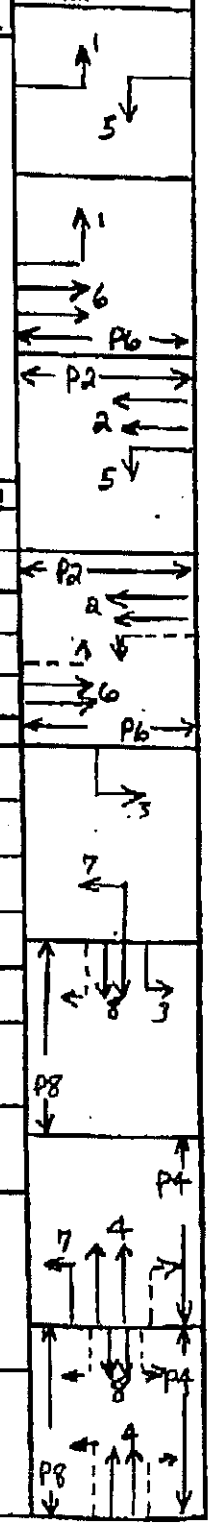
MASTER INFORMATION:
CLOSED LOOP: MASTER LOC #: 29 PHONE #: CENTRAL PX: _____
LOCAL LOC #: 23 LOCAL PX: _____

DIAGRAM:



SHOW:
1. POLES
2. SPAN WIRES
3. HEADS
4. CABINET
5. STREET NAMES
6. NORTH ARROW

MOVEMENT CHART:



PH	MOVE	MT	EXT	CLR	RED	MAX1	MAX2	WALK	FDW	RECALL	DET. FUNC	FLASH
1-5	1-5	5	3	4	1	20					NL	
2-6	2-6	6	3	4	1	45		7	27	MIN	L	Y
3-7	3-7	5	3	4	1	20					NL	
4-8	4-8	6	3	4	2	30		7	27		L	R

MAX 2

T.O.D.	
DAY OF WEEK:	

MAX 3

PH	LIMIT	ADJ	UP	DOWN

GENERAL INFORMATION

CONTROLLER TYPE PHASES	1880 EL
PROM NUMBER	92R09
CABINET TYPE	V
MAX 2 CLOCK/TBC MOD	CL. FIBER
CONDITION OF OVERHEAD	
OVERHEAD STREET NAMES	YES ____ NO ____
ILLUMINATED STREET NAMES	YES ✓ NO ____
PRE-EMPTION TYPE OPTICOM	YES ✓ NO ____

LEDS: RED 8 N_ S_ E_ W_ RED ARROW ____ N_ S_ E_ W_
AMBER 8 N_ S_ E_ W_ AMBER ARROW 4 N_ S_ E_ W_
GREEN 8 N_ S_ E_ W_ GREEN ARROW 4 N_ S_ E_ W_
PED 8 NW_ NE_ SW_ SE_

BLANK OUT: N_ S_ E_ W_

REMARKS:
P-X: 92'
P-Y: 94'
P-Z: 93'
P-B: 94'

Ø1 OMIT W/Ø2 ON
Ø5 OMIT W/Ø6 ON
CAB DATE

DENSITY Ø4 + Ø8
ADDED INT. 3.0 SEC
MAX INT. 12.0 SEC
MIN GAP 4.0 SEC

12INSGNTR.WK4

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*

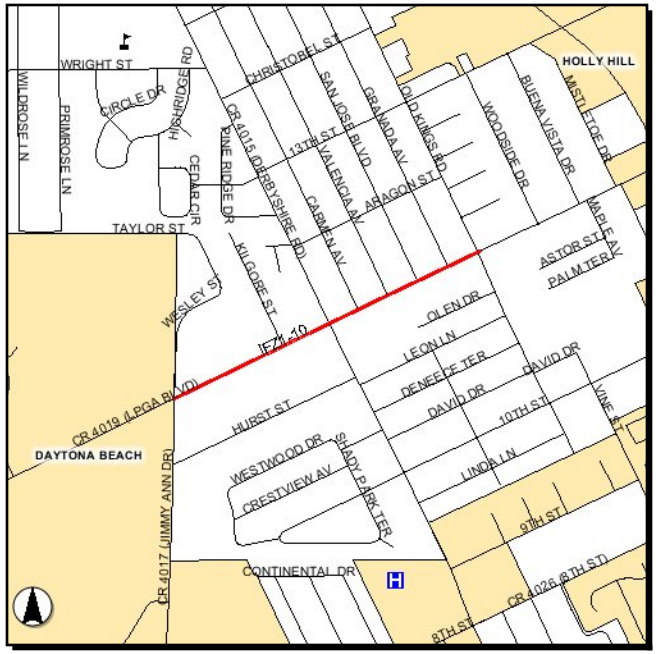
BOND - Bond Funding **CBIR** - Community Budget Issue Request (State Funding) **CIGP** - County Incentive Grant Program (State Grant) **CITY** - Cost sharing with City **DEV** - Developer Funding **FED GRANT** - Federal Grant **IMPACT** - Road Impact Fee Funding

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

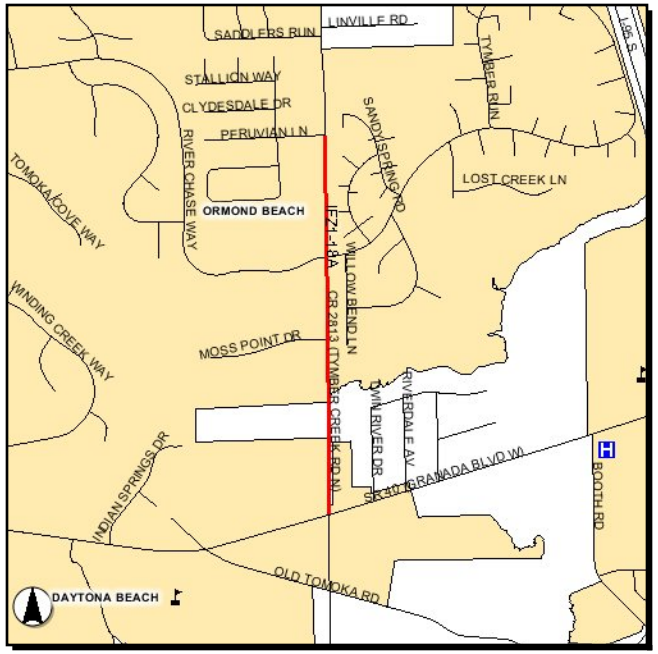
To: Old Kings Rd

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)

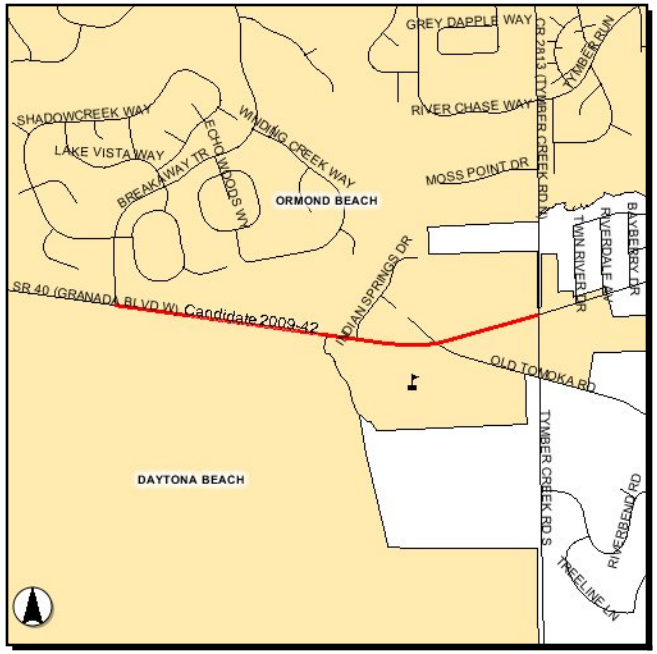
To:

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

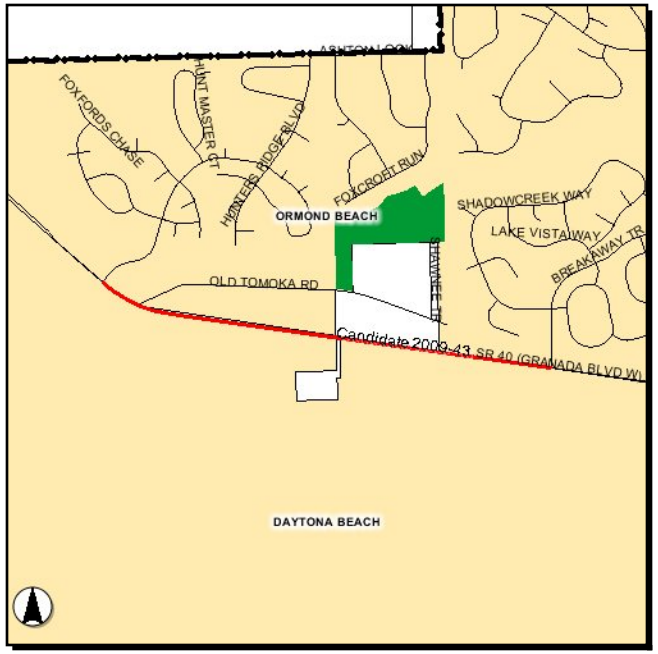
Jurisdiction: City of Ormond Beach

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).

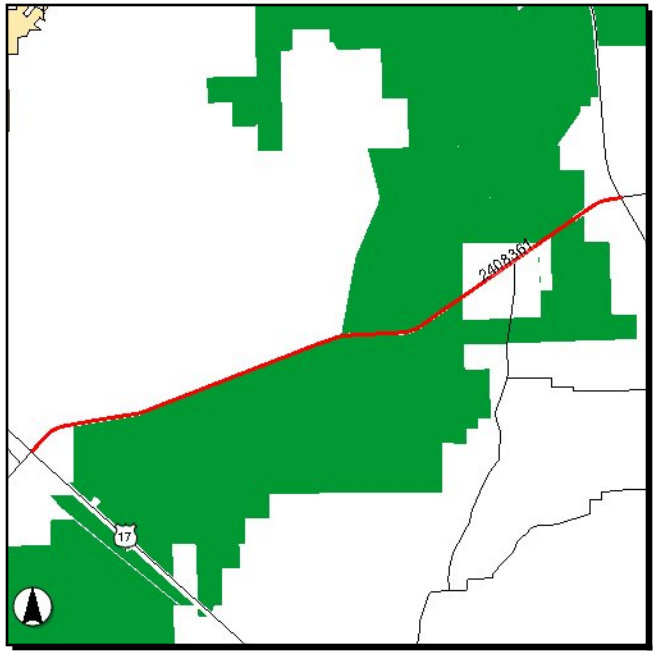
PROPOSED AMENDED FY 2008/09 to FY 2012/13 TIP

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)

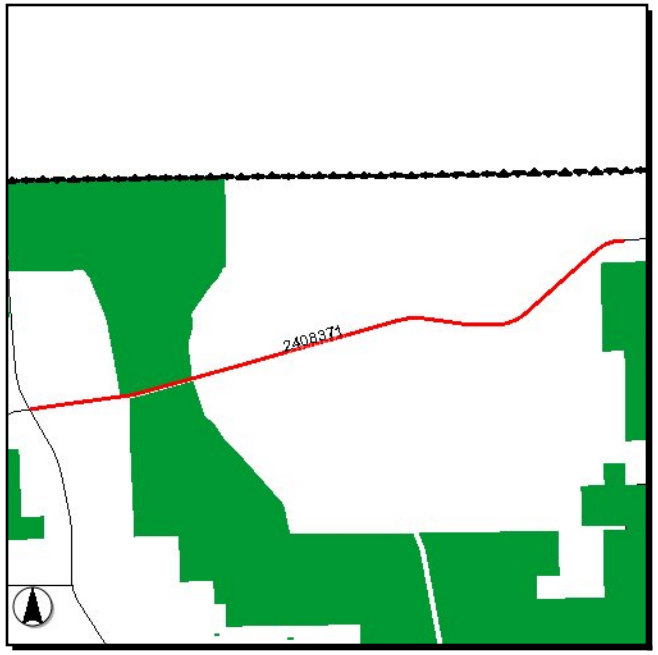
To: SR 11

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

Table 3
Phase 1 Internal Trip Interaction – CFRPM Trip Matrix
Hunter's Ridge DRI – Transportation Methodology

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	76	0	3	62	14	12	0	1	0	0	0	59	36	441	710	250	2,338	2,088
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	8	0	0	5	2	3	0	1	0	0	0	7	4	14	50	2	166	165
3649	(Comm/Ofc.)	76	0	8	0	0	2	47	11	13	0	0	0	0	0	59	34	124	372	97	1,235	1,137
3650	(School)	0	0	0	0	0	0	0	0	51	0	0	0	0	0	226	96	118	491	0	980	980
3651	(Ofc./Ind.)	3	0	0	2	0	0	11	10	7	0	2	0	0	0	16	8	12	71	11	230	219
3652	(Comm/Ofc.)	62	0	5	47	0	11	0	72	185	0	4	0	0	0	488	203	140	1,217	503	3,291	2,788
3653	(Ofc./Ind.)	14	0	2	11	0	10	72	0	25	0	2	0	0	0	65	35	43	279	35	758	723
3654	(Res.)	12	0	3	13	51	7	185	25	0	0	6	0	0	0	34	22	18	376	30	831	802
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	1	0	0	2	4	2	6	0	0	0	0	0	6	6	5	32	3	88	85
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.)	59	0	7	59	226	16	488	65	34	0	6	0	0	0	0	33	47	1,040	314	2,808	2,493
3661	(Res.)	36	0	4	34	96	8	203	35	22	0	6	0	0	0	33	0	26	501	124	2,125	2,001
3662	(Res.)	441	0	14	124	118	12	140	43	18	0	5	0	0	0	47	26	0	988	389	3,840	3,451
Interzonal		710	0	50	372	491	71	1,217	279	376	0	32	0	0	0	1,040	501	988	12,254			
Intrazonal		250	0	2	97	0	11	503	35	30	0	3	0	0	0	314	124	389		3,519		
Totals (with intrazonal trips)		2,338	0	166	1,235	980	230	3,291	758	831	0	88	0	0	0	2,808	2,125	3,840			37,379	
Totals (without intrazonal trips)		2,088	0	165	1,137	980	219	2,788	723	802	0	85	0	0	0	2,493	2,001	3,451				33,860

Internal Capture 36.19%

External Project Trips 21,607

Model Internal Capture by Use

	Residential	Retail	Office
Residential	-	21.35%	20.00%
Retail	21.35%	21.06%	18.45%
Office	20.00%	18.45%	23.80%

Table 4
Phase 2 Internal Trip Interaction – CFRPM Trip Matrix
Hunter's Ridge DRI – Transportation Methodology

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	34	7	67	0	3	69	4	10	12	0	5	15	22	71	26	400	745	225	2,377	2,152
3647	(Res.)	34	0	7	51	25	5	15	2	2	3	0	2	2	3	9	3	16	177	10	423	413
3648	(Res.)	7	7	0	7	0	1	5	0	2	2	1	1	1	3	9	3	12	59	3	174	171
3649	(Comm/Ofc.)	67	51	7	0	0	2	50	4	9	9	0	4	14	20	64	23	99	421	86	1,236	1,150
3650	(School)	0	25	0	0	0	0	0	0	39	0	0	0	42	67	265	67	84	588	0	985	985
3651	(Ofc./Ind.)	3	5	1	2	0	0	20	7	13	4	2	3	11	12	42	13	21	157	45	508	463
3652	(Comm/Ofc.)	69	15	5	50	0	20	0	26	153	77	3	26	161	189	669	169	133	1,765	675	4,236	3,560
3653	(Ofc./Ind.)	4	2	0	4	0	7	26	0	8	4	1	3	7	9	28	9	11	123	3	287	284
3654	(Res.)	10	2	2	9	39	13	153	8	0	37	4	14	11	11	38	19	16	383	25	841	817
3655	(Comm.)	12	3	2	9	0	4	77	4	37	0	2	8	19	26	78	88	27	395	45	893	848
3656	(Ofc./Ind.)	0	0	1	0	0	2	3	1	4	2	0	1	1	2	6	3	3	27	1	75	74
3657	(Ofc./Ind.)	5	2	1	4	0	3	26	3	14	8	1	0	10	11	37	34	18	175	15	513	498
3658	(Res.)	15	2	1	14	42	11	161	7	11	19	1	10	0	26	94	10	16	439	44	1,025	981
3659	(Res.)	22	3	3	20	67	12	189	9	11	26	2	11	26	0	87	12	18	515	72	1,399	1,327
3660	(Res.)	71	9	9	64	265	42	669	28	38	78	6	37	94	87	0	37	54	1,586	455	4,213	3,758
3661	(Res.)	26	3	3	23	67	13	169	9	19	88	3	34	10	12	37	0	22	537	101	2,123	2,022
3662	(Res.)	400	16	12	99	84	21	133	11	16	27	3	18	16	18	54	22	0	949	344	3,837	3,493
Interzonal		745	177	59	421	588	157	1,765	123	383	395	27	175	439	515	1,586	537	949	18,084			
Intrazonal		225	10	3	86	0	45	675	3	25	45	1	15	44	72	455	101	344		4,297		
Totals (with intrazonal trips)		2,377	423	174	1,236	985	508	4,236	287	841	893	75	513	1,025	1,399	4,213	2,123	3,837			50,288	
Totals (without intrazonal trips)		2,152	413	171	1,150	985	463	3,560	284	817	848	74	498	981	1,327	3,758	2,022	3,493				45,992

Internal Capture 39.32%

External Project Trips 27,907

Model Internal Capture by Use

	Residential	Retail	Office
Residential	-	23.03%	21.14%
Retail	23.03%	18.82%	21.11%
Office	21.14%	21.11%	19.38%

Table 5
Phase 3 Internal Trip Interaction – CFRPM Trip Matrix
Hunter's Ridge DRI – Transportation Methodology

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	13	6	90	0	4	67	4	11	12	0	5	21	60	76	27	379	774	220	2,396	2,176
3647	(Res.)	13	0	2	27	9	3	5	1	1	1	0	0	2	2	4	1	6	77	2	182	180
3648	(Res.)	6	2	0	9	0	1	5	1	1	1	0	0	2	6	9	3	12	59	3	216	213
3649	(Comm/Ofc.)	90	27	9	0	0	5	67	5	14	12	1	6	26	76	97	33	133	600	161	1,456	1,295
3650	(School)	0	9	0	0	0	0	0	0	37	0	0	0	51	154	250	62	75	638	0	988	988
3651	(Ofc./Ind.)	4	3	1	5	0	0	27	9	17	4	4	4	19	39	55	19	26	235	79	747	668
3652	(Comm/Ofc.)	67	5	5	67	0	27	0	26	143	73	3	26	187	419	604	147	107	1,906	652	4,251	3,599
3653	(Ofc./Ind.)	4	1	1	5	0	9	26	0	6	3	0	3	8	19	25	10	10	130	4	282	278
3654	(Res.)	11	1	1	14	37	17	143	6	0	36	3	14	13	25	35	17	14	385	24	845	821
3655	(Comm.)	12	1	1	12	0	4	73	3	36	0	2	9	23	62	74	79	22	410	42	869	827
3656	(Ofc./Ind.)	0	0	0	1	0	4	3	0	3	2	0	2	2	4	5	5	2	32	0	97	97
3657	(Ofc./Ind.)	5	0	0	6	0	4	26	3	14	9	2	0	11	27	35	31	16	187	15	512	497
3658	(Res.)	21	2	2	26	51	19	187	8	13	23	2	11	0	67	106	12	17	567	62	1,316	1,255
3659	(Res.)	60	2	6	76	154	39	419	19	25	62	4	27	67	0	179	28	36	1,204	339	3,574	3,235
3660	(Res.)	76	4	9	97	250	55	604	25	35	74	5	35	106	179	0	35	44	1,633	402	4,202	3,800
3661	(Res.)	27	1	3	33	62	19	147	10	17	79	5	31	12	28	35	0	20	530	100	2,136	2,036
3662	(Res.)	379	6	12	133	75	26	107	10	14	22	2	16	17	36	44	20	0	919	271	3,975	3,703
Interzonal		774	77	59	600	638	235	1,906	130	385	410	32	187	567	1,204	1,633	530	919	20,574			
Intrazonal		220	2	3	161	0	79	652	4	24	42	0	15	62	339	402	100	271		4,751		
Totals (with intrazonal trips)		2,396	182	216	1,456	988	747	4,251	282	845	869	97	512	1,316	3,574	4,202	2,136	3,975			56,088	
Totals (without intrazonal trips)		2,176	180	213	1,295	988	668	3,599	278	821	827	97	497	1,255	3,235	3,800	2,036	3,703				51,337

Internal Capture 40.08%

Model Internal Capture by Use

	Residential	Retail	Office
Residential	-	22.22%	16.30%
Retail	22.22%	25.27%	21.16%
Office	16.30%	21.16%	27.49%

Table 6
Phase 1 Internal Capture Calculation – CFRPM Trip Matrix and ITE Procedures
Hunter's Ridge DRI – Transportation Methodology

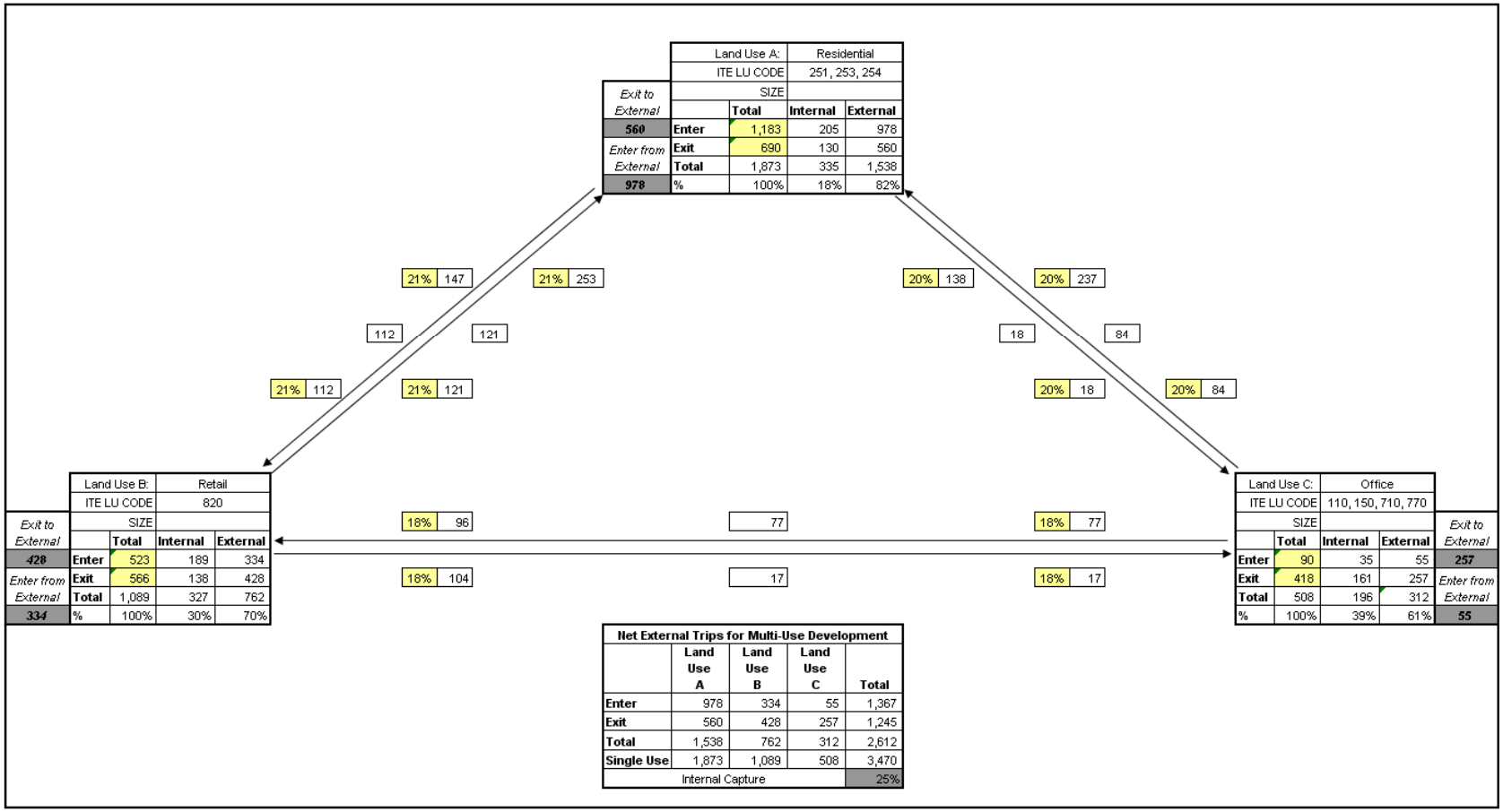
HUNTER'S RIDGE
MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst: CAM

Date: 7/8/2009

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

Time Period: P.M. Peak-Hour



Net External Trips for Multi-Use Development

	Land Use A	Land Use B	Land Use C	Total
Enter	978	334	55	1,367
Exit	560	428	257	1,245
Total	1,538	762	312	2,612
Single Use	1,873	1,089	508	3,470
Internal Capture				25%

Lassiter Transportation Group, Inc.
Engineering and Planning

Table 7
Phase 2 Internal Capture Calculation – CFRPM Trip Matrix and ITE Procedures
Hunter's Ridge DRI – Transportation Methodology

MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst: CAM

Date: 7/8/2009

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

Time Period: P.M. Peak-Hour

Land Use A:	Residential		
ITE LU CODE	251, 253, 254		
SIZE			
	Total	Internal	External
Enter	1,697	324	1,373
Exit	989	197	792
Total	2,686	521	2,165
%	100%	19%	81%

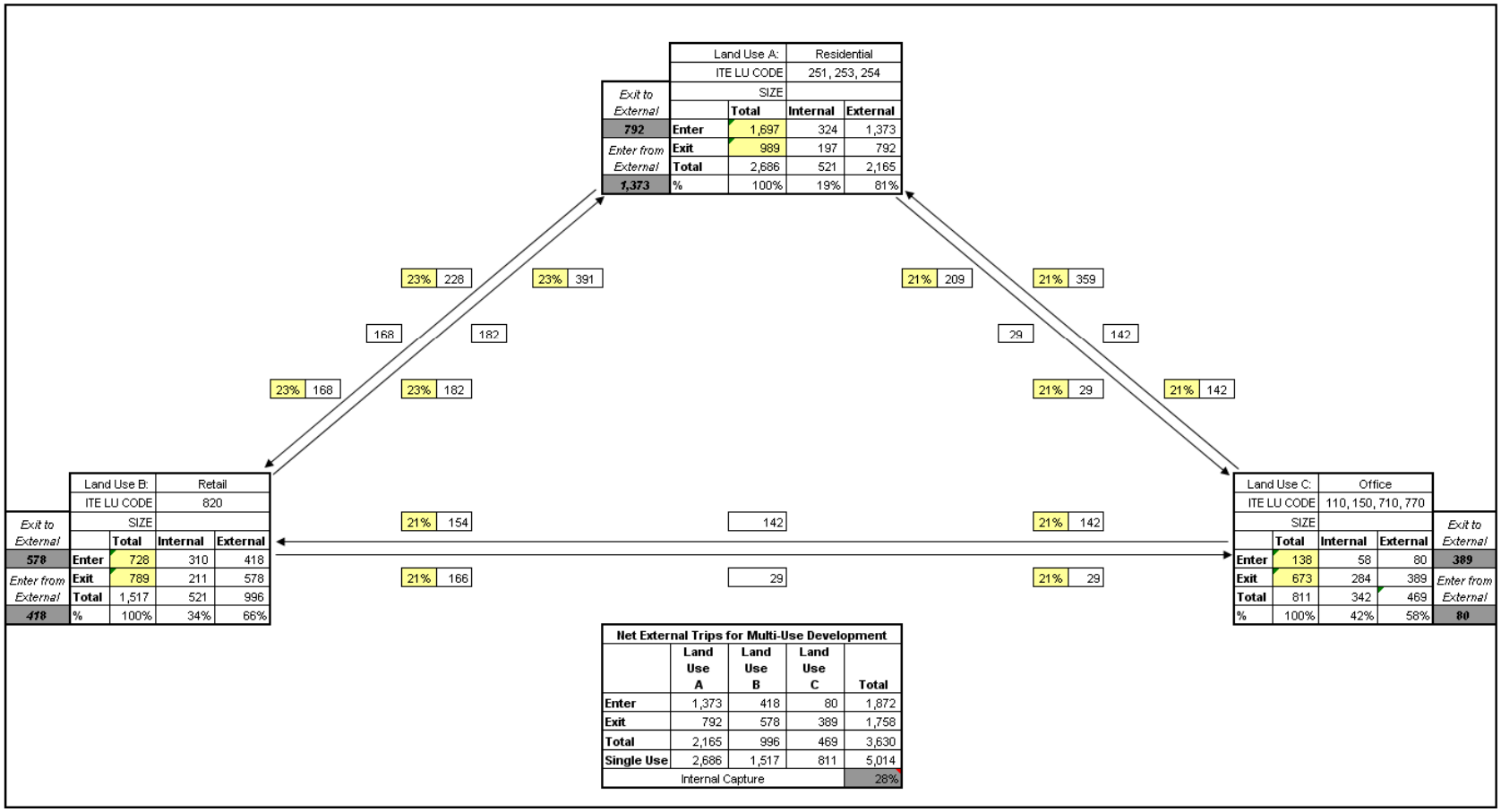
Exit to External: 792
Enter from External: 1,373

Land Use B:	Retail		
ITE LU CODE	820		
SIZE			
	Total	Internal	External
Enter	728	310	418
Exit	789	211	578
Total	1,517	521	996
%	100%	34%	66%

Exit to External: 578
Enter from External: 418

Land Use C:	Office		
ITE LU CODE	110, 150, 710, 770		
SIZE			
	Total	Internal	External
Enter	138	58	80
Exit	673	284	389
Total	811	342	469
%	100%	42%	58%

Exit to External: 389
Enter from External: 80



Net External Trips for Multi-Use Development				
	Land Use A	Land Use B	Land Use C	Total
Enter	1,373	418	80	1,872
Exit	792	578	389	1,758
Total	2,165	996	469	3,630
Single Use	2,686	1,517	811	5,014
Internal Capture				28%

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Engineering and Planning

Table 8
Phase 3 Internal Capture Calculation – CFRPM Trip Matrix and ITE Procedures
Hunter's Ridge DRI – Transportation Methodology

HUNTER'S RIDGE

MULTI-USE TRIP GENERATION AND INTERNAL CAPTURE SUMMARY

Analyst: CAM

Date: 7/8/2009

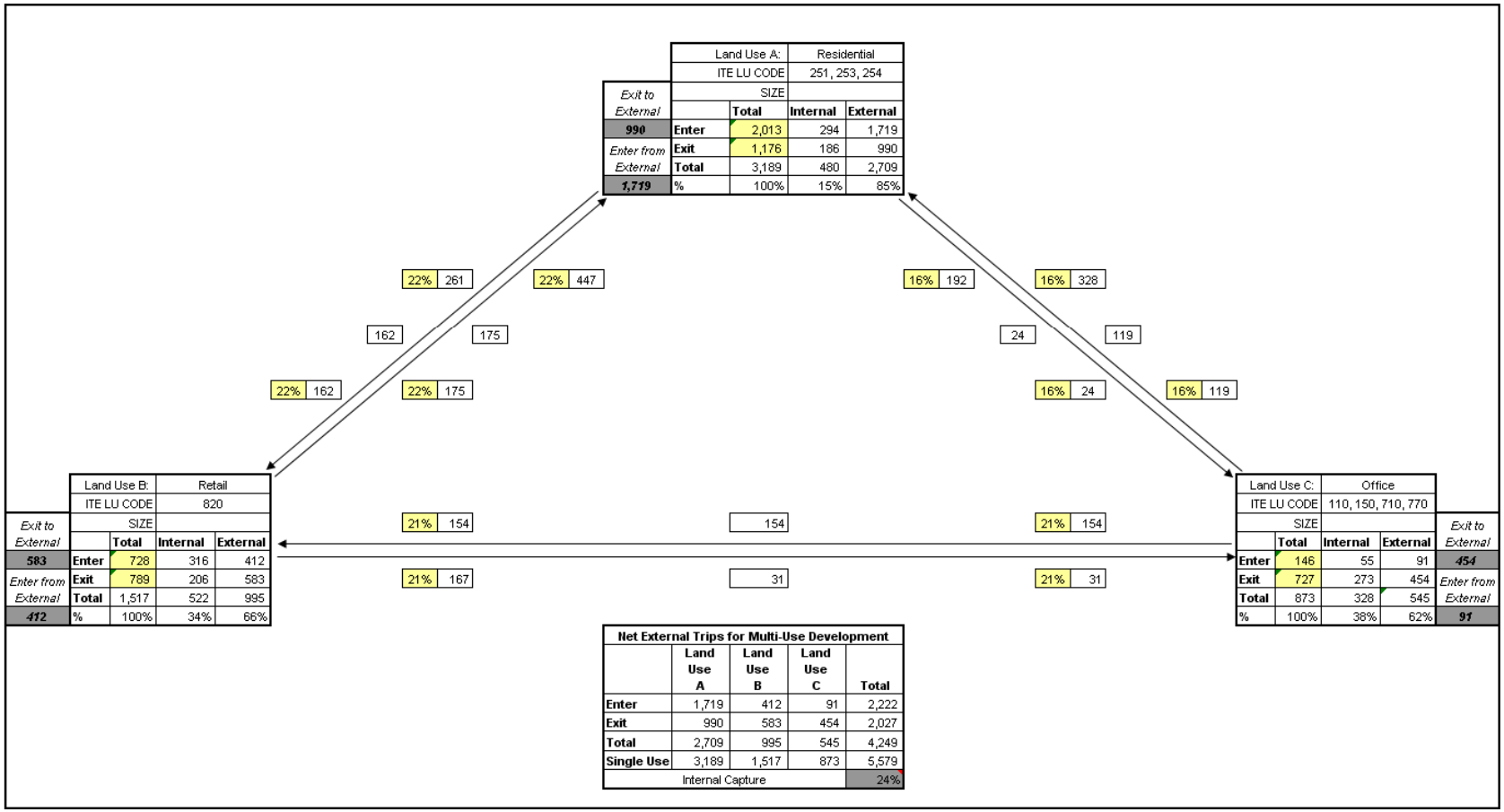
Name of Development: Hunter's Ridge DRI - Phase III

Time Period: P.M. Peak-Hour

	Land Use A:	Residential		
	ITE LU CODE	251, 253, 254		
Exit to External	SIZE			
		Total	**Internal**	**External**
990	**Enter**	2,013	294	1,719
Enter from External	**Exit**	1,176	186	990
	Total	3,189	480	2,709
1,719	%	100%	15%	85%

	Land Use B:	Retail		
	ITE LU CODE	820		
Exit to External	SIZE			
		Total	**Internal**	**External**
583	**Enter**	728	316	412
Enter from External	**Exit**	789	206	583
	Total	1,517	522	995
412	%	100%	34%	66%

	Land Use C:	Office		
	ITE LU CODE	110, 150, 710, 770		
Exit to External	SIZE			
		Total	**Internal**	**External**
454	**Enter**	146	55	91
Enter from External	**Exit**	727	273	454
	Total	873	328	545
91	%	100%	38%	62%



Net External Trips for Multi-Use Development				
	Land Use A	**Land Use B**	**Land Use C**	**Total**
Enter	1,719	412	91	2,222
Exit	990	583	454	2,027
Total	2,709	995	545	4,249
Single Use	3,189	1,517	873	5,579
Internal Capture				24%

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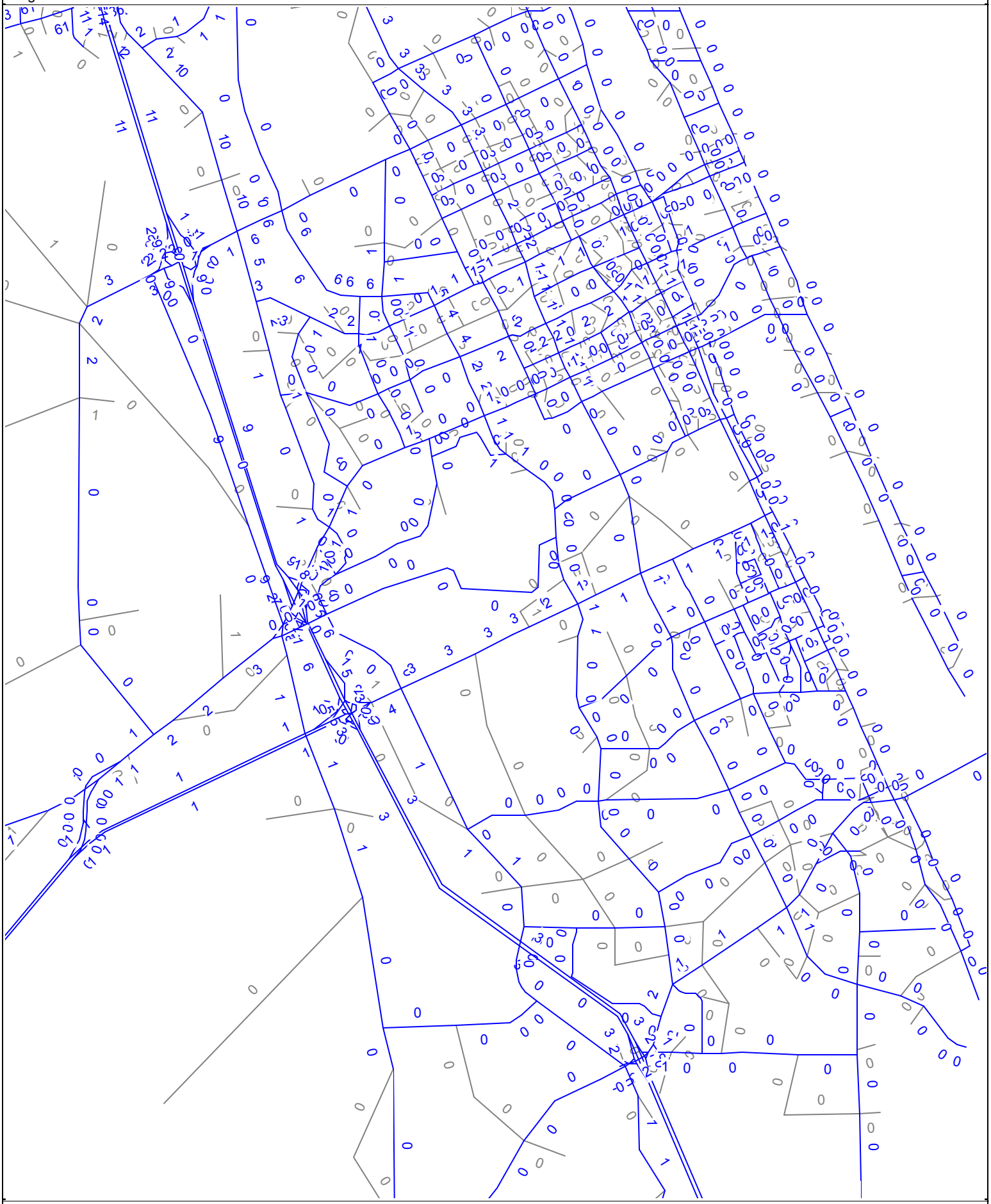
Appendix A.21.9
CFRPM Trip Distribution Graphics



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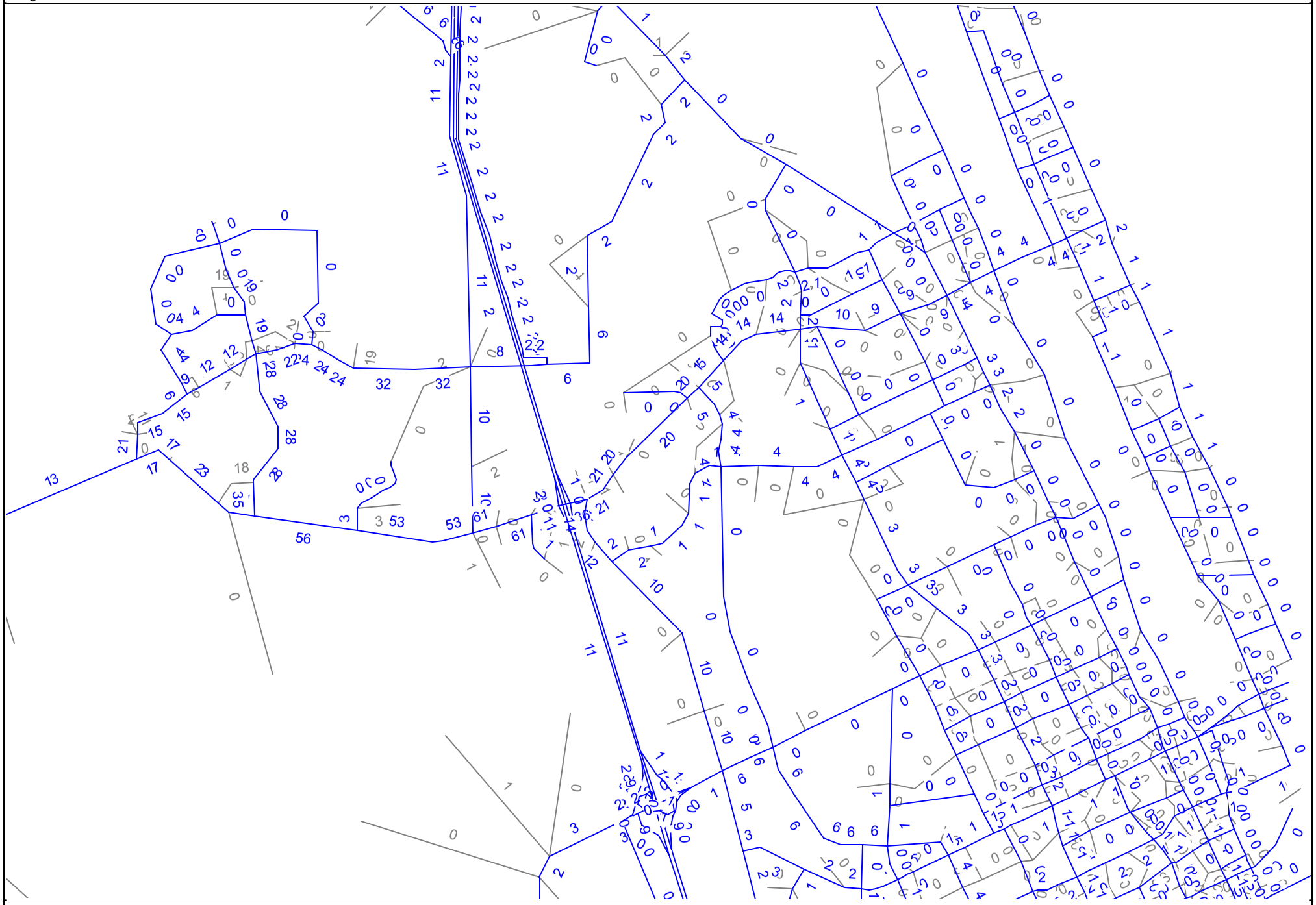
Phase 1 (2015)
External Project Distribution
Page 2



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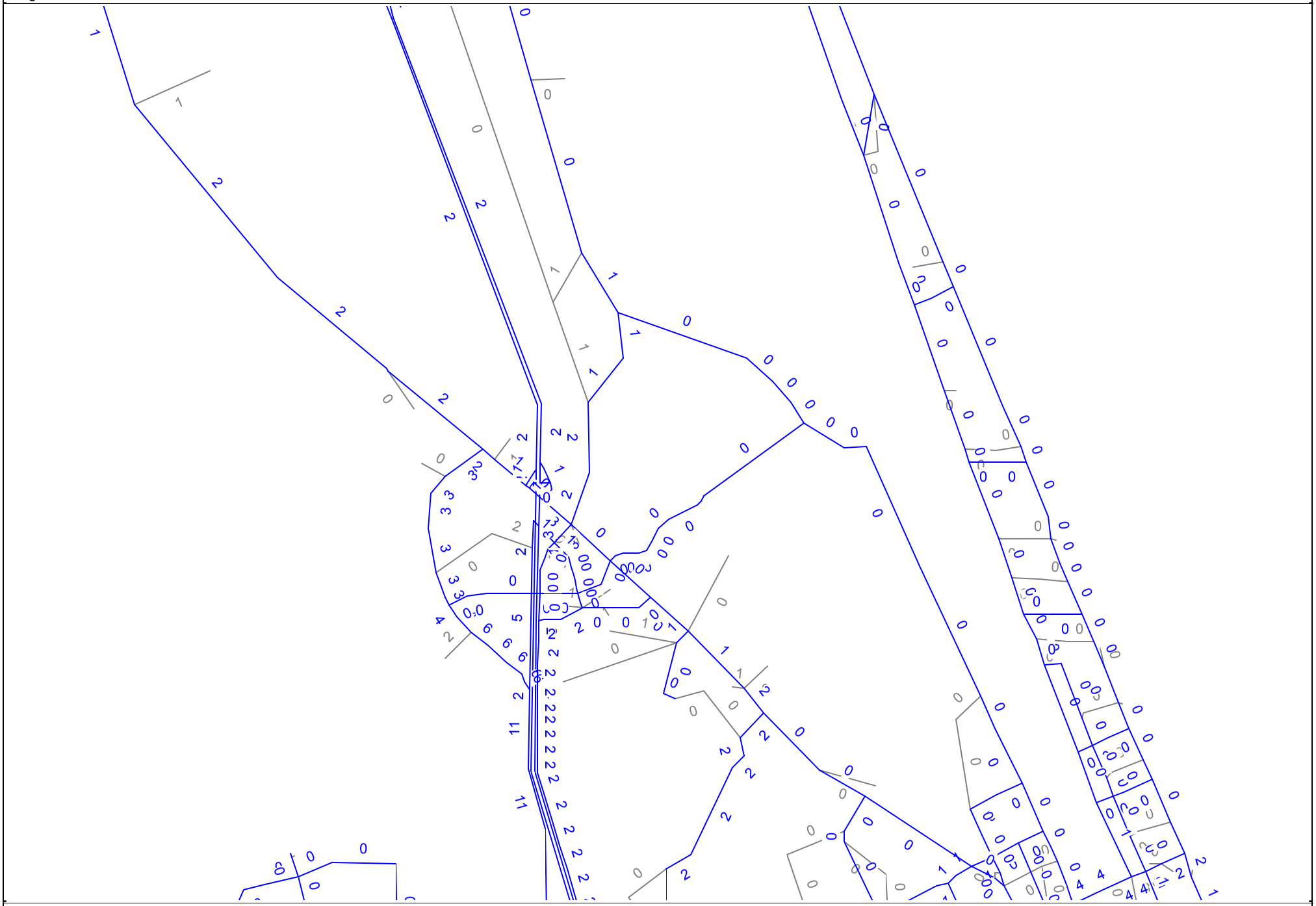
Phase 1 (2015)
External Project Distribution
Page 3



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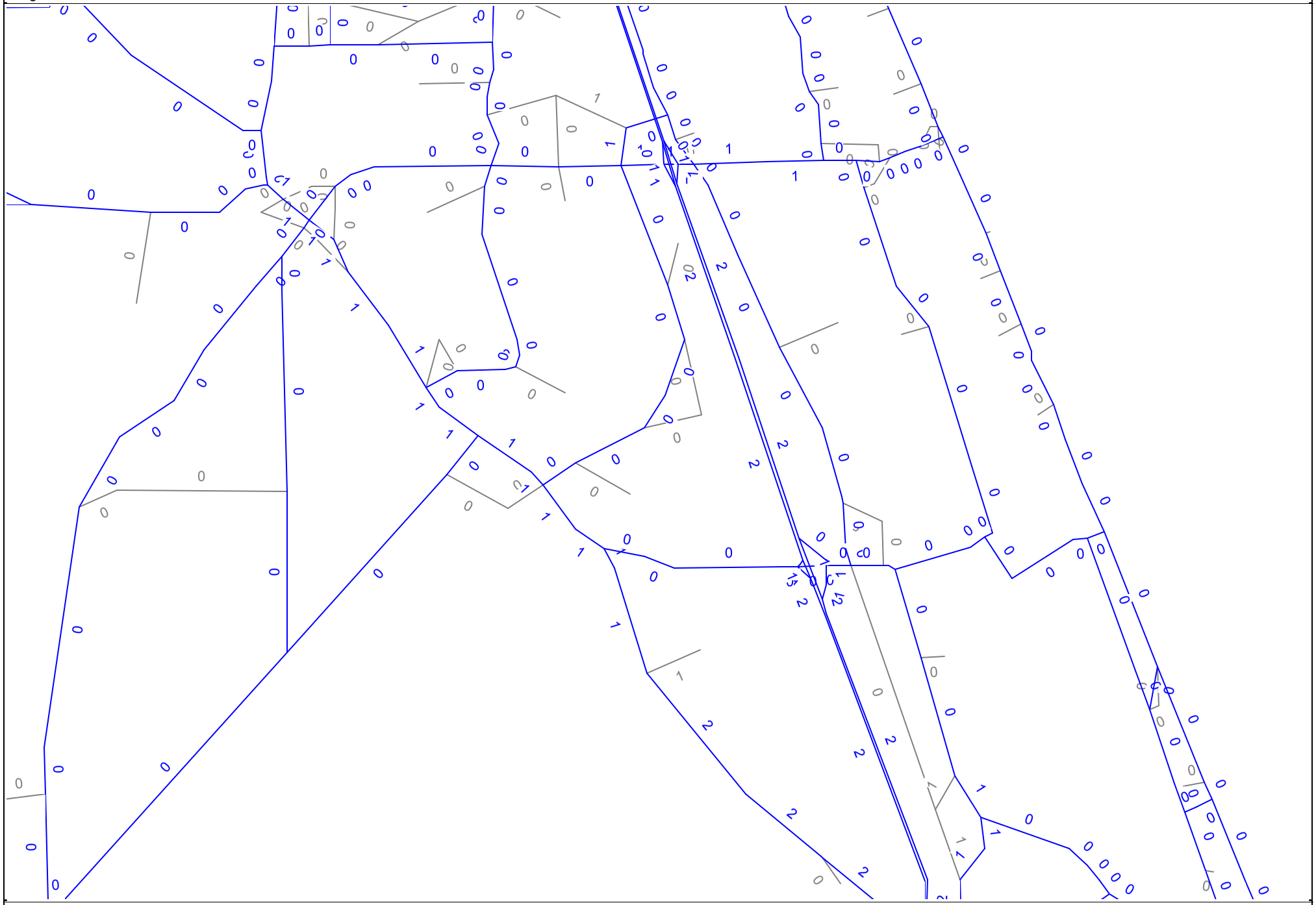
Phase 1 (2015)
External Project Distribution
Page 4



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Phase 1 (2015)
External Project Distribution
Page 5

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Phase 2 (2020)
External Project Distribution
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Phase 2 (2020)
External Project Distribution
Page 4

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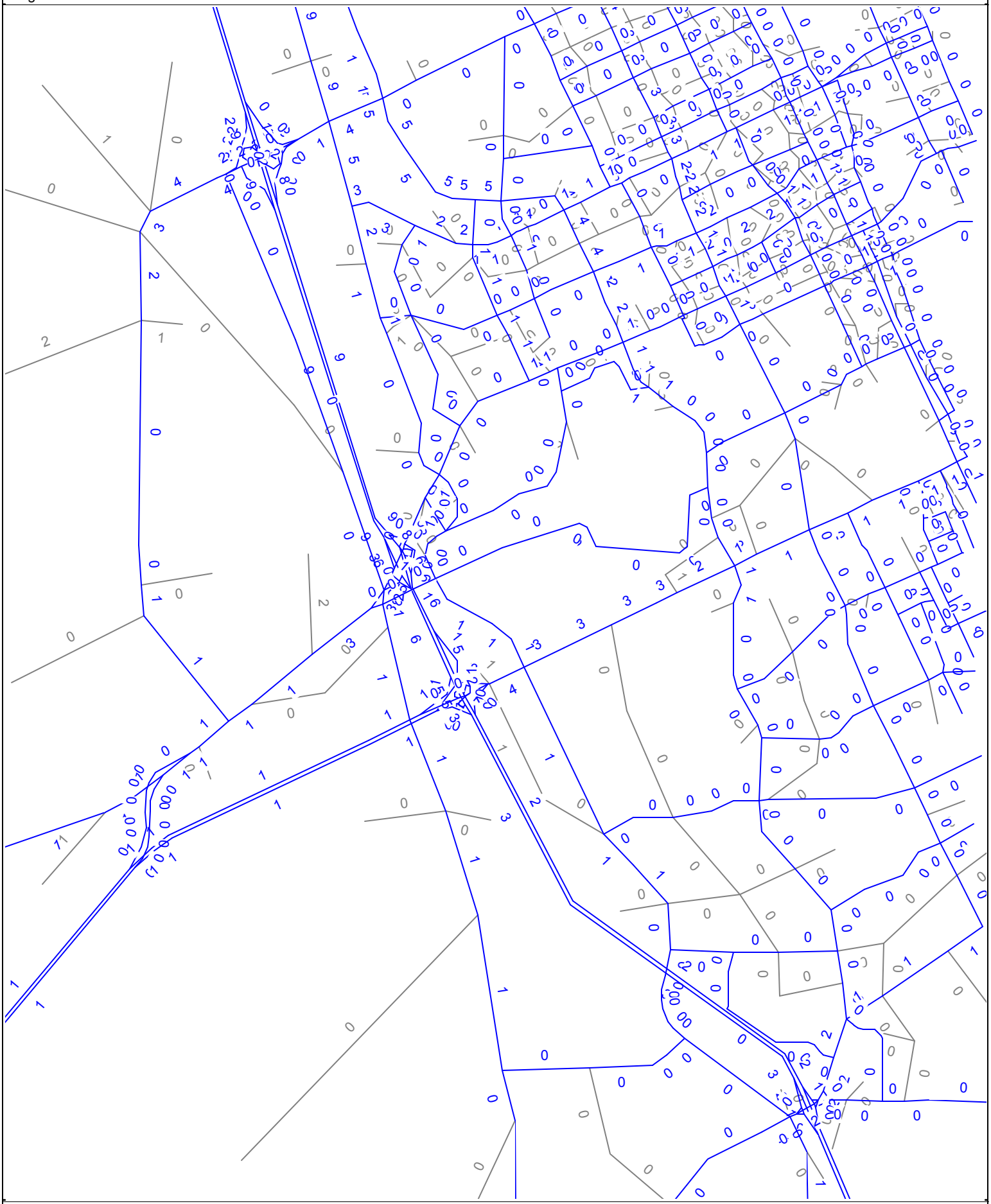

Phase 3 (2025)
External Project Distribution
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Phase 3 (2025)
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Page 3

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Phase 3 (2025)
External Project Distribution
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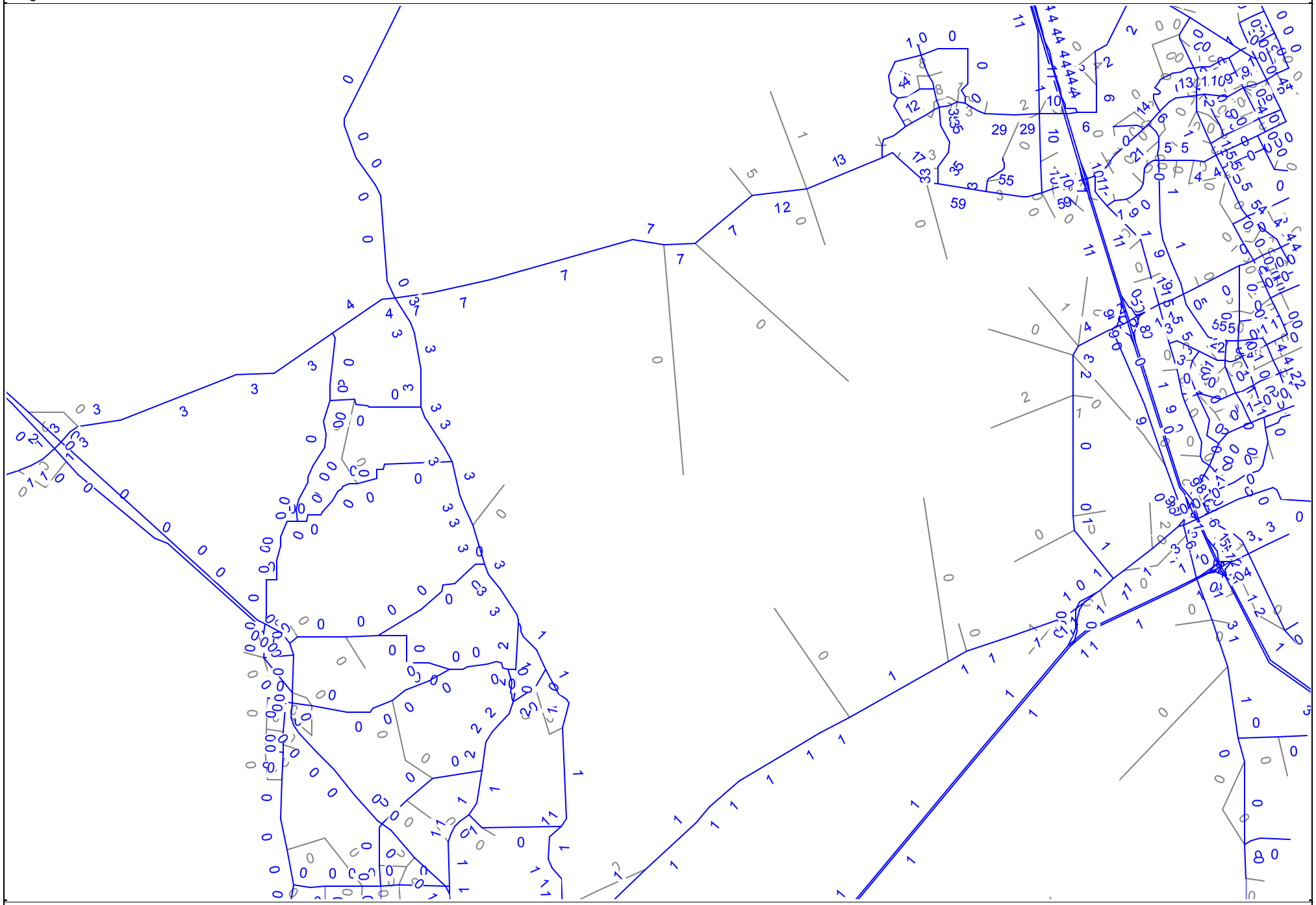

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Appendix A.21.10

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	*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	0	1		1	1	0	1	1	0
Lane Group	L	TR			LT		L	TR		L	TR	
Volume, V (vph)	11	7	17	329	19		7	751	190	278	620	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 = 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	14	31			387		8	1057		299	701	
Lane Group Capacity, c	433	534			428		242	691		289	1004	
v/c Ratio, X	0.03	0.06			0.90		0.03	1.53		1.03	0.70	
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			26.3		15.6	25.0		22.8	13.6	
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		0.50	0.26	
Incremental Delay, d_2	0.0	0.0			10.5		0.1	245.6		48.2	1.2	
Initial Queue Delay, d_3	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Control Delay	18.9	19.1			36.8		15.7	270.6		71.0	14.8	
Lane Group LOS	B	B			D		B	F		E	B	
Approach Delay	19.0			36.8			268.7			31.6		
Approach LOS	B			D			F			C		
Intersection Delay	133.3			X_c = 1.25			Intersection LOS			F		

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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	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)	236	1184	356	258	1501	426	333	565	145	286	491	198
% 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 = 5.0	G = 28.0	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 = 105.0		

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	248	1246	375	287	1668	473	347	740		314	758	
Lane Group Capacity, c	172	980	437	172	980	446	256	671		256	662	
v/c Ratio, X	1.44	1.27	0.86	1.67	1.70	1.06	1.36	1.10		1.23	1.15	
Total Green Ratio, g/C	0.39	0.28	0.28	0.39	0.28	0.28	0.53	0.37		0.53	0.37	
Uniform Delay, d_1	28.7	38.0	36.0	28.7	38.0	38.0	31.3	33.0		31.3	33.0	
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	0.50	0.50	0.39	0.50	0.50	0.50	0.50	0.50		0.50	0.50	
Incremental Delay, d_2	225.9	129.4	14.3	316.1	318.6	50.5	162.3	48.7		130.7	81.9	
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	254.6	167.4	50.3	344.8	356.6	88.5	193.6	81.7		162.0	114.9	
Lane Group LOS	F	F	D	F	F	F	F	F		F	F	
Approach Delay	155.5			303.0			117.5			128.7		
Approach LOS	F			F			F			F		
Intersection Delay	200.1			X_c = 2.27			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	*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		2	0	1	2	
Lane Group				L		R		TR		L	T	
Volume, V (vph)				154		341		869	224	334	786	
% 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				177		300		1162		384	903	
Lane Group Capacity, c				464		415		1296		412	2151	
v/c Ratio, X				0.38		0.72		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				18.4		20.5		17.9		14.8	6.3	
Progression Factor, PF				1.000		1.000		1.000		1.000	1.000	
Delay Calibration, k				0.11		0.28		0.42		0.45	0.11	
Incremental Delay, d_2				0.5		6.1		8.5		28.0	0.1	
Initial Queue Delay, d_3				0.0		0.0		0.0		0.0	0.0	
Control Delay				19.0		26.6		26.4		42.7	6.5	
Lane Group LOS				B		C		C		D	A	
Approach Delay				23.8			26.4			17.3		
Approach LOS				C			C			B		
Intersection Delay	22.0			X_c = 0.80			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	0	1	2	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	76	587	86	121	605	126	165	1065	289	172	956	49
% 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	
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	0.966	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 = 5.0	G = 23.0	G = 0.0	G =	G = 5.0	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 = 86.0		

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	770		174	1425		181	1058	
Lane Group Capacity, c	213	971		233	964		210	1237		210	1269	
v/c Ratio, X	0.38	0.73		0.55	0.80		0.83	1.15		0.86	0.83	
Total Green Ratio, g/C	0.41	0.28		0.41	0.28		0.49	0.36		0.49	0.36	
Uniform Delay, d_1	17.7	28.1		17.8	28.8		17.1	27.5		19.1	25.1	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.11	0.31		0.15	0.36		0.37	0.50		0.39	0.37	
Incremental Delay, d_2	1.1	2.9		2.7	5.0		23.3	78.1		28.7	4.9	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	18.7	31.0		20.5	33.8		40.4	105.6		47.8	30.1	
Lane Group LOS	B	C		C	C		D	F		D	C	
Approach Delay	29.8			31.9			98.5			32.7		
Approach LOS	C			C			F			C		
Intersection Delay	55.3			X_c = 1.04			Intersection LOS			E		

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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 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	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)	227	1378	346	133	613	142	547	599	99	209	397	257
% 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 = 5.0	G = 23.0	G = 0.0	G = 0.0	G = 6.0	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 = 91.0		

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	249	1514	380	137	778		588	750		227	432	279
Lane Group Capacity, c	179	896	400	179	871		441	1257		296	1286	574
v/c Ratio, X	1.39	1.69	0.95	0.77	0.89		1.33	0.60		0.77	0.34	0.49
Total Green Ratio, g/C	0.38	0.25	0.25	0.38	0.25		0.51	0.36		0.51	0.36	0.36
Uniform Delay, d_1	33.3	34.0	33.4	22.7	32.8		27.6	23.6		24.1	21.0	22.4
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	0.50	0.50	0.46	0.32	0.42		0.50	0.19		0.32	0.11	0.11
Incremental Delay, d_2	195.4	313.3	23.4	17.8	11.6		164.9	0.8		11.5	0.2	0.7
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	228.7	347.3	56.8	40.5	44.4		192.5	24.4		35.6	21.2	23.1
Lane Group LOS	F	F	E	D	D		F	C		D	C	C
Approach Delay	282.0			43.8			98.2			25.2		
Approach LOS	F			D			F			C		
Intersection Delay	149.9			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)	50	357	56	136	374	278	84	527	313	438	553	110
% 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 = 5.0	G = 29.0	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	53	435		143	394	293	88	555	329	461	698	
Lane Group Capacity, c	223	502		191	513	436	406	1139	508	463	1101	
v/c Ratio, X	0.24	0.87		0.75	0.77	0.67	0.22	0.49	0.65	1.00	0.63	
Total Green Ratio, g/C	0.39	0.28		0.39	0.28	0.28	0.52	0.32	0.32	0.52	0.32	
Uniform Delay, d_1	23.6	37.6		25.8	36.3	35.1	14.9	29.8	31.7	37.2	31.5	
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	0.40		0.30	0.32	0.24	0.11	0.11	0.23	0.50	0.21	
Incremental Delay, d_2	0.5	13.4		9.7	4.4	2.5	0.3	0.3	2.9	34.9	0.9	
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	24.1	51.0		35.5	40.7	37.6	15.2	30.1	34.6	72.1	32.4	
Lane Group LOS	C	D		D	D	D	B	C	C	E	C	
Approach Delay	48.1			38.7			30.3			48.2		
Approach LOS	D			D			C			D		
Intersection Delay	40.9			X_c = 0.97			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 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	0	1	3	0	1	3	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	188	370	118	175	527	78	354	1848	160	181	1828	238
% 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	
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	198	513		184	637		373	2113		191	2175	
Lane Group Capacity, c	180	511		180	520		211	1948		211	1937	
v/c Ratio, X	1.10	1.00		1.02	1.23		1.77	1.08		0.91	1.12	
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	32.6	46.5		36.6	46.5		57.3	39.8		56.5	39.8	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	0.906		1.000	1.000	
Delay Calibration, k	0.50	0.50		0.50	0.50		0.50	0.50		0.43	0.50	
Incremental Delay, d_2	75.1	27.9		73.0	117.5		364.1	47.6		37.1	62.8	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	107.7	74.4		109.6	164.0		421.4	83.6		93.6	102.5	
Lane Group LOS	F	E		F	F		F	F		F	F	
Approach Delay	83.6			151.8			134.3			101.8		
Approach LOS	F			F			F			F		
Intersection Delay	118.9			X_c = 1.26			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)	243	298	278	138	244	86	503	1396	130	101	1432	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	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	256	314	293	145	348		529	1606		106	1680	
Lane Group Capacity, c	283	401	341	208	728		354	2543		121	1883	
v/c Ratio, X	0.90	0.78	0.86	0.70	0.48		1.49	0.63		0.88	0.89	
Total Green Ratio, g/C	0.32	0.22	0.22	0.32	0.22		0.20	0.51		0.07	0.38	
Uniform Delay, d_1	46.8	48.1	49.1	35.3	44.6		52.0	23.2		59.9	38.0	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	0.755		1.000	0.918	
Delay Calibration, k	0.43	0.35	0.40	0.26	0.15		0.50	0.24		0.40	0.42	
Incremental Delay, d_2	4.2	1.0	2.2	9.8	0.7		236.9	0.6		29.0	3.3	
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	51.0	49.1	51.4	45.1	45.3		288.9	18.1		88.9	38.2	
Lane Group LOS	D	D	D	D	D		F	B		F	D	
Approach Delay	50.4			45.2			85.2			41.2		
Approach LOS	D			D			F			D		
Intersection Delay	60.9			X_c = 1.02			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	*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	0	0	1	1	0	1	1
Lane Group	L	TR		L	TR			LT	R		LT	R
Volume, V (vph)	32	514	28	124	587	24	138	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 = 5.0	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 = 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	40	670		136	671			176	255		58	38
Lane Group Capacity, c	350	937		364	936			238	290		237	290
v/c Ratio, X	0.11	0.72		0.37	0.72			0.74	0.88		0.24	0.13
Total Green Ratio, g/C	0.68	0.51		0.68	0.51			0.18	0.18		0.18	0.18
Uniform Delay, d_1	7.0	13.5		7.7	13.6			27.4	28.2		24.8	24.3
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000	1.000		1.000	1.000
Delay Calibration, k	0.11	0.30		0.11	0.30			0.30	0.41		0.11	0.11
Incremental Delay, d_2	0.0	0.9		0.6	2.7			11.6	25.1		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	7.1	14.4		8.3	16.2			39.0	53.3		25.3	24.5
Lane Group LOS	A	B		A	B			D	D		C	C
Approach Delay	14.0			14.9			47.5			25.0		
Approach LOS	B			B			D			C		
Intersection Delay	21.9			X_c = 0.81			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 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	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	375	183	200	495	52	103	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	475	232	215	588		113	570		43	330	
Lane Group Capacity, c	332	1131	495	329	1114		288	937		174	962	
v/c Ratio, X	0.37	0.42	0.47	0.65	0.53		0.39	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		0.9	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	21.8	22.7	34.7	22.9		24.1	26.1		23.0	23.1	
Lane Group LOS	C	C	C	C	C		C	C		C	C	
Approach Delay	23.1			26.1			25.8			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 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					2		
Lane Group		T			T					L		
Volume, V (vph)		1391			715					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		1464			794					309		
Lane Group Capacity, c		1851			1888					592		
v/c Ratio, X		0.79			0.42					0.52		
Total Green Ratio, g/C		0.52			0.52					0.17		
Uniform Delay, d_1		9.0			6.7					17.3		
Progression Factor, PF		1.000			1.000					1.000		
Delay Calibration, k		0.35			0.15					0.13		
Incremental Delay, d_2		2.5			0.1					0.8		
Initial Queue Delay, d_3		0.0			0.0					0.0		
Control Delay		11.5			6.8					18.1		
Lane Group LOS		B			A					B		
Approach Delay	11.5			6.8						18.1		
Approach LOS	B			A						B		
Intersection Delay	10.8			X_c = 0.72			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	*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		2					
Lane Group		T			T		L					
Volume, V (vph)		1311			1148		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		1457			1276		343					
Lane Group Capacity, c		2087			2046		514					
v/c Ratio, X		0.70			0.62		0.67					
Total Green Ratio, g/C		0.58			0.58		0.15					
Uniform Delay, d_1		7.8			7.3		20.7					
Progression Factor, PF		1.000			1.000		1.000					
Delay Calibration, k		0.29			0.24		0.24					
Incremental Delay, d_2		1.1			0.2		3.3					
Initial Queue Delay, d_3		0.0			0.0		0.0					
Control Delay		8.9			7.5		24.1					
Lane Group LOS		A			A		C					
Approach Delay	8.9			7.5			24.1					
Approach LOS	A			A			C					
Intersection Delay	10.0			X_c = 0.69			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	*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	0	1	1	0	0	1		0	1	
Lane Group	L	TR		L	TR			LT			LT	
Volume, V (vph)	26	444	22	139	526	37	29	93		3	104	
% 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	32	575		154	625			148			150	
Lane Group Capacity, c	272	664		407	669			242			277	
v/c Ratio, X	0.12	0.87		0.38	0.93			0.61			0.54	
Total Green Ratio, g/C	0.15	0.37		0.63	0.37			0.15			0.15	
Uniform Delay, d_1	23.7	19.0		8.4	19.7			25.7			25.4	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000			1.000	
Delay Calibration, k	0.13	0.40		0.13	0.45			0.21			0.16	
Incremental Delay, d_2	0.2	10.4		0.7	20.4			4.8			2.4	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0			0.0	
Control Delay	23.9	29.4		9.1	40.2			30.5			27.8	
Lane Group LOS	C	C		A	D			C			C	
Approach Delay	29.1			34.0			30.5			27.8		
Approach LOS	C			C			C			C		
Intersection Delay	31.4			X_c = 0.78			Intersection LOS			C		

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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	*7/14/2009*	Analysis Year	
Analysis Time Period	*P.M. Peak-Hour*		

Project Description *Hunter's Ridge DRI Substantial Deviation*

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)	*64*	*1210*		*0*	*1396*	
Peak-Hour Factor, PHF	*0.83*	*0.83*	*1.00*	*0.84*	*0.84*	*0.84*
Hourly Flow Rate, HFR (veh/h)	*77*	*1457*	*0*	*0*	*1661*	*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*		*85*
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*	*91*
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)	*77*	*0*					*294*	
C (m) (veh/h)	*375*	*450*					*153*	
v/c	*0.21*	*0.00*					*1.92*	
95% queue length	*0.76*	*0.00*					*22.52*	
Control Delay (s/veh)	*17.1*	*13.0*					*487.6*	
LOS	*C*	*B*					*F*	
Approach Delay (s/veh)	--	--				*487.6*		
Approach LOS	--	--				*F*		

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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	*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	2	0	1	2		0	1	0	1	1	0
Lane Group	L	TR		L	T			LTR		L	LTR	
Volume, V (vph)	45	1286	43	148	1644		27	31	64	847	75	91
% Heavy Vehicles, %HV	5	3	3	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
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		3	3			3		3	3	
Unit Extension, UE	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Filtering/Metering, I	1.000	1.000		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	
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	SB Only	NB Only	07	08
Timing	G = 5.0	G = 30.0	G = 0.0	G = 0.0	G = 30.0	G = 13.0	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 = 101.0		

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	1399		156	1731			128		892	175	
Lane Group Capacity, c	157	1038		162	1054			220		526	506	
v/c Ratio, X	0.30	1.35		0.96	1.64			0.58		1.70	0.35	
Total Green Ratio, g/C	0.41	0.30		0.41	0.30			0.13		0.30	0.30	
Uniform Delay, d_1	23.5	35.5		27.4	35.5			41.4		35.5	27.8	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Delay Calibration, k	0.15	0.50		0.47	0.50			0.21		0.50	0.15	
Incremental Delay, d_2	1.5	163.0		49.9	292.2			4.6		321.2	0.6	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Control Delay	25.0	198.5		77.3	327.7			46.0		356.7	28.4	
Lane Group LOS	C	F		E	F			D		F	C	
Approach Delay	192.8			307.0			46.0			302.9		
Approach LOS	F			F			D			F		
Intersection Delay	262.2			X_c = 1.46			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	*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	0	1	1	0
Lane Group	L	TR		L	T			LTR		L	LTR	
Volume, V (vph)	12	2378	35	38	2636		30	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 = 7.0	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 = 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	13	2540		40	2775			141		45	11	
Lane Group Capacity, c	180	2536		180	2542			154		66	154	
v/c Ratio, X	0.07	1.00		0.22	1.09			0.92		0.68	0.07	
Total Green Ratio, g/C	0.83	0.72		0.83	0.72			0.10		0.10	0.10	
Uniform Delay, d_1	34.2	17.0		34.7	17.0			53.5		52.2	48.9	
Progression Factor, PF	1.000	1.000		1.000	0.527			1.000		1.000	1.000	
Delay Calibration, k	0.11	0.50		0.11	0.50			0.44		0.28	0.15	
Incremental Delay, d_2	0.1	13.5		0.5	47.4			48.9		27.2	0.3	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Control Delay	34.3	30.5		35.2	56.4			102.4		79.4	49.2	
Lane Group LOS	C	C		D	E			F		E	D	
Approach Delay	30.5			56.1			102.4			73.5		
Approach LOS	C			E			F			E		
Intersection Delay	45.7			X_c = 1.03			Intersection LOS			D		

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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	*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		3	0	2	2					2		1
Lane Group		TR		L	T					L		R
Volume, V (vph)		1351	912	530	2440					371		378
% 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 = 30.0	G = 58.0	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		2382		558	2568					391		398
Lane Group Capacity, c		2181		820	2565					687		317
v/c Ratio, X		1.09		0.68	1.00					0.57		1.26
Total Green Ratio, g/C		0.45		0.24	0.72					0.20		0.20
Uniform Delay, d_1		35.5		45.0	18.0					46.9		52.0
Progression Factor, PF		1.000		1.000	0.212					1.000		1.000
Delay Calibration, k		0.50		0.28	0.50					0.20		0.50
Incremental Delay, d_2		47.9		0.2	5.6					1.4		138.2
Initial Queue Delay, d_3		0.0		0.0	0.0					0.0		0.0
Control Delay		83.4		45.2	9.4					48.3		190.2
Lane Group LOS		F		D	A					D		F
Approach Delay	83.4			15.8						119.9		
Approach LOS	F			B						F		
Intersection Delay	54.4			X_c = 1.06			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2015 - Ph 1*
		Project ID	*Hunters Ridge DRI Substatial 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*	*3*			*2*		*2*		*2*			
Lane Group	*L*	*T*			*T*		*L*		*R*			
Volume, V (vph)	*148*	*1722*			*1517*		*924*		*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 = *15.0*	G = *60.0*	G =	G =	G = *38.0*	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	*156*	*1813*			*1597*		*973*		*478*			
Lane Group Capacity, c	*206*	*3161*			*1664*		*1031*		*841*			
v/c Ratio, X	*0.76*	*0.57*			*0.96*		*0.94*		*0.57*			
Total Green Ratio, g/C	*0.12*	*0.62*			*0.47*		*0.30*		*0.30*			
Uniform Delay, d_1	*55.1*	*14.4*			*33.3*		*44.4*		*38.4*			
Progression Factor, PF	*1.000*	*1.000*			*0.811*		*1.000*		*1.000*			
Delay Calibration, k	*0.33*	*0.20*			*0.47*		*0.46*		*0.20*			
Incremental Delay, d_2	*15.4*	*0.3*			*2.0*		*16.4*		*1.1*			
Initial Queue Delay, d_3	*0.0*	*0.0*			*0.0*		*0.0*		*0.0*			
Control Delay	*70.5*	*14.7*			*29.0*		*60.8*		*39.5*			
Lane Group LOS	*E*	*B*			*C*		*E*		*D*			
Approach Delay	*19.1*			*29.0*			*53.8*					
Approach LOS	*B*			*C*			*D*					
Intersection Delay	*32.3*			X_c = *0.93*			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	*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	2		2	2	1	2	1		2	1	1
Lane Group	L	T		L	T	R	L	T		L	T	R
Volume, V (vph)	188	1481		486	1802	146	624	262		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	204	1610		523	1938	157	657	276		251	103	103
Lane Group Capacity, c	251	1596		487	1596	712	487	217		487	217	185
v/c Ratio, X	0.81	1.01		1.07	1.21	0.22	1.35	1.27		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	50.0	33.0		51.5	33.0	20.1	51.5	53.0		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	0.35	0.50		0.50	0.50	0.11	0.50	0.50		0.12	0.11	0.15
Incremental Delay, d_2	17.1	23.9		50.7	99.5	0.1	169.7	152.2		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	67.0	56.9		102.2	127.1	16.9	221.2	205.2		48.6	51.2	53.8
Lane Group LOS	E	E		F	F	B	F	F		D	D	D
Approach Delay	58.0			115.5			216.5			50.4		
Approach LOS	E			F			F			D		
Intersection Delay	108.7			X_c = 1.22			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	*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	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	1951	408	353	1617	59	581	70	653	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	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 = 6.0	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 = 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	79	2168	453	388	1777	65	632	76	626	66	144	
Lane Group Capacity, c	252	1627	726	489	1627	726	320	453	385	70	95	
v/c Ratio, X	0.31	1.33	0.62	0.79	1.09	0.09	1.98	0.17	1.63	0.94	1.52	
Total Green Ratio, g/C	0.14	0.46	0.46	0.14	0.46	0.46	0.24	0.24	0.24	0.06	0.06	
Uniform Delay, d_1	42.0	29.5	22.4	45.2	29.5	16.7	40.1	32.5	41.3	51.3	51.5	
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	
Delay Calibration, k	0.11	0.50	0.24	0.34	0.50	0.15	0.50	0.11	0.50	0.46	0.50	
Incremental Delay, d_2	0.3	151.7	0.9	4.1	46.7	0.0	449.4	0.2	292.9	87.7	278.5	
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	42.3	181.2	23.3	49.3	76.2	16.7	489.5	32.7	334.1	139.0	330.0	
Lane Group LOS	D	F	C	D	E	B	F	C	F	F	F	
Approach Delay	150.7			69.8			390.6			270.0		
Approach LOS	F			E			F			F		
Intersection Delay	176.1			X_c = 1.69			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	*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	0	2	2	0	2	3	0	2	3	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	607	1409	178	334	1350	119	363	916	239	277	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		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	653	1706		344	1515		395	1256		295	1488	
Lane Group Capacity, c	511	1239		511	1245		312	1010		312	977	
v/c Ratio, X	1.28	1.38		0.67	1.22		1.27	1.24		0.95	1.52	
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	51.5	39.0		48.7	39.0		55.0	48.0		54.7	48.0	
Progression Factor, PF	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	0.50		0.46	0.50	
Incremental Delay, d_2	131.4	171.8		3.5	105.1		138.5	116.4		36.7	240.6	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	182.9	210.8		52.2	144.1		193.5	164.4		91.4	288.6	
Lane Group LOS	F	F		D	F		F	F		F	F	
Approach Delay	203.1			127.1			171.3			256.0		
Approach LOS	F			F			F			F		
Intersection Delay	190.1			X_c = 1.38			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	*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	1
Lane Group	L	TR		L	TR		L	T	R	L	T	R
Volume, V (vph)	259	1514	198	360	1393	286	447	1090	353	503	738	209
% 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	288	1902		375	1749		526	1282	415	606	889	252
Lane Group Capacity, c	230	1220		230	1210		369	887	396	369	887	396
v/c Ratio, X	1.25	1.56		1.63	1.45		1.43	1.45	1.05	1.64	1.00	0.64
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	44.0	45.5		44.0	45.5		42.4	52.5	52.5	44.6	52.5	46.8
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	0.50	0.50		0.50	0.50		0.50	0.50	0.50	0.50	0.50	0.22
Incremental Delay, d_2	127.6	253.2		302.7	205.2		206.6	206.8	58.3	301.0	30.8	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	171.6	296.2		346.6	250.7		249.0	259.3	110.8	345.6	83.3	50.2
Lane Group LOS	F	F		F	F		F	F	F	F	F	D
Approach Delay	279.8			267.6			229.1			169.5		
Approach LOS	F			F			F			F		
Intersection Delay	239.8			X_c = 3.46			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	*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	1	0	1	1	1	1	1	0
Lane Group	L	T	R	L	TR		L	T	R	L	TR	
Volume, V (vph)	150	136	192	282	145	19	307	86	310	50	246	223
% 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	158	143	44	297	168		323	91	326	53	494	
Lane Group Capacity, c	232	357	304	486	730		369	919	773	350	492	
v/c Ratio, X	0.68	0.40	0.14	0.61	0.23		0.88	0.10	0.42	0.15	1.00	
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	27.4	25.8	24.5	16.2	14.6		16.1	9.9	11.8	19.4	26.0	
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	0.25	0.11	0.11	0.20	0.11		0.40	0.11	0.11	0.11	0.50	
Incremental Delay, d_2	7.9	0.7	0.2	1.6	0.1		18.1	0.0	0.3	0.2	41.6	
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	35.3	26.6	24.7	17.8	14.7		34.2	9.9	12.2	19.6	67.6	
Lane Group LOS	D	C	C	B	B		C	A	B	B	E	
Approach Delay	30.3			16.7			21.5			62.9		
Approach LOS	C			B			C			E		
Intersection Delay	32.7			X_c = 0.92			Intersection LOS			C		

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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	*7/30/09*	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)	*83*	*322*			*391*	*45*
Peak-Hour Factor, PHF	*0.88*	*0.88*	*0.91*	*0.93*	*0.93*	*0.93*
Hourly Flow Rate, HFR (veh/h)	*94*	*365*	*0*	*0*	*420*	*48*
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)				*59*		*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*	*67*	*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)	*94*					*67*		*65*
C (m) (veh/h)	*1094*					*256*		*633*
v/c	*0.09*					*0.26*		*0.10*
95% queue length	*0.28*					*1.02*		*0.34*
Control Delay (s/veh)	*8.6*					*24.0*		*11.3*
LOS	*A*					*C*		*B*
Approach Delay (s/veh)	--	--				*17.8*		
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	*7/14/2009*	Analysis Year	*Ph 1 -2015*
Analysis Time Period	*P.M. Peak-Hour*		

Project Description *Hunter's Ridge DRI Substantial Deviation*

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*	*67*	*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*	*89*	*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)				*125*		*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*	*166*	*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*		*202*				
C (m) (veh/h)		*1481*		*926*				
v/c		*0.00*		*0.22*				
95% queue length		*0.01*		*0.83*				
Control Delay (s/veh)		*7.4*		*10.0*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*10.0*					
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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		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	0	1		1	1	0	1	1	0
Lane Group	L	TR			LT		L	TR		L	TR	
Volume, V (vph)	12	7	17	358	20		8	802	201	341	748	39
% 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 = 22.5	G = 0.0	G = 0.0	G = 0.0	G = 11.5	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 = 82.0		

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			398		8	1056		359	828	
Lane Group Capacity, c	411	476			384		194	683		361	1071	
v/c Ratio, X	0.03	0.05			1.04		0.04	1.55		0.99	0.77	
Total Green Ratio, g/C	0.29	0.29			0.29		0.38	0.38		0.60	0.58	
Uniform Delay, d_1	21.1	21.2			29.3		16.1	25.5		24.4	13.1	
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	0.50		0.50	0.32	
Incremental Delay, d_2	0.0	0.0			55.7		0.1	253.0		45.8	3.6	
Initial Queue Delay, d_3	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Control Delay	21.1	21.2			84.9		16.2	278.5		70.2	16.7	
Lane Group LOS	C	C			F		B	F		E	B	
Approach Delay	21.2			84.9			276.5			32.9		
Approach LOS	C			F			F			C		
Intersection Delay	136.9			X_c = 1.30			Intersection LOS			F		

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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	*2020 - Ph 2*
		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	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)	264	1320	400	280	1628	469	402	687	174	316	455	212
% 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	0.95	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 = 6.0	G = 27.0	G = 0.0	G = 0.0	G = 10.0	G = 34.0	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 = 101.0		

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	278	1389	421	295	1714	494	423	906		333	702	
Lane Group Capacity, c	197	983	439	197	983	448	267	626		267	615	
v/c Ratio, X	1.41	1.41	0.96	1.50	1.74	1.10	1.58	1.45		1.25	1.14	
Total Green Ratio, g/C	0.41	0.28	0.28	0.41	0.28	0.28	0.51	0.35		0.51	0.35	
Uniform Delay, d_1	25.8	36.5	35.9	25.8	36.5	36.5	29.4	33.0		29.4	33.0	
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	0.50	0.50	0.47	0.50	0.50	0.50	0.50	0.50		0.50	0.50	
Incremental Delay, d_2	212.3	191.9	32.5	248.6	338.9	73.4	280.1	210.2		138.5	82.0	
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	238.1	228.4	68.4	274.4	375.4	109.9	309.5	243.2		167.9	115.0	
Lane Group LOS	F	F	E	F	F	F	F	F		F	F	
Approach Delay	197.5			311.1			264.3			132.0		
Approach LOS	F			F			F			F		
Intersection Delay	241.4			X_c = 2.53			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		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		2	0	1	2	
Lane Group				L		R		TR		L	T	
Volume, V (vph)				162		370		958	240	372	880	
% 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				171		194		1261		392	926	
Lane Group Capacity, c				436		390		1376		414	2237	
v/c Ratio, X				0.39		0.50		0.92		0.95	0.41	
Total Green Ratio, g/C				0.25		0.25		0.40		0.63	0.63	
Uniform Delay, d_1				20.4		21.0		18.5		17.0	6.0	
Progression Factor, PF				1.000		1.000		1.000		1.000	1.000	
Delay Calibration, k				0.11		0.11		0.43		0.46	0.11	
Incremental Delay, d_2				0.6		1.0		9.9		31.0	0.1	
Initial Queue Delay, d_3				0.0		0.0		0.0		0.0	0.0	
Control Delay				21.0		22.0		28.3		48.0	6.1	
Lane Group LOS				C		C		C		D	A	
Approach Delay				21.6			28.3			18.6		
Approach LOS				C			C			B		
Intersection Delay	23.1			X_c = 0.76			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	0	1	2	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	80	620	91	128	639	139	178	1165	311	179	988	50
% 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	
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	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	Excl. Left	NS Perm	07	08
Timing	G = 5.0	G = 21.0	G = 0.0	G =	G = 5.0	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 = 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	84	749		135	819		187	1553		188	1093	
Lane Group Capacity, c	215	911		215	904		215	1268		215	1299	
v/c Ratio, X	0.39	0.82		0.63	0.91		0.87	1.22		0.87	0.84	
Total Green Ratio, g/C	0.40	0.26		0.40	0.26		0.51	0.37		0.51	0.37	
Uniform Delay, d_1	18.4	29.2		18.6	30.0		16.7	26.5		18.5	24.3	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.11	0.38		0.21	0.43		0.40	0.50		0.40	0.38	
Incremental Delay, d_2	1.2	6.4		5.7	12.8		29.6	108.4		30.5	5.2	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	19.6	35.5		24.4	42.8		46.3	134.9		48.9	29.4	
Lane Group LOS	B	D		C	D		D	F		D	C	
Approach Delay	33.9			40.2			125.3			32.3		
Approach LOS	C			D			F			C		
Intersection Delay	67.8			X_c = 1.13			Intersection LOS			E		

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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	*2020 - Ph2*
		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	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)	247	1494	383	141	647	150	581	646	103	256	505	315
% 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 = 4.0	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 = 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	260	1573	403	148	839		612	788		269	532	332
Lane Group Capacity, c	232	1261	563	181	1225		362	848		299	867	387
v/c Ratio, X	1.12	1.25	0.72	0.82	0.68		1.69	0.93		0.90	0.61	0.86
Total Green Ratio, g/C	0.48	0.36	0.36	0.48	0.36		0.43	0.24		0.43	0.24	0.24
Uniform Delay, d_1	32.1	29.0	25.1	20.4	24.7		31.9	33.2		20.4	30.2	32.5
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	0.50	0.50	0.28	0.36	0.25		0.50	0.44		0.42	0.20	0.39
Incremental Delay, d_2	95.3	118.1	4.3	24.6	1.6		322.5	16.4		28.1	1.3	17.2
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	127.4	147.1	29.4	44.9	26.3		354.4	49.6		48.5	31.5	49.7
Lane Group LOS	F	F	C	D	C		F	D		D	C	D
Approach Delay	123.6			29.1			182.8			40.9		
Approach LOS	F			C			F			D		
Intersection Delay	105.5			X_c = 1.77			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	*2020 - Ph 2*
		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)	52	377	59	143	395	313	108	694	401	573	733	142
% 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 = 5.0	G = 26.0	G = 0.0	G =	G = 5.0	G = 4.0	G = 34.0	G =
	Y = 6	Y = 7	Y = 0	Y =	Y = 6	Y = 6	Y = 7	Y =
Duration of Analysis, T = 0.25						Cycle Length, C = 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	55	459		151	416	329	114	731	422	603	921	
Lane Group Capacity, c	184	465		170	475	403	173	1171	523	410	1457	
v/c Ratio, X	0.30	0.99		0.89	0.88	0.82	0.66	0.62	0.81	1.47	0.63	
Total Green Ratio, g/C	0.37	0.25		0.37	0.25	0.25	0.35	0.33	0.33	0.54	0.42	
Uniform Delay, d_1	24.7	39.3		31.5	37.9	37.2	33.5	30.0	32.4	21.3	24.0	
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	0.49		0.41	0.40	0.36	0.23	0.21	0.35	0.50	0.21	
Incremental Delay, d_2	0.9	38.2		39.1	16.6	12.3	8.9	1.1	9.1	224.8	0.9	
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	25.6	77.6		70.6	54.5	49.5	42.4	31.0	41.5	246.1	24.9	
Lane Group LOS	C	E		E	D	D	D	C	D	F	C	
Approach Delay	72.0			55.4			35.5			112.4		
Approach LOS	E			E			D			F		
Intersection Delay	72.1			X_c = 1.65			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	*07/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		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	0	1	3	0	1	3	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	198	390	125	177	534	79	431	2258	194	196	1990	257
% 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	
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	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	Excl. Left	Thru & RT	07	08
Timing	G = 5.0	G = 28.0	G = 0.0	G = 0.0	G = 14.5	G = 60.5	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	208	543		186	645		454	2581		206	2366	
Lane Group Capacity, c	139	400		139	408		211	2372		211	2359	
v/c Ratio, X	1.50	1.36		1.34	1.58		2.15	1.09		0.98	1.00	
Total Green Ratio, g/C	0.30	0.22		0.30	0.22		0.12	0.47		0.12	0.47	
Uniform Delay, d_1	42.4	50.5		42.4	50.5		57.3	34.3		57.1	34.3	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	0.806		1.000	1.000	
Delay Calibration, k	0.50	0.50		0.50	0.50		0.50	0.50		0.48	0.50	
Incremental Delay, d_2	257.3	176.5		192.6	272.9		533.7	47.5		55.0	19.2	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	299.7	227.0		235.1	323.4		591.0	75.1		112.0	53.5	
Lane Group LOS	F	F		F	F		F	E		F	D	
Approach Delay	247.1			303.6			152.2			58.2		
Approach LOS	F			F			F			E		
Intersection Delay	146.0			X_c = 1.54			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	*2020 - Ph 2*
		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)	257	314	326	146	257	91	579	1515	141	115	1628	186
% 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	271	331	233	154	367		609	1743		121	1910	
Lane Group Capacity, c	270	394	335	191	715		354	2543		128	1902	
v/c Ratio, X	1.00	0.84	0.70	0.81	0.51		1.72	0.69		0.95	1.00	
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	49.5	49.1	47.4	36.2	45.3		52.0	24.2		60.0	40.3	
Progression Factor, PF	1.000	1.000	1.000	1.000	1.000		1.000	0.755		1.000	0.914	
Delay Calibration, k	0.50	0.39	0.29	0.35	0.16		0.50	0.28		0.46	0.50	
Incremental Delay, d_2	55.7	15.4	6.7	21.9	0.8		335.9	0.9		62.7	21.6	
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	105.2	64.5	54.1	58.0	46.2		387.9	19.1		122.7	58.4	
Lane Group LOS	F	E	D	E	D		F	B		F	E	
Approach Delay	74.8			49.7			114.6			62.3		
Approach LOS	E			D			F			E		
Intersection Delay	84.4			X_c = 1.17			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		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	0	0	1	1	0	1	1
Lane Group	L	TR		L	TR			LT	R		LT	R
Volume, V (vph)	34	569	34	139	669	27	143	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 = 5.0	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 = 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	36	635		146	732			164	227		61	40
Lane Group Capacity, c	279	910		363	910			273	334		280	334
v/c Ratio, X	0.13	0.70		0.40	0.80			0.60	0.68		0.22	0.12
Total Green Ratio, g/C	0.65	0.49		0.65	0.49			0.21	0.21		0.21	0.21
Uniform Delay, d_1	9.0	13.9		8.1	15.1			25.3	25.8		23.2	22.7
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000	1.000		1.000	1.000
Delay Calibration, k	0.11	0.29		0.11	0.36			0.19	0.25		0.11	0.11
Incremental Delay, d_2	0.2	2.6		0.7	5.6			3.7	5.5		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	9.2	16.5		8.9	20.7			29.0	31.3		23.5	22.8
Lane Group LOS	A	B		A	C			C	C		C	C
Approach Delay	16.1			18.7			30.3			23.3		
Approach LOS	B			B			C			C		
Intersection Delay	20.3			X_c = 0.80			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	*2020 - Ph 2*
		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*	*1*	*1*	*2*	*0*	*1*	*2*	*0*	*1*	*2*	*0*
Lane Group	*L*	*T*	*R*	*L*	*TR*		*L*	*TR*		*L*	*TR*	
Volume, V (vph)	*110*	*426*	*209*	*211*	*528*	*55*	*117*	*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	*116*	*448*	*220*	*222*	*614*		*123*	*593*		*41*	*311*	
Lane Group Capacity, c	*316*	*950*	*416*	*313*	*936*		*262*	*833*		*160*	*855*	
v/c Ratio, X	*0.37*	*0.47*	*0.53*	*0.71*	*0.66*		*0.47*	*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	*20.2*	*17.2*	*17.5*	*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*	*0.17*	*0.27*	*0.26*		*0.11*	*0.28*		*0.11*	*0.11*	
Incremental Delay, d_2	*0.7*	*0.5*	*1.6*	*7.3*	*1.9*		*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	*20.9*	*17.7*	*19.1*	*28.9*	*20.1*		*19.2*	*22.0*		*17.7*	*17.6*	
Lane Group LOS	*C*	*B*	*B*	*C*	*C*		*B*	*C*		*B*	*B*	
Approach Delay	*18.6*			*22.4*			*21.5*			*17.6*		
Approach LOS	*B*			*C*			*C*			*B*		
Intersection Delay	*20.4*			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		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					2		
Lane Group		T			T					L		
Volume, V (vph)		1807			789					302		
% 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		1902			831					318		
Lane Group Capacity, c		2128			2171					408		
v/c Ratio, X		0.89			0.38					0.78		
Total Green Ratio, g/C		0.60			0.60					0.12		
Uniform Delay, d_1		8.6			5.2					21.4		
Progression Factor, PF		1.000			1.000					1.000		
Delay Calibration, k		0.43			0.15					0.33		
Incremental Delay, d_2		5.4			0.2					9.3		
Initial Queue Delay, d_3		0.0			0.0					0.0		
Control Delay		14.1			5.3					30.7		
Lane Group LOS		B			A					C		
Approach Delay	14.1			5.3						30.7		
Approach LOS	B			A						C		
Intersection Delay	13.4			X_c = 0.87			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		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		2					
Lane Group		T			T		L					
Volume, V (vph)		1495			1280		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		1574			1347		332					
Lane Group Capacity, c		2048			2008		567					
v/c Ratio, X		0.77			0.67		0.59					
Total Green Ratio, g/C		0.57			0.57		0.17					
Uniform Delay, d_1		8.8			8.0		20.3					
Progression Factor, PF		1.000			1.000		1.000					
Delay Calibration, k		0.34			0.27		0.18					
Incremental Delay, d_2		1.9			1.0		1.6					
Initial Queue Delay, d_3		0.0			0.0		0.0					
Control Delay		10.8			9.0		21.9					
Lane Group LOS		B			A		C					
Approach Delay	10.8			9.0			21.9					
Approach LOS	B			A			C					
Intersection Delay	11.2			X_c = 0.73			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	*07/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		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	0	0	1		0	1	
Lane Group	L	TR		L	TR			LT			LT	
Volume, V (vph)	33	577	28	155	570	39	33	106		3	111	
% 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 = 10.0	G = 35.0	G = 0.0	G = 0.0	G = 12.0	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 = 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	35	636		163	641			147			120	
Lane Group Capacity, c	227	807		398	813			243			278	
v/c Ratio, X	0.15	0.79		0.41	0.79			0.60			0.43	
Total Green Ratio, g/C	0.13	0.45		0.67	0.45			0.15			0.15	
Uniform Delay, d_1	30.2	18.3		9.3	18.3			30.8			29.9	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000			1.000	
Delay Calibration, k	0.13	0.34		0.13	0.34			0.21			0.13	
Incremental Delay, d_2	0.4	5.4		0.8	5.4			4.6			1.3	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0			0.0	
Control Delay	30.6	23.7		10.1	23.7			35.4			31.2	
Lane Group LOS	C	C		B	C			D			C	
Approach Delay	24.1			21.0			35.4			31.2		
Approach LOS	C			C			D			C		
Intersection Delay	24.1			X_c = 0.74			Intersection LOS			C		

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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	*7/14/2009*	Analysis Year	*2020 - Ph 2*
Analysis Time Period	*P.M. Peak-Hour*		

Project Description *Hunter's Ridge DRI Substantial Deviation*

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)	*82*	*1642*		*0*	*1915*	
Peak-Hour Factor, PHF	*0.95*	*0.95*	*1.00*	*0.95*	*0.95*	*0.84*
Hourly Flow Rate, HFR (veh/h)	*86*	*1728*	*0*	*0*	*2015*	*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*		*112*
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*	*117*
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)	*86*	*0*					*355*	
C (m) (veh/h)	*272*	*353*					*100*	
v/c	*0.32*	*0.00*					*3.55*	
95% queue length	*1.31*	*0.00*					*35.61*	
Control Delay (s/veh)	*24.2*	*15.2*					*1237*	
LOS	*C*	*C*					*F*	
Approach Delay (s/veh)	--	--				*1237*		
Approach LOS	--	--				*F*		

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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	*07/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		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	0	1	1	0
Lane Group	L	TR		L	T			LTR		L	LTR	
Volume, V (vph)	53	1716	50	165	2092		31	20	73	977	76	110
% Heavy Vehicles, %HV	5	3	3	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
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	4.0	4.0		4.0	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	SB Only	NB Only	07	08
Timing	G = 5.0	G = 50.0	G = 0.0	G = 0.0	G = 30.0	G = 5.0	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 = 113.0		

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	56	1859		174	2202			131		1028	196	
Lane Group Capacity, c	155	1578		160	1601			90		486	464	
v/c Ratio, X	0.36	1.18		1.09	1.38			1.46		2.12	0.42	
Total Green Ratio, g/C	0.55	0.45		0.55	0.45			0.05		0.27	0.27	
Uniform Delay, d_1	24.2	31.0		30.4	31.0			53.5		41.0	33.7	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Delay Calibration, k	0.15	0.50		0.50	0.50			0.50		0.50	0.15	
Incremental Delay, d_2	2.0	87.1		96.5	172.9			256.1		508.8	0.8	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Control Delay	26.2	118.1		126.9	203.9			309.6		549.8	34.5	
Lane Group LOS	C	F		F	F			F		F	C	
Approach Delay	115.4			198.3			309.6			467.3		
Approach LOS	F			F			F			F		
Intersection Delay	231.1			X_c = 1.62			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		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	0	1	1	0
Lane Group	L	TR		L	T			LTR		L	LTR	
Volume, V (vph)	13	2851	42	43	3147		39	0	126	45	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	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 = 5.0	G = 85.0	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 = 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	14	3045		45	3313			174		47	11	
Lane Group Capacity, c	151	2536		151	2542			179		71	179	
v/c Ratio, X	0.09	1.20		0.30	1.30			0.97		0.66	0.06	
Total Green Ratio, g/C	0.82	0.72		0.82	0.72			0.12		0.12	0.12	
Uniform Delay, d_1	34.5	17.0		35.1	17.0			52.8		50.7	47.2	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Delay Calibration, k	0.11	0.50		0.11	0.50			0.48		0.26	0.15	
Incremental Delay, d_2	0.3	94.4		1.1	139.5			59.0		22.8	0.2	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Control Delay	34.8	111.4		36.2	156.5			111.8		73.5	47.4	
Lane Group LOS	C	F		D	F			F		E	D	
Approach Delay	111.0			154.9			111.8			68.5		
Approach LOS	F			F			F			E		
Intersection Delay	132.8			X_c = 1.24			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		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		3	0	2	2					2		1
Lane Group		TR		L	T					L		R
Volume, V (vph)		1640	1067	548	2788					502		512
% 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		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		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 = 16.0	G = 67.0	G =	G =	G = 20.0	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		2849		577	2935					528		539
Lane Group Capacity, c		2686		458	2601					573		264
v/c Ratio, X		1.06		1.26	1.13					0.92		2.04
Total Green Ratio, g/C		0.56		0.13	0.73					0.17		0.17
Uniform Delay, d_1		26.5		52.0	16.0					49.2		50.0
Progression Factor, PF		1.000		1.000	0.682					1.000		1.000
Delay Calibration, k		0.50		0.50	0.50					0.45		0.50
Incremental Delay, d_2		36.2		133.6	63.3					20.7		481.8
Initial Queue Delay, d_3		0.0		0.0	0.0					0.0		0.0
Control Delay		62.7		185.6	74.3					69.9		531.8
Lane Group LOS		E		F	E					E		F
Approach Delay	62.7			92.5						303.2		
Approach LOS	E			F						F		
Intersection Delay	111.3			X_c = 1.30			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		Project ID	*Hunters Ridge DRI Substatial 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*	*3*			*2*		*2*		*2*			
Lane Group	*L*	*T*			*T*		*L*		*R*			
Volume, V (vph)	*181*	*2124*			*1729*		*1039*		*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 = *13.0*	G = *61.5*	G =	G =	G = *28.5*	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	*191*	*2236*			*1820*		*1094*		*501*			
Lane Group Capacity, c	*195*	*3404*			*1847*		*845*		*689*			
v/c Ratio, X	*0.98*	*0.66*			*0.99*		*1.29*		*0.73*			
Total Green Ratio, g/C	*0.12*	*0.67*			*0.52*		*0.25*		*0.25*			
Uniform Delay, d_1	*52.9*	*11.6*			*28.3*		*45.3*		*41.6*			
Progression Factor, PF	*1.000*	*1.000*			*0.733*		*1.000*		*1.000*			
Delay Calibration, k	*0.49*	*0.26*			*0.49*		*0.50*		*0.31*			
Incremental Delay, d_2	*58.4*	*0.5*			*17.5*		*141.4*		*4.2*			
Initial Queue Delay, d_3	*0.0*	*0.0*			*0.0*		*0.0*		*0.0*			
Control Delay	*111.3*	*12.1*			*38.3*		*186.6*		*45.7*			
Lane Group LOS	*F*	*B*			*D*		*F*		*D*			
Approach Delay	*19.9*			*38.3*			*142.4*					
Approach LOS	*B*			*D*			*F*					
Intersection Delay	*59.1*			X_c = *1.07*			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	*07/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		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		2	2	1	2	1		2	1	1
Lane Group	L	T		L	T	R	L	T		L	T	R
Volume, V (vph)	233	1768		500	1966	150	709	277		216	89	109
% 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 = 14.5	G = 59.5	G =	G =	G = 7.0	G = 4.5	G = 7.5	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 = 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	245	1861		526	2069	158	746	292		227	94	115
Lane Group Capacity, c	229	1788		444	1788	798	501	279		229	132	112
v/c Ratio, X	1.07	1.04		1.18	1.16	0.20	1.49	1.05		0.99	0.71	1.03
Total Green Ratio, g/C	0.13	0.50		0.13	0.50	0.50	0.15	0.15		0.07	0.07	0.07
Uniform Delay, d_1	52.3	29.8		52.3	29.8	16.4	51.3	51.0		56.0	54.6	55.8
Progression Factor, PF	1.000	1.000		1.000	0.760	0.760	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	0.50		0.49	0.28	0.50
Incremental Delay, d_2	79.2	32.8		103.9	77.5	0.1	230.5	66.6		56.9	16.5	92.4
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	131.5	62.5		156.2	100.1	12.6	281.8	117.6		112.8	71.0	148.2
Lane Group LOS	F	E		F	F	B	F	F		F	E	F
Approach Delay	70.5			105.8			235.6			113.1		
Approach LOS	E			F			F			F		
Intersection Delay	115.8			X_c = 1.21			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		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	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	2096	469	370	1749	62	746	86	802	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	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	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 = 50.0	G = 0.0	G =	G = 15.0	G = 25.0	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 = 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	78	2206	494	389	1841	65	785	91	763	57	124	
Lane Group Capacity, c	146	1495	667	284	1495	667	474	708	602	269	371	
v/c Ratio, X	0.53	1.48	0.74	1.37	1.23	0.10	1.66	0.13	1.27	0.21	0.33	
Total Green Ratio, g/C	0.08	0.42	0.42	0.08	0.42	0.42	0.38	0.38	0.38	0.21	0.21	
Uniform Delay, d_1	53.3	35.0	29.4	55.5	35.0	21.1	40.4	24.4	37.5	39.1	40.2	
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	0.14	0.50	0.32	0.50	0.50	0.15	0.50	0.11	0.50	0.11	0.11	
Incremental Delay, d_2	3.8	217.7	4.7	187.2	110.2	0.1	304.5	0.1	133.2	0.4	0.5	
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	57.1	252.7	34.2	242.7	145.2	21.2	345.0	24.5	170.7	39.5	40.7	
Lane Group LOS	E	F	C	F	F	C	F	C	F	D	D	
Approach Delay	208.3			158.2			246.0			40.3		
Approach LOS	F			F			F			D		
Intersection Delay	196.2			X_c = 1.63			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		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	0	2	2	0	2	3	0	2	3	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	645	1541	191	349	1483	125	436	1040	271	283	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		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	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 = 15.0	G = 50.0	G = 0.0	G = 0.0	G = 10.0	G = 35.0	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 = 138.0		

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	679	1823		367	1693		459	1380		298	1564	
Lane Group Capacity, c	398	1289		398	1295		274	1275		274	1234	
v/c Ratio, X	1.71	1.41		0.92	1.31		1.68	1.08		1.09	1.27	
Total Green Ratio, g/C	0.12	0.37		0.12	0.37		0.08	0.26		0.08	0.26	
Uniform Delay, d_1	61.0	43.5		60.4	43.5		63.5	51.0		63.5	51.0	
Progression Factor, PF	1.000	1.000		1.000	1.000		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	328.3	191.1		26.7	144.0		319.3	50.6		79.7	126.9	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	389.3	234.6		87.1	187.5		382.8	101.6		143.2	177.9	
Lane Group LOS	F	F		F	F		F	F		F	F	
Approach Delay	276.6			169.6			171.8			172.3		
Approach LOS	F			F			F			F		
Intersection Delay	203.1			X_c = 1.43			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		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	1
Lane Group	L	TR		L	TR		L	T	R	L	T	R
Volume, V (vph)	271	1609	208	368	1455	293	461	1122	363	523	767	217
% 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
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	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 = 10.5	G = 51.5	G = 0.0	G = 0.0	G = 24.0	G = 33.0	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	285	1913		387	1840		485	1181	382	551	807	228
Lane Group Capacity, c	198	1307		198	1297		369	861	384	369	861	384
v/c Ratio, X	1.44	1.46		1.95	1.42		1.31	1.37	0.99	1.49	0.94	0.59
Total Green Ratio, g/C	0.49	0.38		0.49	0.38		0.46	0.24	0.24	0.46	0.24	0.24
Uniform Delay, d_1	42.8	43.8		42.8	43.8		44.3	53.0	52.9	44.4	52.0	46.9
Progression Factor, PF	1.000	0.920		1.000	1.000		1.000	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	0.45	0.18
Incremental Delay, d_2	224.0	212.9		447.4	193.0		159.5	174.6	44.5	235.8	17.4	2.5
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	266.8	253.2		490.2	236.7		203.8	227.6	97.4	280.3	69.4	49.4
Lane Group LOS	F	F		F	F		F	F	F	F	E	D
Approach Delay	254.9			280.8			197.7			139.8		
Approach LOS	F			F			F			F		
Intersection Delay	224.9			X_c = 3.55			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	*07/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2020 - Ph 2*
		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	1	0	1	1	1	1	1	0
Lane Group	L	T	R	L	TR		L	T	R	L	TR	
Volume, V (vph)	158	301	216	369	321	25	357	115	412	75	366	257
% 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	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	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 = 12.0	G = 18.0	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 = 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	166	317	227	388	364		376	121	434	79	656	
Lane Group Capacity, c	228	419	356	395	806		314	815	686	296	432	
v/c Ratio, X	0.73	0.76	0.64	0.98	0.45		1.20	0.15	0.63	0.27	1.52	
Total Green Ratio, g/C	0.22	0.22	0.22	0.44	0.44		0.44	0.44	0.44	0.25	0.25	
Uniform Delay, d_1	28.7	29.0	28.0	24.6	15.8		19.6	13.5	17.5	24.1	30.0	
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	0.29	0.31	0.22	0.49	0.11		0.50	0.11	0.21	0.11	0.50	
Incremental Delay, d_2	11.2	7.7	3.8	40.4	0.4		115.6	0.1	1.9	0.5	245.0	
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	39.9	36.7	31.8	65.1	16.2		135.2	13.6	19.4	24.6	275.0	
Lane Group LOS	D	D	C	E	B		F	B	B	C	F	
Approach Delay	35.9			41.4			65.4			248.0		
Approach LOS	D			D			E			F		
Intersection Delay	95.8			X_c = 1.22			Intersection 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	*7/30/09*	Analysis Year	*2020 - Ph 2*
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)	*220*	*431*			*504*	*56*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.91*	*0.93*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*231*	*453*	*0*	*0*	*530*	*58*
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)				*201*		*76*
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*	*211*	*0*	*80*
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)	*231*					*211*		*80*
C (m) (veh/h)	*987*					*111*		*549*
v/c	*0.23*					*1.90*		*0.15*
95% queue length	*0.91*					*17.12*		*0.51*
Control Delay (s/veh)	*9.8*					*502.5*		*12.7*
LOS	*A*					*F*		*B*
Approach Delay (s/veh)	--	--				*367.8*		
Approach LOS	--	--				*F*		

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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	*7/14/2009*	Analysis Year	*2020 - Ph 2*
Analysis Time Period	*P.M. Peak-Hour*		

Project Description *Hunter's Ridge DRI Substantial Deviation*

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)		*92*	*109*	*7*	*92*	
Peak-Hour Factor, PHF	*0.84*	*0.95*	*0.95*	*0.95*	*0.95*	*0.88*
Hourly Flow Rate, HFR (veh/h)	*0*	*96*	*114*	*7*	*96*	*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)				*198*		*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*	*208*	*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*		*248*				
C (m) (veh/h)		*1361*		*745*				
v/c		*0.01*		*0.33*				
95% queue length		*0.02*		*1.46*				
Control Delay (s/veh)		*7.7*		*12.2*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*12.2*					
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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		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	0	1		1	1	0	1	1	0
Lane Group	L	TR			LT		L	TR		L	TR	
Volume, V (vph)	12	7	18	391	22		8	843	210	397	872	45
% Heavy Vehicles, %HV	2	2	2	2	2		2	2	2	2	2	2
Peak-Hour Factor, PHF	0.90	0.90	0.90	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 = 28.1	G = 0.0	G = 0.0	G = 0.0	G = 16.0	G = 57.9	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 = 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	13	28			458		9	1183		427	986	
Lane Group Capacity, c	395	403			324		177	887		313	1231	
v/c Ratio, X	0.03	0.07			1.41		0.05	1.33		1.36	0.80	
Total Green Ratio, g/C	0.24	0.24			0.24		0.49	0.49		0.68	0.67	
Uniform Delay, d_1	34.7	35.0			45.5		16.0	30.5		41.8	14.4	
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	0.50		0.50	0.34	
Incremental Delay, d_2	0.0	0.1			193.2		0.1	157.9		174.8	2.1	
Initial Queue Delay, d_3	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Control Delay	34.7	35.1			238.7		16.1	188.4		216.7	16.5	
Lane Group LOS	C	D			F		B	F		F	B	
Approach Delay	35.0			238.7			187.1			77.0		
Approach LOS	C			F			F			E		
Intersection Delay	142.6			X_c = 2.22			Intersection LOS			F		

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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	*2025 Build-Out*
		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	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)	275	1378	419	292	1700	500	466	801	203	320	539	206
% 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 = 7.4	G = 40.1	G = 0.0	G = 0.0	G = 8.3	G = 36.2	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 = 116.0		

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	289	1451	441	324	1889	556	485	1045		352	818	
Lane Group Capacity, c	192	1257	561	192	1257	572	206	579		206	573	
v/c Ratio, X	1.51	1.15	0.79	1.69	1.50	0.97	2.35	1.80		1.71	1.43	
Total Green Ratio, g/C	0.48	0.35	0.35	0.48	0.35	0.35	0.45	0.32		0.45	0.32	
Uniform Delay, d_1	31.5	37.5	33.5	31.5	37.5	36.9	31.5	39.4		31.5	39.4	
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	0.50	0.50	0.33	0.50	0.50	0.48	0.50	0.50		0.50	0.50	
Incremental Delay, d_2	250.2	78.0	6.6	322.8	228.8	22.8	610.8	362.8		338.2	202.1	
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	281.7	115.5	40.1	354.4	266.3	59.6	642.4	402.2		369.7	241.5	
Lane Group LOS	F	F	D	F	F	E	F	F		F	F	
Approach Delay	122.3			235.1			478.3			280.1		
Approach LOS	F			F			F			F		
Intersection Delay	258.5			X_c = 3.78			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-out*
		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		2	0	1	2	
Lane Group				L		R		TR		L	T	
Volume, V (vph)				170		367		962	233	360	908	
% 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				195		330		1271		414	1044	
Lane Group Capacity, c				415		371		1372		424	2250	
v/c Ratio, X				0.47		0.89		0.93		0.98	0.46	
Total Green Ratio, g/C				0.23		0.23		0.40		0.63	0.63	
Uniform Delay, d_1				20.1		22.6		17.5		16.1	5.8	
Progression Factor, PF				1.000		1.000		1.000		1.000	1.000	
Delay Calibration, k				0.11		0.41		0.44		0.48	0.11	
Incremental Delay, d_2				0.8		22.3		11.0		37.4	0.2	
Initial Queue Delay, d_3				0.0		0.0		0.0		0.0	0.0	
Control Delay				20.9		44.9		28.5		53.5	5.9	
Lane Group LOS				C		D		C		D	A	
Approach Delay				36.0			28.5			19.4		
Approach LOS				D			C			B		
Intersection Delay	25.6			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		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	0	1	2	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	83	647	95	133	667	147	185	1219	323	182	1000	50
% 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 = 5.0	G = 34.8	G = 0.0	G =	G = 5.0	G = 52.2	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 = 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	95	853		141	866		197	1641		202	1167	
Lane Group Capacity, c	138	1009		141	1001		164	1494		136	1532	
v/c Ratio, X	0.69	0.85		1.00	0.87		1.20	1.10		1.49	0.76	
Total Green Ratio, g/C	0.39	0.29		0.39	0.29		0.53	0.44		0.53	0.44	
Uniform Delay, d_1	28.0	40.1		45.2	40.4		43.7	33.9		29.7	28.6	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.26	0.39		0.50	0.41		0.50	0.50		0.50	0.31	
Incremental Delay, d_2	13.1	6.7		75.8	8.2		134.6	55.1		253.3	2.3	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	41.1	46.8		121.0	48.6		178.3	89.0		283.0	31.0	
Lane Group LOS	D	D		F	D		F	F		F	C	
Approach Delay	46.2			58.8			98.6			68.2		
Approach LOS	D			E			F			E		
Intersection Delay	73.1			X_c = 1.61			Intersection LOS			E		

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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	*2025 Build-Out*
		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	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)	258	1559	386	147	676	157	580	657	105	276	545	340
% 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 = 5.2	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 = 117.0		

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	284	1713	424	152	859		624	819		300	592	370
Lane Group Capacity, c	207	1285	574	143	1249		365	875		305	894	399
v/c Ratio, X	1.37	1.33	0.74	1.06	0.69		1.71	0.94		0.98	0.66	0.93
Total Green Ratio, g/C	0.47	0.36	0.36	0.47	0.36		0.45	0.25		0.45	0.25	0.25
Uniform Delay, d_1	42.2	37.3	32.5	28.2	31.7		42.4	42.8		34.1	39.3	42.7
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	0.50	0.50	0.30	0.50	0.26		0.50	0.45		0.49	0.24	0.44
Incremental Delay, d_2	184.9	153.2	3.1	93.0	1.6		330.8	17.0		46.9	1.8	27.7
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	227.1	190.5	35.6	121.3	33.3		373.2	59.8		81.0	41.1	70.4
Lane Group LOS	F	F	D	F	C		F	E		F	D	E
Approach Delay	167.7			46.5			195.4			59.2		
Approach LOS	F			D			F			E		
Intersection Delay	131.9			X_c = 2.06			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	*2025 Build-Out*
		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)	55	394	61	150	413	335	116	751	433	607	771	149
% 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 = 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	60	500		163	449	364	126	816	471	706	1070	
Lane Group Capacity, c	120	447		120	456	388	340	1287	574	416	1245	
v/c Ratio, X	0.50	1.12		1.36	0.98	0.94	0.37	0.63	0.82	1.70	0.86	
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	33.9	48.7		34.6	48.5	47.7	19.9	34.0	37.3	27.9	38.1	
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	0.11	0.50		0.50	0.49	0.45	0.11	0.21	0.36	0.50	0.39	
Incremental Delay, d_2	2.9	76.8		190.9	29.2	22.0	0.7	1.0	9.3	321.3	4.8	
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	36.8	125.5		225.5	77.7	69.7	20.6	35.0	46.6	349.2	42.8	
Lane Group LOS	D	F		F	E	E	C	D	D	F	D	
Approach Delay	116.0			99.4			37.6			164.6		
Approach LOS	F			F			D			F		
Intersection Delay	107.4			X_c = 2.24			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	*07/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		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	0	1	3	0	1	3	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	207	408	131	202	608	90	401	2137	181	209	2152	275
% 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 = 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	230	599		227	784		441	2547		238	2758	
Lane Group Capacity, c	139	411		139	419		230	2288		230	2275	
v/c Ratio, X	1.65	1.46		1.63	1.87		1.92	1.11		1.03	1.21	
Total Green Ratio, g/C	0.31	0.23		0.31	0.23		0.13	0.46		0.13	0.46	
Uniform Delay, d_1	42.0	50.1		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	0.828		1.000	1.000	
Delay Calibration, k	0.50	0.50		0.50	0.50		0.50	0.50		0.50	0.50	
Incremental Delay, d_2	308.9	212.0		315.1	401.0		428.6	57.8		68.7	99.9	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	350.9	262.1		357.1	451.1		485.1	87.0		125.2	135.2	
Lane Group LOS	F	F		F	F		F	F		F	F	
Approach Delay	286.7			430.0			145.8			134.4		
Approach LOS	F			F			F			F		
Intersection Delay	193.1			X_c = 1.70			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	*2025 Build-Out*
		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)	268	328	346	153	269	95	626	1622	151	116	1641	187
% 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	282	345	364	161	383		659	1866		122	1924	
Lane Group Capacity, c	263	397	337	180	721		392	2562		120	1791	
v/c Ratio, X	1.07	0.87	1.08	0.89	0.53		1.68	0.73		1.02	1.07	
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	49.5	49.4	51.1	43.0	45.4		50.6	24.7		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	0.50	0.41	0.50	0.42	0.17		0.50	0.31		0.50	0.50	
Incremental Delay, d_2	39.9	2.1	41.7	38.9	1.0		317.4	1.2		63.5	39.8	
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	89.5	51.5	92.8	81.9	46.4		368.0	19.7		124.1	78.8	
Lane Group LOS	F	D	F	F	D		F	B		F	E	
Approach Delay	77.5			56.9			110.6			81.5		
Approach LOS	E			E			F			F		
Intersection Delay	90.7			X_c = 1.24			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		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	0	0	1	1	0	1	1
Lane Group	L	TR		L	TR			LT	R		LT	R
Volume, V (vph)	37	622	38	147	708	29	147	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	39	695		155	776			168	228		64	42
Lane Group Capacity, c	355	994		428	993			242	298		236	298
v/c Ratio, X	0.11	0.70		0.36	0.78			0.69	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	8.9	14.4		8.2	15.5			31.8	32.3		29.2	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	0.29		0.11	0.35			0.26	0.32		0.11	0.11
Incremental Delay, d_2	0.0	0.8		0.5	4.0			8.3	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	9.0	15.1		8.7	19.5			40.2	43.6		29.8	28.7
Lane Group LOS	A	B		A	B			D	D		C	C
Approach Delay	14.8			17.7			42.1			29.3		
Approach LOS	B			B			D			C		
Intersection Delay	21.7			X_c = 0.81			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	*2025 Build-Out*
		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	1	1	2	0	1	2	0	1	2	0
Lane Group	L	T	R	L	TR		L	TR		L	TR	
Volume, V (vph)	116	450	221	221	553	57	132	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	129	500	246	238	656		145	698		46	350	
Lane Group Capacity, c	316	1144	501	313	1128		283	954		129	979	
v/c Ratio, X	0.41	0.44	0.49	0.76	0.58		0.51	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	29.1	21.4	21.8	31.2	22.6		23.9	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	0.15	0.31	0.21		0.12	0.29		0.11	0.11	
Incremental Delay, d_2	0.8	0.3	1.0	10.4	0.9		1.6	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	29.9	21.7	22.8	41.6	23.5		25.5	28.7		24.4	22.9	
Lane Group LOS	C	C	C	D	C		C	C		C	C	
Approach Delay	23.2			28.3			28.1			23.1		
Approach LOS	C			C			C			C		
Intersection Delay	26.1			X_c = 0.68			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	*2025 Build-Out*
		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					2		
Lane Group		T			T					L		
Volume, V (vph)		2236			813					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		2354			856					324		
Lane Group Capacity, c		2767			2822					408		
v/c Ratio, X		0.85			0.30					0.79		
Total Green Ratio, g/C		0.78			0.78					0.12		
Uniform Delay, d_1		8.6			3.8					51.4		
Progression Factor, PF		1.000			1.000					1.000		
Delay Calibration, k		0.40			0.15					0.34		
Incremental Delay, d_2		2.8			0.0					10.4		
Initial Queue Delay, d_3		0.0			0.0					0.0		
Control Delay		11.4			3.8					61.7		
Lane Group LOS		B			A					E		
Approach Delay	11.4			3.8						61.7		
Approach LOS	B			A						E		
Intersection Delay	14.2			X_c = 0.84			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		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		2					
Lane Group		T			T		L					
Volume, V (vph)		1994			1336		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		2099			1406		324					
Lane Group Capacity, c		2747			2693		414					
v/c Ratio, X		0.76			0.52		0.78					
Total Green Ratio, g/C		0.76			0.76		0.12					
Uniform Delay, d_1		8.3			5.8		51.0					
Progression Factor, PF		1.000			1.000		1.000					
Delay Calibration, k		0.33			0.17		0.33					
Incremental Delay, d_2		1.3			0.1		9.4					
Initial Queue Delay, d_3		0.0			0.0		0.0					
Control Delay		9.6			5.8		60.4					
Lane Group LOS		A			A		E					
Approach Delay	9.6			5.8			60.4					
Approach LOS	A			A			E					
Intersection Delay	12.5			X_c = 0.77			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	*07/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		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	0	0	1		0	1	
Lane Group	L	TR		L	TR			LT			LT	
Volume, V (vph)	36	627	30	187	607	41	37	118		4	117	
% 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	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 = 6.2	G = 50.9	G = 0.0	G = 0.0	G = 12.9	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 = 91.0		

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	40	730		208	720			172			134	
Lane Group Capacity, c	121	1007		350	1014			216			256	
v/c Ratio, X	0.33	0.72		0.59	0.71			0.80			0.52	
Total Green Ratio, g/C	0.07	0.56		0.70	0.56			0.14			0.14	
Uniform Delay, d_1	40.4	14.9		10.4	14.7			37.8			36.2	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000			1.000	
Delay Calibration, k	0.13	0.30		0.20	0.29			0.35			0.15	
Incremental Delay, d_2	1.9	2.7		3.0	2.4			18.9			2.3	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0			0.0	
Control Delay	42.3	17.6		13.4	17.1			56.6			38.5	
Lane Group LOS	D	B		B	B			E			D	
Approach Delay	18.9			16.3			56.6			38.5		
Approach LOS	B			B			E			D		
Intersection Delay	22.2			X_c = 0.76			Intersection LOS			C		

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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	*7/14/2009*	Analysis Year	*2025 Build-Out*
Analysis Time Period	*P.M. Peak-Hour*		

Project Description *Hunter's Ridge DRI Substantial Deviation*

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)	*94*	*1805*		*2144*	*207*	
Peak-Hour Factor, PHF	*0.95*	*0.95*	*1.00*	*0.95*	*0.95*	*0.84*
Hourly Flow Rate, HFR (veh/h)	*98*	*1900*	*0*	*2256*	*217*	*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*		*128*
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*	*134*
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)	*98*	*2256*					*407*	
C (m) (veh/h)	*1335*	*302*						
v/c	*0.07*	*7.47*						
95% queue length	*0.24*	*247.67*						
Control Delay (s/veh)	*7.9*	*2942*						
LOS	*A*	*F*						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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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	*07/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		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	0	1	1	0
Lane Group	L	TR		L	T			LTR		L	LTR	
Volume, V (vph)	62	1946	58	164	2254		47	30	109	950	73	106
% Heavy Vehicles, %HV	5	3	3	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
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	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
Filtering/Metering, I	1.000	1.000		0.728	0.728			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	SB Only	NB Only	07	08
Timing	G = 8.3	G = 60.7	G = 0.0	G = 0.0	G = 23.4	G = 8.6	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 = 124.0		

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	65	2109		173	2373			196		600	589	
Lane Group Capacity, c	129	1740		133	1765			131		348	344	
v/c Ratio, X	0.50	1.21		1.30	1.34			1.50		1.72	1.71	
Total Green Ratio, g/C	0.08	0.50		0.08	0.50			0.08		0.20	0.20	
Uniform Delay, d_1	55.1	31.2		57.3	31.2			57.2		49.8	49.8	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Delay Calibration, k	0.15	0.50		0.50	0.50			0.50		0.50	0.50	
Incremental Delay, d_2	4.2	101.0		169.4	157.9			259.0		337.7	332.6	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Control Delay	59.4	132.2		226.7	189.0			316.2		387.5	382.4	
Lane Group LOS	E	F		F	F			F		F	F	
Approach Delay	130.0			191.6			316.2			385.0		
Approach LOS	F			F			F			F		
Intersection Delay	211.3			X_c = 1.44			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		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	0	1	1	0
Lane Group	L	TR		L	T			LTR		L	LTR	
Volume, V (vph)	13	2961	44	43	3314		45	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	NB Only	SB Only	07	08
Timing	G = 5.0	G = 87.4	G = 0.0	G =	G = 9.0	G = 6.6	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	14	3163		45	3488			199		49	13	
Lane Group Capacity, c	82	2407		82	2412			127		103	89	
v/c Ratio, X	0.17	1.31		0.55	1.45			1.57		0.48	0.15	
Total Green Ratio, g/C	0.05	0.68		0.05	0.68			0.08		0.06	0.06	
Uniform Delay, d_1	59.6	20.8		60.7	20.8			60.0		59.3	58.1	
Progression Factor, PF	1.000	1.000		1.000	1.000			1.000		1.000	1.000	
Delay Calibration, k	0.11	0.50		0.15	0.50			0.50		0.15	0.15	
Incremental Delay, d_2	0.5	143.0		6.5	202.8			289.6		4.7	1.0	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Control Delay	60.1	163.8		67.1	223.6			349.6		63.9	59.2	
Lane Group LOS	E	F		E	F			F		E	E	
Approach Delay	163.4			221.6			349.6			62.9		
Approach LOS	F			F			F			E		
Intersection Delay	197.3			X_c = 1.34			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		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		3	0	2	2					2		1
Lane Group		TR		L	T					L		R
Volume, V (vph)		1670	1146	547	2954					488		499
% 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 = 30.0	G = 63.9	G =	G =	G = 19.1	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		2964		576	3109					514		525
Lane Group Capacity, c		2398		820	2726					531		245
v/c Ratio, X		1.24		0.70	1.14					0.97		2.14
Total Green Ratio, g/C		0.50		0.24	0.77					0.15		0.15
Uniform Delay, d_1		32.5		45.3	15.1					54.6		55.0
Progression Factor, PF		1.000		1.000	0.830					1.000		1.000
Delay Calibration, k		0.50		0.29	0.50					0.48		0.50
Incremental Delay, d_2		109.1		0.3	63.7					31.0		527.7
Initial Queue Delay, d_3		0.0		0.0	0.0					0.0		0.0
Control Delay		141.7		45.6	76.2					85.7		582.7
Lane Group LOS		F		D	E					F		F
Approach Delay	141.7			71.4						336.8		
Approach LOS	F			E						F		
Intersection Delay	134.4			X_c = 1.31			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		Project ID	*Hunters Ridge DRI Substatial 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	3			2		2		2			
Lane Group	L	T			T		L		R			
Volume, V (vph)	143	2198			1825		1176		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 = 8.1	G = 69.7	G =	G =	G = 35.2	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	151	2314			1921		1238		523			
Lane Group Capacity, c	117	3271			1929		957		781			
v/c Ratio, X	1.29	0.71			1.00		1.29		0.67			
Total Green Ratio, g/C	0.07	0.64			0.54		0.28		0.28			
Uniform Delay, d_1	60.5	15.1			29.5		46.9		41.6			
Progression Factor, PF	1.000	1.000			0.693		1.000		1.000			
Delay Calibration, k	0.50	0.30			0.50		0.50		0.27			
Incremental Delay, d_2	179.3	0.8			5.3		140.0		2.5			
Initial Queue Delay, d_3	0.0	0.0			0.0		0.0		0.0			
Control Delay	239.8	15.9			25.7		186.9		44.1			
Lane Group LOS	F	B			C		F		D			
Approach Delay	29.6			25.7			144.4					
Approach LOS	C			C			F					
Intersection Delay	61.3			X_c = 1.11			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	*07/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		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		2	2	1	2	1		2	1	1
Lane Group	L	T		L	T	R	L	T		L	T	R
Volume, V (vph)	215	1855		488	2043	147	767	289		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	226	1953		514	2151	155	807	304		227	94	94
Lane Group Capacity, c	231	1664		449	1664	743	555	186		555	186	158
v/c Ratio, X	0.98	1.17		1.14	1.29	0.21	1.45	1.63		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	56.3	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	0.48	0.50		0.50	0.50	0.11	0.50	0.50		0.11	0.11	0.18
Incremental Delay, d_2	50.9	84.5		78.2	134.0	0.1	213.8	307.6		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	107.2	119.0		134.7	162.0	16.5	268.3	366.1		49.4	57.7	61.9
Lane Group LOS	F	F		F	F	B	F	F		D	E	E
Approach Delay	117.7			149.0			295.1			54.1		
Approach LOS	F			F			F			D		
Intersection Delay	157.4			X_c = 1.34			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		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	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	2206	497	386	1857	65	781	89	823	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	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	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 = 68.0	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 = 133.0		

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	2322	523	406	1955	68	822	94	785	59	129	
Lane Group Capacity, c	146	1840	821	284	1840	821	402	546	464	84	117	
v/c Ratio, X	0.56	1.26	0.64	1.43	1.06	0.08	2.04	0.17	1.69	0.70	1.10	
Total Green Ratio, g/C	0.08	0.52	0.52	0.08	0.52	0.52	0.29	0.29	0.29	0.07	0.07	
Uniform Delay, d_1	58.7	32.0	23.0	61.0	32.0	16.1	48.3	35.0	47.0	60.7	62.0	
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	
Delay Calibration, k	0.16	0.50	0.25	0.50	0.50	0.15	0.50	0.11	0.50	0.27	0.50	
Incremental Delay, d_2	2.4	120.1	0.9	202.4	34.3	0.0	478.8	0.2	320.5	23.1	113.4	
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	61.0	152.1	23.9	263.4	66.3	16.1	527.1	35.1	367.5	83.8	175.4	
Lane Group LOS	E	F	C	F	E	B	F	D	F	F	F	
Approach Delay	126.6			97.8			426.3			146.7		
Approach LOS	F			F			F			F		
Intersection Delay	187.8			X_c = 2.01			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		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	0	2	2	0	2	3	0	2	3	0
Lane Group	L	TR		L	TR		L	TR		L	TR	
Volume, V (vph)	656	1604	221	365	1550	130	446	1047	273	289	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		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 = 16.0	G = 56.0	G = 0.0	G = 0.0	G = 13.0	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 = 144.0		

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	691	1921		384	1769		469	1389		304	1581	
Lane Group Capacity, c	406	1378		406	1387		334	1086		334	1051	
v/c Ratio, X	1.70	1.39		0.95	1.28		1.40	1.28		0.91	1.50	
Total Green Ratio, g/C	0.12	0.40		0.12	0.40		0.10	0.22		0.10	0.22	
Uniform Delay, d_1	63.5	43.5		63.0	43.5		65.0	56.0		64.4	56.0	
Progression Factor, PF	1.000	1.000		1.000	1.000		1.000	1.000		1.000	1.000	
Delay Calibration, k	0.50	0.50		0.46	0.50		0.50	0.50		0.43	0.50	
Incremental Delay, d_2	320.3	179.2		31.1	129.7		195.6	131.3		27.8	231.9	
Initial Queue Delay, d_3	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Control Delay	383.8	222.7		94.2	173.2		260.6	187.3		92.2	287.9	
Lane Group LOS	F	F		F	F		F	F		F	F	
Approach Delay	265.3			159.1			205.8			256.4		
Approach LOS	F			F			F			F		
Intersection Delay	223.5			X_c = 1.47			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	*07/06/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		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	1
Lane Group	L	TR		L	TR		L	T	R	L	T	R
Volume, V (vph)	283	1666	242	378	1482	300	490	1112	360	534	784	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	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 = 11.3	G = 48.6	G = 0.0	G = 0.0	G = 24.1	G = 35.0	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	298	2009		398	1876		516	1171	379	562	825	234
Lane Group Capacity, c	209	1233		209	1225		370	912	407	370	912	407
v/c Ratio, X	1.43	1.63		1.90	1.53		1.39	1.28	0.93	1.52	0.90	0.57
Total Green Ratio, g/C	0.47	0.35		0.47	0.35		0.47	0.26	0.26	0.47	0.26	0.26
Uniform Delay, d_1	42.9	45.2		42.9	45.2		44.4	52.0	50.8	44.7	50.3	45.3
Progression Factor, PF	1.000	0.940		1.000	1.000		1.000	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	0.45	0.50	0.43	0.17
Incremental Delay, d_2	202.8	284.7		424.3	243.3		193.4	136.2	28.0	247.0	12.4	2.0
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	245.7	327.2		467.2	288.5		237.8	188.2	78.8	291.7	62.7	47.3
Lane Group LOS	F	F		F	F		F	F	E	F	E	D
Approach Delay	316.7			319.8			180.5			139.9		
Approach LOS	F			F			F			F		
Intersection Delay	248.8			X_c = 3.58			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	*07/01/2009*	Jurisdiction	*FDOT*
Time Period	*PM Peak-Hour*	Analysis Year	*2025 Build-Out*
		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	1	0	1	1	1	1	1	0
Lane Group	L	T	R	L	TR		L	T	R	L	TR	
Volume, V (vph)	236	251	254	352	269	24	384	105	377	92	451	373
% 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 = 9.0	G = 38.0	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 = 95.0		

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	248	264	267	371	308		404	111	397	97	868	
Lane Group Capacity, c	236	412	350	312	659		264	1039	875	491	705	
v/c Ratio, X	1.05	0.64	0.76	1.19	0.47		1.53	0.11	0.45	0.20	1.23	
Total Green Ratio, g/C	0.22	0.22	0.22	0.36	0.36		0.56	0.56	0.56	0.41	0.41	
Uniform Delay, d_1	37.0	33.6	34.7	33.3	23.5		28.0	9.9	12.4	18.0	28.0	
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	0.50	0.22	0.32	0.50	0.11		0.50	0.11	0.11	0.11	0.50	
Incremental Delay, d_2	72.6	3.4	9.6	112.5	0.5		256.9	0.0	0.4	0.2	116.2	
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	109.6	36.9	44.2	145.8	24.0		284.9	9.9	12.8	18.2	144.2	
Lane Group LOS	F	D	D	F	C		F	A	B	B	F	
Approach Delay	62.6			90.6			133.0			131.5		
Approach LOS	E			F			F			F		
Intersection Delay	107.5			X_c = 2.00			Intersection 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	*7/30/09*	Analysis Year	*2025 Build-Out*
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)	*153*	*428*			*543*	*59*
Peak-Hour Factor, PHF	*0.95*	*0.95*	*0.91*	*0.93*	*0.95*	*0.95*
Hourly Flow Rate, HFR (veh/h)	*161*	*450*	*0*	*0*	*571*	*62*
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)				*142*		*95*
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*	*149*	*0*	*100*
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)	*161*					*149*		*100*
C (m) (veh/h)	*950*					*140*		*520*
v/c	*0.17*					*1.06*		*0.19*
95% queue length	*0.61*					*8.06*		*0.70*
Control Delay (s/veh)	*9.6*					*157.1*		*13.6*
LOS	*A*					*F*		*B*
Approach Delay (s/veh)	--	--				*99.5*		
Approach LOS	--	--				*F*		

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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	*7/14/2009*	Analysis Year	*2025 Build-Out*
Analysis Time Period	*P.M. Peak-Hour*		

Project Description *Hunter's Ridge DRI Substantial Deviation*

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*	*149*	*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*	*165*	*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)				*326*		*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*	*362*	*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*		*434*				
C (m) (veh/h)		*1383*		*864*				
v/c		*0.01*		*0.50*				
95% queue length		*0.02*		*2.87*				
Control Delay (s/veh)		*7.6*		*13.3*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*13.3*					
Approach LOS	--	--	*B*					

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