

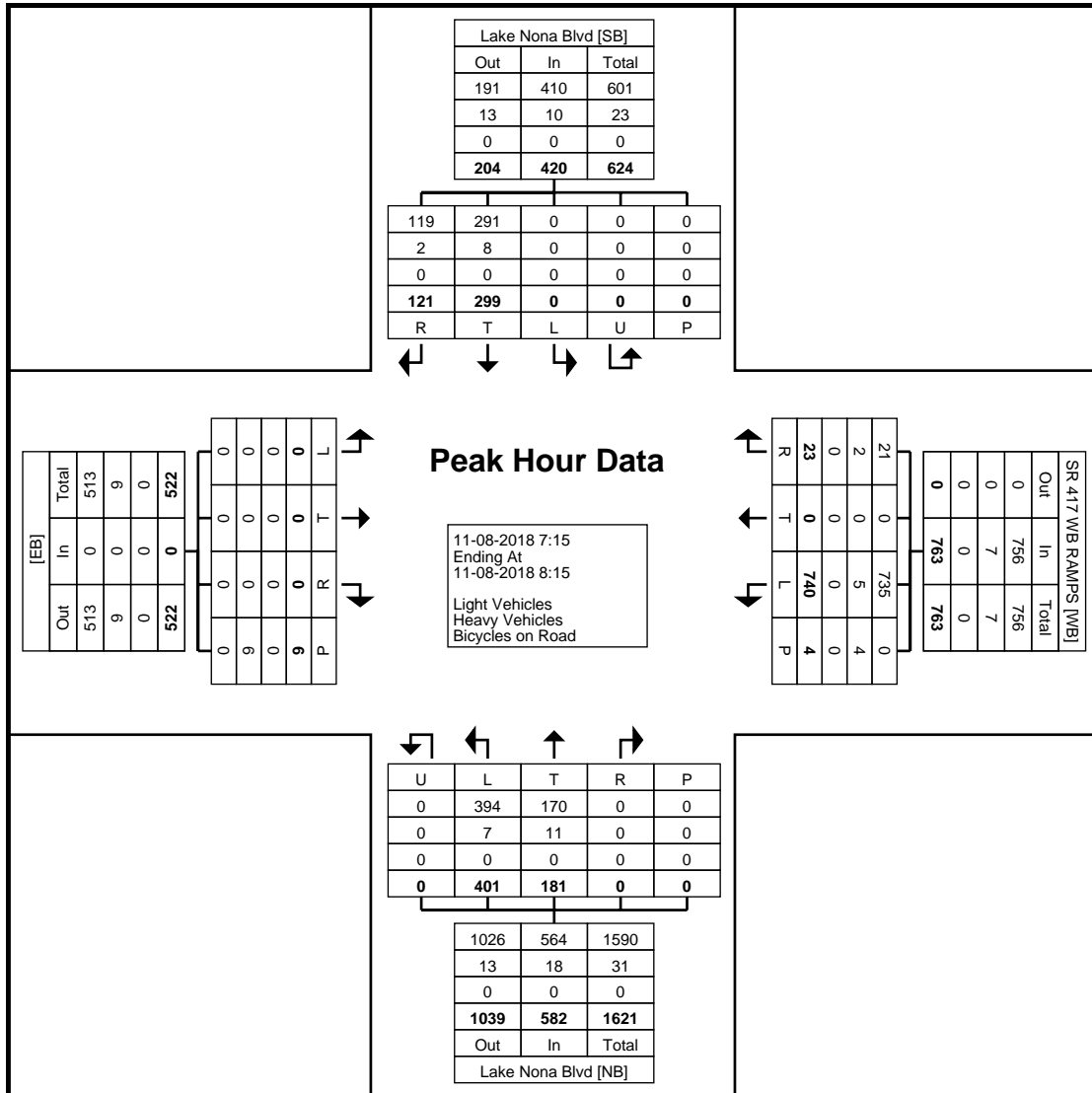
SR 417 at Lake Nona Boulevard
Thursday TMC

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

Count Name: T-2A. SR 417 at
Lake Nona Boulevard
Site Code: 2A
Start Date: 11-08-2018
Page No: 3

Turning Movement Peak Hour Data (7:15)

Start Time	Eastbound					SR 417 WB RAMPS Westbound					Lake Nona Blvd Northbound					Lake Nona Blvd Southbound					Int. Total		
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right		Peds	App. Total
7:15	0	0	0	2	0	189	0	5	0	194	0	123	40	0	0	163	0	0	74	32	0	106	463
7:30	0	0	0	3	0	191	0	3	3	194	0	130	53	0	0	183	0	0	66	32	0	98	475
7:45	0	0	0	1	0	204	0	5	1	209	0	63	50	0	0	113	0	0	83	36	0	119	441
8:00	0	0	0	3	0	156	0	10	0	166	0	85	38	0	0	123	0	0	76	21	0	97	386
Total	0	0	0	9	0	740	0	23	4	763	0	401	181	0	0	582	0	0	299	121	0	420	1765
Approach %	0.0	0.0	0.0	-	-	97.0	0.0	3.0	-	-	0.0	68.9	31.1	0.0	-	-	0.0	0.0	71.2	28.8	-	-	-
Total %	0.0	0.0	0.0	-	0.0	41.9	0.0	1.3	-	43.2	0.0	22.7	10.3	0.0	-	33.0	0.0	0.0	16.9	6.9	-	23.8	-
PHF	0.000	0.000	0.000	-	0.000	0.907	0.000	0.575	-	0.913	0.000	0.771	0.854	0.000	-	0.795	0.000	0.000	0.901	0.840	-	0.882	0.929
Light Vehicles	0	0	0	0	0	735	0	21	0	756	0	394	170	0	0	564	0	0	291	119	0	410	1730
% Light Vehicles	-	-	-	0.0	-	99.3	-	91.3	0.0	99.1	-	98.3	93.9	-	-	96.9	-	-	97.3	98.3	-	97.6	98.0
Heavy Vehicles	0	0	0	9	0	5	0	2	4	7	0	7	11	0	0	18	0	0	8	2	0	10	35
% Heavy Vehicles	-	-	-	100.0	-	0.7	-	8.7	100.0	0.9	-	1.7	6.1	-	-	3.1	-	-	2.7	1.7	-	2.4	2.0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	-	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	-	-	0.0	-	-	0.0	0.0	-	0.0	0.0



Turning Movement Peak Hour Data Plot (7:15)

SR 417 at Lake Nona Boulevard
Thursday TMC

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

Count Name: T-2A. SR 417 at
Lake Nona Boulevard
Site Code: 2A
Start Date: 11-08-2018
Page No: 5

Turning Movement Peak Hour Data (16:45)

Start Time	Eastbound					SR 417 WB RAMPS Westbound					Lake Nona Blvd Northbound					Lake Nona Blvd Southbound					Int. Total		
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right		Peds	App. Total
	16:45	0	0	0	0	0	26	0	18	0	44	0	111	120	0	0	231	1	0	44		23	0
17:00	0	0	0	1	0	49	0	15	0	64	0	97	108	0	0	205	0	0	86	38	0	124	393
17:15	0	0	0	1	0	51	0	16	1	67	1	70	84	0	0	155	1	0	60	31	0	92	314
17:30	0	0	0	1	0	43	0	22	3	65	0	64	131	0	0	195	1	0	62	16	0	79	339
Total	0	0	0	3	0	169	0	71	4	240	1	342	443	0	0	786	3	0	252	108	0	363	1389
Approach %	0.0	0.0	0.0	-	-	70.4	0.0	29.6	-	-	0.1	43.5	56.4	0.0	-	-	0.8	0.0	69.4	29.8	-	-	-
Total %	0.0	0.0	0.0	-	0.0	12.2	0.0	5.1	-	17.3	0.1	24.6	31.9	0.0	-	56.6	0.2	0.0	18.1	7.8	-	26.1	-
PHF	0.000	0.000	0.000	-	0.000	0.828	0.000	0.807	-	0.896	0.250	0.770	0.845	0.000	-	0.851	0.750	0.000	0.733	0.711	-	0.732	0.884
Light Vehicles	0	0	0	0	0	168	0	71	2	239	1	337	437	0	0	775	2	0	250	107	0	359	1373
% Light Vehicles	-	-	-	0.0	-	99.4	-	100.0	50.0	99.6	100.0	98.5	98.6	-	-	98.6	66.7	-	99.2	99.1	-	98.9	98.8
Heavy Vehicles	0	0	0	3	0	1	0	0	2	1	0	5	4	0	0	9	0	0	2	1	0	3	13
% Heavy Vehicles	-	-	-	100.0	-	0.6	-	0.0	50.0	0.4	0.0	1.5	0.9	-	-	1.1	0.0	-	0.8	0.9	-	0.8	0.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	1	3
% Bicycles on Road	-	-	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	0.5	-	-	0.3	33.3	-	0.0	0.0	-	0.3	0.2

Turning Movement Data

Start Time	SR 417 EB RAMPS					Westbound					Lake Nona Blvd Northbound					Lake Nona Blvd Southbound					Int. Total		
	Eastbound					Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right		Peds	App. Total
	Left	Thru	Right	Peds	App. Total																		
7:00	7	0	108	0	115	0	0	0	0	0	0	0	102	37	0	139	0	14	205	0	0	219	473
7:15	10	0	93	2	103	0	0	0	0	0	0	0	153	46	0	199	0	22	248	0	0	270	572
7:30	21	0	108	0	129	0	0	0	3	0	0	0	163	55	0	218	0	12	243	0	0	255	602
7:45	19	0	123	1	142	0	0	0	0	0	0	0	90	54	0	144	0	15	284	0	0	299	585
Hourly Total	57	0	432	3	489	0	0	0	3	0	0	0	508	192	0	700	0	63	980	0	0	1043	2232
8:00	11	0	89	1	100	0	0	0	0	0	0	0	110	69	0	179	0	12	212	0	0	224	503
8:15	15	0	77	0	92	0	0	0	1	0	0	0	123	67	0	190	0	10	199	0	0	209	491
8:30	17	0	75	0	92	0	0	0	2	0	0	0	139	48	0	187	0	7	190	0	0	197	476
8:45	9	0	87	1	96	0	0	0	1	0	0	0	93	56	0	149	0	9	166	0	0	175	420
Hourly Total	52	0	328	2	380	0	0	0	4	0	0	0	465	240	0	705	0	38	767	0	0	805	1890
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:30	21	0	65	0	86	0	0	0	1	0	0	0	156	166	0	322	0	7	94	0	0	101	509
16:45	28	0	79	0	107	0	0	0	0	0	0	0	185	154	0	339	0	14	52	0	0	66	512
Hourly Total	49	0	144	0	193	0	0	0	1	0	0	0	341	320	0	661	0	21	146	0	0	167	1021
17:00	36	0	74	1	110	0	0	0	0	0	0	0	172	122	0	294	0	20	108	0	0	128	532
17:15	26	0	95	1	121	0	0	0	1	0	0	0	128	123	0	251	0	12	100	0	0	112	484
17:30	42	0	82	1	124	0	0	0	3	0	0	0	150	79	0	229	0	16	82	0	0	98	451
17:45	59	0	79	3	138	0	0	0	1	0	0	0	128	101	0	229	0	7	94	0	0	101	468
Hourly Total	163	0	330	6	493	0	0	0	5	0	0	0	578	425	0	1003	0	55	384	0	0	439	1935
18:00	42	0	82	1	124	0	0	0	1	0	0	0	104	67	0	171	0	10	94	0	0	104	399
18:15	32	0	91	0	123	0	0	0	1	0	0	0	90	55	0	145	0	13	102	0	0	115	383
Grand Total	395	0	1407	12	1802	0	0	0	15	0	0	0	2086	1299	0	3385	0	200	2473	0	0	2673	7860
Approach %	21.9	0.0	78.1	-	-	0.0	0.0	0.0	-	-	0.0	0.0	61.6	38.4	-	-	0.0	7.5	92.5	0.0	-	-	-
Total %	5.0	0.0	17.9	-	22.9	0.0	0.0	0.0	-	0.0	0.0	0.0	26.5	16.5	-	43.1	0.0	2.5	31.5	0.0	-	34.0	-
Light Vehicles	383	0	1387	0	1770	0	0	0	3	0	0	0	2044	1267	0	3311	0	197	2418	0	0	2615	7696
% Light Vehicles	97.0	-	98.6	0.0	98.2	-	-	-	20.0	-	-	-	98.0	97.5	-	97.8	-	98.5	97.8	-	-	97.8	97.9
Heavy Vehicles	12	0	20	12	32	0	0	0	12	0	0	0	35	32	0	67	0	3	44	0	0	47	146
% Heavy Vehicles	3.0	-	1.4	100.0	1.8	-	-	-	80.0	-	-	-	1.7	2.5	-	2.0	-	1.5	1.8	-	-	1.8	1.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	0	11	0	0	11	18
% Bicycles on Road	0.0	-	0.0	0.0	0.0	-	-	-	0.0	-	-	-	0.3	0.0	-	0.2	-	0.0	0.4	-	-	0.4	0.2

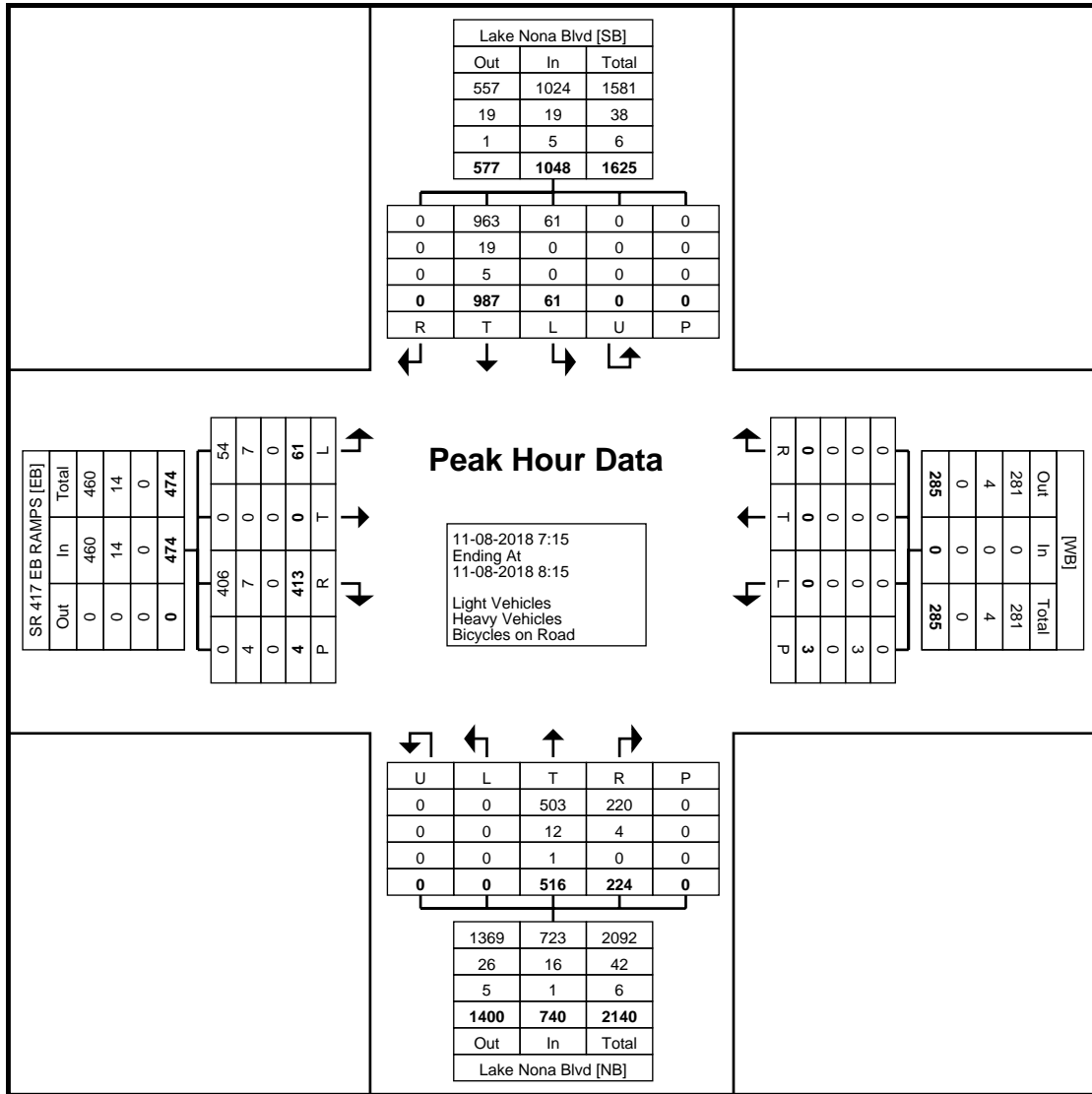
SR 417 at Lake Nona Boulevard
Thursday TMC

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

Count Name: T-2B. SR 417 at
Lake Nona Boulevard
Site Code: 2B
Start Date: 11-08-2018
Page No: 3

Turning Movement Peak Hour Data (7:15)

Start Time	SR 417 EB RAMPS					Westbound					Lake Nona Blvd Northbound					Lake Nona Blvd Southbound					Int. Total		
	Eastbound																						
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right		Peds	App. Total
7:15	10	0	93	2	103	0	0	0	0	0	0	0	153	46	0	199	0	22	248	0	0	270	572
7:30	21	0	108	0	129	0	0	0	3	0	0	0	163	55	0	218	0	12	243	0	0	255	602
7:45	19	0	123	1	142	0	0	0	0	0	0	0	90	54	0	144	0	15	284	0	0	299	585
8:00	11	0	89	1	100	0	0	0	0	0	0	0	110	69	0	179	0	12	212	0	0	224	503
Total	61	0	413	4	474	0	0	0	3	0	0	0	516	224	0	740	0	61	987	0	0	1048	2262
Approach %	12.9	0.0	87.1	-	-	0.0	0.0	0.0	-	-	0.0	0.0	69.7	30.3	-	-	0.0	5.8	94.2	0.0	-	-	-
Total %	2.7	0.0	18.3	-	21.0	0.0	0.0	0.0	-	0.0	0.0	0.0	22.8	9.9	-	32.7	0.0	2.7	43.6	0.0	-	46.3	-
PHF	0.726	0.000	0.839	-	0.835	0.000	0.000	0.000	-	0.000	0.000	0.000	0.791	0.812	-	0.849	0.000	0.693	0.869	0.000	-	0.876	0.939
Light Vehicles	54	0	406	0	460	0	0	0	0	0	0	0	503	220	0	723	0	61	963	0	0	1024	2207
% Light Vehicles	88.5	-	98.3	0.0	97.0	-	-	-	0.0	-	-	-	97.5	98.2	-	97.7	-	100.0	97.6	-	-	97.7	97.6
Heavy Vehicles	7	0	7	4	14	0	0	0	3	0	0	0	12	4	0	16	0	0	19	0	0	19	49
% Heavy Vehicles	11.5	-	1.7	100.0	3.0	-	-	-	100.0	-	-	-	2.3	1.8	-	2.2	-	0.0	1.9	-	-	1.8	2.2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	5	0	0	5	6
% Bicycles on Road	0.0	-	0.0	0.0	0.0	-	-	-	0.0	-	-	-	0.2	0.0	-	0.1	-	0.0	0.5	-	-	0.5	0.3



Turning Movement Peak Hour Data Plot (7:15)

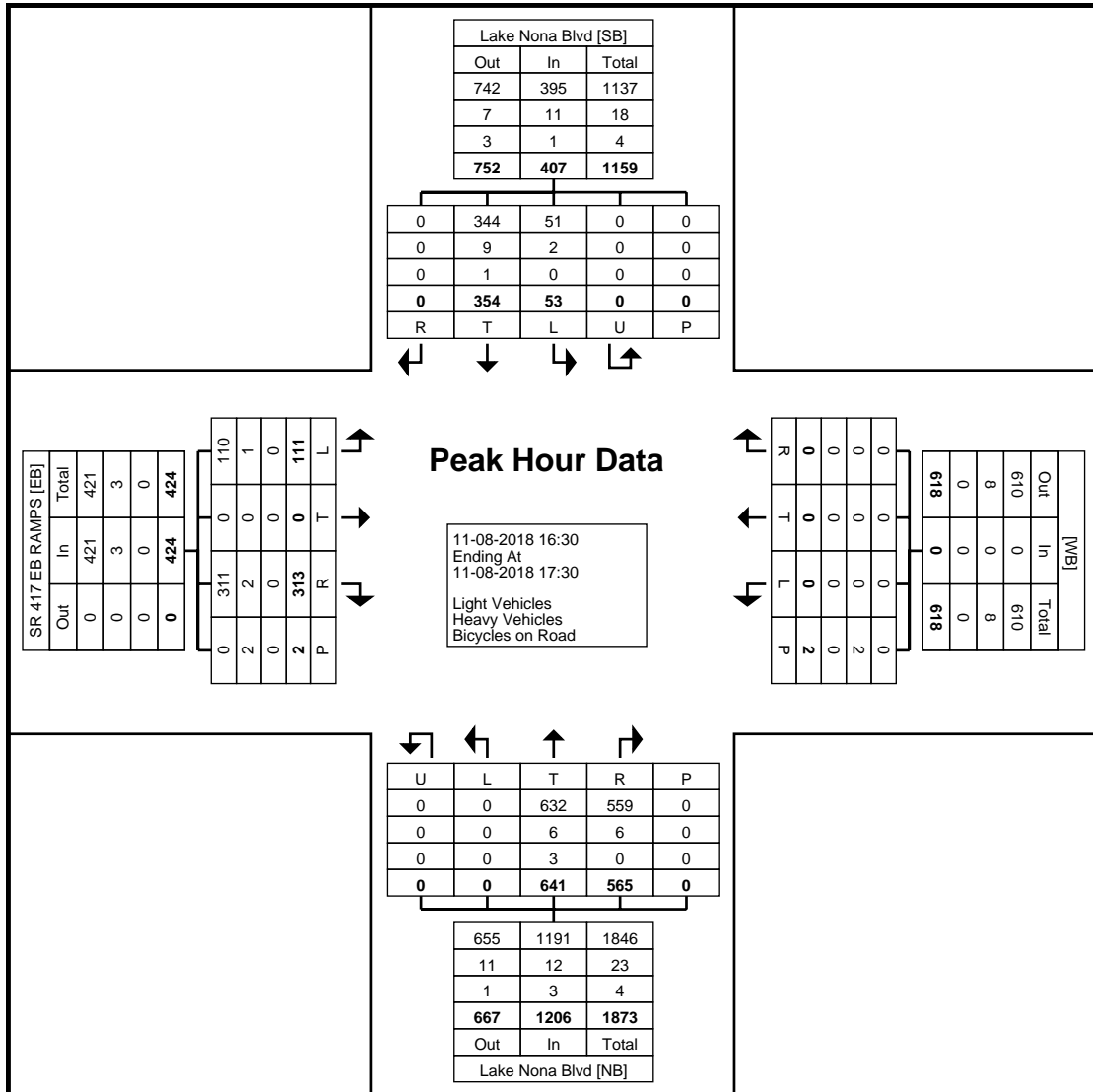
SR 417 at Lake Nona Boulevard
Thursday TMC

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

Count Name: T-2B. SR 417 at
Lake Nona Boulevard
Site Code: 2B
Start Date: 11-08-2018
Page No: 5

Turning Movement Peak Hour Data (16:30)

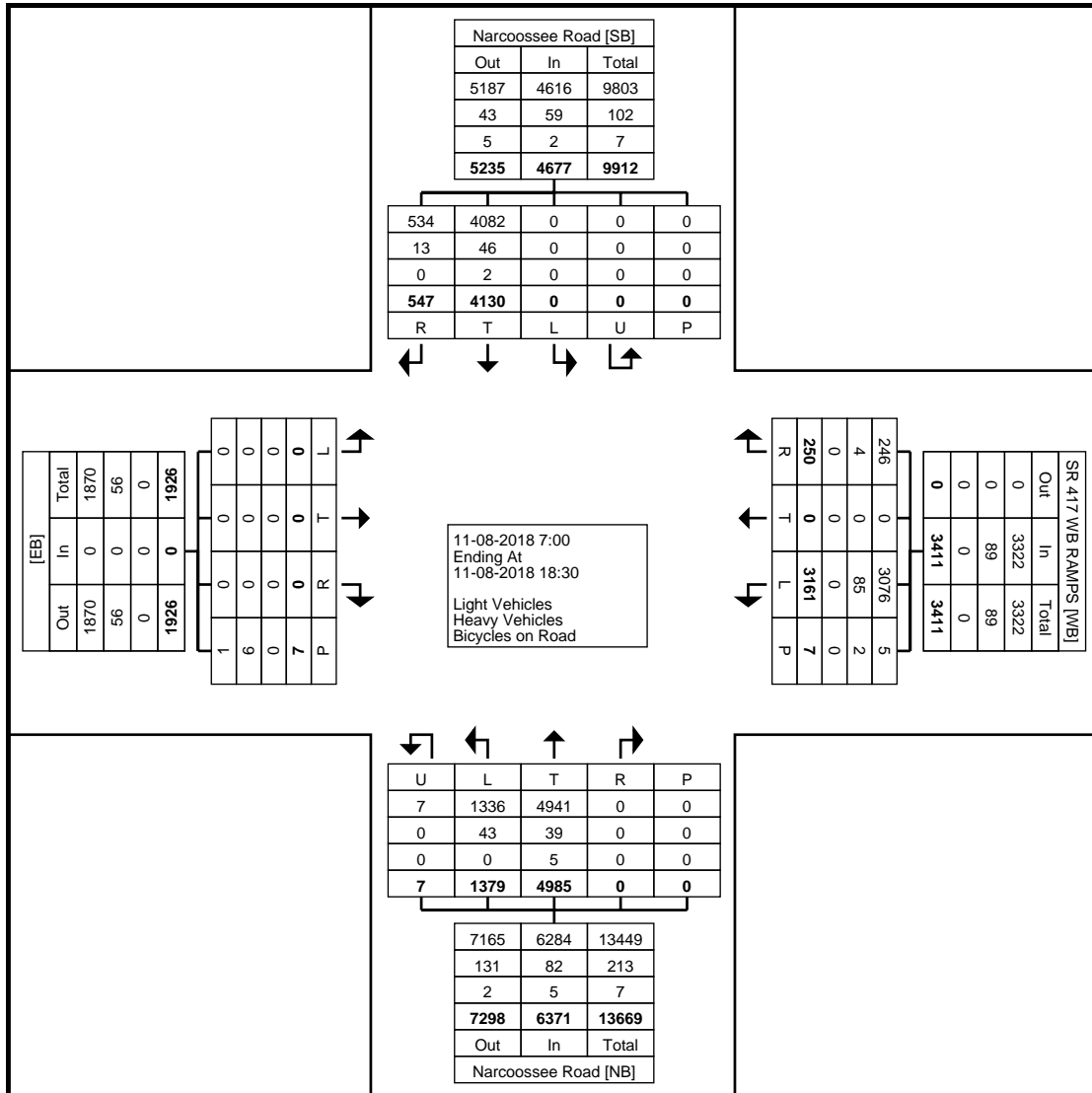
Start Time	SR 417 EB RAMPS					Westbound					Lake Nona Blvd Northbound					Lake Nona Blvd Southbound					Int. Total		
	Eastbound																						
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right		Peds	App. Total
16:30	21	0	65	0	86	0	0	0	1	0	0	0	156	166	0	322	0	7	94	0	0	101	509
16:45	28	0	79	0	107	0	0	0	0	0	0	0	185	154	0	339	0	14	52	0	0	66	512
17:00	36	0	74	1	110	0	0	0	0	0	0	0	172	122	0	294	0	20	108	0	0	128	532
17:15	26	0	95	1	121	0	0	0	1	0	0	0	128	123	0	251	0	12	100	0	0	112	484
Total	111	0	313	2	424	0	0	0	2	0	0	0	641	565	0	1206	0	53	354	0	0	407	2037
Approach %	26.2	0.0	73.8	-	-	0.0	0.0	0.0	-	-	0.0	0.0	53.2	46.8	-	-	0.0	13.0	87.0	0.0	-	-	-
Total %	5.4	0.0	15.4	-	20.8	0.0	0.0	0.0	-	0.0	0.0	0.0	31.5	27.7	-	59.2	0.0	2.6	17.4	0.0	-	20.0	-
PHF	0.771	0.000	0.824	-	0.876	0.000	0.000	0.000	-	0.000	0.000	0.000	0.866	0.851	-	0.889	0.000	0.663	0.819	0.000	-	0.795	0.957
Light Vehicles	110	0	311	0	421	0	0	0	0	0	0	0	632	559	0	1191	0	51	344	0	0	395	2007
% Light Vehicles	99.1	-	99.4	0.0	99.3	-	-	-	0.0	-	-	-	98.6	98.9	-	98.8	-	96.2	97.2	-	-	97.1	98.5
Heavy Vehicles	1	0	2	2	3	0	0	0	2	0	0	0	6	6	0	12	0	2	9	0	0	11	26
% Heavy Vehicles	0.9	-	0.6	100.0	0.7	-	-	-	100.0	-	-	-	0.9	1.1	-	1.0	-	3.8	2.5	-	-	2.7	1.3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	0	1	4
% Bicycles on Road	0.0	-	0.0	0.0	0.0	-	-	-	0.0	-	-	-	0.5	0.0	-	0.2	-	0.0	0.3	-	-	0.2	0.2



Turning Movement Peak Hour Data Plot (16:30)

Turning Movement Data

Start Time	Eastbound					SR 417 WB RAMPS Westbound					Narcoossee Road Northbound					Narcoossee Road Southbound						Int. Total	
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds		App. Total
7:00	0	0	0	1	0	144	0	7	0	151	0	108	332	0	0	440	0	0	305	30	0	335	926
7:15	0	0	0	0	0	139	0	11	1	150	0	113	332	0	0	445	0	0	167	42	0	209	804
7:30	0	0	0	0	0	137	0	15	0	152	0	122	317	0	0	439	0	0	183	51	0	234	825
7:45	0	0	0	0	0	140	0	21	0	161	2	139	297	0	0	438	0	0	198	60	0	258	857
Hourly Total	0	0	0	1	0	560	0	54	1	614	2	482	1278	0	0	1762	0	0	853	183	0	1036	3412
8:00	0	0	0	0	0	135	0	9	2	144	0	119	278	0	0	397	0	0	222	48	0	270	811
8:15	0	0	0	0	0	111	0	15	0	126	0	108	288	0	0	396	0	0	258	45	0	303	825
8:30	0	0	0	1	0	126	0	16	0	142	0	94	346	0	0	440	0	0	202	47	0	249	831
8:45	0	0	0	1	0	129	0	20	0	149	1	82	320	0	0	403	0	0	249	46	0	295	847
Hourly Total	0	0	0	2	0	501	0	60	2	561	1	403	1232	0	0	1636	0	0	931	186	0	1117	3314
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:30	0	0	0	2	0	268	0	20	1	288	0	73	295	0	0	368	0	0	285	21	0	306	962
16:45	0	0	0	1	0	261	0	12	0	273	0	66	316	0	0	382	0	0	319	32	0	351	1006
Hourly Total	0	0	0	3	0	529	0	32	1	561	0	139	611	0	0	750	0	0	604	53	0	657	1968
17:00	0	0	0	0	0	251	0	23	1	274	0	65	306	0	0	371	0	0	296	22	0	318	963
17:15	0	0	0	0	0	274	0	16	0	290	1	49	354	0	0	404	0	0	276	18	0	294	988
17:30	0	0	0	0	0	276	0	11	1	287	2	60	332	0	0	394	0	0	304	22	0	326	1007
17:45	0	0	0	0	0	249	0	18	0	267	0	59	292	0	0	351	0	0	263	21	0	284	902
Hourly Total	0	0	0	0	0	1050	0	68	2	1118	3	233	1284	0	0	1520	0	0	1139	83	0	1222	3860
18:00	0	0	0	0	0	276	0	18	0	294	0	60	302	0	0	362	0	0	281	26	0	307	963
18:15	0	0	0	1	0	245	0	18	1	263	1	62	278	0	0	341	0	0	322	16	0	338	942
Grand Total	0	0	0	7	0	3161	0	250	7	3411	7	1379	4985	0	0	6371	0	0	4130	547	0	4677	14459
Approach %	0.0	0.0	0.0	-	-	92.7	0.0	7.3	-	-	0.1	21.6	78.2	0.0	-	-	0.0	0.0	88.3	11.7	-	-	-
Total %	0.0	0.0	0.0	-	0.0	21.9	0.0	1.7	-	23.6	0.0	9.5	34.5	0.0	-	44.1	0.0	0.0	28.6	3.8	-	32.3	-
Light Vehicles	0	0	0	1	0	3076	0	246	5	3322	7	1336	4941	0	0	6284	0	0	4082	534	0	4616	14222
% Light Vehicles	-	-	-	14.3	-	97.3	-	98.4	71.4	97.4	100.0	96.9	99.1	-	-	98.6	-	-	98.8	97.6	-	98.7	98.4
Heavy Vehicles	0	0	0	6	0	85	0	4	2	89	0	43	39	0	0	82	0	0	46	13	0	59	230
% Heavy Vehicles	-	-	-	85.7	-	2.7	-	1.6	28.6	2.6	0.0	3.1	0.8	-	-	1.3	-	-	1.1	2.4	-	1.3	1.6
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	2	0	0	2	7
% Bicycles on Road	-	-	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	0.1	-	-	0.1	-	-	0.0	0.0	-	0.0	0.0



Turning Movement Data Plot

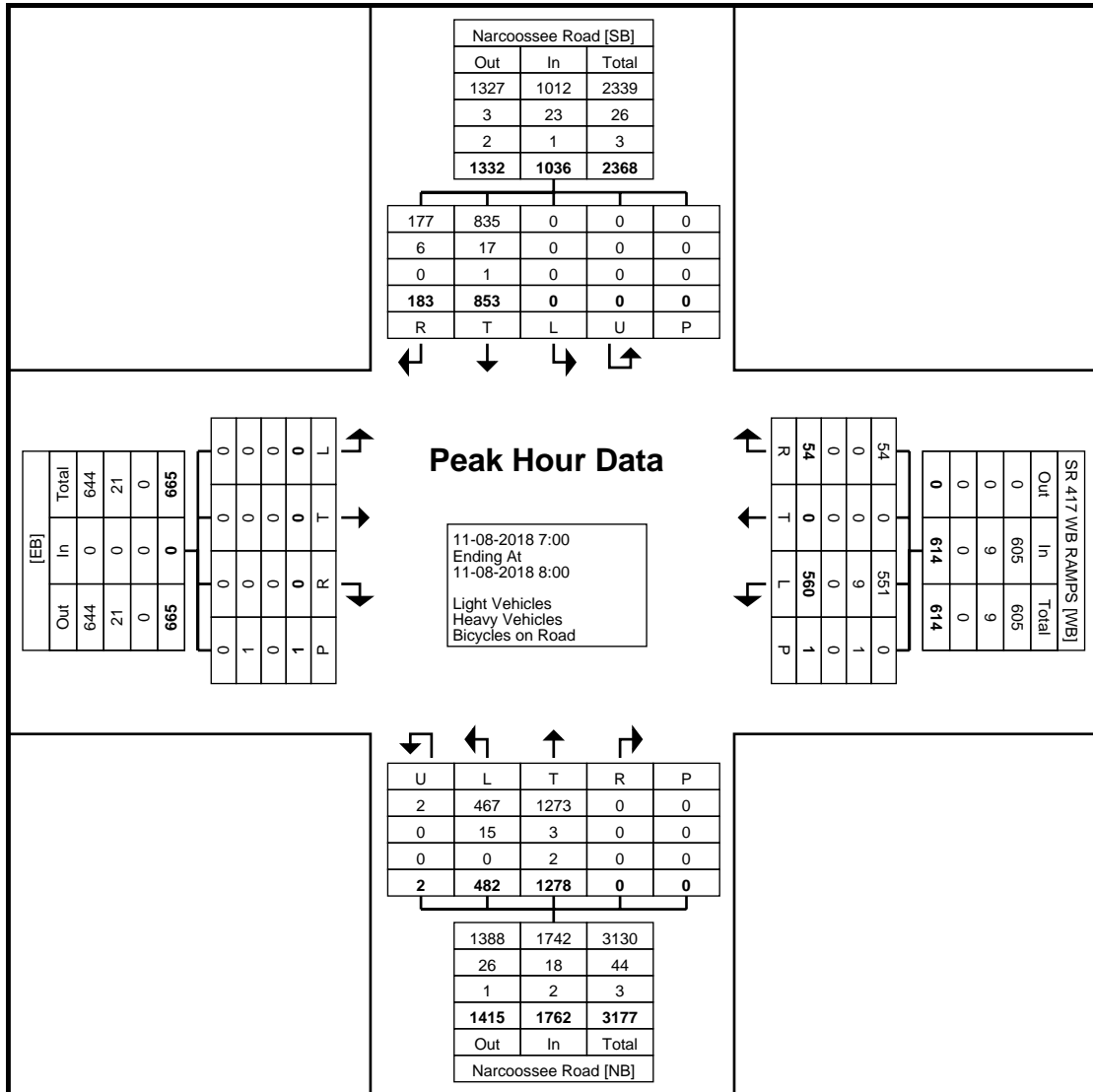
SR 417 at Narcoossee Road
Thursday TMC

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

Count Name: T-3A. SR 417 at
Narcoossee Road
Site Code: 3A
Start Date: 11-08-2018
Page No: 3

Turning Movement Peak Hour Data (7:00)

Start Time	Eastbound					SR 417 WB RAMPS Westbound					Narcoossee Road Northbound					Narcoossee Road Southbound					Int. Total		
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right		Peds	App. Total
	7:00	0	0	0	1	0	144	0	7	0	151	0	108	332	0	0	440	0	0	305		30	0
7:15	0	0	0	0	0	139	0	11	1	150	0	113	332	0	0	445	0	0	167	42	0	209	804
7:30	0	0	0	0	0	137	0	15	0	152	0	122	317	0	0	439	0	0	183	51	0	234	825
7:45	0	0	0	0	0	140	0	21	0	161	2	139	297	0	0	438	0	0	198	60	0	258	857
Total	0	0	0	1	0	560	0	54	1	614	2	482	1278	0	0	1762	0	0	853	183	0	1036	3412
Approach %	0.0	0.0	0.0	-	-	91.2	0.0	8.8	-	-	0.1	27.4	72.5	0.0	-	-	0.0	0.0	82.3	17.7	-	-	-
Total %	0.0	0.0	0.0	-	0.0	16.4	0.0	1.6	-	18.0	0.1	14.1	37.5	0.0	-	51.6	0.0	0.0	25.0	5.4	-	30.4	-
PHF	0.000	0.000	0.000	-	0.000	0.972	0.000	0.643	-	0.953	0.250	0.867	0.962	0.000	-	0.990	0.000	0.000	0.699	0.763	-	0.773	0.921
Light Vehicles	0	0	0	0	0	551	0	54	0	605	2	467	1273	0	0	1742	0	0	835	177	0	1012	3359
% Light Vehicles	-	-	-	0.0	-	98.4	-	100.0	0.0	98.5	100.0	96.9	99.6	-	-	98.9	-	-	97.9	96.7	-	97.7	98.4
Heavy Vehicles	0	0	0	1	0	9	0	0	1	9	0	15	3	0	0	18	0	0	17	6	0	23	50
% Heavy Vehicles	-	-	-	100.0	-	1.6	-	0.0	100.0	1.5	0.0	3.1	0.2	-	-	1.0	-	-	2.0	3.3	-	2.2	1.5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	0	1	3
% Bicycles on Road	-	-	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	0.2	-	-	0.1	-	-	0.1	0.0	-	0.1	0.1



Turning Movement Peak Hour Data Plot (7:00)

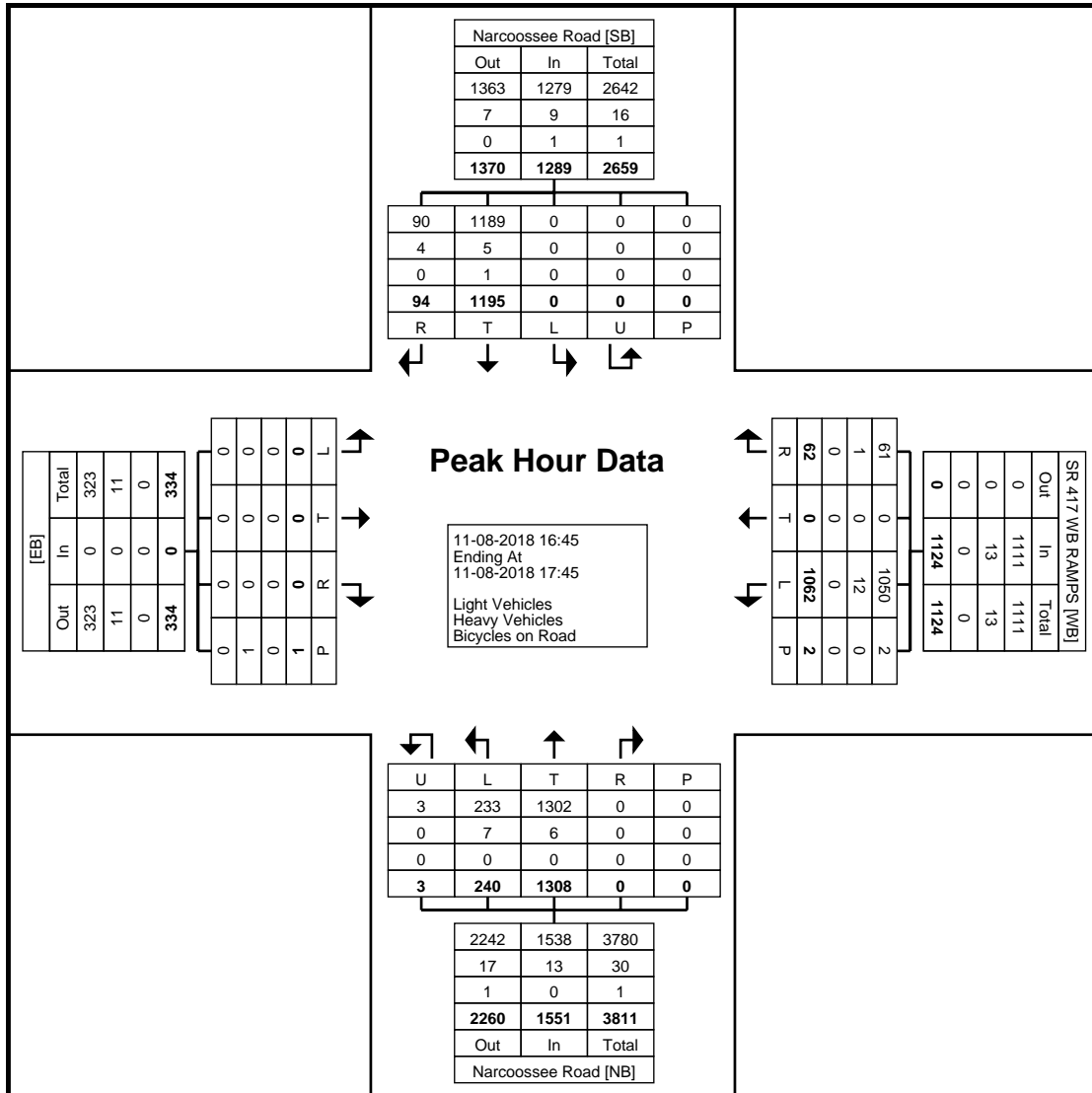
SR 417 at Narcoossee Road
Thursday TMC

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

Count Name: T-3A. SR 417 at
Narcoossee Road
Site Code: 3A
Start Date: 11-08-2018
Page No: 5

Turning Movement Peak Hour Data (16:45)

Start Time	Eastbound					SR 417 WB RAMPS Westbound					Narcoossee Road Northbound					Narcoossee Road Southbound					Int. Total		
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right		Peds	App. Total
	16:45	0	0	0	1	0	261	0	12	0	273	0	66	316	0	0	382	0	0	319		32	0
17:00	0	0	0	0	0	251	0	23	1	274	0	65	306	0	0	371	0	0	296	22	0	318	963
17:15	0	0	0	0	0	274	0	16	0	290	1	49	354	0	0	404	0	0	276	18	0	294	988
17:30	0	0	0	0	0	276	0	11	1	287	2	60	332	0	0	394	0	0	304	22	0	326	1007
Total	0	0	0	1	0	1062	0	62	2	1124	3	240	1308	0	0	1551	0	0	1195	94	0	1289	3964
Approach %	0.0	0.0	0.0	-	-	94.5	0.0	5.5	-	-	0.2	15.5	84.3	0.0	-	-	0.0	0.0	92.7	7.3	-	-	-
Total %	0.0	0.0	0.0	-	0.0	26.8	0.0	1.6	-	28.4	0.1	6.1	33.0	0.0	-	39.1	0.0	0.0	30.1	2.4	-	32.5	-
PHF	0.000	0.000	0.000	-	0.000	0.962	0.000	0.674	-	0.969	0.375	0.909	0.924	0.000	-	0.960	0.000	0.000	0.937	0.734	-	0.918	0.984
Light Vehicles	0	0	0	0	0	1050	0	61	2	1111	3	233	1302	0	0	1538	0	0	1189	90	0	1279	3928
% Light Vehicles	-	-	-	0.0	-	98.9	-	98.4	100.0	98.8	100.0	97.1	99.5	-	-	99.2	-	-	99.5	95.7	-	99.2	99.1
Heavy Vehicles	0	0	0	1	0	12	0	1	0	13	0	7	6	0	0	13	0	0	5	4	0	9	35
% Heavy Vehicles	-	-	-	100.0	-	1.1	-	1.6	0.0	1.2	0.0	2.9	0.5	-	-	0.8	-	-	0.4	4.3	-	0.7	0.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Bicycles on Road	-	-	-	0.0	-	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	-	-	0.0	-	-	0.1	0.0	-	0.1	0.0



Turning Movement Peak Hour Data Plot (16:45)

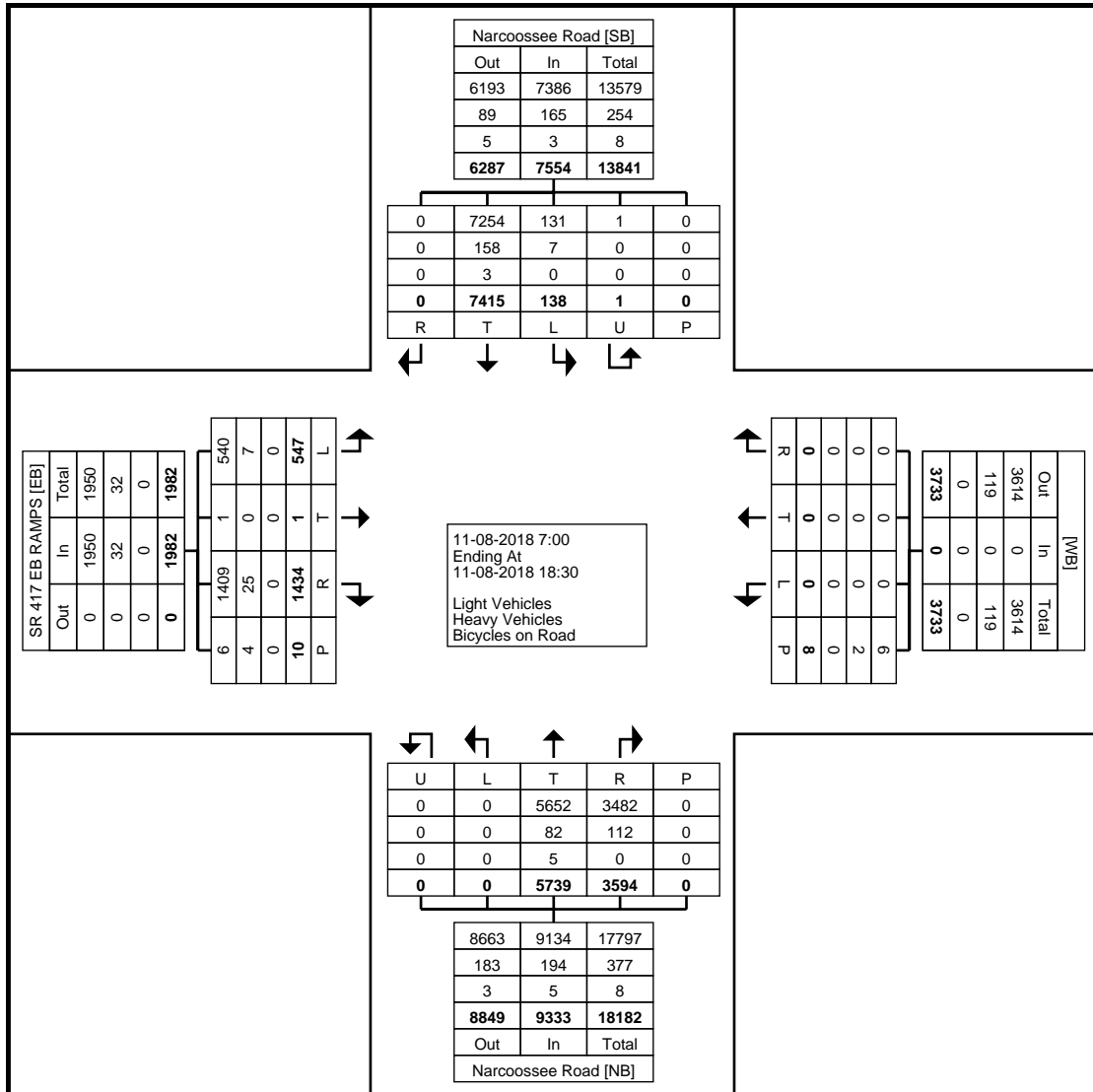
SR 417 at Narcoossee Road
Thursday TMC

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

Count Name: T-3B. SR 417 at
Narcoossee Road
Site Code: 3B
Start Date: 11-08-2018
Page No: 1

Turning Movement Data

Start Time	SR 417 EB RAMPS					Westbound					Narcoossee Road Northbound					Narcoossee Road Southbound						Int. Total	
	Eastbound					Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds		App. Total
	Left	Thru	Right	Peds	App. Total																		
7:00	19	0	56	0	75	0	0	0	0	0	0	0	389	234	0	623	0	4	487	0	0	491	1189
7:15	17	0	43	0	60	0	0	0	1	0	0	0	395	249	0	644	0	5	288	0	0	293	997
7:30	30	0	46	0	76	0	0	0	0	0	0	0	453	340	0	793	0	6	285	0	0	291	1160
7:45	22	0	49	0	71	0	0	0	0	0	0	0	371	286	0	657	1	8	372	0	0	381	1109
Hourly Total	88	0	194	0	282	0	0	0	1	0	0	0	1608	1109	0	2717	1	23	1432	0	0	1456	4455
8:00	30	1	47	0	78	0	0	0	2	0	0	0	372	302	0	674	0	9	350	0	0	359	1111
8:15	21	0	63	0	84	0	0	0	0	0	0	0	375	316	0	691	0	10	362	0	0	372	1147
8:30	29	0	51	0	80	0	0	0	0	0	0	0	383	248	0	631	0	18	337	0	0	355	1066
8:45	41	0	52	1	93	0	0	0	0	0	0	0	376	232	0	608	0	7	387	0	0	394	1095
Hourly Total	121	1	213	1	335	0	0	0	2	0	0	0	1506	1098	0	2604	0	44	1436	0	0	1480	4419
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:30	44	0	125	6	169	0	0	0	1	0	0	0	302	194	0	496	0	13	581	0	0	594	1259
16:45	48	0	142	2	190	0	0	0	0	0	0	0	384	204	0	588	0	13	555	0	0	568	1346
Hourly Total	92	0	267	8	359	0	0	0	1	0	0	0	686	398	0	1084	0	26	1136	0	0	1162	2605
17:00	36	0	121	0	157	0	0	0	2	0	0	0	292	165	0	457	0	13	603	0	0	616	1230
17:15	49	0	148	0	197	0	0	0	1	0	0	0	372	196	0	568	0	12	567	0	0	579	1344
17:30	38	0	125	0	163	0	0	0	0	0	0	0	350	173	0	523	0	4	583	0	0	587	1273
17:45	43	0	123	0	166	0	0	0	0	0	0	0	290	145	0	435	0	8	528	0	0	536	1137
Hourly Total	166	0	517	0	683	0	0	0	3	0	0	0	1304	679	0	1983	0	37	2281	0	0	2318	4984
18:00	46	0	128	0	174	0	0	0	0	0	0	0	337	168	0	505	0	3	538	0	0	541	1220
18:15	34	0	115	1	149	0	0	0	1	0	0	0	298	142	0	440	0	5	592	0	0	597	1186
Grand Total	547	1	1434	10	1982	0	0	0	8	0	0	0	5739	3594	0	9333	1	138	7415	0	0	7554	18869
Approach %	27.6	0.1	72.4	-	-	0.0	0.0	0.0	-	-	0.0	0.0	61.5	38.5	-	-	0.0	1.8	98.2	0.0	-	-	-
Total %	2.9	0.0	7.6	-	10.5	0.0	0.0	0.0	-	0.0	0.0	0.0	30.4	19.0	-	49.5	0.0	0.7	39.3	0.0	-	40.0	-
Light Vehicles	540	1	1409	6	1950	0	0	0	6	0	0	0	5652	3482	0	9134	1	131	7254	0	0	7386	18470
% Light Vehicles	98.7	100.0	98.3	60.0	98.4	-	-	-	75.0	-	-	-	98.5	96.9	-	97.9	100.0	94.9	97.8	-	-	97.8	97.9
Heavy Vehicles	7	0	25	4	32	0	0	0	2	0	0	0	82	112	0	194	0	7	158	0	0	165	391
% Heavy Vehicles	1.3	0.0	1.7	40.0	1.6	-	-	-	25.0	-	-	-	1.4	3.1	-	2.1	0.0	5.1	2.1	-	-	2.2	2.1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	3	0	0	3	8
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	-	-	-	0.0	-	-	-	0.1	0.0	-	0.1	0.0	0.0	0.0	-	-	0.0	0.0



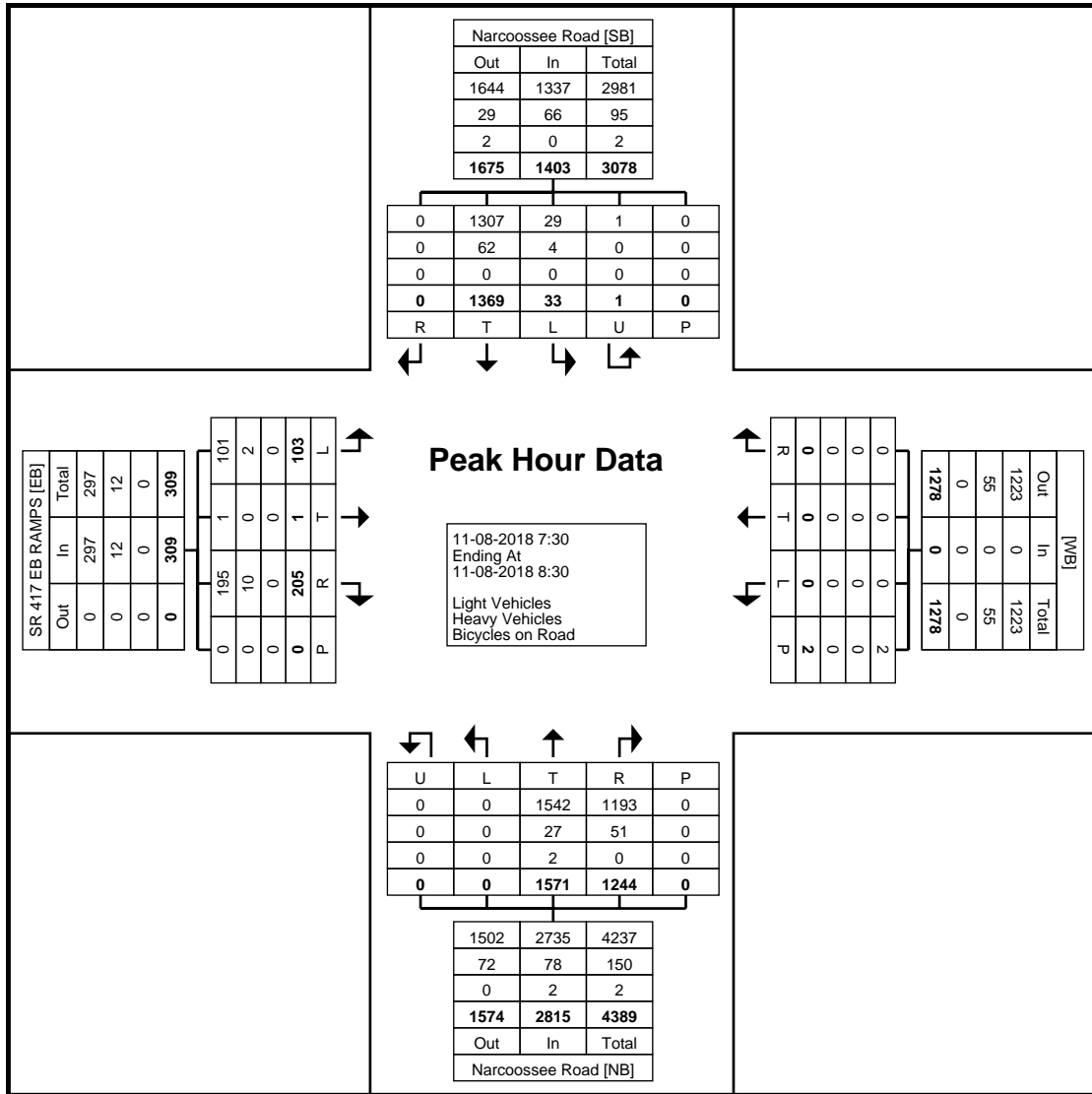
SR 417 at Narcoossee Road
Thursday TMC

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

Count Name: T-3B. SR 417 at
Narcoossee Road
Site Code: 3B
Start Date: 11-08-2018
Page No: 3

Turning Movement Peak Hour Data (7:30)

Start Time	SR 417 EB RAMPS					Westbound					Narcoossee Road Northbound					Narcoossee Road Southbound					Int. Total		
	Eastbound																						
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right		Peds	App. Total
7:30	30	0	46	0	76	0	0	0	0	0	0	0	453	340	0	793	0	6	285	0	0	291	1160
7:45	22	0	49	0	71	0	0	0	0	0	0	0	371	286	0	657	1	8	372	0	0	381	1109
8:00	30	1	47	0	78	0	0	0	2	0	0	0	372	302	0	674	0	9	350	0	0	359	1111
8:15	21	0	63	0	84	0	0	0	0	0	0	0	375	316	0	691	0	10	362	0	0	372	1147
Total	103	1	205	0	309	0	0	0	2	0	0	0	1571	1244	0	2815	1	33	1369	0	0	1403	4527
Approach %	33.3	0.3	66.3	-	-	0.0	0.0	0.0	-	-	0.0	0.0	55.8	44.2	-	-	0.1	2.4	97.6	0.0	-	-	-
Total %	2.3	0.0	4.5	-	6.8	0.0	0.0	0.0	-	0.0	0.0	0.0	34.7	27.5	-	62.2	0.0	0.7	30.2	0.0	-	31.0	-
PHF	0.858	0.250	0.813	-	0.920	0.000	0.000	0.000	-	0.000	0.000	0.000	0.867	0.915	-	0.887	0.250	0.825	0.920	0.000	-	0.921	0.976
Light Vehicles	101	1	195	0	297	0	0	0	2	0	0	0	1542	1193	0	2735	1	29	1307	0	0	1337	4369
% Light Vehicles	98.1	100.0	95.1	-	96.1	-	-	-	100.0	-	-	-	98.2	95.9	-	97.2	100.0	87.9	95.5	-	-	95.3	96.5
Heavy Vehicles	2	0	10	0	12	0	0	0	0	0	0	0	27	51	0	78	0	4	62	0	0	66	156
% Heavy Vehicles	1.9	0.0	4.9	-	3.9	-	-	-	0.0	-	-	-	1.7	4.1	-	2.8	0.0	12.1	4.5	-	-	4.7	3.4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
% Bicycles on Road	0.0	0.0	0.0	-	0.0	-	-	-	0.0	-	-	-	0.1	0.0	-	0.1	0.0	0.0	0.0	-	-	0.0	0.0



Turning Movement Peak Hour Data Plot (7:30)

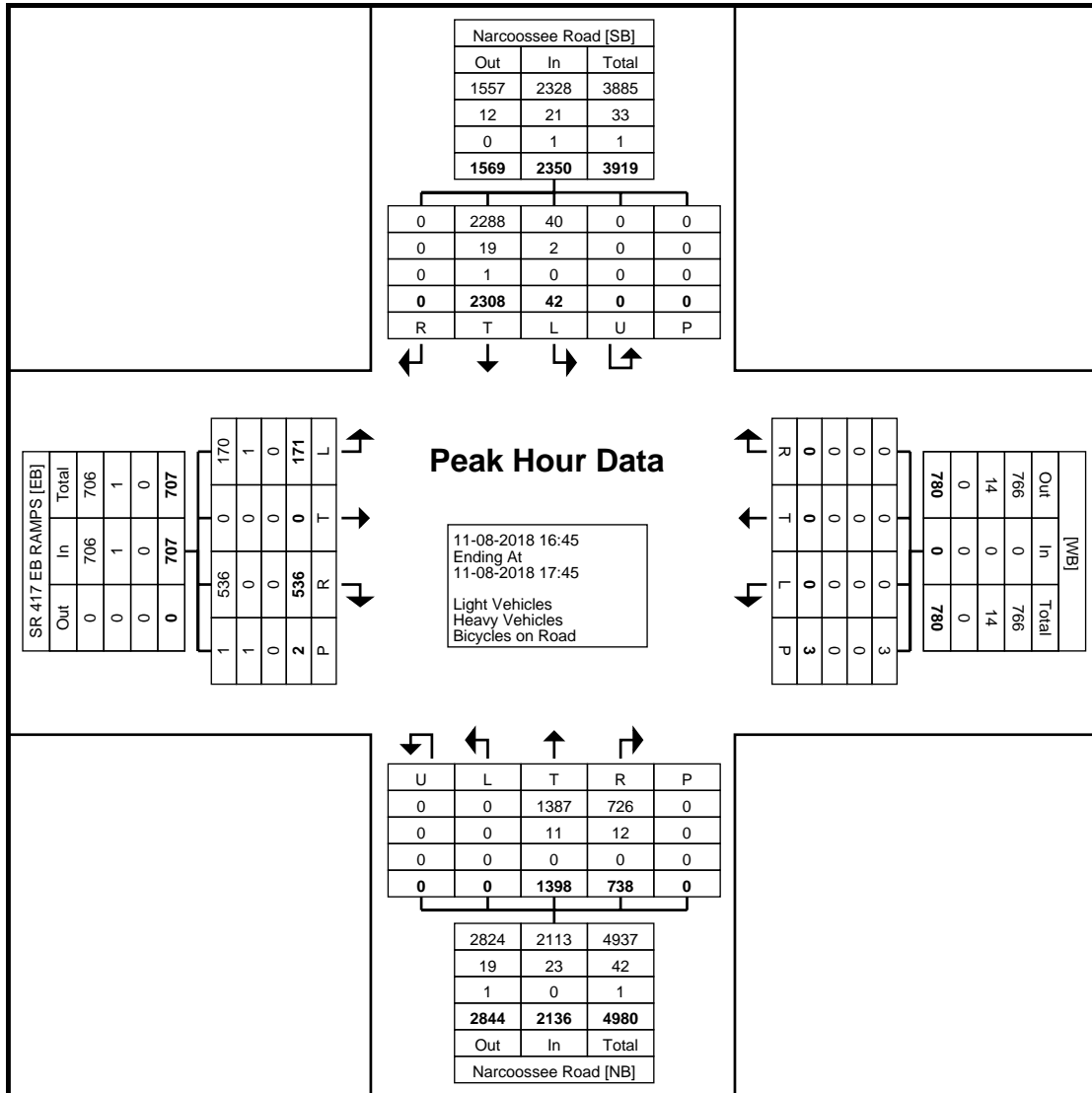
SR 417 at Narcoossee Road
Thursday TMC

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

Count Name: T-3B. SR 417 at
Narcoossee Road
Site Code: 3B
Start Date: 11-08-2018
Page No: 5

Turning Movement Peak Hour Data (16:45)

Start Time	SR 417 EB RAMP					Westbound					Narcoossee Road Northbound					Narcoossee Road Southbound					Int. Total		
	Eastbound																						
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right		Peds	App. Total
16:45	48	0	142	2	190	0	0	0	0	0	0	0	384	204	0	588	0	13	555	0	0	568	1346
17:00	36	0	121	0	157	0	0	0	2	0	0	0	292	165	0	457	0	13	603	0	0	616	1230
17:15	49	0	148	0	197	0	0	0	1	0	0	0	372	196	0	568	0	12	567	0	0	579	1344
17:30	38	0	125	0	163	0	0	0	0	0	0	0	350	173	0	523	0	4	583	0	0	587	1273
Total	171	0	536	2	707	0	0	0	3	0	0	0	1398	738	0	2136	0	42	2308	0	0	2350	5193
Approach %	24.2	0.0	75.8	-	-	0.0	0.0	0.0	-	-	0.0	0.0	65.4	34.6	-	-	0.0	1.8	98.2	0.0	-	-	-
Total %	3.3	0.0	10.3	-	13.6	0.0	0.0	0.0	-	0.0	0.0	0.0	26.9	14.2	-	41.1	0.0	0.8	44.4	0.0	-	45.3	-
PHF	0.872	0.000	0.905	-	0.897	0.000	0.000	0.000	-	0.000	0.000	0.000	0.910	0.904	-	0.908	0.000	0.808	0.957	0.000	-	0.954	0.965
Light Vehicles	170	0	536	1	706	0	0	0	3	0	0	0	1387	726	0	2113	0	40	2288	0	0	2328	5147
% Light Vehicles	99.4	-	100.0	50.0	99.9	-	-	-	100.0	-	-	-	99.2	98.4	-	98.9	-	95.2	99.1	-	-	99.1	99.1
Heavy Vehicles	1	0	0	1	1	0	0	0	0	0	0	0	11	12	0	23	0	2	19	0	0	21	45
% Heavy Vehicles	0.6	-	0.0	50.0	0.1	-	-	-	0.0	-	-	-	0.8	1.6	-	1.1	-	4.8	0.8	-	-	0.9	0.9
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Bicycles on Road	0.0	-	0.0	0.0	0.0	-	-	-	0.0	-	-	-	0.0	0.0	-	0.0	-	0.0	0.0	-	-	0.0	0.0



Turning Movement Peak Hour Data Plot (16:45)

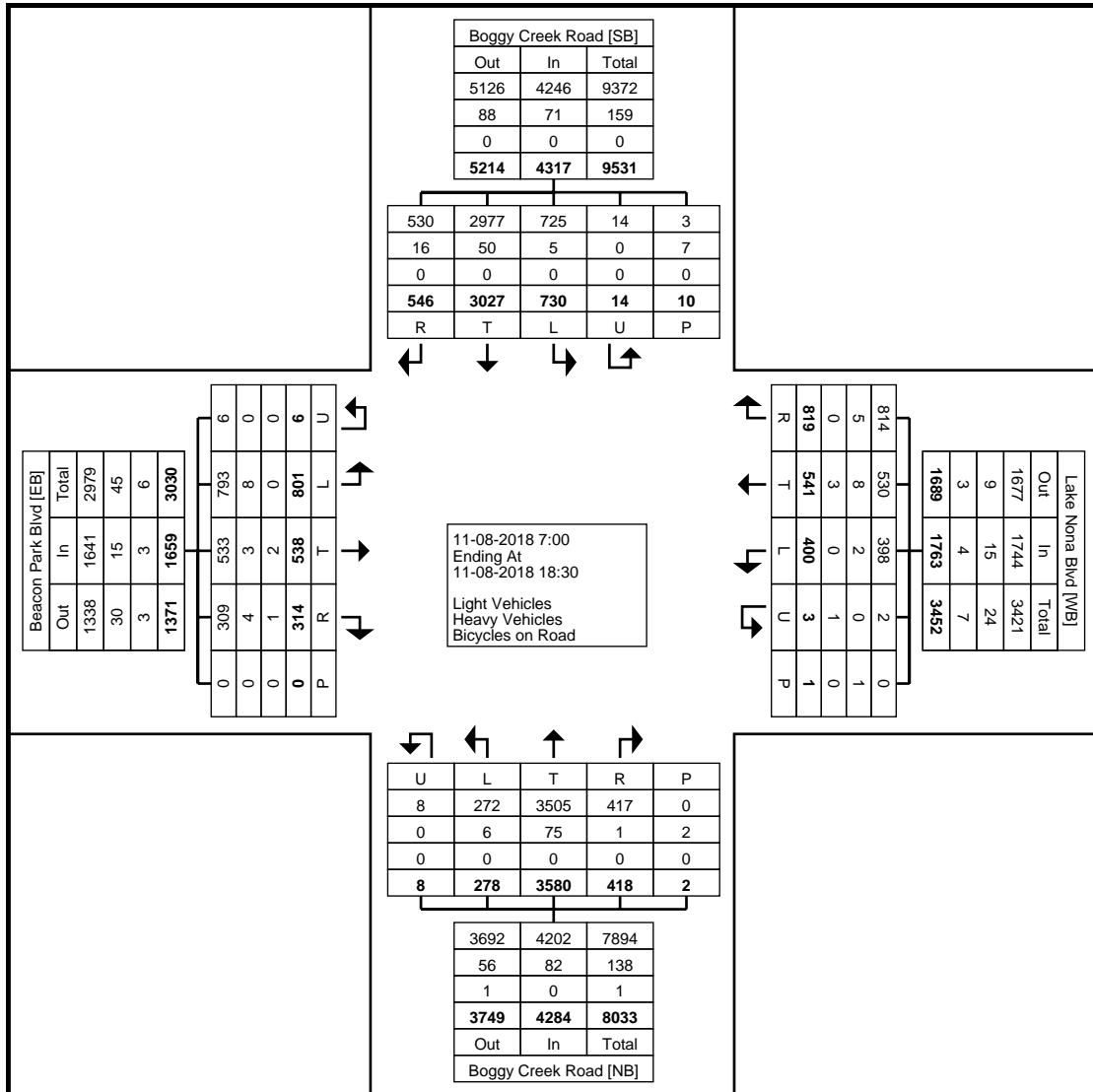
Boggy Creek Road @ Lake
Nona Blvd
Thursday TMC

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

Count Name: T-4. Boggy Creek
Road @ Lake Nona Blvd
Site Code: 4
Start Date: 11-08-2018
Page No: 1

Turning Movement Data

Start Time	Beacon Park Blvd Eastbound						Lake Nona Blvd Westbound						Boggy Creek Road Northbound						Boggy Creek Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00	0	60	36	21	0	117	0	18	20	51	0	89	1	9	258	37	0	305	0	58	136	13	1	207	718
7:15	1	65	55	23	0	144	2	20	8	66	0	96	0	6	256	31	0	293	1	59	170	12	1	242	775
7:30	0	76	46	27	0	149	0	23	17	51	0	91	1	10	269	35	0	315	1	67	138	24	0	230	785
7:45	0	61	47	29	0	137	0	15	17	54	0	86	0	22	254	40	0	316	0	54	95	28	1	177	716
Hourly Total	1	262	184	100	0	547	2	76	62	222	0	362	2	47	1037	143	0	1229	2	238	539	77	3	856	2994
8:00	0	64	41	13	0	118	0	17	24	39	0	80	1	18	252	38	0	309	0	54	126	20	1	200	707
8:15	1	78	28	25	0	132	0	24	20	44	0	88	0	13	256	25	0	294	1	33	119	21	1	174	688
8:30	1	81	41	16	0	139	0	24	18	29	0	71	1	13	275	25	0	314	0	31	122	13	0	166	690
8:45	0	42	38	13	0	93	0	14	12	31	1	57	1	18	244	40	0	303	1	41	119	24	0	185	638
Hourly Total	2	265	148	67	0	482	0	79	74	143	1	296	3	62	1027	128	0	1220	2	159	486	78	2	725	2723
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:30	0	29	18	16	0	63	0	42	58	68	0	168	0	16	192	17	0	225	0	38	242	47	0	327	783
16:45	2	34	35	22	0	93	0	34	56	59	0	149	1	28	173	20	0	222	1	49	259	52	1	361	825
Hourly Total	2	63	53	38	0	156	0	76	114	127	0	317	1	44	365	37	0	447	1	87	501	99	1	688	1608
17:00	0	39	23	24	0	86	0	34	60	71	0	165	1	22	184	20	0	227	0	29	247	57	0	333	811
17:15	0	43	28	17	0	88	1	27	44	57	0	129	0	20	178	21	0	219	5	52	251	46	1	354	790
17:30	0	39	25	11	0	75	0	31	61	63	0	155	0	22	197	19	1	238	0	46	283	49	0	378	846
17:45	0	33	23	18	0	74	0	34	41	59	0	134	1	18	198	21	1	238	0	41	252	47	0	340	786
Hourly Total	0	154	99	70	0	323	1	126	206	250	0	583	2	82	757	81	2	922	5	168	1033	199	1	1405	3233
18:00	0	26	35	14	0	75	0	31	38	54	0	123	0	22	201	14	0	237	0	38	223	45	1	306	741
18:15	1	31	19	25	0	76	0	12	47	23	0	82	0	21	193	15	0	229	4	40	245	48	2	337	724
Grand Total	6	801	538	314	0	1659	3	400	541	819	1	1763	8	278	3580	418	2	4284	14	730	3027	546	10	4317	12023
Approach %	0.4	48.3	32.4	18.9	-	-	0.2	22.7	30.7	46.5	-	-	0.2	6.5	83.6	9.8	-	-	0.3	16.9	70.1	12.6	-	-	-
Total %	0.0	6.7	4.5	2.6	-	13.8	0.0	3.3	4.5	6.8	-	14.7	0.1	2.3	29.8	3.5	-	35.6	0.1	6.1	25.2	4.5	-	35.9	-
Light Vehicles	6	793	533	309	0	1641	2	398	530	814	0	1744	8	272	3505	417	0	4202	14	725	2977	530	3	4246	11833
% Light Vehicles	100.0	99.0	99.1	98.4	-	98.9	66.7	99.5	98.0	99.4	0.0	98.9	100.0	97.8	97.9	99.8	0.0	98.1	100.0	99.3	98.3	97.1	30.0	98.4	98.4
Heavy Vehicles	0	8	3	4	0	15	0	2	8	5	1	15	0	6	75	1	2	82	0	5	50	16	7	71	183
% Heavy Vehicles	0.0	1.0	0.6	1.3	-	0.9	0.0	0.5	1.5	0.6	100.0	0.9	0.0	2.2	2.1	0.2	100.0	1.9	0.0	0.7	1.7	2.9	70.0	1.6	1.5
Bicycles on Road	0	0	2	1	0	3	1	0	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	7
% Bicycles on Road	0.0	0.0	0.4	0.3	-	0.2	33.3	0.0	0.6	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1



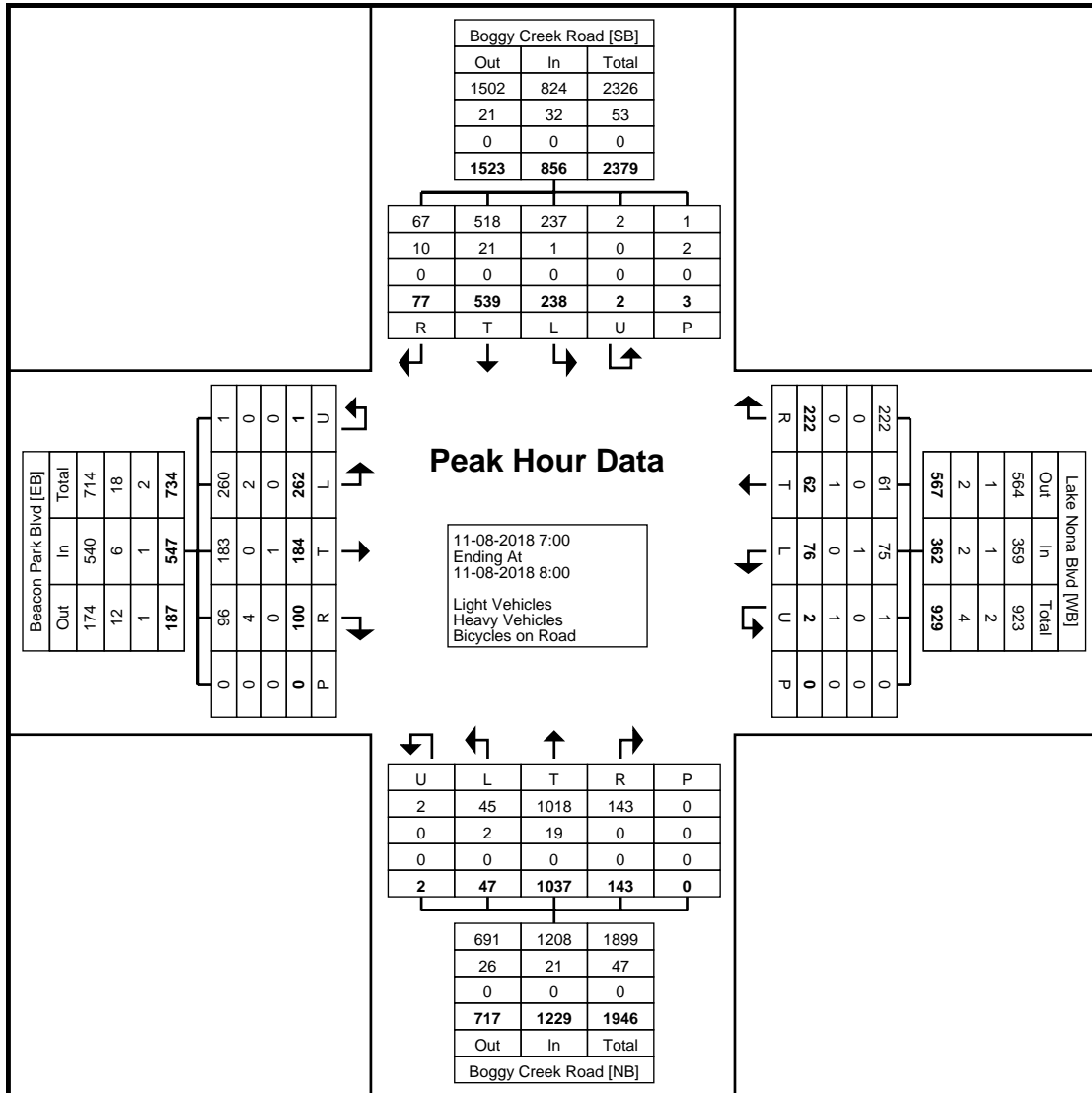
Boggy Creek Road @ Lake
Nona Blvd
Thursday TMC

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

Count Name: T-4. Boggy Creek
Road @ Lake Nona Blvd
Site Code: 4
Start Date: 11-08-2018
Page No: 3

Turning Movement Peak Hour Data (7:00)

Start Time	Beacon Park Blvd Eastbound						Lake Nona Blvd Westbound						Boggy Creek Road Northbound						Boggy Creek Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00	0	60	36	21	0	117	0	18	20	51	0	89	1	9	258	37	0	305	0	58	136	13	1	207	718
7:15	1	65	55	23	0	144	2	20	8	66	0	96	0	6	256	31	0	293	1	59	170	12	1	242	775
7:30	0	76	46	27	0	149	0	23	17	51	0	91	1	10	269	35	0	315	1	67	138	24	0	230	785
7:45	0	61	47	29	0	137	0	15	17	54	0	86	0	22	254	40	0	316	0	54	95	28	1	177	716
Total	1	262	184	100	0	547	2	76	62	222	0	362	2	47	1037	143	0	1229	2	238	539	77	3	856	2994
Approach %	0.2	47.9	33.6	18.3	-	-	0.6	21.0	17.1	61.3	-	-	0.2	3.8	84.4	11.6	-	-	0.2	27.8	63.0	9.0	-	-	-
Total %	0.0	8.8	6.1	3.3	-	18.3	0.1	2.5	2.1	7.4	-	12.1	0.1	1.6	34.6	4.8	-	41.0	0.1	7.9	18.0	2.6	-	28.6	-
PHF	0.250	0.862	0.836	0.862	-	0.918	0.250	0.826	0.775	0.841	-	0.943	0.500	0.534	0.964	0.894	-	0.972	0.500	0.888	0.793	0.688	-	0.884	0.954
Light Vehicles	1	260	183	96	0	540	1	75	61	222	0	359	2	45	1018	143	0	1208	2	237	518	67	1	824	2931
% Light Vehicles	100.0	99.2	99.5	96.0	-	98.7	50.0	98.7	98.4	100.0	-	99.2	100.0	95.7	98.2	100.0	-	98.3	100.0	99.6	96.1	87.0	33.3	96.3	97.9
Heavy Vehicles	0	2	0	4	0	6	0	1	0	0	0	1	0	2	19	0	0	21	0	1	21	10	2	32	60
% Heavy Vehicles	0.0	0.8	0.0	4.0	-	1.1	0.0	1.3	0.0	0.0	-	0.3	0.0	4.3	1.8	0.0	-	1.7	0.0	0.4	3.9	13.0	66.7	3.7	2.0
Bicycles on Road	0	0	1	0	0	1	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
% Bicycles on Road	0.0	0.0	0.5	0.0	-	0.2	50.0	0.0	1.6	0.0	-	0.6	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1



Turning Movement Peak Hour Data Plot (7:00)

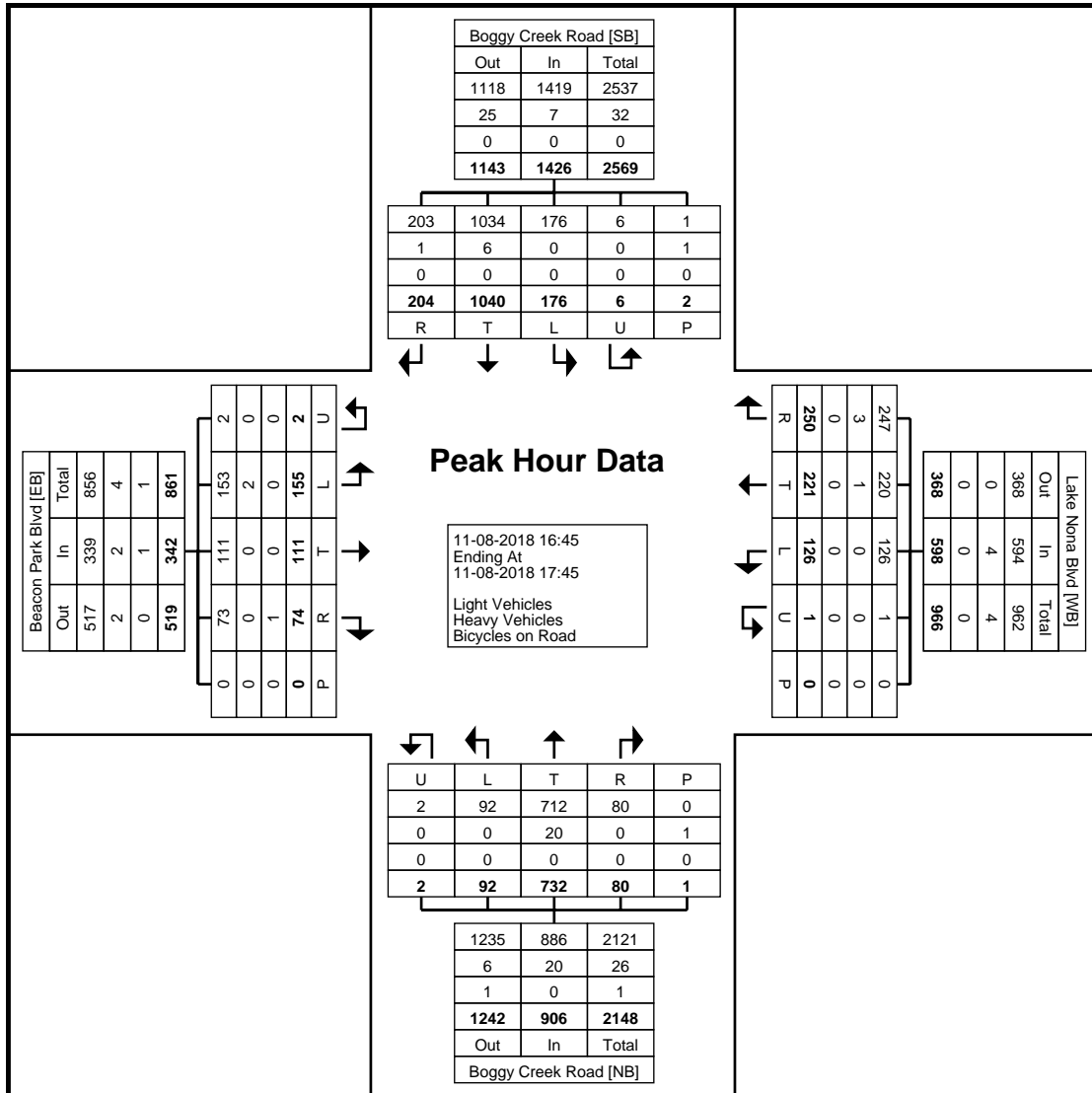
Boggy Creek Road @ Lake
Nona Blvd
Thursday TMC

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

Count Name: T-4. Boggy Creek
Road @ Lake Nona Blvd
Site Code: 4
Start Date: 11-08-2018
Page No: 5

Turning Movement Peak Hour Data (16:45)

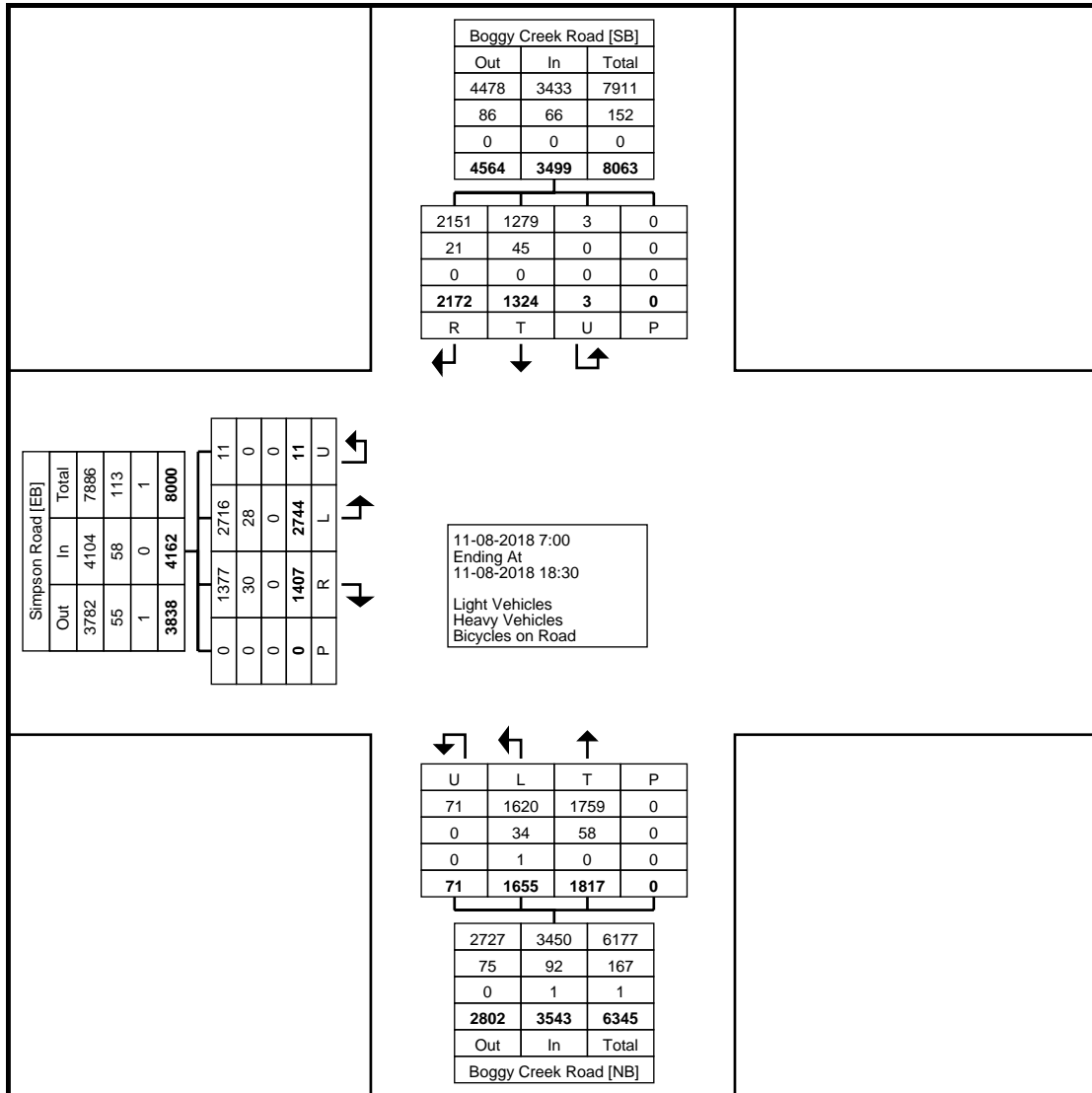
Start Time	Beacon Park Blvd Eastbound						Lake Nona Blvd Westbound						Boggy Creek Road Northbound						Boggy Creek Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:45	2	34	35	22	0	93	0	34	56	59	0	149	1	28	173	20	0	222	1	49	259	52	1	361	825
17:00	0	39	23	24	0	86	0	34	60	71	0	165	1	22	184	20	0	227	0	29	247	57	0	333	811
17:15	0	43	28	17	0	88	1	27	44	57	0	129	0	20	178	21	0	219	5	52	251	46	1	354	790
17:30	0	39	25	11	0	75	0	31	61	63	0	155	0	22	197	19	1	238	0	46	283	49	0	378	846
Total	2	155	111	74	0	342	1	126	221	250	0	598	2	92	732	80	1	906	6	176	1040	204	2	1426	3272
Approach %	0.6	45.3	32.5	21.6	-	-	0.2	21.1	37.0	41.8	-	-	0.2	10.2	80.8	8.8	-	-	0.4	12.3	72.9	14.3	-	-	-
Total %	0.1	4.7	3.4	2.3	-	10.5	0.0	3.9	6.8	7.6	-	18.3	0.1	2.8	22.4	2.4	-	27.7	0.2	5.4	31.8	6.2	-	43.6	-
PHF	0.250	0.901	0.793	0.771	-	0.919	0.250	0.926	0.906	0.880	-	0.906	0.500	0.821	0.929	0.952	-	0.952	0.300	0.846	0.919	0.895	-	0.943	0.967
Light Vehicles	2	153	111	73	0	339	1	126	220	247	0	594	2	92	712	80	0	886	6	176	1034	203	1	1419	3238
% Light Vehicles	100.0	98.7	100.0	98.6	-	99.1	100.0	100.0	99.5	98.8	-	99.3	100.0	100.0	97.3	100.0	0.0	97.8	100.0	100.0	99.4	99.5	50.0	99.5	99.0
Heavy Vehicles	0	2	0	0	0	2	0	0	1	3	0	4	0	0	20	0	1	20	0	0	6	1	1	7	33
% Heavy Vehicles	0.0	1.3	0.0	0.0	-	0.6	0.0	0.0	0.5	1.2	-	0.7	0.0	0.0	2.7	0.0	100.0	2.2	0.0	0.0	0.6	0.5	50.0	0.5	1.0
Bicycles on Road	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Road	0.0	0.0	0.0	1.4	-	0.3	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



Turning Movement Peak Hour Data Plot (16:45)

Turning Movement Data

Start Time	Simpson Road Eastbound					Boggy Creek Road Northbound					Boggy Creek Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:00	0	178	59	0	237	3	122	138	0	263	0	53	104	0	157	657
7:15	1	165	59	0	225	3	129	160	0	292	0	74	146	0	220	737
7:30	0	144	63	0	207	2	135	155	0	292	0	69	103	0	172	671
7:45	0	186	95	0	281	9	116	132	0	257	0	55	83	0	138	676
Hourly Total	1	673	276	0	950	17	502	585	0	1104	0	251	436	0	687	2741
8:00	0	187	87	0	274	5	121	144	0	270	0	39	91	0	130	674
8:15	0	216	50	0	266	3	109	146	0	258	0	50	94	0	144	668
8:30	0	196	57	0	253	3	127	146	0	276	0	43	108	0	151	680
8:45	1	193	57	0	251	4	98	119	0	221	0	49	94	0	143	615
Hourly Total	1	792	251	0	1044	15	455	555	0	1025	0	181	387	0	568	2637
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:30	0	166	110	0	276	5	115	100	0	220	0	101	157	0	258	754
16:45	1	157	140	0	298	0	96	86	0	182	1	101	165	0	267	747
Hourly Total	1	323	250	0	574	5	211	186	0	402	1	202	322	0	525	1501
17:00	2	166	108	0	276	3	90	92	0	185	0	119	150	0	269	730
17:15	3	170	99	0	272	8	72	87	0	167	0	112	174	0	286	725
17:30	1	161	118	0	280	3	78	78	0	159	1	133	166	0	300	739
17:45	0	148	106	0	254	3	89	90	0	182	0	125	188	0	313	749
Hourly Total	6	645	431	0	1082	17	329	347	0	693	1	489	678	0	1168	2943
18:00	2	154	92	0	248	9	97	79	0	185	1	90	163	0	254	687
18:15	0	157	107	0	264	8	61	65	0	134	0	111	186	0	297	695
Grand Total	11	2744	1407	0	4162	71	1655	1817	0	3543	3	1324	2172	0	3499	11204
Approach %	0.3	65.9	33.8	-	-	2.0	46.7	51.3	-	-	0.1	37.8	62.1	-	-	-
Total %	0.1	24.5	12.6	-	37.1	0.6	14.8	16.2	-	31.6	0.0	11.8	19.4	-	31.2	-
Light Vehicles	11	2716	1377	0	4104	71	1620	1759	0	3450	3	1279	2151	0	3433	10987
% Light Vehicles	100.0	99.0	97.9	-	98.6	100.0	97.9	96.8	-	97.4	100.0	96.6	99.0	-	98.1	98.1
Heavy Vehicles	0	28	30	0	58	0	34	58	0	92	0	45	21	0	66	216
% Heavy Vehicles	0.0	1.0	2.1	-	1.4	0.0	2.1	3.2	-	2.6	0.0	3.4	1.0	-	1.9	1.9
Bicycles on Road	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.1	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0



Turning Movement Data Plot

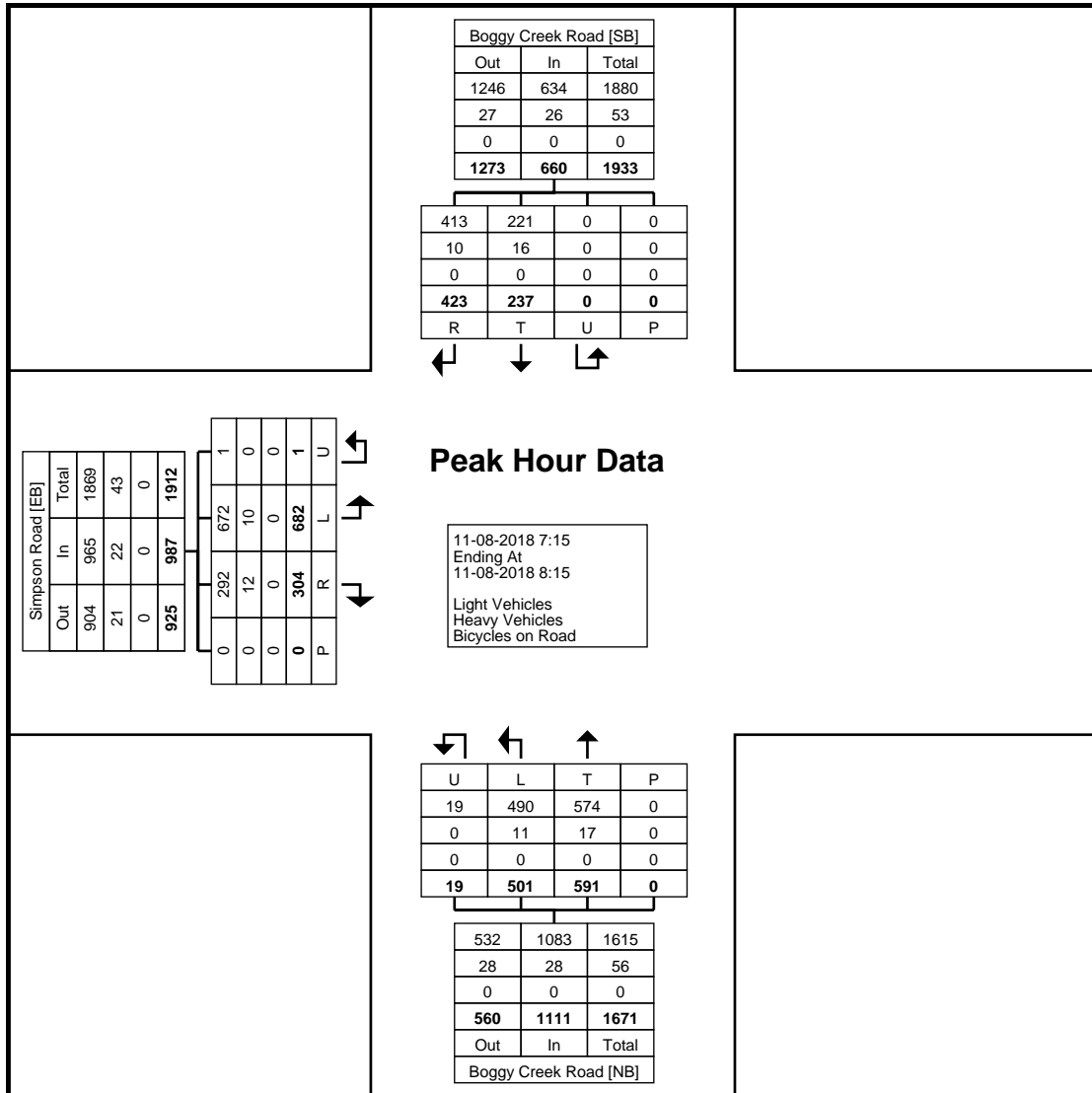
Boggy Creek Road @ Simpson
Road
Thursday TMC

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

Count Name: T-5. Boggy Creek
Road @ Simpson Road
Site Code: 5
Start Date: 11-08-2018
Page No: 3

Turning Movement Peak Hour Data (7:15)

Start Time	Simpson Road Eastbound					Boggy Creek Road Northbound					Boggy Creek Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:15	1	165	59	0	225	3	129	160	0	292	0	74	146	0	220	737
7:30	0	144	63	0	207	2	135	155	0	292	0	69	103	0	172	671
7:45	0	186	95	0	281	9	116	132	0	257	0	55	83	0	138	676
8:00	0	187	87	0	274	5	121	144	0	270	0	39	91	0	130	674
Total	1	682	304	0	987	19	501	591	0	1111	0	237	423	0	660	2758
Approach %	0.1	69.1	30.8	-	-	1.7	45.1	53.2	-	-	0.0	35.9	64.1	-	-	-
Total %	0.0	24.7	11.0	-	35.8	0.7	18.2	21.4	-	40.3	0.0	8.6	15.3	-	23.9	-
PHF	0.250	0.912	0.800	-	0.878	0.528	0.928	0.923	-	0.951	0.000	0.801	0.724	-	0.750	0.936
Light Vehicles	1	672	292	0	965	19	490	574	0	1083	0	221	413	0	634	2682
% Light Vehicles	100.0	98.5	96.1	-	97.8	100.0	97.8	97.1	-	97.5	-	93.2	97.6	-	96.1	97.2
Heavy Vehicles	0	10	12	0	22	0	11	17	0	28	0	16	10	0	26	76
% Heavy Vehicles	0.0	1.5	3.9	-	2.2	0.0	2.2	2.9	-	2.5	-	6.8	2.4	-	3.9	2.8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0



Turning Movement Peak Hour Data Plot (7:15)

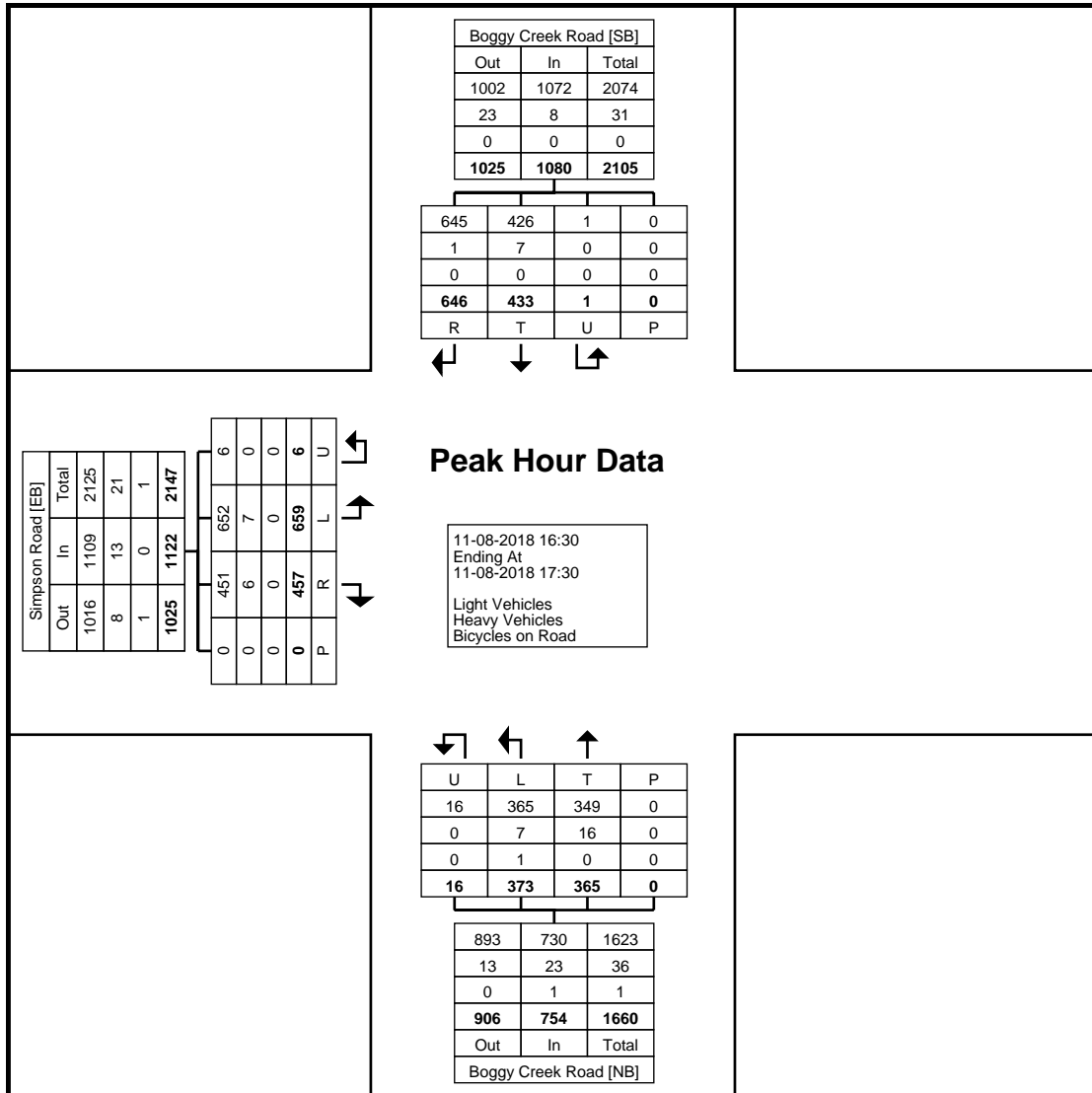
Boggy Creek Road @ Simpson
Road
Thursday TMC

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

Count Name: T-5. Boggy Creek
Road @ Simpson Road
Site Code: 5
Start Date: 11-08-2018
Page No: 5

Turning Movement Peak Hour Data (16:30)

Start Time	Simpson Road Eastbound					Boggy Creek Road Northbound					Boggy Creek Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
16:30	0	166	110	0	276	5	115	100	0	220	0	101	157	0	258	754
16:45	1	157	140	0	298	0	96	86	0	182	1	101	165	0	267	747
17:00	2	166	108	0	276	3	90	92	0	185	0	119	150	0	269	730
17:15	3	170	99	0	272	8	72	87	0	167	0	112	174	0	286	725
Total	6	659	457	0	1122	16	373	365	0	754	1	433	646	0	1080	2956
Approach %	0.5	58.7	40.7	-	-	2.1	49.5	48.4	-	-	0.1	40.1	59.8	-	-	-
Total %	0.2	22.3	15.5	-	38.0	0.5	12.6	12.3	-	25.5	0.0	14.6	21.9	-	36.5	-
PHF	0.500	0.969	0.816	-	0.941	0.500	0.811	0.913	-	0.857	0.250	0.910	0.928	-	0.944	0.980
Light Vehicles	6	652	451	0	1109	16	365	349	0	730	1	426	645	0	1072	2911
% Light Vehicles	100.0	98.9	98.7	-	98.8	100.0	97.9	95.6	-	96.8	100.0	98.4	99.8	-	99.3	98.5
Heavy Vehicles	0	7	6	0	13	0	7	16	0	23	0	7	1	0	8	44
% Heavy Vehicles	0.0	1.1	1.3	-	1.2	0.0	1.9	4.4	-	3.1	0.0	1.6	0.2	-	0.7	1.5
Bicycles on Road	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Bicycles on Road	0.0	0.0	0.0	-	0.0	0.0	0.3	0.0	-	0.1	0.0	0.0	0.0	-	0.0	0.0



Turning Movement Peak Hour Data Plot (16:30)

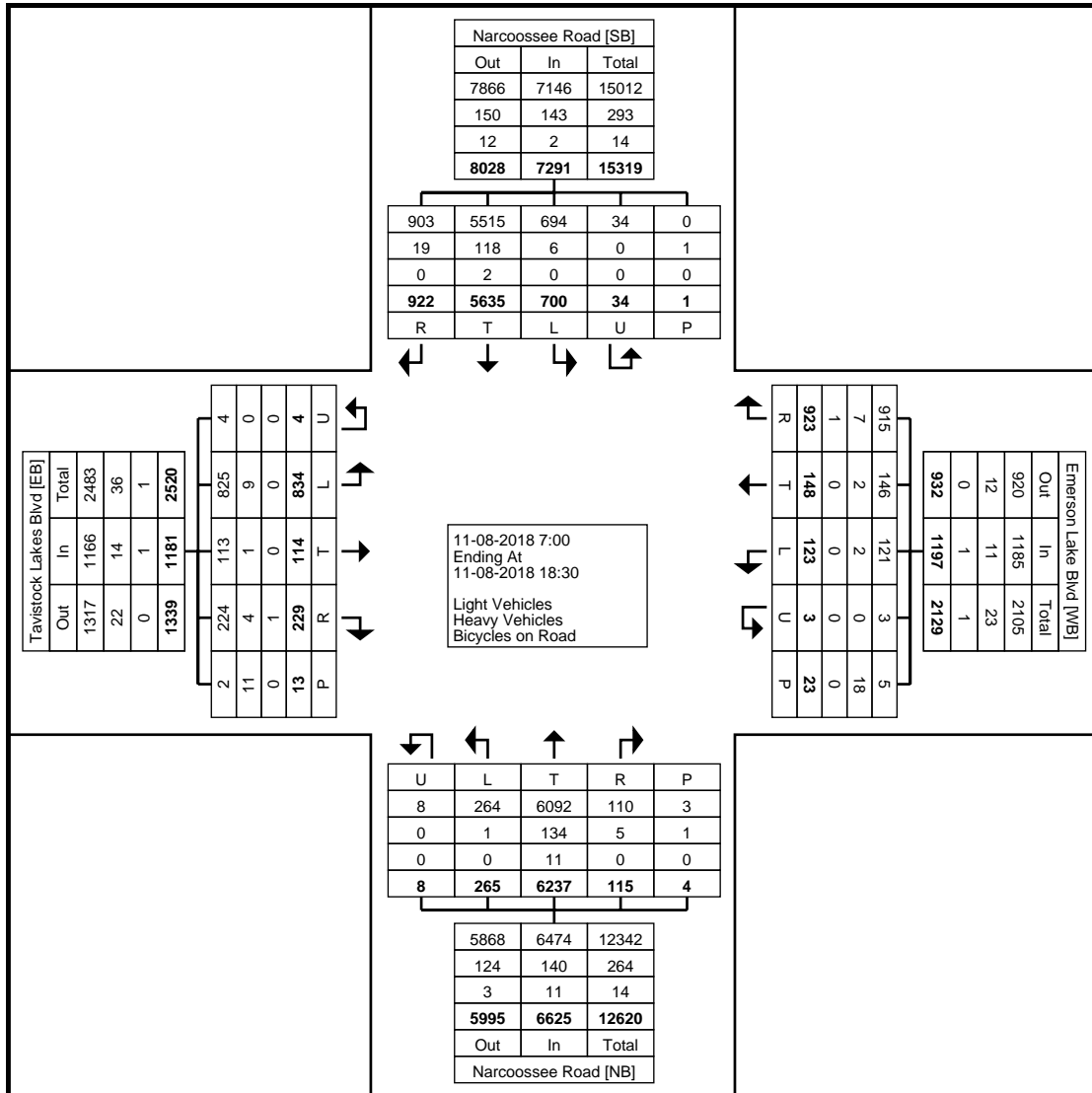
Tavistock Lakes Blvd @
Narcoossee Road
Thursday TMC

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

Count Name: T-6. Tavistock
Lakes Blvd @ Narcoossee Road
Site Code: 6
Start Date: 11-08-2018
Page No: 1

Turning Movement Data

Start Time	Tavistock Lakes Blvd Eastbound						Emerson Lake Blvd Westbound						Narcoossee Road Northbound						Narcoossee Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00	1	23	2	1	3	27	0	0	16	72	0	88	0	16	356	1	0	373	2	36	196	52	0	286	774
7:15	1	22	4	4	0	31	1	6	19	80	1	106	1	29	386	7	0	423	1	37	244	81	0	363	923
7:30	1	33	4	4	1	42	1	7	25	60	1	93	0	39	646	6	0	691	5	25	227	66	0	323	1149
7:45	0	44	3	10	0	57	0	8	13	59	4	80	0	19	472	10	1	501	0	16	257	64	0	337	975
Hourly Total	3	122	13	19	4	157	2	21	73	271	6	367	1	103	1860	24	1	1988	8	114	924	263	0	1309	3821
8:00	0	37	2	15	2	54	0	8	7	65	1	80	0	26	532	5	0	563	2	29	233	54	0	318	1015
8:15	0	66	5	12	0	83	0	12	9	88	0	109	0	23	459	13	0	495	0	31	267	48	0	346	1033
8:30	0	55	0	7	2	62	0	9	8	60	2	77	0	11	452	7	1	470	0	20	260	55	0	335	944
8:45	0	42	2	12	2	56	1	16	8	49	4	74	1	12	444	10	0	467	5	27	200	47	0	279	876
Hourly Total	0	200	9	46	6	255	1	45	32	262	7	340	1	72	1887	35	1	1995	7	107	960	204	0	1278	3868
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:30	0	60	6	22	1	88	0	5	4	54	1	63	1	7	319	7	0	334	3	59	417	39	0	518	1003
16:45	0	78	10	21	0	109	0	9	7	45	0	61	1	23	281	9	2	314	2	50	425	63	0	540	1024
Hourly Total	0	138	16	43	1	197	0	14	11	99	1	124	2	30	600	16	2	648	5	109	842	102	0	1058	2027
17:00	0	67	10	17	0	94	0	6	2	41	1	49	2	10	332	5	0	349	2	58	489	54	0	603	1095
17:15	0	66	17	25	0	108	0	4	7	49	5	60	1	13	350	9	0	373	5	50	496	63	0	614	1155
17:30	0	78	19	22	1	119	0	11	6	36	2	53	0	9	315	4	0	328	0	60	546	59	1	665	1165
17:45	1	48	6	19	0	74	0	9	10	60	1	79	0	12	326	13	0	351	2	56	471	46	0	575	1079
Hourly Total	1	259	52	83	1	395	0	30	25	186	9	241	3	44	1323	31	0	1401	9	224	2002	222	1	2457	4494
18:00	0	60	7	16	0	83	0	8	4	64	0	76	1	9	255	5	0	270	3	68	452	68	0	591	1020
18:15	0	55	17	22	1	94	0	5	3	41	0	49	0	7	312	4	0	323	2	78	455	63	0	598	1064
Grand Total	4	834	114	229	13	1181	3	123	148	923	23	1197	8	265	6237	115	4	6625	34	700	5635	922	1	7291	16294
Approach %	0.3	70.6	9.7	19.4	-	-	0.3	10.3	12.4	77.1	-	-	0.1	4.0	94.1	1.7	-	-	0.5	9.6	77.3	12.6	-	-	-
Total %	0.0	5.1	0.7	1.4	-	7.2	0.0	0.8	0.9	5.7	-	7.3	0.0	1.6	38.3	0.7	-	40.7	0.2	4.3	34.6	5.7	-	44.7	-
Light Vehicles	4	825	113	224	2	1166	3	121	146	915	5	1185	8	264	6092	110	3	6474	34	694	5515	903	0	7146	15971
% Light Vehicles	100.0	98.9	99.1	97.8	15.4	98.7	100.0	98.4	98.6	99.1	21.7	99.0	100.0	99.6	97.7	95.7	75.0	97.7	100.0	99.1	97.9	97.9	0.0	98.0	98.0
Heavy Vehicles	0	9	1	4	11	14	0	2	2	7	18	11	0	1	134	5	1	140	0	6	118	19	1	143	308
% Heavy Vehicles	0.0	1.1	0.9	1.7	84.6	1.2	0.0	1.6	1.4	0.8	78.3	0.9	0.0	0.4	2.1	4.3	25.0	2.1	0.0	0.9	2.1	2.1	100.0	2.0	1.9
Bicycles on Road	0	0	0	1	0	1	0	0	0	1	0	1	0	0	11	0	0	11	0	0	2	0	0	2	15
% Bicycles on Road	0.0	0.0	0.0	0.4	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1



Turning Movement Data Plot

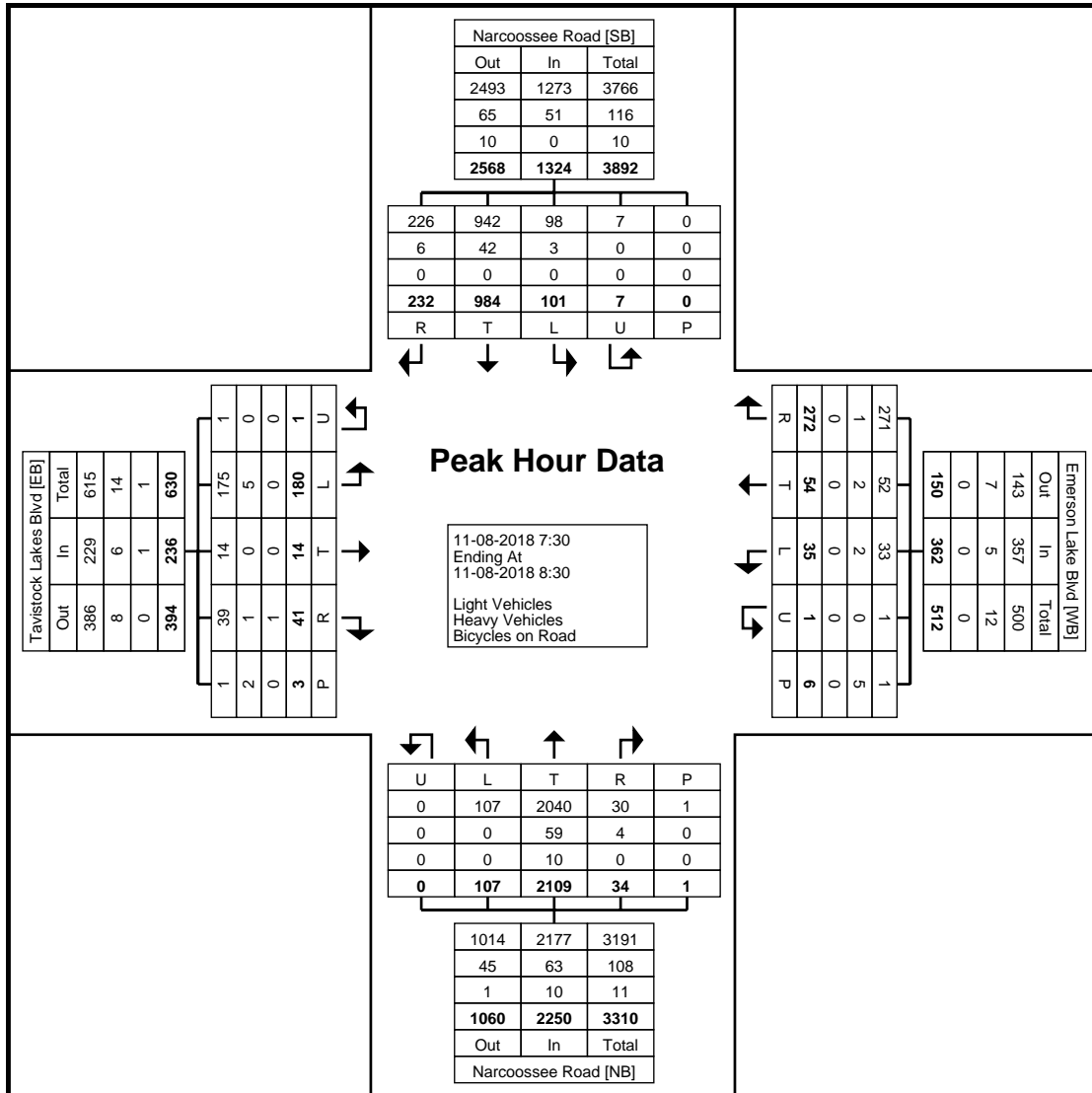
Tavistock Lakes Blvd @
Narcoossee Road
Thursday TMC

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

Count Name: T-6. Tavistock
Lakes Blvd @ Narcoossee Road
Site Code: 6
Start Date: 11-08-2018
Page No: 3

Turning Movement Peak Hour Data (7:30)

Start Time	Tavistock Lakes Blvd Eastbound						Emerson Lake Blvd Westbound						Narcoossee Road Northbound						Narcoossee Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30	1	33	4	4	1	42	1	7	25	60	1	93	0	39	646	6	0	691	5	25	227	66	0	323	1149
7:45	0	44	3	10	0	57	0	8	13	59	4	80	0	19	472	10	1	501	0	16	257	64	0	337	975
8:00	0	37	2	15	2	54	0	8	7	65	1	80	0	26	532	5	0	563	2	29	233	54	0	318	1015
8:15	0	66	5	12	0	83	0	12	9	88	0	109	0	23	459	13	0	495	0	31	267	48	0	346	1033
Total	1	180	14	41	3	236	1	35	54	272	6	362	0	107	2109	34	1	2250	7	101	984	232	0	1324	4172
Approach %	0.4	76.3	5.9	17.4	-	-	0.3	9.7	14.9	75.1	-	-	0.0	4.8	93.7	1.5	-	-	0.5	7.6	74.3	17.5	-	-	-
Total %	0.0	4.3	0.3	1.0	-	5.7	0.0	0.8	1.3	6.5	-	8.7	0.0	2.6	50.6	0.8	-	53.9	0.2	2.4	23.6	5.6	-	31.7	-
PHF	0.250	0.682	0.700	0.683	-	0.711	0.250	0.729	0.540	0.773	-	0.830	0.000	0.686	0.816	0.654	-	0.814	0.350	0.815	0.921	0.879	-	0.957	0.908
Light Vehicles	1	175	14	39	1	229	1	33	52	271	1	357	0	107	2040	30	1	2177	7	98	942	226	0	1273	4036
% Light Vehicles	100.0	97.2	100.0	95.1	33.3	97.0	100.0	94.3	96.3	99.6	16.7	98.6	-	100.0	96.7	88.2	100.0	96.8	100.0	97.0	95.7	97.4	-	96.1	96.7
Heavy Vehicles	0	5	0	1	2	6	0	2	2	1	5	5	0	0	59	4	0	63	0	3	42	6	0	51	125
% Heavy Vehicles	0.0	2.8	0.0	2.4	66.7	2.5	0.0	5.7	3.7	0.4	83.3	1.4	-	0.0	2.8	11.8	0.0	2.8	0.0	3.0	4.3	2.6	-	3.9	3.0
Bicycles on Road	0	0	0	1	0	1	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	11
% Bicycles on Road	0.0	0.0	0.0	2.4	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.5	0.0	0.0	0.4	0.0	0.0	0.0	0.0	-	0.0	0.3



Turning Movement Peak Hour Data Plot (7:30)

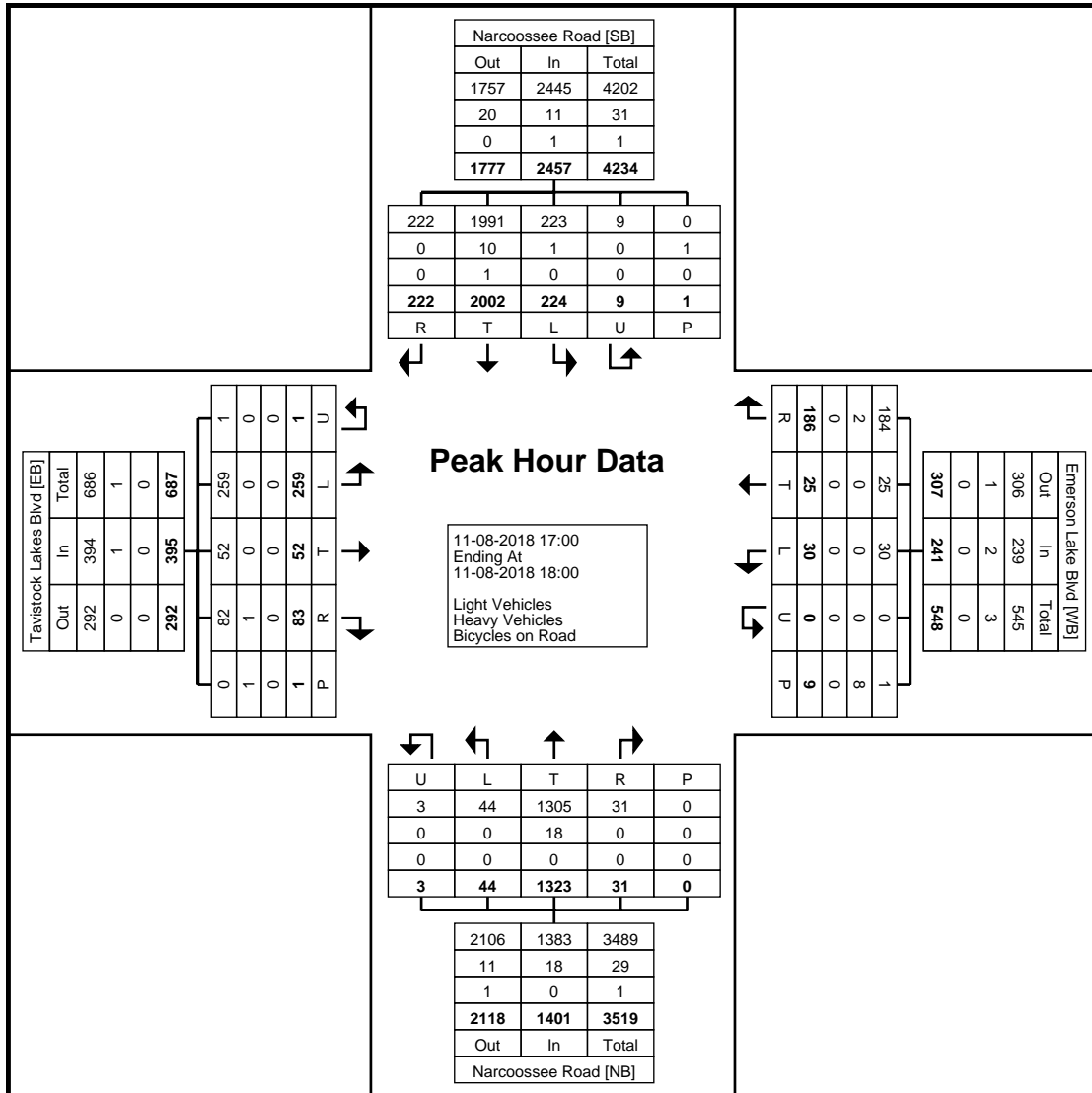
Tavistock Lakes Blvd @
Narcoossee Road
Thursday TMC

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

Count Name: T-6. Tavistock
Lakes Blvd @ Narcoossee Road
Site Code: 6
Start Date: 11-08-2018
Page No: 5

Turning Movement Peak Hour Data (17:00)

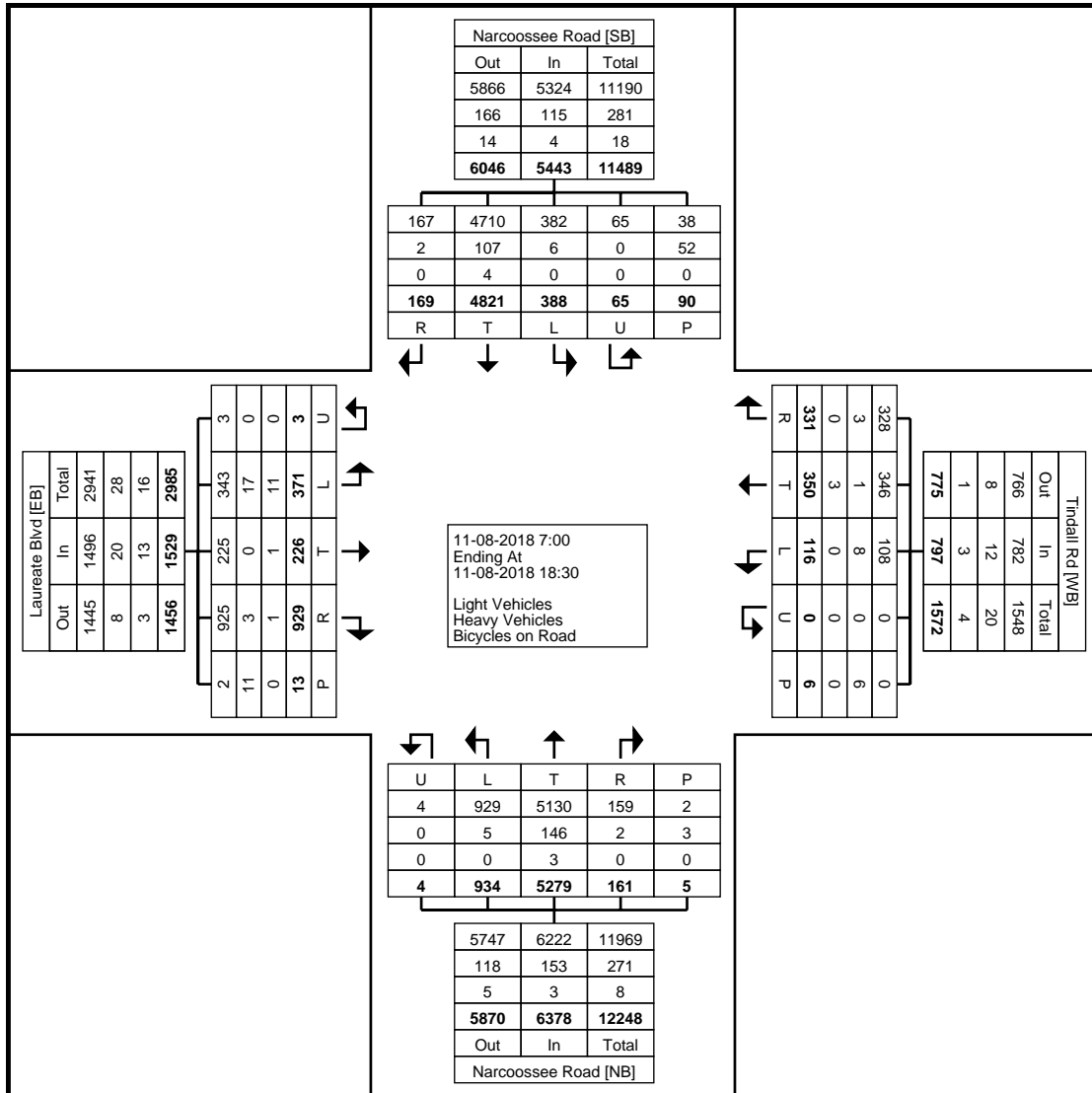
Start Time	Tavistock Lakes Blvd Eastbound						Emerson Lake Blvd Westbound						Narcoossee Road Northbound						Narcoossee Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
17:00	0	67	10	17	0	94	0	6	2	41	1	49	2	10	332	5	0	349	2	58	489	54	0	603	1095
17:15	0	66	17	25	0	108	0	4	7	49	5	60	1	13	350	9	0	373	5	50	496	63	0	614	1155
17:30	0	78	19	22	1	119	0	11	6	36	2	53	0	9	315	4	0	328	0	60	546	59	1	665	1165
17:45	1	48	6	19	0	74	0	9	10	60	1	79	0	12	326	13	0	351	2	56	471	46	0	575	1079
Total	1	259	52	83	1	395	0	30	25	186	9	241	3	44	1323	31	0	1401	9	224	2002	222	1	2457	4494
Approach %	0.3	65.6	13.2	21.0	-	-	0.0	12.4	10.4	77.2	-	-	0.2	3.1	94.4	2.2	-	-	0.4	9.1	81.5	9.0	-	-	-
Total %	0.0	5.8	1.2	1.8	-	8.8	0.0	0.7	0.6	4.1	-	5.4	0.1	1.0	29.4	0.7	-	31.2	0.2	5.0	44.5	4.9	-	54.7	-
PHF	0.250	0.830	0.684	0.830	-	0.830	0.000	0.682	0.625	0.775	-	0.763	0.375	0.846	0.945	0.596	-	0.939	0.450	0.933	0.917	0.881	-	0.924	0.964
Light Vehicles	1	259	52	82	0	394	0	30	25	184	1	239	3	44	1305	31	0	1383	9	223	1991	222	0	2445	4461
% Light Vehicles	100.0	100.0	100.0	98.8	0.0	99.7	-	100.0	100.0	98.9	11.1	99.2	100.0	100.0	98.6	100.0	-	98.7	100.0	99.6	99.5	100.0	0.0	99.5	99.3
Heavy Vehicles	0	0	0	1	1	1	0	0	0	2	8	2	0	0	18	0	0	18	0	1	10	0	1	11	32
% Heavy Vehicles	0.0	0.0	0.0	1.2	100.0	0.3	-	0.0	0.0	1.1	88.9	0.8	0.0	0.0	1.4	0.0	-	1.3	0.0	0.4	0.5	0.0	100.0	0.4	0.7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Bicycles on Road	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



Turning Movement Peak Hour Data Plot (17:00)

Turning Movement Data

Start Time	Laureate Blvd Eastbound						Tindall Rd Westbound						Narcoossee Road Northbound						Narcoossee Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00	0	3	0	15	3	18	0	7	43	17	0	67	0	106	356	26	0	488	0	17	147	10	1	174	747
7:15	0	6	9	4	0	19	0	4	44	7	0	55	0	119	416	19	0	554	0	15	164	9	0	188	816
7:30	1	12	7	11	0	31	0	6	21	8	0	35	0	77	494	16	0	587	0	10	176	9	1	195	848
7:45	1	14	3	26	0	44	0	8	36	22	1	66	0	83	438	11	0	532	1	25	188	10	3	224	866
Hourly Total	2	35	19	56	3	112	0	25	144	54	1	223	0	385	1704	72	0	2161	1	67	675	38	5	781	3277
8:00	0	11	7	20	0	38	0	6	25	21	0	52	0	68	446	11	0	525	0	20	200	7	3	227	842
8:15	0	44	7	23	0	74	0	9	14	25	0	48	1	56	455	12	0	524	8	18	222	11	7	259	905
8:30	0	33	6	30	2	69	0	10	33	30	0	73	0	46	323	4	3	373	2	22	167	5	13	196	711
8:45	0	19	12	18	5	49	0	5	26	31	1	62	0	65	374	6	0	445	13	26	171	9	33	219	775
Hourly Total	0	107	32	91	7	230	0	30	98	107	1	235	1	235	1598	33	3	1867	23	86	760	32	56	901	3233
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:30	0	35	19	102	1	156	0	8	9	21	0	38	0	36	237	4	0	277	1	24	428	7	2	460	931
16:45	0	26	17	116	0	159	0	6	16	25	2	47	0	45	253	13	0	311	4	25	397	19	8	445	962
Hourly Total	0	61	36	218	1	315	0	14	25	46	2	85	0	81	490	17	0	588	5	49	825	26	10	905	1893
17:00	1	32	23	100	0	156	0	6	16	22	2	44	0	42	256	4	0	302	4	30	427	15	5	476	978
17:15	0	19	23	103	2	145	0	11	14	19	0	44	2	51	285	6	0	344	8	30	397	9	5	444	977
17:30	0	29	25	96	0	150	0	8	16	17	0	41	0	39	249	7	1	295	5	43	516	9	0	573	1059
17:45	0	38	27	111	0	176	0	6	15	19	0	40	0	34	231	5	1	270	5	30	414	18	4	467	953
Hourly Total	1	118	98	410	2	627	0	31	61	77	2	169	2	166	1021	22	2	1211	22	133	1754	51	14	1960	3967
18:00	0	27	21	79	0	127	0	9	14	29	0	52	1	35	227	4	0	267	8	22	419	11	4	460	906
18:15	0	23	20	75	0	118	0	7	8	18	0	33	0	32	239	13	0	284	6	31	388	11	1	436	871
Grand Total	3	371	226	929	13	1529	0	116	350	331	6	797	4	934	5279	161	5	6378	65	388	4821	169	90	5443	14147
Approach %	0.2	24.3	14.8	60.8	-	-	0.0	14.6	43.9	41.5	-	-	0.1	14.6	82.8	2.5	-	-	1.2	7.1	88.6	3.1	-	-	-
Total %	0.0	2.6	1.6	6.6	-	10.8	0.0	0.8	2.5	2.3	-	5.6	0.0	6.6	37.3	1.1	-	45.1	0.5	2.7	34.1	1.2	-	38.5	-
Light Vehicles	3	343	225	925	2	1496	0	108	346	328	0	782	4	929	5130	159	2	6222	65	382	4710	167	38	5324	13824
% Light Vehicles	100.0	92.5	99.6	99.6	15.4	97.8	-	93.1	98.9	99.1	0.0	98.1	100.0	99.5	97.2	98.8	40.0	97.6	100.0	98.5	97.7	98.8	42.2	97.8	97.7
Heavy Vehicles	0	17	0	3	11	20	0	8	1	3	6	12	0	5	146	2	3	153	0	6	107	2	52	115	300
% Heavy Vehicles	0.0	4.6	0.0	0.3	84.6	1.3	-	6.9	0.3	0.9	100.0	1.5	0.0	0.5	2.8	1.2	60.0	2.4	0.0	1.5	2.2	1.2	57.8	2.1	2.1
Bicycles on Road	0	11	1	1	0	13	0	0	3	0	0	3	0	0	3	0	0	3	0	0	4	0	0	4	23
% Bicycles on Road	0.0	3.0	0.4	0.1	0.0	0.9	-	0.0	0.9	0.0	0.0	0.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.2



Turning Movement Data Plot

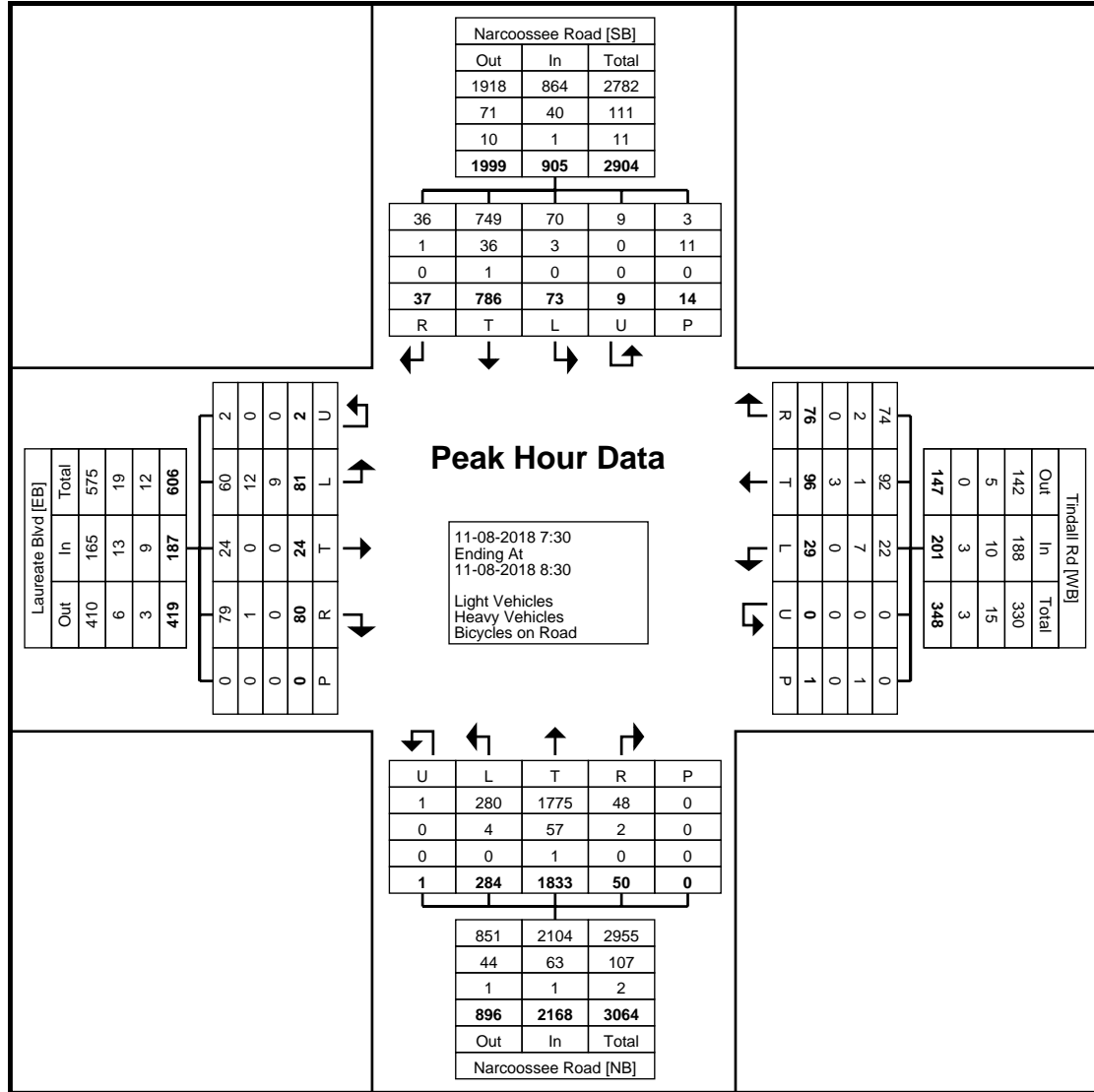
Laureate Blvd @ Narcoossee
 Road
 Thursday TMC

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

Count Name: T-7. Laureate Blvd
 @ Narcoossee Road
 Site Code: 7
 Start Date: 11-08-2018
 Page No: 3

Turning Movement Peak Hour Data (7:30)

Start Time	Laureate Blvd Eastbound						Tindall Rd Westbound						Narcoossee Road Northbound						Narcoossee Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30	1	12	7	11	0	31	0	6	21	8	0	35	0	77	494	16	0	587	0	10	176	9	1	195	848
7:45	1	14	3	26	0	44	0	8	36	22	1	66	0	83	438	11	0	532	1	25	188	10	3	224	866
8:00	0	11	7	20	0	38	0	6	25	21	0	52	0	68	446	11	0	525	0	20	200	7	3	227	842
8:15	0	44	7	23	0	74	0	9	14	25	0	48	1	56	455	12	0	524	8	18	222	11	7	259	905
Total	2	81	24	80	0	187	0	29	96	76	1	201	1	284	1833	50	0	2168	9	73	786	37	14	905	3461
Approach %	1.1	43.3	12.8	42.8	-	-	0.0	14.4	47.8	37.8	-	-	0.0	13.1	84.5	2.3	-	-	1.0	8.1	86.9	4.1	-	-	-
Total %	0.1	2.3	0.7	2.3	-	5.4	0.0	0.8	2.8	2.2	-	5.8	0.0	8.2	53.0	1.4	-	62.6	0.3	2.1	22.7	1.1	-	26.1	-
PHF	0.500	0.460	0.857	0.769	-	0.632	0.000	0.806	0.667	0.760	-	0.761	0.250	0.855	0.928	0.781	-	0.923	0.281	0.730	0.885	0.841	-	0.874	0.956
Light Vehicles	2	60	24	79	0	165	0	22	92	74	0	188	1	280	1775	48	0	2104	9	70	749	36	3	864	3321
% Light Vehicles	100.0	74.1	100.0	98.8	-	88.2	-	75.9	95.8	97.4	0.0	93.5	100.0	98.6	96.8	96.0	-	97.0	100.0	95.9	95.3	97.3	21.4	95.5	96.0
Heavy Vehicles	0	12	0	1	0	13	0	7	1	2	1	10	0	4	57	2	0	63	0	3	36	1	11	40	126
% Heavy Vehicles	0.0	14.8	0.0	1.3	-	7.0	-	24.1	1.0	2.6	100.0	5.0	0.0	1.4	3.1	4.0	-	2.9	0.0	4.1	4.6	2.7	78.6	4.4	3.6
Bicycles on Road	0	9	0	0	0	9	0	0	3	0	0	3	0	0	1	0	0	1	0	0	1	0	0	1	14
% Bicycles on Road	0.0	11.1	0.0	0.0	-	4.8	-	0.0	3.1	0.0	0.0	1.5	0.0	0.0	0.1	0.0	-	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.4



Turning Movement Peak Hour Data Plot (7:30)

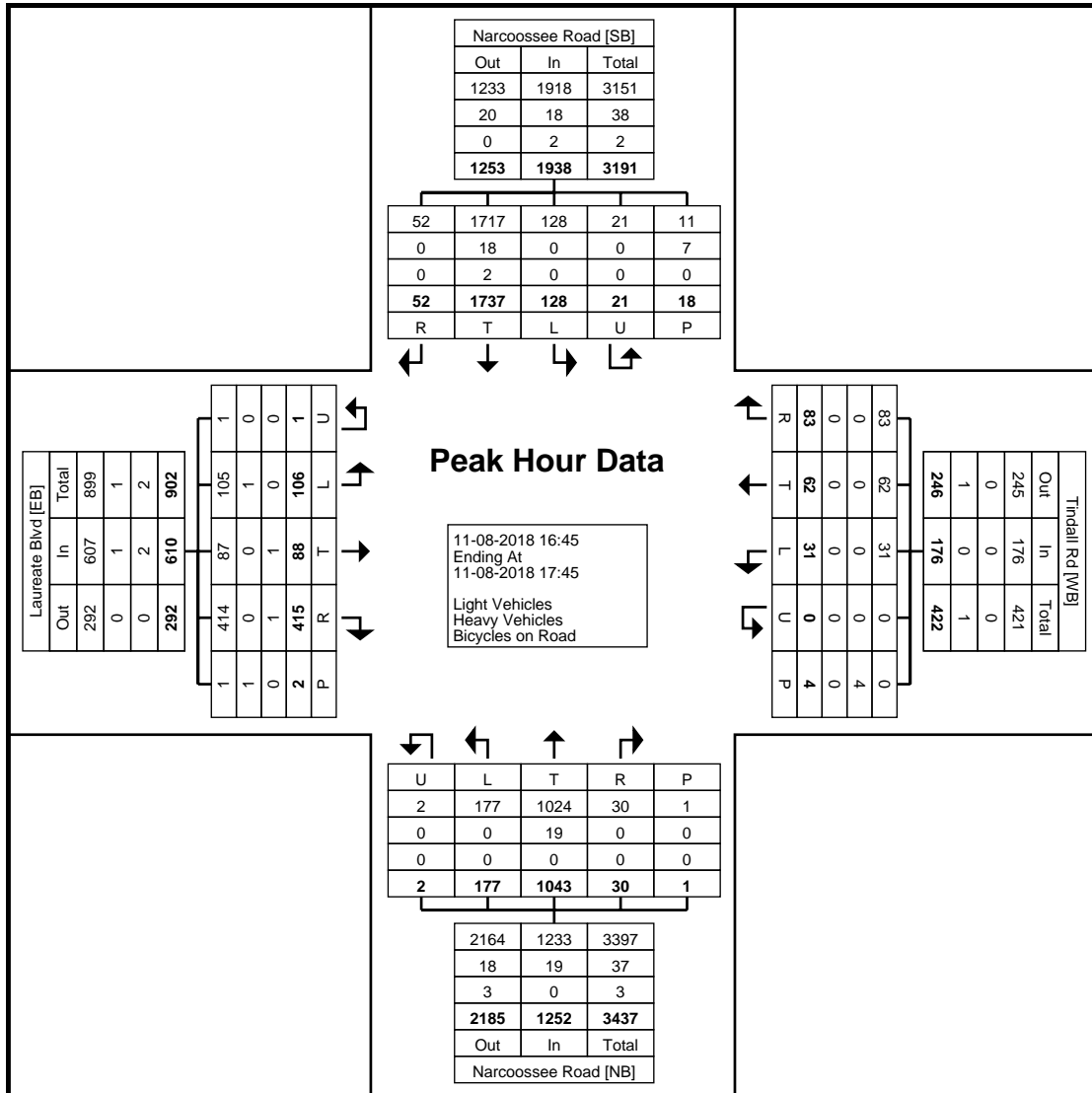
Laureate Blvd @ Narcoossee
 Road
 Thursday TMC

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

Count Name: T-7. Laureate Blvd
 @ Narcoossee Road
 Site Code: 7
 Start Date: 11-08-2018
 Page No: 5

Turning Movement Peak Hour Data (16:45)

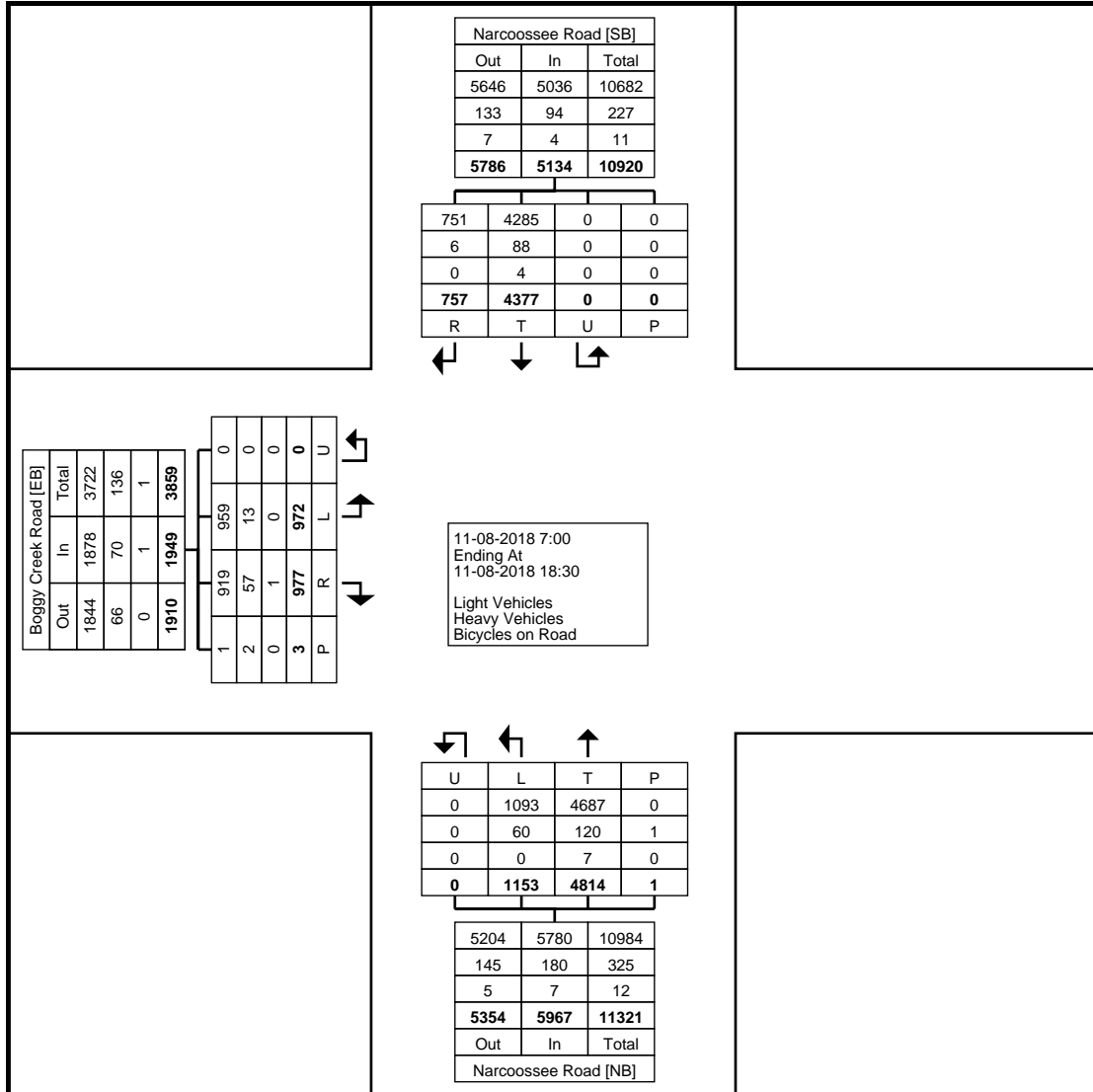
Start Time	Laureate Blvd Eastbound						Tindall Rd Westbound						Narcoossee Road Northbound						Narcoossee Road Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:45	0	26	17	116	0	159	0	6	16	25	2	47	0	45	253	13	0	311	4	25	397	19	8	445	962
17:00	1	32	23	100	0	156	0	6	16	22	2	44	0	42	256	4	0	302	4	30	427	15	5	476	978
17:15	0	19	23	103	2	145	0	11	14	19	0	44	2	51	285	6	0	344	8	30	397	9	5	444	977
17:30	0	29	25	96	0	150	0	8	16	17	0	41	0	39	249	7	1	295	5	43	516	9	0	573	1059
Total	1	106	88	415	2	610	0	31	62	83	4	176	2	177	1043	30	1	1252	21	128	1737	52	18	1938	3976
Approach %	0.2	17.4	14.4	68.0	-	-	0.0	17.6	35.2	47.2	-	-	0.2	14.1	83.3	2.4	-	-	1.1	6.6	89.6	2.7	-	-	-
Total %	0.0	2.7	2.2	10.4	-	15.3	0.0	0.8	1.6	2.1	-	4.4	0.1	4.5	26.2	0.8	-	31.5	0.5	3.2	43.7	1.3	-	48.7	-
PHF	0.250	0.828	0.880	0.894	-	0.959	0.000	0.705	0.969	0.830	-	0.936	0.250	0.868	0.915	0.577	-	0.910	0.656	0.744	0.842	0.684	-	0.846	0.939
Light Vehicles	1	105	87	414	1	607	0	31	62	83	0	176	2	177	1024	30	1	1233	21	128	1717	52	11	1918	3934
% Light Vehicles	100.0	99.1	98.9	99.8	50.0	99.5	-	100.0	100.0	100.0	0.0	100.0	100.0	100.0	98.2	100.0	100.0	98.5	100.0	100.0	98.8	100.0	61.1	99.0	98.9
Heavy Vehicles	0	1	0	0	1	1	0	0	0	0	4	0	0	0	19	0	0	19	0	0	18	0	7	18	38
% Heavy Vehicles	0.0	0.9	0.0	0.0	50.0	0.2	-	0.0	0.0	0.0	100.0	0.0	0.0	0.0	1.8	0.0	0.0	1.5	0.0	0.0	1.0	0.0	38.9	0.9	1.0
Bicycles on Road	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
% Bicycles on Road	0.0	0.0	1.1	0.2	0.0	0.3	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1



Turning Movement Peak Hour Data Plot (16:45)

Turning Movement Data

Start Time	Boggy Creek Road Eastbound					Narcoossee Road Northbound					Narcoossee Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:00	0	83	35	1	118	0	58	379	0	437	0	141	13	0	154	709
7:15	0	74	61	0	135	0	87	483	0	570	0	158	15	0	173	878
7:30	0	79	61	1	140	0	85	430	0	515	0	159	20	0	179	834
7:45	0	84	62	0	146	0	87	381	0	468	0	153	28	0	181	795
Hourly Total	0	320	219	2	539	0	317	1673	0	1990	0	611	76	0	687	3216
8:00	0	81	55	0	136	0	85	397	0	482	0	150	23	0	173	791
8:15	0	76	75	0	151	0	83	420	0	503	0	153	23	0	176	830
8:30	0	43	54	1	97	0	101	392	0	493	0	144	27	0	171	761
8:45	0	42	32	0	74	0	80	277	0	357	0	159	21	0	180	611
Hourly Total	0	242	216	1	458	0	349	1486	0	1835	0	606	94	0	700	2993
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:30	0	51	80	0	131	0	55	175	0	230	0	408	69	0	477	838
16:45	0	47	75	0	122	0	55	201	0	256	0	395	80	0	475	853
Hourly Total	0	98	155	0	253	0	110	376	0	486	0	803	149	0	952	1691
17:00	0	64	71	0	135	0	70	221	0	291	0	371	75	0	446	872
17:15	0	51	61	0	112	0	61	257	0	318	0	378	72	0	450	880
17:30	0	56	67	0	123	0	60	194	1	254	0	441	81	0	522	899
17:45	0	51	71	0	122	0	71	205	0	276	0	413	78	0	491	889
Hourly Total	0	222	270	0	492	0	262	877	1	1139	0	1603	306	0	1909	3540
18:00	0	43	62	0	105	0	68	193	0	261	0	397	60	0	457	823
18:15	0	47	55	0	102	0	47	209	0	256	0	357	72	0	429	787
Grand Total	0	972	977	3	1949	0	1153	4814	1	5967	0	4377	757	0	5134	13050
Approach %	0.0	49.9	50.1	-	-	0.0	19.3	80.7	-	-	0.0	85.3	14.7	-	-	-
Total %	0.0	7.4	7.5	-	14.9	0.0	8.8	36.9	-	45.7	0.0	33.5	5.8	-	39.3	-
Light Vehicles	0	959	919	1	1878	0	1093	4687	0	5780	0	4285	751	0	5036	12694
% Light Vehicles	-	98.7	94.1	33.3	96.4	-	94.8	97.4	0.0	96.9	-	97.9	99.2	-	98.1	97.3
Heavy Vehicles	0	13	57	2	70	0	60	120	1	180	0	88	6	0	94	344
% Heavy Vehicles	-	1.3	5.8	66.7	3.6	-	5.2	2.5	100.0	3.0	-	2.0	0.8	-	1.8	2.6
Bicycles on Road	0	0	1	0	1	0	0	7	0	7	0	4	0	0	4	12
% Bicycles on Road	-	0.0	0.1	0.0	0.1	-	0.0	0.1	0.0	0.1	-	0.1	0.0	-	0.1	0.1



Turning Movement Data Plot

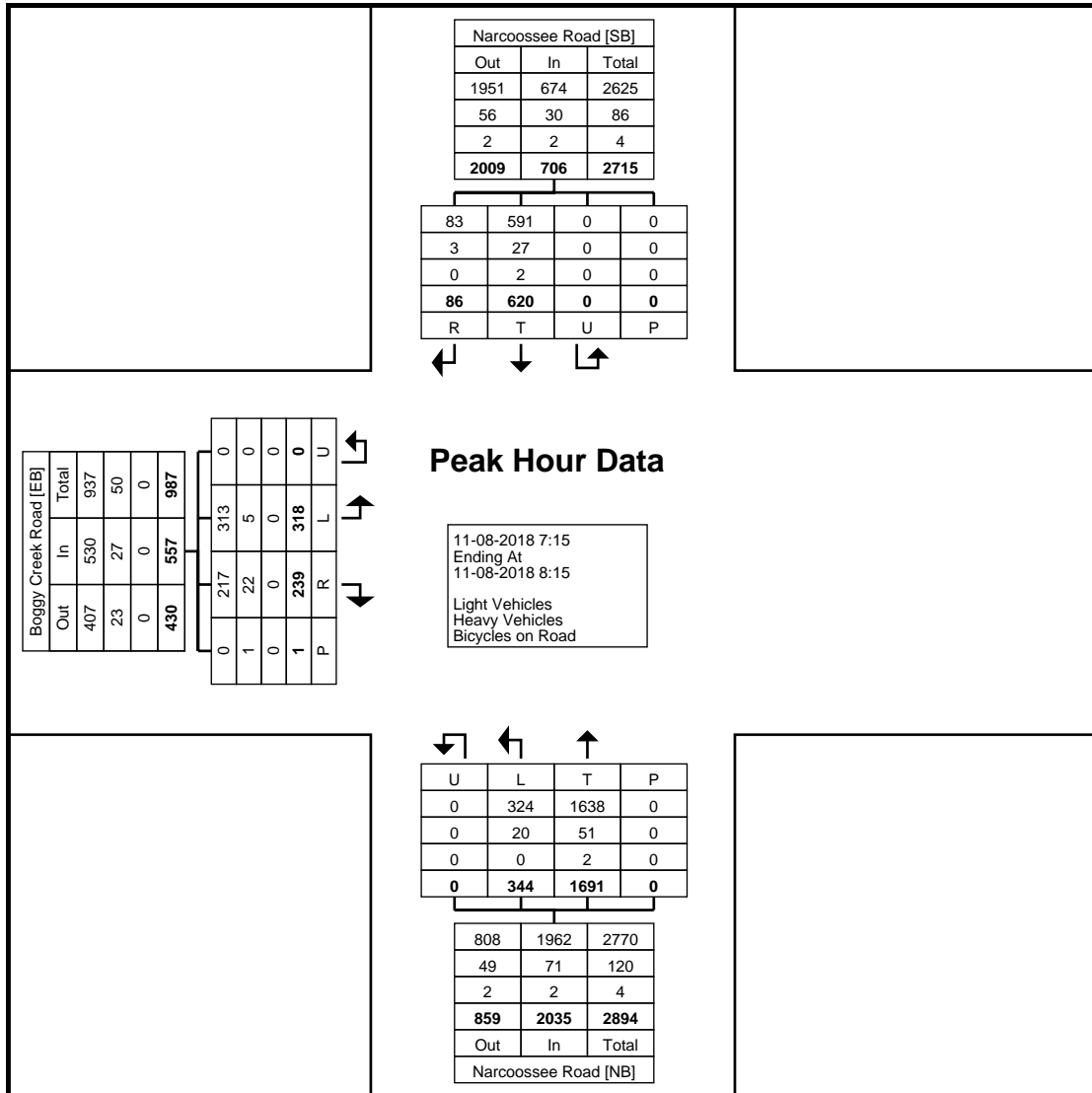
Boggy Creek Road @
Narcoossee Road
Thursday TMC

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

Count Name: T-8. Boggy Creek
Road @ Narcoossee Road
Site Code: 8
Start Date: 11-08-2018
Page No: 3

Turning Movement Peak Hour Data (7:15)

Start Time	Boggy Creek Road Eastbound					Narcoossee Road Northbound					Narcoossee Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
7:15	0	74	61	0	135	0	87	483	0	570	0	158	15	0	173	878
7:30	0	79	61	1	140	0	85	430	0	515	0	159	20	0	179	834
7:45	0	84	62	0	146	0	87	381	0	468	0	153	28	0	181	795
8:00	0	81	55	0	136	0	85	397	0	482	0	150	23	0	173	791
Total	0	318	239	1	557	0	344	1691	0	2035	0	620	86	0	706	3298
Approach %	0.0	57.1	42.9	-	-	0.0	16.9	83.1	-	-	0.0	87.8	12.2	-	-	-
Total %	0.0	9.6	7.2	-	16.9	0.0	10.4	51.3	-	61.7	0.0	18.8	2.6	-	21.4	-
PHF	0.000	0.946	0.964	-	0.954	0.000	0.989	0.875	-	0.893	0.000	0.975	0.768	-	0.975	0.939
Light Vehicles	0	313	217	0	530	0	324	1638	0	1962	0	591	83	0	674	3166
% Light Vehicles	-	98.4	90.8	0.0	95.2	-	94.2	96.9	-	96.4	-	95.3	96.5	-	95.5	96.0
Heavy Vehicles	0	5	22	1	27	0	20	51	0	71	0	27	3	0	30	128
% Heavy Vehicles	-	1.6	9.2	100.0	4.8	-	5.8	3.0	-	3.5	-	4.4	3.5	-	4.2	3.9
Bicycles on Road	0	0	0	0	0	0	0	2	0	2	0	2	0	0	2	4
% Bicycles on Road	-	0.0	0.0	0.0	0.0	-	0.0	0.1	-	0.1	-	0.3	0.0	-	0.3	0.1



Turning Movement Peak Hour Data Plot (7:15)

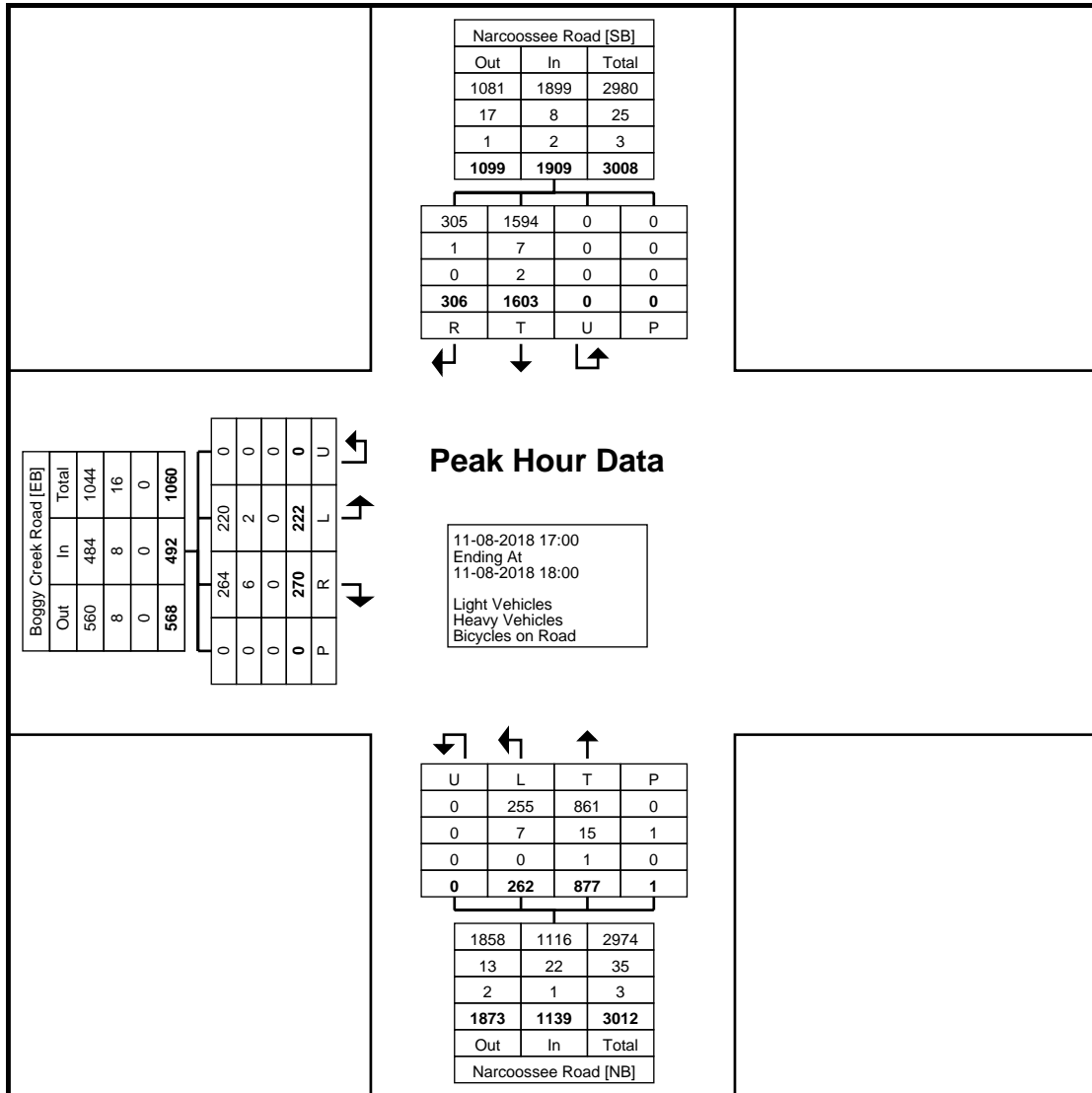
Boggy Creek Road @
Narcoossee Road
Thursday TMC

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

Count Name: T-8. Boggy Creek
Road @ Narcoossee Road
Site Code: 8
Start Date: 11-08-2018
Page No: 5

Turning Movement Peak Hour Data (17:00)

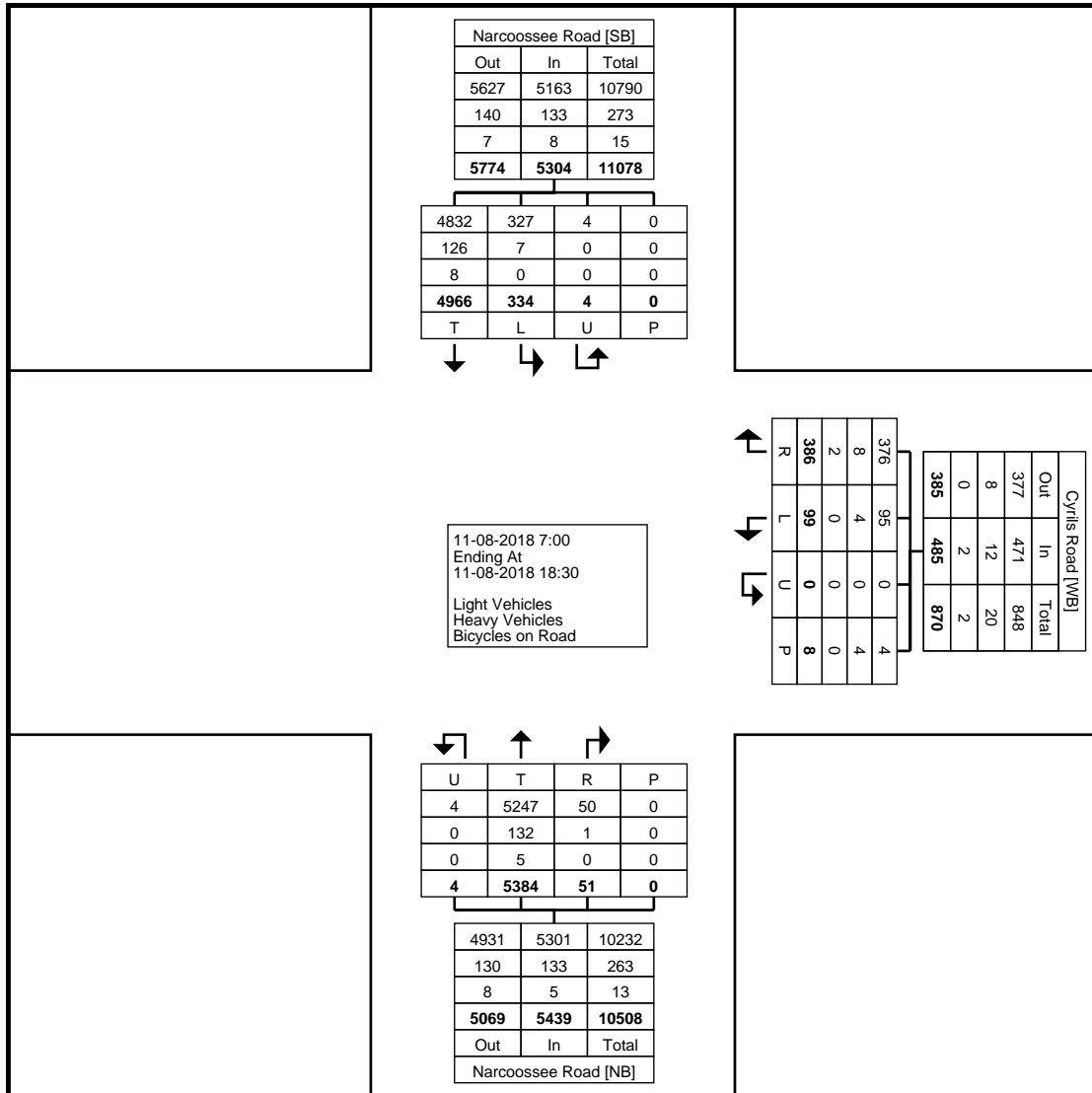
Start Time	Boggy Creek Road Eastbound					Narcoossee Road Northbound					Narcoossee Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	
17:00	0	64	71	0	135	0	70	221	0	291	0	371	75	0	446	872
17:15	0	51	61	0	112	0	61	257	0	318	0	378	72	0	450	880
17:30	0	56	67	0	123	0	60	194	1	254	0	441	81	0	522	899
17:45	0	51	71	0	122	0	71	205	0	276	0	413	78	0	491	889
Total	0	222	270	0	492	0	262	877	1	1139	0	1603	306	0	1909	3540
Approach %	0.0	45.1	54.9	-	-	0.0	23.0	77.0	-	-	0.0	84.0	16.0	-	-	-
Total %	0.0	6.3	7.6	-	13.9	0.0	7.4	24.8	-	32.2	0.0	45.3	8.6	-	53.9	-
PHF	0.000	0.867	0.951	-	0.911	0.000	0.923	0.853	-	0.895	0.000	0.909	0.944	-	0.914	0.984
Light Vehicles	0	220	264	0	484	0	255	861	0	1116	0	1594	305	0	1899	3499
% Light Vehicles	-	99.1	97.8	-	98.4	-	97.3	98.2	0.0	98.0	-	99.4	99.7	-	99.5	98.8
Heavy Vehicles	0	2	6	0	8	0	7	15	1	22	0	7	1	0	8	38
% Heavy Vehicles	-	0.9	2.2	-	1.6	-	2.7	1.7	100.0	1.9	-	0.4	0.3	-	0.4	1.1
Bicycles on Road	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	3
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.1	0.0	0.1	-	0.1	0.0	-	0.1	0.1



Turning Movement Peak Hour Data Plot (17:00)

Turning Movement Data

Start Time	Cyrils Road Westbound					Narcoossee Road Northbound					Narcoossee Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
7:00	0	2	30	0	32	0	459	0	0	459	1	12	148	0	161	652
7:15	0	1	33	1	34	0	487	4	0	491	0	18	203	0	221	746
7:30	0	11	37	0	48	1	483	1	0	485	0	17	221	0	238	771
7:45	0	26	47	0	73	0	382	3	0	385	0	19	190	0	209	667
Hourly Total	0	40	147	1	187	1	1811	8	0	1820	1	66	762	0	829	2836
8:00	0	18	38	0	56	0	431	4	0	435	0	16	215	0	231	722
8:15	0	9	62	0	71	0	400	6	0	406	1	9	209	0	219	696
8:30	0	7	20	0	27	1	445	4	0	450	0	11	212	0	223	700
8:45	0	4	19	1	23	1	293	3	0	297	0	16	173	0	189	509
Hourly Total	0	38	139	1	177	2	1569	17	0	1588	1	52	809	0	862	2627
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16:30	0	4	12	0	16	0	212	6	0	218	0	30	451	0	481	715
16:45	0	2	7	0	9	0	260	5	0	265	0	41	414	0	455	729
Hourly Total	0	6	19	0	25	0	472	11	0	483	0	71	865	0	936	1444
17:00	0	3	12	1	15	0	272	3	0	275	0	19	400	0	419	709
17:15	0	2	14	0	16	0	288	5	0	293	0	25	416	0	441	750
17:30	0	1	8	0	9	0	231	1	0	232	1	29	440	0	470	711
17:45	0	4	12	5	16	1	253	1	0	255	1	25	472	0	498	769
Hourly Total	0	10	46	6	56	1	1044	10	0	1055	2	98	1728	0	1828	2939
18:00	0	4	20	0	24	0	251	3	0	254	0	29	429	0	458	736
18:15	0	1	15	0	16	0	237	2	0	239	0	18	373	0	391	646
Grand Total	0	99	386	8	485	4	5384	51	0	5439	4	334	4966	0	5304	11228
Approach %	0.0	20.4	79.6	-	-	0.1	99.0	0.9	-	-	0.1	6.3	93.6	-	-	-
Total %	0.0	0.9	3.4	-	4.3	0.0	48.0	0.5	-	48.4	0.0	3.0	44.2	-	47.2	-
Light Vehicles	0	95	376	4	471	4	5247	50	0	5301	4	327	4832	0	5163	10935
% Light Vehicles	-	96.0	97.4	50.0	97.1	100.0	97.5	98.0	-	97.5	100.0	97.9	97.3	-	97.3	97.4
Heavy Vehicles	0	4	8	4	12	0	132	1	0	133	0	7	126	0	133	278
% Heavy Vehicles	-	4.0	2.1	50.0	2.5	0.0	2.5	2.0	-	2.4	0.0	2.1	2.5	-	2.5	2.5
Bicycles on Road	0	0	2	0	2	0	5	0	0	5	0	0	8	0	8	15
% Bicycles on Road	-	0.0	0.5	0.0	0.4	0.0	0.1	0.0	-	0.1	0.0	0.0	0.2	-	0.2	0.1



Turning Movement Data Plot

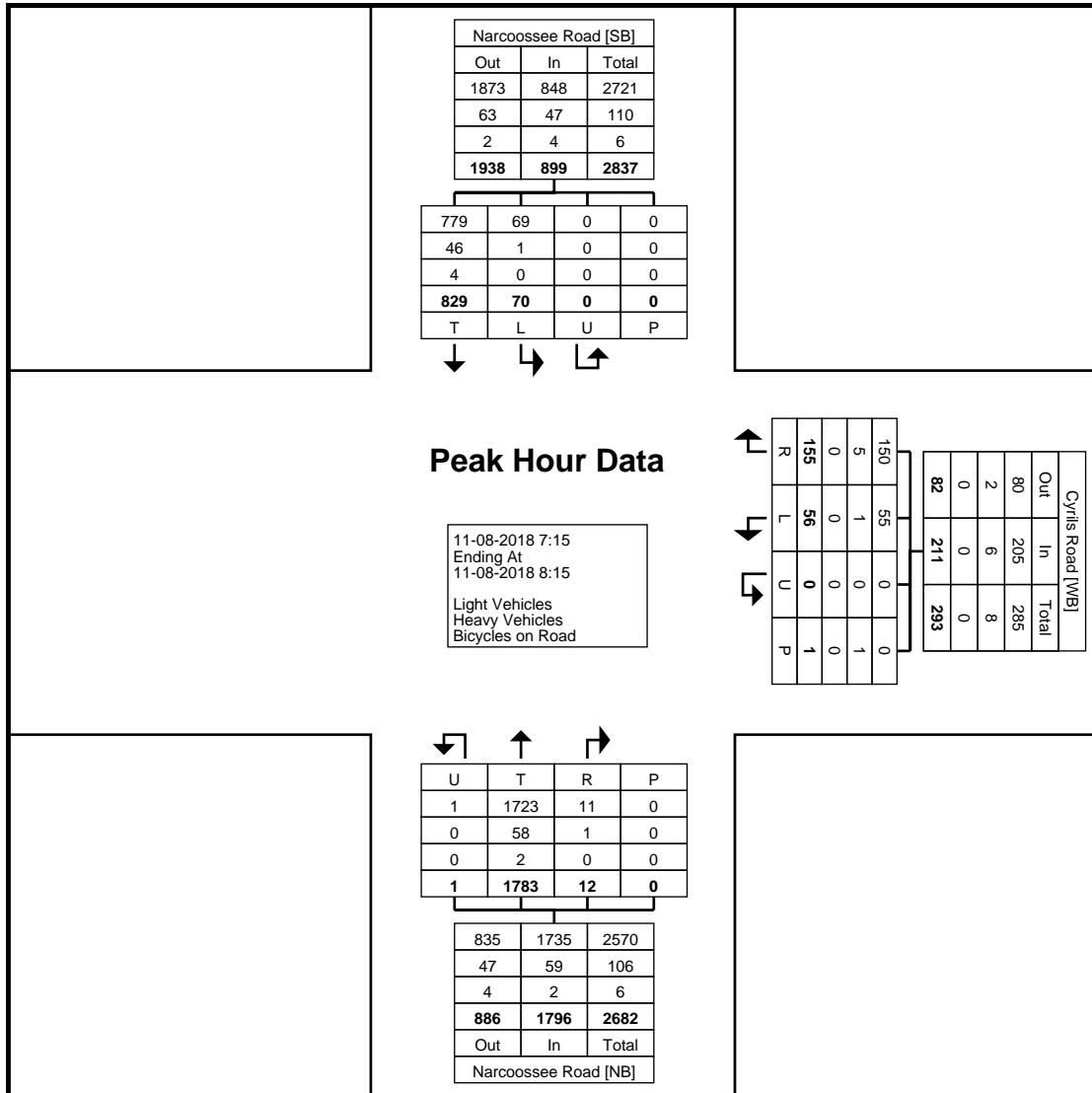
Cyrils Road @ Narcoossee
 Road
 Thursday TMC

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

Count Name: T-9. Cyrils Road
 @ Narcoossee Road
 Site Code: 9
 Start Date: 11-08-2018
 Page No: 3

Turning Movement Peak Hour Data (7:15)

Start Time	Cyrils Road Westbound					Narcoossee Road Northbound					Narcoossee Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
7:15	0	1	33	1	34	0	487	4	0	491	0	18	203	0	221	746
7:30	0	11	37	0	48	1	483	1	0	485	0	17	221	0	238	771
7:45	0	26	47	0	73	0	382	3	0	385	0	19	190	0	209	667
8:00	0	18	38	0	56	0	431	4	0	435	0	16	215	0	231	722
Total	0	56	155	1	211	1	1783	12	0	1796	0	70	829	0	899	2906
Approach %	0.0	26.5	73.5	-	-	0.1	99.3	0.7	-	-	0.0	7.8	92.2	-	-	-
Total %	0.0	1.9	5.3	-	7.3	0.0	61.4	0.4	-	61.8	0.0	2.4	28.5	-	30.9	-
PHF	0.000	0.538	0.824	-	0.723	0.250	0.915	0.750	-	0.914	0.000	0.921	0.938	-	0.944	0.942
Light Vehicles	0	55	150	0	205	1	1723	11	0	1735	0	69	779	0	848	2788
% Light Vehicles	-	98.2	96.8	0.0	97.2	100.0	96.6	91.7	-	96.6	-	98.6	94.0	-	94.3	95.9
Heavy Vehicles	0	1	5	1	6	0	58	1	0	59	0	1	46	0	47	112
% Heavy Vehicles	-	1.8	3.2	100.0	2.8	0.0	3.3	8.3	-	3.3	-	1.4	5.5	-	5.2	3.9
Bicycles on Road	0	0	0	0	0	0	2	0	0	2	0	0	4	0	4	6
% Bicycles on Road	-	0.0	0.0	0.0	0.0	0.0	0.1	0.0	-	0.1	-	0.0	0.5	-	0.4	0.2



Turning Movement Peak Hour Data Plot (7:15)

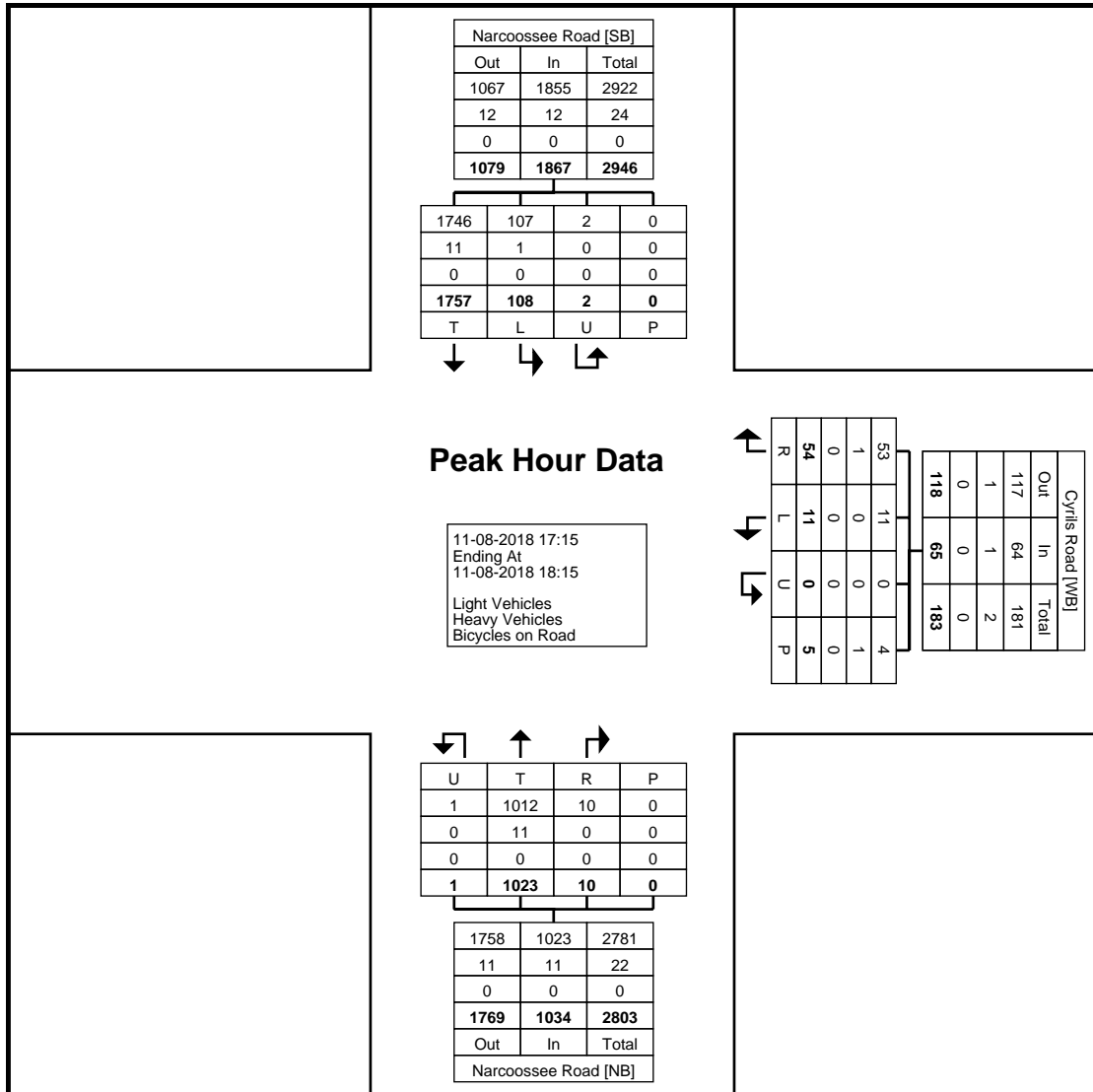
Cyrils Road @ Narcoossee
Road
Thursday TMC

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

Count Name: T-9. Cyrils Road
@ Narcoossee Road
Site Code: 9
Start Date: 11-08-2018
Page No: 5

Turning Movement Peak Hour Data (17:15)

Start Time	Cyrils Road Westbound					Narcoossee Road Northbound					Narcoossee Road Southbound					Int. Total
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	
17:15	0	2	14	0	16	0	288	5	0	293	0	25	416	0	441	750
17:30	0	1	8	0	9	0	231	1	0	232	1	29	440	0	470	711
17:45	0	4	12	5	16	1	253	1	0	255	1	25	472	0	498	769
18:00	0	4	20	0	24	0	251	3	0	254	0	29	429	0	458	736
Total	0	11	54	5	65	1	1023	10	0	1034	2	108	1757	0	1867	2966
Approach %	0.0	16.9	83.1	-	-	0.1	98.9	1.0	-	-	0.1	5.8	94.1	-	-	-
Total %	0.0	0.4	1.8	-	2.2	0.0	34.5	0.3	-	34.9	0.1	3.6	59.2	-	62.9	-
PHF	0.000	0.688	0.675	-	0.677	0.250	0.888	0.500	-	0.882	0.500	0.931	0.931	-	0.937	0.964
Light Vehicles	0	11	53	4	64	1	1012	10	0	1023	2	107	1746	0	1855	2942
% Light Vehicles	-	100.0	98.1	80.0	98.5	100.0	98.9	100.0	-	98.9	100.0	99.1	99.4	-	99.4	99.2
Heavy Vehicles	0	0	1	1	1	0	11	0	0	11	0	1	11	0	12	24
% Heavy Vehicles	-	0.0	1.9	20.0	1.5	0.0	1.1	0.0	-	1.1	0.0	0.9	0.6	-	0.6	0.8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Road	-	0.0	0.0	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0



Turning Movement Peak Hour Data Plot (17:15)

APPENDIX E

Synchro Model Results

Appendix

SYNCHRO Outputs

2018 AM Peak
2018 PM Peak
2025 No-Build AM Peak
2025 No-Build AM Peak- DDI
2025 No-Build PM Peak
2025 No-Build PM Peak- DDI
2025 Build AM Peak
2025 Build AM Peak- DDI
2025 Build PM Peak
2025 Build PM Peak- DDI
2045 No-Build AM Peak
2045 No-Build AM Peak- DDI
2045 No-Build PM Peak
2045 No-Build PM Peak- DDI
2045 Build AM Peak
2045 Build AM Peak- DDI
2045 Build PM Peak
2045 Build PM Peak- DDI

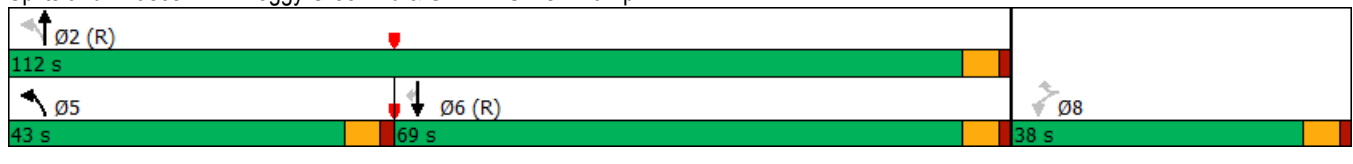
2018 AM Peak
1: Boggy Creek Rd & SR 417 SB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	162	0	170	266	1051	0	0	686	129
Future Volume (vph)	0	0	0	162	0	170	266	1051	0	0	686	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	800		375	0		0	0		350
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	3433	0	1583	1770	3539	0	0	3539	1583
Flt Permitted				0.950			0.251					
Satd. Flow (perm)	0	0	0	3433	0	1583	468	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						140						136
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1000			1004			600			1000	
Travel Time (s)		22.7			22.8			9.1			15.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	171	0	179	280	1106	0	0	722	136
Turn Type				Perm		Perm	pm+pt	NA			NA	Perm
Protected Phases							5	2			6	
Permitted Phases				8		8	2					6
Total Split (s)				38.0		38.0	43.0	112.0			69.0	69.0
Total Lost Time (s)				5.5		5.5	5.5	5.5			5.5	5.5
Act Effct Green (s)				32.5		32.5	106.5	106.5			63.5	63.5
Actuated g/C Ratio				0.22		0.22	0.71	0.71			0.42	0.42
v/c Ratio				0.23		0.40	0.43	0.44			0.48	0.18
Control Delay				49.4		15.8	21.3	8.3			32.7	4.5
Queue Delay				0.0		0.0	0.0	0.2			0.0	0.0
Total Delay				49.4		15.8	21.3	8.4			32.7	4.5
LOS				D		B	C	A			C	A
Approach Delay					32.2			11.0			28.2	
Approach LOS					C			B			C	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 19.6
 Intersection Capacity Utilization 60.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 1: Boggy Creek Rd & SR 417 SB Off Ramp



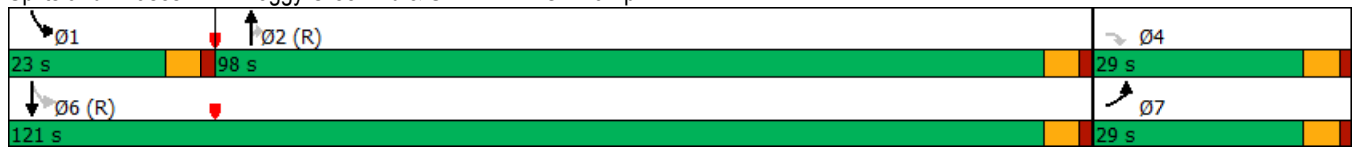
2018 AM Peak
2: Boggy Creek Rd & SR 417 NB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	0	136	0	0	0	0	1255	285	136	712	0
Future Volume (vph)	62	0	136	0	0	0	0	1255	285	136	712	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		750	0		0	0		350	0		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	0	1583	0	0	0	0	3539	1583	1770	3539	0
Flt Permitted	0.950									0.131		
Satd. Flow (perm)	3433	0	1583	0	0	0	0	3539	1583	244	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			143						300			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1000			1000			1200			600	
Travel Time (s)		22.7			22.7			18.2			9.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	0	143	0	0	0	0	1321	300	143	749	0
Turn Type	Prot		Perm					NA	Perm	pm+pt	NA	
Protected Phases	7							2		1	6	
Permitted Phases			4						2	6		
Total Split (s)	29.0		29.0					98.0	98.0	23.0	121.0	
Total Lost Time (s)	5.5		5.5					5.5	5.5	5.5	5.5	
Act Effect Green (s)	23.5		23.5					92.5	92.5	115.5	115.5	
Actuated g/C Ratio	0.16		0.16					0.62	0.62	0.77	0.77	
v/c Ratio	0.12		0.39					0.61	0.27	0.39	0.27	
Control Delay	55.1		11.3					10.9	1.5	26.4	0.8	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.1	
Total Delay	55.1		11.3					10.9	1.5	26.4	0.9	
LOS	E		B					B	A	C	A	
Approach Delay		25.0						9.2			5.0	
Approach LOS		C						A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 9.0
 Intersection Capacity Utilization 60.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 2: Boggy Creek Rd & SR 417 NB Off Ramp



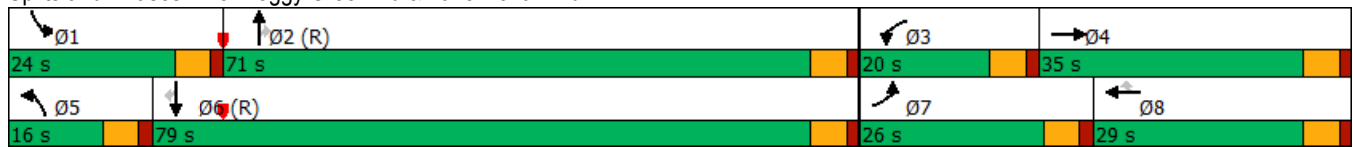
2018 AM Peak
3: Boggy Creek Rd & Lake Nona Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	262	184	100	76	62	222	47	1037	143	238	539	77
Future Volume (vph)	262	184	100	76	62	222	47	1037	143	238	539	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	375		0	350		275	625		625
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	3352	0	1770	1863	1583	1770	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3352	0	1770	1863	1583	1770	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		60				190			178			138
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1000			1000			524			1200	
Travel Time (s)		22.7			22.7			7.9			18.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	276	299	0	80	65	234	49	1092	151	251	567	81
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			6
Total Split (s)	26.0	35.0		20.0	29.0	29.0	16.0	71.0	71.0	24.0	79.0	79.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Act Effct Green (s)	20.5	29.5		14.5	23.5	23.5	10.5	65.5	65.5	18.5	73.5	73.5
Actuated g/C Ratio	0.14	0.20		0.10	0.16	0.16	0.07	0.44	0.44	0.12	0.49	0.49
v/c Ratio	0.59	0.42		0.47	0.22	0.57	0.40	0.71	0.19	0.59	0.33	0.10
Control Delay	66.5	43.9		73.7	57.6	19.2	74.7	47.1	4.9	79.1	18.6	0.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.5	43.9		73.7	57.6	19.2	74.7	47.1	4.9	79.1	18.6	0.9
LOS	E	D		E	E	B	E	D	A	E	B	A
Approach Delay		54.7			37.3			43.2			33.9	
Approach LOS		D			D			D			C	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 42.0
 Intersection Capacity Utilization 66.3%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service C

Splits and Phases: 3: Boggy Creek Rd & Lake Nona Blvd



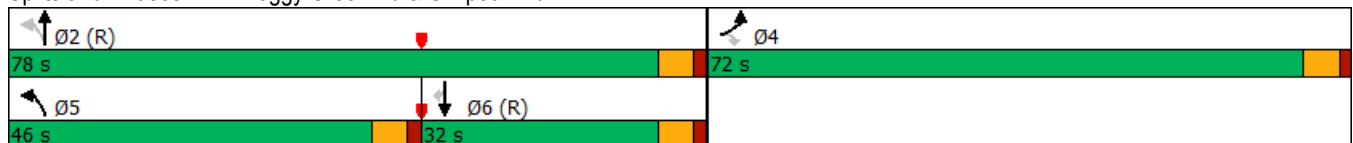
2018 AM Peak
 4: Boggy Creek Rd & Simpson Rd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	682	304	501	591	237	423
Future Volume (vph)	682	304	501	591	237	423
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	750	0	475			400
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.230			
Satd. Flow (perm)	1770	1583	428	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		211				445
Link Speed (mph)	30			45	45	
Link Distance (ft)	1005			1333	1676	
Travel Time (s)	22.8			20.2	25.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	718	320	527	622	249	445
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Total Split (s)	72.0	72.0	46.0	78.0	32.0	32.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Act Effct Green (s)	66.5	66.5	72.5	72.5	26.5	26.5
Actuated g/C Ratio	0.44	0.44	0.48	0.48	0.18	0.18
v/c Ratio	0.92	0.39	0.93	0.69	0.76	0.69
Control Delay	56.8	10.4	57.4	35.1	97.0	31.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.8	10.4	57.4	35.1	97.0	31.4
LOS	E	B	E	D	F	C
Approach Delay	42.5			45.3	54.9	
Approach LOS	D			D	D	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 46.6
 Intersection Capacity Utilization 91.8%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service F

Splits and Phases: 4: Boggy Creek Rd & Simpson Rd



2018 AM Peak
5: Lake Nona Blvd & SR 417 SB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	740	0	23	401	176	0	0	299	121
Future Volume (vph)	0	0	0	740	0	23	401	176	0	0	299	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	1000		750	0		0	0		0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	3433	0	1583	1770	3539	0	0	3387	0
Flt Permitted				0.950			0.283					
Satd. Flow (perm)	0	0	0	3433	0	1583	527	3539	0	0	3387	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						58						37
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1045			1472			617				924
Travel Time (s)		23.8			33.5			14.0				21.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	779	0	24	422	185	0	0	442	0
Turn Type				Perm		Perm	pm+pt	NA			NA	
Protected Phases							5	2				6
Permitted Phases				8		8	2					
Total Split (s)				57.0		57.0	53.0	93.0				40.0
Total Lost Time (s)				5.5		5.5	5.5	5.5				5.5
Act Effct Green (s)				51.5		51.5	87.5	87.5				34.5
Actuated g/C Ratio				0.34		0.34	0.58	0.58				0.23
v/c Ratio				0.66		0.04	0.60	0.09				0.55
Control Delay				45.1		0.1	63.8	12.2				49.4
Queue Delay				0.0		0.0	1.2	0.0				0.0
Total Delay				45.1		0.1	65.0	12.2				49.4
LOS				D		A	E	B				D
Approach Delay					43.8			48.9				49.4
Approach LOS					D			D				D

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 46.8
 Intersection Capacity Utilization 68.1%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service C

Splits and Phases: 5: Lake Nona Blvd & SR 417 SB Off Ramp



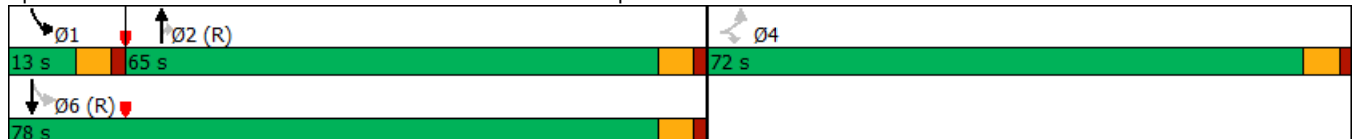
2018 AM Peak
6: Lake Nona Blvd & SR 417 NB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	0	413	0	0	0	0	516	224	61	978	0
Future Volume (vph)	61	0	413	0	0	0	0	516	224	61	978	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	0	1583	0	0	0	0	3539	1583	1770	3539	0
Flt Permitted	0.950									0.331		
Satd. Flow (perm)	1770	0	1583	0	0	0	0	3539	1583	617	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			63						236			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1019			1486			1374			617	
Travel Time (s)		23.2			33.8			31.2			14.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	0	435	0	0	0	0	543	236	64	1029	0
Turn Type	Perm		Perm					NA	Perm	pm+pt	NA	
Protected Phases								2		1	6	
Permitted Phases	4		4						2	6		
Total Split (s)	72.0		72.0					65.0	65.0	13.0	78.0	
Total Lost Time (s)	5.5		5.5					5.5	5.5	5.5	5.5	
Act Effect Green (s)	66.5		66.5					59.5	59.5	72.5	72.5	
Actuated g/C Ratio	0.44		0.44					0.40	0.40	0.48	0.48	
v/c Ratio	0.08		0.59					0.39	0.31	0.18	0.60	
Control Delay	24.6		30.4					33.3	4.4	39.6	46.8	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.6	
Total Delay	24.6		30.4					33.3	4.4	39.6	47.4	
LOS	C		C					C	A	D	D	
Approach Delay		29.7						24.5			46.9	
Approach LOS		C						C			D	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 35.9 Intersection LOS: D
 Intersection Capacity Utilization 68.1% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 6: Lake Nona Blvd & SR 417 NB Off Ramp



2018 AM Peak

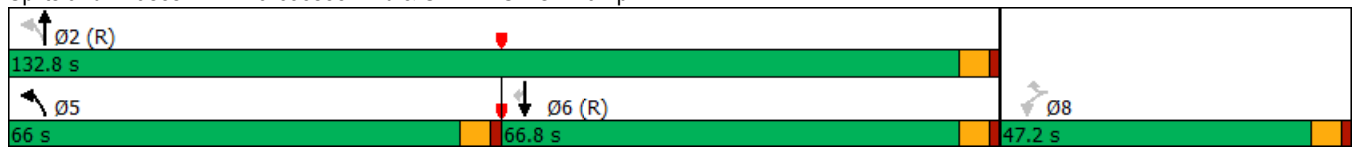
7: Narcoosee Blvd & SR 417 SB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	560	0	54	482	1192	0	0	853	183
Future Volume (vph)	0	0	0	560	0	54	482	1192	0	0	853	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	750		500	0		0	0		250
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	3433	0	1583	1770	3539	0	0	3539	1583
Flt Permitted				0.950			0.116					
Satd. Flow (perm)	0	0	0	3433	0	1583	216	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						57						136
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1009			1008			700				796
Travel Time (s)		22.9			22.9			15.9				18.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	589	0	57	507	1255	0	0	898	193
Turn Type				Perm		Perm	pm+pt	NA			NA	Perm
Protected Phases							5	2			6	
Permitted Phases				8		8	2					6
Total Split (s)				47.2		47.2	66.0	132.8			66.8	66.8
Total Lost Time (s)				5.5		5.5	5.5	5.5			5.5	5.5
Act Effct Green (s)				41.7		41.7	127.3	127.3			61.3	61.3
Actuated g/C Ratio				0.23		0.23	0.71	0.71			0.34	0.34
v/c Ratio				0.74		0.14	0.75	0.50			0.75	0.31
Control Delay				70.7		12.4	56.0	12.0			57.1	14.7
Queue Delay				0.0		0.0	4.4	0.7			0.0	0.0
Total Delay				70.7		12.4	60.4	12.7			57.1	14.7
LOS				E		B	E	B			E	B
Approach Delay					65.5			26.4			49.6	
Approach LOS					E			C			D	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 40.8
 Intersection Capacity Utilization 100.7%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service G

Splits and Phases: 7: Narcoosee Blvd & SR 417 SB Off Ramp



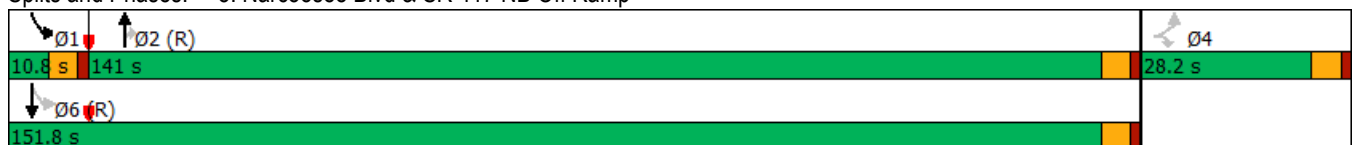
2018 AM Peak
 8: Narcoosee Blvd & SR 417 NB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	0	205	0	0	0	0	1571	1244	33	1380	0
Future Volume (vph)	103	0	205	0	0	0	0	1571	1244	33	1380	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		500	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	0	1583	0	0	0	0	3539	1583	1770	3539	0
Flt Permitted	0.950									0.104		
Satd. Flow (perm)	1770	0	1583	0	0	0	0	3539	1583	194	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			102						1025			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1011			1083			1364			700	
Travel Time (s)		23.0			24.6			31.0			15.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	108	0	216	0	0	0	0	1654	1309	35	1453	0
Turn Type	Perm		Perm					NA	Perm	pm+pt	NA	
Protected Phases								2		1	6	
Permitted Phases	4		4						2	6		
Total Split (s)	28.2		28.2					141.0	141.0	10.8	151.8	
Total Lost Time (s)	5.5		5.5					5.5	5.5	5.5	5.5	
Act Effct Green (s)	22.7		22.7					135.5	135.5	146.3	146.3	
Actuated g/C Ratio	0.13		0.13					0.75	0.75	0.81	0.81	
v/c Ratio	0.48		0.75					0.62	0.91	0.17	0.51	
Control Delay	81.2		56.2					11.6	13.6	1.2	0.5	
Queue Delay	0.2		0.0					0.0	0.0	0.0	0.1	
Total Delay	81.4		56.2					11.6	13.6	1.2	0.6	
LOS	F		E					B	B	A	A	
Approach Delay		64.6						12.5			0.6	
Approach LOS		E						B			A	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 12.3
 Intersection Capacity Utilization 100.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service G

Splits and Phases: 8: Narcoosee Blvd & SR 417 NB Off Ramp



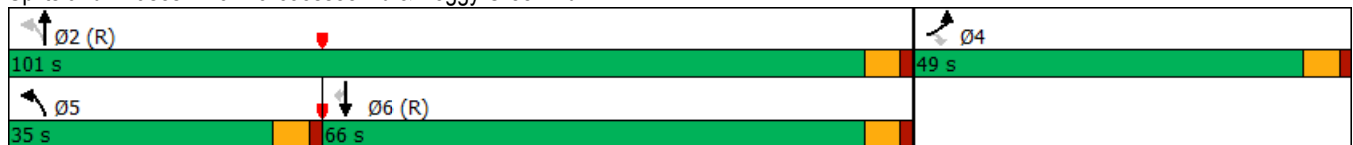
2018 AM Peak
 9: Narcoossee Rd & Boggy Creek Rd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	318	239	344	1691	620	86
Future Volume (vph)	318	239	344	1691	620	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	200	350			0
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.274			
Satd. Flow (perm)	1770	1583	510	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		229				91
Link Speed (mph)	30			30	30	
Link Distance (ft)	1397			1249	1012	
Travel Time (s)	31.8			28.4	23.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	335	252	362	1780	653	91
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Total Split (s)	49.0	49.0	35.0	101.0	66.0	66.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Act Effct Green (s)	43.5	43.5	95.5	95.5	60.5	60.5
Actuated g/C Ratio	0.29	0.29	0.64	0.64	0.40	0.40
v/c Ratio	0.65	0.41	0.63	0.79	0.46	0.13
Control Delay	53.7	8.7	17.9	23.3	34.0	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.7	8.7	17.9	23.3	34.0	5.5
LOS	D	A	B	C	C	A
Approach Delay	34.4			22.4	30.6	
Approach LOS	C			C	C	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 26.1
 Intersection Capacity Utilization 73.5%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 9: Narcoossee Rd & Boggy Creek Rd



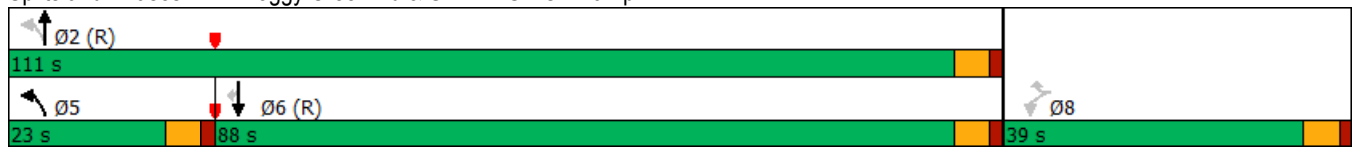
2018 PM Peak
 1: Boggy Creek Rd & SR 417 SB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	273	0	251	150	921	0	0	1205	113
Future Volume (vph)	0	0	0	273	0	251	150	921	0	0	1205	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	800		375	0		0	0		350
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	3433	0	1583	1770	3539	0	0	3539	1583
Flt Permitted				0.950			0.120					
Satd. Flow (perm)	0	0	0	3433	0	1583	224	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						179						119
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1000			1004			600			1000	
Travel Time (s)		22.7			22.8			9.1			15.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	287	0	264	158	969	0	0	1268	119
Turn Type				Perm		Perm	pm+pt	NA			NA	Perm
Protected Phases							5	2			6	
Permitted Phases				8		8	2					6
Total Split (s)				39.0		39.0	23.0	111.0			88.0	88.0
Total Lost Time (s)				5.5		5.5	5.5	5.5			5.5	5.5
Act Effct Green (s)				33.5		33.5	105.5	105.5			82.5	82.5
Actuated g/C Ratio				0.22		0.22	0.70	0.70			0.55	0.55
v/c Ratio				0.37		0.54	0.47	0.39			0.65	0.13
Control Delay				51.1		20.9	37.7	3.6			25.7	2.9
Queue Delay				0.0		0.0	0.0	0.0			0.0	0.0
Total Delay				51.1		20.9	37.7	3.6			25.7	2.9
LOS				D		C	D	A			C	A
Approach Delay					36.6			8.4			23.7	
Approach LOS					D			A			C	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 20.4
 Intersection Capacity Utilization 63.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 1: Boggy Creek Rd & SR 417 SB Off Ramp



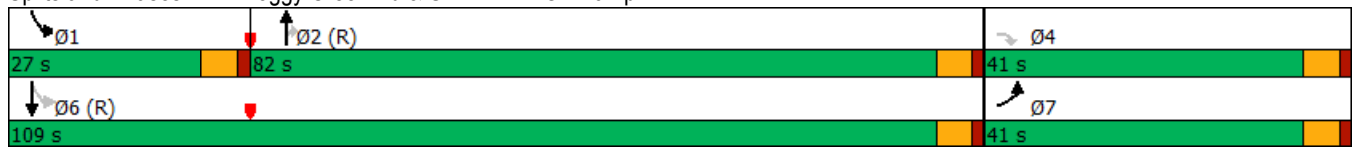
2018 PM Peak
2: Boggy Creek Rd & SR 417 NB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	0	186	0	0	0	0	979	195	150	1328	0
Future Volume (vph)	92	0	186	0	0	0	0	979	195	150	1328	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		750	0		0	0		350	0		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	0	1583	0	0	0	0	3539	1583	1770	3539	0
Flt Permitted	0.950									0.170		
Satd. Flow (perm)	3433	0	1583	0	0	0	0	3539	1583	317	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			73						205			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1000			1000			1200			600	
Travel Time (s)		22.7			22.7			18.2			9.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	0	196	0	0	0	0	1031	205	158	1398	0
Turn Type	Prot		Perm					NA	Perm	pm+pt	NA	
Protected Phases	7							2		1	6	
Permitted Phases			4						2	6		
Total Split (s)	41.0		41.0					82.0	82.0	27.0	109.0	
Total Lost Time (s)	5.5		5.5					5.5	5.5	5.5	5.5	
Act Effect Green (s)	35.5		35.5					76.5	76.5	103.5	103.5	
Actuated g/C Ratio	0.24		0.24					0.51	0.51	0.69	0.69	
v/c Ratio	0.12		0.46					0.57	0.23	0.37	0.57	
Control Delay	45.5		34.0					16.0	2.3	14.8	9.4	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.1	
Total Delay	45.5		34.0					16.0	2.3	14.8	9.5	
LOS	D		C					B	A	B	A	
Approach Delay		37.8						13.7			10.0	
Approach LOS		D						B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 14.2
 Intersection Capacity Utilization 63.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 2: Boggy Creek Rd & SR 417 NB Off Ramp



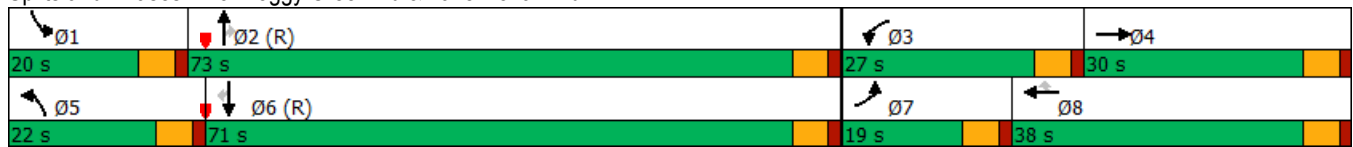
2018 PM Peak
3: Boggy Creek Rd & Lake Nona Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	111	74	126	221	250	92	732	80	176	1040	204
Future Volume (vph)	155	111	74	126	221	250	92	732	80	176	1040	204
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	375		0	350		275	625		625
Storage Lanes	2		0	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	3327	0	1770	1863	1583	1770	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3327	0	1770	1863	1583	1770	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		78				263			138			215
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1000			1000			524			1200	
Travel Time (s)		22.7			22.7			7.9			18.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	195	0	133	233	263	97	771	84	185	1095	215
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			6
Total Split (s)	19.0	30.0		27.0	38.0	38.0	22.0	73.0	73.0	20.0	71.0	71.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Act Effct Green (s)	13.5	24.5		21.5	32.5	32.5	16.5	67.5	67.5	14.5	65.5	65.5
Actuated g/C Ratio	0.09	0.16		0.14	0.22	0.22	0.11	0.45	0.45	0.10	0.44	0.44
v/c Ratio	0.53	0.32		0.53	0.58	0.48	0.50	0.48	0.11	0.56	0.71	0.26
Control Delay	71.9	34.4		67.8	59.2	8.4	59.1	37.7	4.2	89.3	24.5	2.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.9	34.4		67.8	59.2	8.4	59.1	37.7	4.2	89.3	24.5	2.2
LOS	E	C		E	E	A	E	D	A	F	C	A
Approach Delay		51.5			39.8			37.0			29.3	
Approach LOS		D			D			D			C	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 35.6
 Intersection Capacity Utilization 68.2%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service C

Splits and Phases: 3: Boggy Creek Rd & Lake Nona Blvd



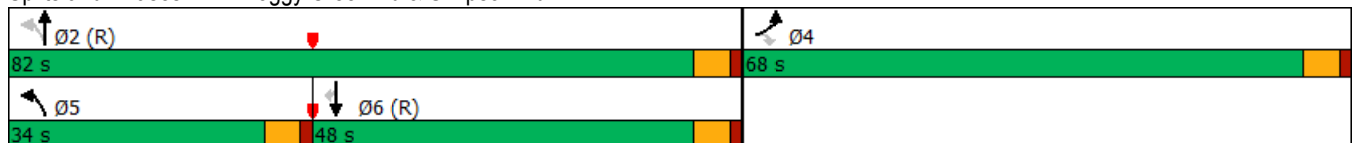
2018 PM Peak
 4: Boggy Creek Rd & Simpson Rd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	659	457	373	365	433	646
Future Volume (vph)	659	457	373	365	433	646
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	750	0	475			400
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.950		0.120			
Satd. Flow (perm)	1770	1583	224	1863	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		314				680
Link Speed (mph)	30			45	45	
Link Distance (ft)	1005			1333	1676	
Travel Time (s)	22.8			20.2	25.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	694	481	393	384	456	680
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Total Split (s)	68.0	68.0	34.0	82.0	48.0	48.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Act Effct Green (s)	62.5	62.5	76.5	76.5	42.5	42.5
Actuated g/C Ratio	0.42	0.42	0.51	0.51	0.28	0.28
v/c Ratio	0.94	0.57	0.97	0.40	0.87	0.73
Control Delay	63.8	13.6	76.1	24.3	86.5	30.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.8	13.6	76.1	24.3	86.5	30.2
LOS	E	B	E	C	F	C
Approach Delay	43.2			50.5	52.8	
Approach LOS	D			D	D	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 48.6
 Intersection Capacity Utilization 93.7%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service F

Splits and Phases: 4: Boggy Creek Rd & Simpson Rd



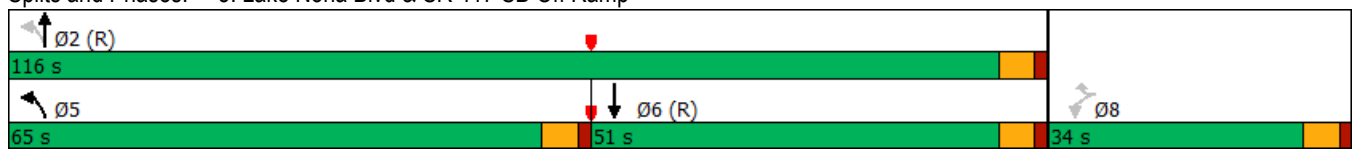
2018 PM Peak
5: Lake Nona Blvd & SR 417 SB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	169	0	71	342	410	0	0	252	108
Future Volume (vph)	0	0	0	169	0	71	342	410	0	0	252	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	1000		750	0		0	0		0
Storage Lanes	0		0	1		1	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	3433	0	1583	1770	3539	0	0	3380	0
Flt Permitted				0.950			0.392					
Satd. Flow (perm)	0	0	0	3433	0	1583	730	3539	0	0	3380	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						75						46
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1045			1472			617			924	
Travel Time (s)		23.8			33.5			14.0			21.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	178	0	75	360	432	0	0	379	0
Turn Type				Perm		Perm	pm+pt	NA			NA	
Protected Phases							5	2			6	
Permitted Phases				8		8	2					
Total Split (s)				34.0		34.0	65.0	116.0			51.0	
Total Lost Time (s)				5.5		5.5	5.5	5.5			5.5	
Act Effct Green (s)				28.5		28.5	110.5	110.5			45.5	
Actuated g/C Ratio				0.19		0.19	0.74	0.74			0.30	
v/c Ratio				0.27		0.21	0.38	0.17			0.36	
Control Delay				53.2		11.6	20.1	5.1			36.7	
Queue Delay				0.0		0.0	0.0	0.0			0.0	
Total Delay				53.2		11.6	20.1	5.1			36.7	
LOS				D		B	C	A			D	
Approach Delay					40.9			11.9			36.7	
Approach LOS					D			B			D	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.38
 Intersection Signal Delay: 23.7
 Intersection Capacity Utilization 59.1%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 5: Lake Nona Blvd & SR 417 SB Off Ramp



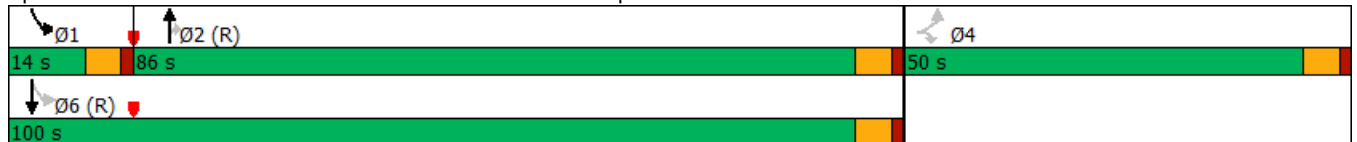
2018 PM Peak
6: Lake Nona Blvd & SR 417 NB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	0	313	0	0	0	0	641	565	53	368	0
Future Volume (vph)	111	0	313	0	0	0	0	641	565	53	368	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	0	1583	0	0	0	0	3539	1583	1770	3539	0
Flt Permitted	0.950									0.317		
Satd. Flow (perm)	1770	0	1583	0	0	0	0	3539	1583	590	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			329						595			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1019			1486			1374			617	
Travel Time (s)		23.2			33.8			31.2			14.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	0	329	0	0	0	0	675	595	56	387	0
Turn Type	Perm		Perm					NA	Perm	pm+pt	NA	
Protected Phases								2		1	6	
Permitted Phases	4		4						2	6		
Total Split (s)	50.0		50.0					86.0	86.0	14.0	100.0	
Total Lost Time (s)	5.5		5.5					5.5	5.5	5.5	5.5	
Act Effect Green (s)	44.5		44.5					80.5	80.5	94.5	94.5	
Actuated g/C Ratio	0.30		0.30					0.54	0.54	0.63	0.63	
v/c Ratio	0.22		0.47					0.36	0.53	0.13	0.17	
Control Delay	41.2		6.2					20.6	3.1	3.0	2.7	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	41.2		6.2					20.6	3.1	3.0	2.7	
LOS	D		A					C	A	A	A	
Approach Delay		15.4						12.4			2.7	
Approach LOS		B						B			A	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 11.0 Intersection LOS: B
 Intersection Capacity Utilization 59.1% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 6: Lake Nona Blvd & SR 417 NB Off Ramp



2018 PM Peak
 7: Narcoosee Blvd & SR 417 SB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1062	0	62	240	1329	0	0	1195	94
Future Volume (vph)	0	0	0	1062	0	62	240	1329	0	0	1195	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	750		500	0		0	0		250
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	3433	0	1583	1770	3539	0	0	3539	1583
Flt Permitted				0.950			0.051					
Satd. Flow (perm)	0	0	0	3433	0	1583	95	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						48						55
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1009			1008			700			796	
Travel Time (s)		22.9			22.9			15.9			18.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	1118	0	65	253	1399	0	0	1258	99
Turn Type				Perm		Perm	pm+pt	NA			NA	Perm
Protected Phases							5	2			6	
Permitted Phases				8		8	2					6
Total Split (s)				70.1		70.1	32.0	109.9			77.9	77.9
Total Lost Time (s)				5.5		5.5	5.5	5.5			5.5	5.5
Act Effect Green (s)				64.6		64.6	104.4	104.4			72.4	72.4
Actuated g/C Ratio				0.36		0.36	0.58	0.58			0.40	0.40
v/c Ratio				0.91		0.11	0.84	0.68			0.88	0.15
Control Delay				66.2		14.0	96.6	21.0			58.5	16.4
Queue Delay				0.7		0.0	0.0	0.3			40.9	0.0
Total Delay				66.9		14.0	96.6	21.2			99.4	16.4
LOS				E		B	F	C			F	B
Approach Delay					64.0			32.8			93.4	
Approach LOS					E			C			F	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 61.2
 Intersection Capacity Utilization 103.6%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service G

Splits and Phases: 7: Narcoosee Blvd & SR 417 SB Off Ramp



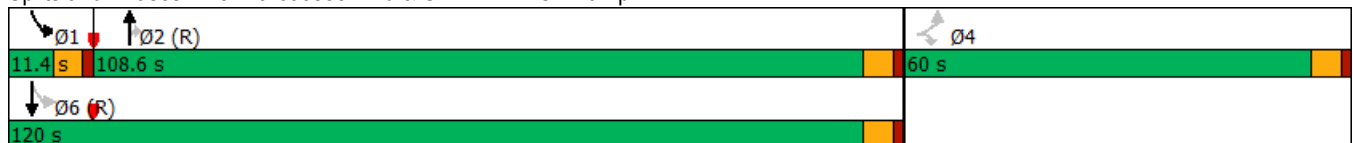
2018 PM Peak
 8: Narcoosee Blvd & SR 417 NB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	0	536	0	0	0	0	1398	738	42	2215	0
Future Volume (vph)	171	0	536	0	0	0	0	1398	738	42	2215	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		500	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	0	1583	0	0	0	0	3539	1583	1770	3539	0
Flt Permitted	0.950									0.083		
Satd. Flow (perm)	1770	0	1583	0	0	0	0	3539	1583	155	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			48						516			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1011			1083			1364			700	
Travel Time (s)		23.0			24.6			31.0			15.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	180	0	564	0	0	0	0	1472	777	44	2332	0
Turn Type	Perm		Perm					NA	Perm	pm+pt	NA	
Protected Phases								2		1	6	
Permitted Phases	4		4						2	6		
Total Split (s)	60.0		60.0					108.6	108.6	11.4	120.0	
Total Lost Time (s)	5.5		5.5					5.5	5.5	5.5	5.5	
Act Effect Green (s)	54.5		54.5					103.1	103.1	114.5	114.5	
Actuated g/C Ratio	0.30		0.30					0.57	0.57	0.64	0.64	
v/c Ratio	0.34		1.10					0.73	0.69	0.29	1.04	
Control Delay	50.9		121.6					30.8	11.3	18.4	55.9	
Queue Delay	0.0		0.0					0.0	0.0	0.0	26.3	
Total Delay	50.9		121.6					30.8	11.3	18.4	82.1	
LOS	D		F					C	B	B	F	
Approach Delay		104.5						24.1			80.9	
Approach LOS		F						C			F	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 60.4
 Intersection Capacity Utilization 103.6%
 Analysis Period (min) 15
 Intersection LOS: E
 ICU Level of Service G

Splits and Phases: 8: Narcoosee Blvd & SR 417 NB Off Ramp



2018 PM Peak
 9: Narcoossee Rd & Boggy Creek Rd

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	222	270	262	877	1603	306
Future Volume (vph)	222	270	262	877	1603	306
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	200	350			0
Storage Lanes	1	1	1			1
Taper Length (ft)	25		25			
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.046			
Satd. Flow (perm)	1770	1583	86	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		272				210
Link Speed (mph)	30			30	30	
Link Distance (ft)	1397			1249	1012	
Travel Time (s)	31.8			28.4	23.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	234	284	276	923	1687	322
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	2			6
Total Split (s)	32.0	32.0	31.0	118.0	87.0	87.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5
Act Effect Green (s)	26.5	26.5	112.5	112.5	81.5	81.5
Actuated g/C Ratio	0.18	0.18	0.75	0.75	0.54	0.54
v/c Ratio	0.75	0.56	0.79	0.35	0.88	0.34
Control Delay	74.4	11.7	59.7	6.8	36.5	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.4	11.7	59.7	6.8	36.5	7.2
LOS	E	B	E	A	D	A
Approach Delay	40.0			18.9	31.8	
Approach LOS	D			B	C	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 28.8
 Intersection Capacity Utilization 84.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

Splits and Phases: 9: Narcoossee Rd & Boggy Creek Rd



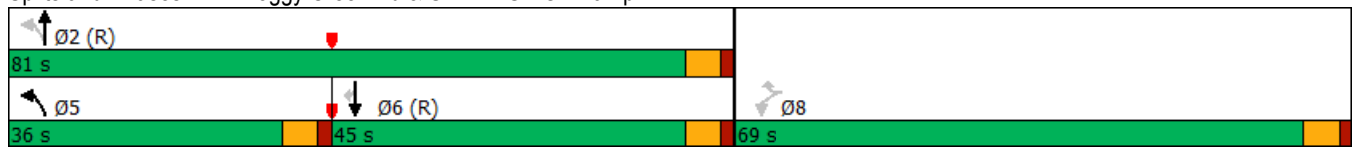
2025 No-Build AM Peak
 1: Boggy Creek Rd & SR 417 SB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	235	0	230	335	0	0	0	0	175
Future Volume (vph)	0	0	0	235	0	230	335	0	0	0	0	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	800		375	250		0	0		350
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	3433	0	1583	3433	3539	0	0	3539	1583
Flt Permitted				0.950			0.665					
Satd. Flow (perm)	0	0	0	3433	0	1583	2403	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						242						854
Link Speed (mph)		30			30			45				45
Link Distance (ft)		1000			1004			600				1000
Travel Time (s)		22.7			22.8			9.1				15.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	247	0	242	353	0	0	0	0	184
Turn Type				Perm		Perm	pm+pt					Perm
Protected Phases							5	2				6
Permitted Phases				8		8	2					6
Total Split (s)				69.0		69.0	36.0	81.0				45.0
Total Lost Time (s)				5.5		5.5	5.5	5.5				5.5
Act Effct Green (s)				63.5		63.5	75.5					39.5
Actuated g/C Ratio				0.42		0.42	0.50					0.26
v/c Ratio				0.17		0.30	0.25					0.18
Control Delay				27.3		4.0	34.5					0.4
Queue Delay				0.0		0.0	0.0					0.0
Total Delay				27.3		4.0	34.5					0.4
LOS				C		A	C					A
Approach Delay					15.7			34.5				0.4
Approach LOS					B			C				A

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.30
 Intersection Signal Delay: 19.5
 Intersection Capacity Utilization 51.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 1: Boggy Creek Rd & SR 417 SB Off Ramp



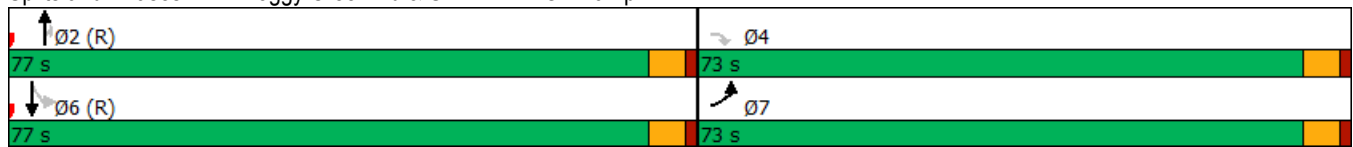
2025 No-Build AM Peak
 2: Boggy Creek Rd & SR 417 NB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	0	320	0	0	0	0	0	440	205	0	0
Future Volume (vph)	110	0	320	0	0	0	0	0	440	205	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		750	0		0	0		350	250		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	0	1583	0	0	0	0	3539	1583	3433	3539	0
Flt Permitted	0.950									0.757		
Satd. Flow (perm)	3433	0	1583	0	0	0	0	3539	1583	2736	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			337						1091			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1000			1000			1200			600	
Travel Time (s)		22.7			22.7			18.2			9.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	0	337	0	0	0	0	0	463	216	0	0
Turn Type	Prot		Perm						Perm	Perm		
Protected Phases	7							2			6	
Permitted Phases			4						2	6		
Total Split (s)	73.0		73.0					77.0	77.0	77.0	77.0	
Total Lost Time (s)	5.5		5.5					5.5	5.5	5.5	5.5	
Act Effct Green (s)	67.5		67.5					71.5	71.5	71.5	71.5	
Actuated g/C Ratio	0.45		0.45					0.48	0.48	0.48	0.48	
v/c Ratio	0.08		0.38					0.35	0.17	0.17	0.17	
Control Delay	23.7		3.6					0.3	44.7	44.7	44.7	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.0	
Total Delay	23.7		3.6					0.3	44.7	44.7	44.7	
LOS	C		A					A	D	D	D	
Approach Delay		8.7						0.3			44.7	
Approach LOS		A						A			D	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 107.6 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.38
 Intersection Signal Delay: 12.1
 Intersection Capacity Utilization 51.0%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 2: Boggy Creek Rd & SR 417 NB Off Ramp



2025 No-Build AM Peak
 3: Boggy Creek Rd & Lake Nona Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	275	325	200	170	245	435	210	1540	330	350	790	130
Future Volume (vph)	275	325	200	170	245	435	210	1540	330	350	790	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	375		500	350		275	625		625
Storage Lanes	2		0	2		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	3337	0	3433	3539	1583	1770	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3337	0	3433	3539	1583	1770	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		75				98			58			137
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1000			1000			524			1200	
Travel Time (s)		22.7			22.7			7.9			18.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	289	553	0	179	258	458	221	1621	347	368	832	137
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases						8			2			6
Total Split (s)	20.0	29.0		15.2	24.2	26.0	35.0	79.8	15.2	26.0	70.8	20.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Act Effct Green (s)	14.5	23.5		9.7	18.7	44.7	29.5	74.3	89.5	20.5	65.3	85.3
Actuated g/C Ratio	0.10	0.16		0.06	0.12	0.30	0.20	0.50	0.60	0.14	0.44	0.57
v/c Ratio	0.87	0.94		0.81	0.59	0.85	0.64	0.93	0.36	0.78	0.54	0.14
Control Delay	92.2	79.2		94.9	67.9	54.2	57.4	49.3	19.1	75.0	32.6	2.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	92.2	79.2		94.9	67.9	54.2	57.4	49.3	19.1	75.0	32.6	2.4
LOS	F	E		F	E	D	E	D	B	E	C	A
Approach Delay		83.7			66.3			45.3			41.2	
Approach LOS		F			E			D			D	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 54.0
 Intersection Capacity Utilization 91.1%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service F

Splits and Phases: 3: Boggy Creek Rd & Lake Nona Blvd



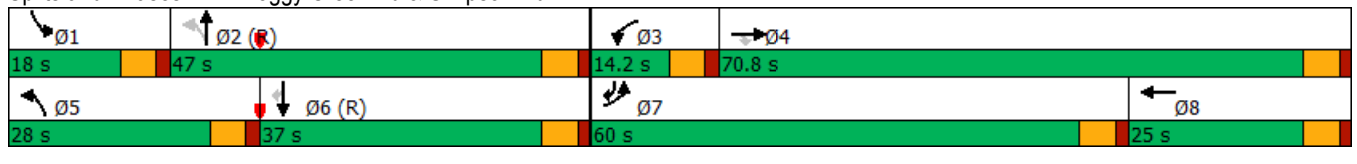
2025 No-Build AM Peak
4: Boggy Creek Rd & Simpson Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	960	160	375	35	170	200	530	660	25	75	280	650
Future Volume (vph)	960	160	375	35	170	200	530	660	25	75	280	650
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	750		500	500		500	475		500	500		400
Storage Lanes	2		1	1		0	2		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	3539	1583	1770	3253	0	3433	3522	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.399			0.950		
Satd. Flow (perm)	3433	3539	1583	1770	3253	0	1442	3522	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			395		166			2				122
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1005			1143			1333			1671	
Travel Time (s)		22.8			26.0			20.2			25.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1011	168	395	37	390	0	558	721	0	79	295	684
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4				2					6
Total Split (s)	60.0	70.8	70.8	14.2	25.0		28.0	47.0		18.0	37.0	60.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	5.5
Act Effct Green (s)	54.5	65.3	65.3	8.7	19.5		59.5	41.5		12.5	31.5	91.5
Actuated g/C Ratio	0.36	0.44	0.44	0.06	0.13		0.40	0.28		0.08	0.21	0.61
v/c Ratio	0.81	0.11	0.43	0.36	0.69		0.64	0.74		0.54	0.40	0.68
Control Delay	49.3	25.4	3.8	78.4	42.2		36.5	54.6		68.8	82.5	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	49.3	25.4	3.8	78.4	42.2		36.5	54.6		68.8	82.5	16.5
LOS	D	C	A	E	D		D	D		E	F	B
Approach Delay		35.4			45.4			46.7			38.8	
Approach LOS		D			D			D			D	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 40.5
 Intersection Capacity Utilization 80.2%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 4: Boggy Creek Rd & Simpson Rd



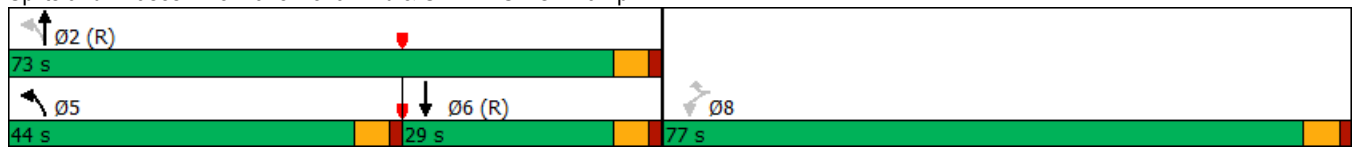
2025 No-Build AM Peak
5: Lake Nona Blvd & SR 417 SB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	895	0	60	595	0	0	0	0	225
Future Volume (vph)	0	0	0	895	0	60	595	0	0	0	0	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	1000		750	0		0	0		0
Storage Lanes	0		0	1		1	2		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	3433	0	1583	3433	3539	0	0	3008	0
Flt Permitted				0.950			0.408					
Satd. Flow (perm)	0	0	0	3433	0	1583	1474	3539	0	0	3008	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						63						742
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1045			1472			617				924
Travel Time (s)		23.8			33.5			14.0				21.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	942	0	63	626	0	0	0	237	0
Turn Type				Perm		Perm	pm+pt				NA	
Protected Phases							5	2			6	
Permitted Phases				8		8	2					
Total Split (s)				77.0		77.0	44.0	73.0			29.0	
Total Lost Time (s)				5.5		5.5	5.5	5.5			5.5	
Act Effect Green (s)				71.5		71.5	67.5				23.5	
Actuated g/C Ratio				0.48		0.48	0.45				0.16	
v/c Ratio				0.58		0.08	0.54				0.22	
Control Delay				30.1		4.9	30.5				0.5	
Queue Delay				0.0		0.0	0.0				0.0	
Total Delay				30.1		4.9	30.5				0.5	
LOS				C		A	C				A	
Approach Delay					28.5			30.5			0.5	
Approach LOS					C			C			A	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 25.6
 Intersection Capacity Utilization 63.6%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 5: Lake Nona Blvd & SR 417 SB Off Ramp



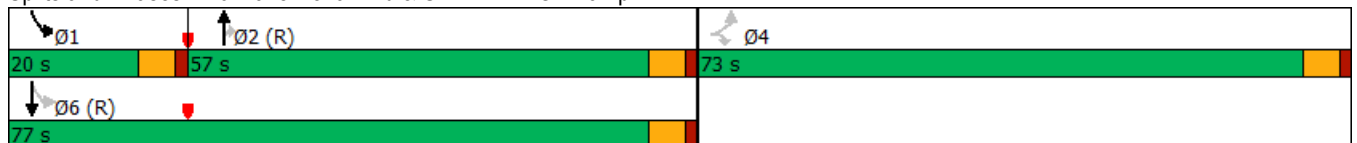
2025 No-Build AM Peak
6: Lake Nona Blvd & SR 417 NB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	0	495	0	0	0	0	0	475	160	0	0
Future Volume (vph)	155	0	495	0	0	0	0	0	475	160	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	750		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	0	1583	0	0	0	0	3539	1583	1770	3539	0
Flt Permitted	0.950									0.684		
Satd. Flow (perm)	1770	0	1583	0	0	0	0	3539	1583	1274	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			521						1006			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1019			1486			1374			617	
Travel Time (s)		23.2			33.8			31.2			14.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	0	521	0	0	0	0	0	500	168	0	0
Turn Type	Perm		Perm						Perm	pm+pt		
Protected Phases								2		1	6	
Permitted Phases	4		4						2	6		
Total Split (s)	73.0		73.0					57.0	57.0	20.0	77.0	
Total Lost Time (s)	5.5		5.5					5.5	5.5	5.5	5.5	
Act Effect Green (s)	67.5		67.5					51.5	71.5			
Actuated g/C Ratio	0.45		0.45					0.34	0.48			
v/c Ratio	0.20		0.52					0.42	0.26			
Control Delay	25.9		3.9					1.1	51.0			
Queue Delay	0.0		0.0					0.0	0.0			
Total Delay	25.9		3.9					1.1	51.0			
LOS	C		A						A	D		
Approach Delay		9.2						1.1			51.0	
Approach LOS		A						A			D	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 11.4
 Intersection Capacity Utilization 63.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 6: Lake Nona Blvd & SR 417 NB Off Ramp



2025 No-Build AM Peak
 9: Narcoossee Rd & Boggy Creek Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	430	50	320	25	90	45	360	1765	10	55	875	350
Future Volume (vph)	430	50	320	25	90	45	360	1765	10	55	875	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	250		0	350		0	500		250
Storage Lanes	2		1	1		0	2		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	1863	1583	1770	1770	0	3433	5080	0	1770	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	1770	1770	0	3433	5080	0	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			87		11			1				368
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		769			573			1249			1140	
Travel Time (s)		17.5			13.0			28.4			25.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	453	53	337	26	142	0	379	1869	0	58	921	368
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4									6
Total Split (s)	40.0	56.0	36.0	13.0	29.0		36.0	92.0		19.0	75.0	75.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	5.5
Act Effct Green (s)	34.5	50.5	86.5	7.5	23.5		30.5	86.5		13.5	69.5	69.5
Actuated g/C Ratio	0.19	0.28	0.48	0.04	0.13		0.17	0.48		0.08	0.39	0.39
v/c Ratio	0.69	0.10	0.42	0.36	0.59		0.65	0.77		0.44	0.47	0.44
Control Delay	74.0	48.7	23.6	97.6	78.8		75.8	41.0		90.6	42.4	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	74.0	48.7	23.6	97.6	78.8		75.8	41.0		90.6	42.4	4.8
LOS	E	D	C	F	E		E	D		F	D	A
Approach Delay		52.3			81.7			46.9			34.2	
Approach LOS		D			F			D			C	

Intersection Summary











Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 45.4
 Intersection Capacity Utilization 76.6%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 9: Narcoossee Rd & Boggy Creek Rd

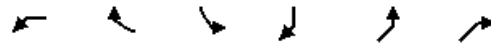


Lanes, Volumes, Timings

28: Narcoosse NB

						
Lane Group	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations			  			
Traffic Volume (vph)	0	0	1950	1260	0	0
Future Volume (vph)	0	0	1950	1260	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	750	0	0
Storage Lanes	0	0	3	1	0	0
Taper Length (ft)	25		25		25	
Satd. Flow (prot)	0	0	4990	1583	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	4990	1583	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	361		1000		250	
Travel Time (s)	8.2		22.7		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2120	1370	0	0
Sign Control	Stop		Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	111.8%			ICU Level of Service H		
Analysis Period (min)	15					

Lanes, Volumes, Timings
 32: Narcoosse SB











Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations			TT	TTT		
Traffic Volume (vph)	0	0	140	1755	0	0
Future Volume (vph)	0	0	140	1755	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1640	4085	0	0
Flt Permitted			0.986			
Satd. Flow (perm)	0	0	1640	4085	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	361		600		250	
Travel Time (s)	8.2		13.6		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)				20%		
Lane Group Flow (vph)	0	0	534	1526	0	0
Sign Control	Stop		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	108.1%
Analysis Period (min)	15
	ICU Level of Service G

Lanes, Volumes, Timings

34: Narcoosse SB

						
Lane Group	EBL	EBR	SBL	SBR	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	1100	190	0	0
Future Volume (vph)	0	0	1100	190	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	4990	1583	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	4990	1583	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	356		1100		250	
Travel Time (s)	8.1		25.0		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1196	207	0	0
Sign Control	Free		Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	57.1%			ICU Level of Service B		
Analysis Period (min)	15					

Lanes, Volumes, Timings
 36: SR 417 SB Off Ramp












Lane Group	WBL	WBR	SEL	SER	NEL	NER
Lane Configurations						
Traffic Volume (vph)	795	145	0	0	0	0
Future Volume (vph)	795	145	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3434	1441	0	0	0	0
Flt Permitted	0.953					
Satd. Flow (perm)	3434	1441	0	0	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	1513		274		274	
Travel Time (s)	34.4		6.2		6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	880	142	0	0	0	0
Sign Control	Free		Stop		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	53.8%
Analysis Period (min)	15
	ICU Level of Service A

Lanes, Volumes, Timings

37:

						
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations					 	
Traffic Volume (vph)	0	1260	0	0	140	0
Future Volume (vph)	0	1260	0	0	140	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	0	0	3433	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		361	1400		361	
Travel Time (s)		8.2	31.8		8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1370	0	0	152	0
Sign Control		Yield	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	108.1%			ICU Level of Service G		
Analysis Period (min)	15					

Lanes, Volumes, Timings
40: SR 417 NB Off Ramp











Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	220	515	0	0	0	0
Future Volume (vph)	220	515	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1681	1766	0	0	0	0
Flt Permitted	0.950	0.998				
Satd. Flow (perm)	1681	1766	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1200	361		361	
Travel Time (s)		27.3	8.2		8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)	10%					
Lane Group Flow (vph)	215	584	0	0	0	0
Sign Control		Free	Stop		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	65.6%
Analysis Period (min)	15
	ICU Level of Service C

Lanes, Volumes, Timings

41: Narcoosse NB







						
Lane Group	EBL	EBR	NBL	NBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	730	1440	0	0
Future Volume (vph)	0	0	730	1440	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3316	2723	0	0
Flt Permitted			0.968			
Satd. Flow (perm)	0	0	3316	2723	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	356		600		250	
Travel Time (s)	8.1		13.6		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)				27%		
Lane Group Flow (vph)	0	0	1216	1142	0	0
Sign Control	Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	58.7%
Analysis Period (min)	15
	ICU Level of Service B

Lanes, Volumes, Timings

43:

						
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations			↑↑			↑
Traffic Volume (vph)	0	0	730	0	0	190
Future Volume (vph)	0	0	730	0	0	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		1205	356		356	
Travel Time (s)		27.4	8.1		8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	793	0	0	207
Sign Control		Stop	Free		Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	58.7%			ICU Level of Service B		
Analysis Period (min)	15					

Lanes, Volumes, Timings

51: Narcoosse SB & SR 417 NB Off Ramp



Lane Group	EBL	EBR	NBL	NBR	SWL	SWR	Ø3	Ø4
Lane Configurations		↑↑			↓↓↓↓			
Traffic Volume (vph)	0	515	0	0	1755	0		
Future Volume (vph)	0	515	0	0	1755	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	0	2787	0	0	6441	0		
Flt Permitted					0.950			
Satd. Flow (perm)	0	2787	0	0	6441	0		
Right Turn on Red		Yes		Yes	Yes	Yes		
Satd. Flow (RTOR)		4			938			
Link Speed (mph)	30		30		30			
Link Distance (ft)	361		1000		250			
Travel Time (s)	8.2		22.7		5.7			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	560	0	0	1908	0		
Turn Type		Prot			Prot			
Protected Phases		2			4 3		3	4
Permitted Phases								
Total Split (s)		97.0					24.0	59.0
Total Lost Time (s)		6.0						
Act Effct Green (s)		91.0			77.0			
Actuated g/C Ratio		0.51			0.43			
v/c Ratio		0.40			0.58			
Control Delay		28.4			1.4			
Queue Delay		0.0			0.2			
Total Delay		28.4			1.6			
LOS		C			A			
Approach Delay	28.4				1.6			
Approach LOS	C				A			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 7.7 Intersection LOS: A
 Intersection Capacity Utilization 73.1% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 51: Narcoosse SB & SR 417 NB Off Ramp



Lanes, Volumes, Timings
 52: Narcoosse SB & Narcoosse NB

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↑↑↑						↑↑↑	
Traffic Volume (vph)	0	0	0	0	1950	0	0	0	0	0	1755	0
Future Volume (vph)	0	0	0	0	1950	0	0	0	0	0	1755	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	0	5085	0	0	0	0	0	6408	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	5085	0	0	0	0	0	6408	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		250			250			250			250	
Travel Time (s)		5.7			5.7			5.7			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	2120	0	0	0	0	0	1908	0
Turn Type					NA						NA	
Protected Phases					2						4	3
Permitted Phases												
Total Split (s)					97.0							
Total Lost Time (s)					6.0							
Act Effct Green (s)					91.0						77.0	
Actuated g/C Ratio					0.51						0.43	
v/c Ratio					0.82						0.70	
Control Delay					41.2						43.1	
Queue Delay					0.0						0.0	
Total Delay					41.2						43.1	
LOS					D						D	
Approach Delay					41.2						43.1	
Approach LOS					D						D	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 42.1 Intersection LOS: D
 Intersection Capacity Utilization 111.8% ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 52: Narcoosse SB & Narcoosse NB



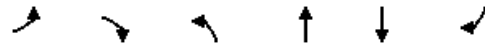
Lanes, Volumes, Timings

52: Narcoosse SB & Narcoosse NB

Lane Group	Ø3	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	4
Permitted Phases		
Total Split (s)	24.0	59.0
Total Lost Time (s)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Lanes, Volumes, Timings

53: Narcoosse NB & SR 417 NB Off Ramp



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3	Ø4
Lane Configurations								
Traffic Volume (vph)	220	0	0	1950	0	0		
Future Volume (vph)	220	0	0	1950	0	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	1770	0	0	5085	0	0		
Flt Permitted	0.950							
Satd. Flow (perm)	1770	0	0	5085	0	0		
Right Turn on Red	Yes	Yes				Yes		
Satd. Flow (RTOR)	3							
Link Speed (mph)	30			30	30			
Link Distance (ft)	361			250	600			
Travel Time (s)	8.2			5.7	13.6			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	239	0	0	2120	0	0		
Turn Type	Prot			NA				
Protected Phases	4 3			2			3	4
Permitted Phases								
Total Split (s)				97.0			24.0	59.0
Total Lost Time (s)				6.0				
Act Effect Green (s)	77.0			91.0				
Actuated g/C Ratio	0.43			0.51				
v/c Ratio	0.32			0.82				
Control Delay	35.1			4.5				
Queue Delay	0.0			0.0				
Total Delay	35.1			4.5				
LOS	D			A				
Approach Delay	35.1			4.5				
Approach LOS	D			A				

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 7.6 Intersection LOS: A
 Intersection Capacity Utilization 65.6% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 53: Narcoosse NB & SR 417 NB Off Ramp



Lanes, Volumes, Timings
 54: Narcoosse NB & SR 417 SB Off Ramp

							Ø2	Ø3
Lane Group	SBL	SBR	NWL	NWR	NEL	NER	Ø2	Ø3
Lane Configurations								
Traffic Volume (vph)	0	0	0	145	1440	0		
Future Volume (vph)	0	0	0	145	1440	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	0	0	0	2787	4990	0		
Flt Permitted					0.950			
Satd. Flow (perm)	0	0	0	2787	4990	0		
Right Turn on Red		Yes		Yes	Yes	Yes		
Satd. Flow (RTOR)				71	1545			
Link Speed (mph)	30		30		30			
Link Distance (ft)	1100		274		250			
Travel Time (s)	25.0		6.2		5.7			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	158	1565	0		
Turn Type				Prot	Prot			
Protected Phases				4	2 3		2	3
Permitted Phases								
Total Split (s)				59.0			97.0	24.0
Total Lost Time (s)				6.0				
Act Effect Green (s)				53.0	115.0			
Actuated g/C Ratio				0.29	0.64			
v/c Ratio				0.18	0.42			
Control Delay				26.2	0.3			
Queue Delay				0.0	0.1			
Total Delay				26.2	0.4			
LOS				C	A			
Approach Delay			26.2		0.4			
Approach LOS			C		A			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 2.7 Intersection LOS: A
 Intersection Capacity Utilization 59.1% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 54: Narcoosse NB & SR 417 SB Off Ramp



Lanes, Volumes, Timings
 55: Narcoosse NB & Narcoosse SB

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑						↑↑↑				
Traffic Volume (vph)	0	1100	0	0	0	0	0	1440	0	0	0	0
Future Volume (vph)	0	1100	0	0	0	0	0	1440	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	5085	0	0	0	0	0	5085	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	5085	0	0	0	0	0	5085	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		250			250			250			250	
Travel Time (s)		5.7			5.7			5.7			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1196	0	0	0	0	0	1565	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2 3				
Permitted Phases												
Total Split (s)		59.0										
Total Lost Time (s)		6.0										
Act Effct Green (s)		53.0						115.0				
Actuated g/C Ratio		0.29						0.64				
v/c Ratio		0.80						0.48				
Control Delay		63.4						4.9				
Queue Delay		0.0						0.0				
Total Delay		63.4						4.9				
LOS		E						A				
Approach Delay		63.4						4.9				
Approach LOS		E						A				

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 30.2 Intersection LOS: C
 Intersection Capacity Utilization 59.1% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 55: Narcoosse NB & Narcoosse SB



Lanes, Volumes, Timings

55: Narcoosse NB & Narcoosse SB

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Total Split (s)	97.0	24.0
Total Lost Time (s)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Lanes, Volumes, Timings
 56: Narcoosse SB & SR 417 SB Off Ramp

	↑	↗	↘	↓	↙	↖	Ø2	Ø3
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR		
Lane Configurations				↑↑↑	↖↗			
Traffic Volume (vph)	0	0	0	1100	795	0		
Future Volume (vph)	0	0	0	1100	795	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	0	0	0	5085	3433	0		
Flt Permitted					0.950			
Satd. Flow (perm)	0	0	0	5085	3433	0		
Right Turn on Red		Yes			Yes	Yes		
Satd. Flow (RTOR)					7			
Link Speed (mph)	30			30	30			
Link Distance (ft)	600			250	274			
Travel Time (s)	13.6			5.7	6.2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	1196	864	0		
Turn Type				NA	Prot			
Protected Phases				4	2 3		2	3
Permitted Phases								
Total Split (s)				59.0			97.0	24.0
Total Lost Time (s)				6.0				
Act Effect Green (s)				53.0	115.0			
Actuated g/C Ratio				0.29	0.64			
v/c Ratio				0.80	0.39			
Control Delay				7.0	16.2			
Queue Delay				0.0	0.0			
Total Delay				7.0	16.2			
LOS				A	B			
Approach Delay				7.0	16.2			
Approach LOS				A	B			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 10.8 Intersection LOS: B
 Intersection Capacity Utilization 53.8% ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 56: Narcoosse SB & SR 417 SB Off Ramp



2025 No-Build PM Peak
3: Boggy Creek Rd & Lake Nona Blvd

10/10/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	290	120	365	330	355	130	1010	320	375	1485	255
Future Volume (vph)	165	290	120	365	330	355	130	1010	320	375	1485	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	375		500	350		275	625		625
Storage Lanes	2		0	2		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	3383	0	3433	3539	1583	1770	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3383	0	3433	3539	1583	1770	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34				58			98			114
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1000			1000			524			1200	
Travel Time (s)		22.7			22.7			7.9			18.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	431	0	384	347	374	137	1063	337	395	1563	268
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases						8			2			6
Total Split (s)	18.8	25.0		25.0	31.2	31.1	20.0	68.9	25.0	31.1	80.0	18.8
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Act Effct Green (s)	13.3	19.5		19.5	25.7	56.8	14.5	63.4	88.4	25.6	74.5	93.3
Actuated g/C Ratio	0.09	0.13		0.13	0.17	0.38	0.10	0.42	0.59	0.17	0.50	0.62
v/c Ratio	0.57	0.92		0.86	0.57	0.59	0.80	0.71	0.35	0.68	0.89	0.26
Control Delay	73.6	84.5		82.9	61.4	35.5	78.7	48.5	11.2	65.0	41.5	7.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.6	84.5		82.9	61.4	35.5	78.7	48.5	11.2	65.0	41.5	7.6
LOS	E	F		F	E	D	E	D	B	E	D	A
Approach Delay		81.4			60.1			43.0			41.6	
Approach LOS		F			E			D			D	

Intersection Summary











Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 50.1
 Intersection Capacity Utilization 88.9%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 3: Boggy Creek Rd & Lake Nona Blvd

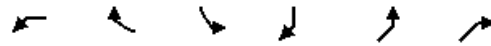


Lanes, Volumes, Timings

28: Narcoosse NB

						
Lane Group	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations			  			
Traffic Volume (vph)	0	0	1795	925	0	0
Future Volume (vph)	0	0	1795	925	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	750	0	0
Storage Lanes	0	0	3	1	0	0
Taper Length (ft)	25		25		25	
Satd. Flow (prot)	0	0	4990	1583	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	4990	1583	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	361		1000		250	
Travel Time (s)	8.2		22.7		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1951	1005	0	0
Sign Control	Stop		Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	101.8%			ICU Level of Service G		
Analysis Period (min)	15					

Lanes, Volumes, Timings
 32: Narcoosse SB











Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations			TT	TTT		
Traffic Volume (vph)	0	0	65	2495	0	0
Future Volume (vph)	0	0	65	2495	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1603	4085	0	0
Flt Permitted			0.995			
Satd. Flow (perm)	0	0	1603	4085	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	361		600		250	
Travel Time (s)	8.2		13.6		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)				23%		
Lane Group Flow (vph)	0	0	695	2088	0	0
Sign Control	Stop		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	105.2% ICU Level of Service G
Analysis Period (min)	15

Lanes, Volumes, Timings
 34: Narcoosse SB

						
Lane Group	EBL	EBR	SBL	SBR	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	0	0	1290	255	0	0
Future Volume (vph)	0	0	1290	255	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	4990	1583	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	4990	1583	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	356		1100		250	
Travel Time (s)	8.1		25.0		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1402	277	0	0
Sign Control	Free		Free		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	62.4%			ICU Level of Service B		
Analysis Period (min)	15					

Lanes, Volumes, Timings
 36: SR 417 SB Off Ramp












Lane Group	WBL	WBR	SEL	SER	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1270	50	0	0	0	0
Future Volume (vph)	1270	50	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3440	1441	0	0	0	0
Flt Permitted	0.953					
Satd. Flow (perm)	3440	1441	0	0	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	1513		274		274	
Travel Time (s)	34.4		6.2		6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	1385	49	0	0	0	0
Sign Control	Free		Stop		Stop	

Intersection Summary









Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	70.0%
Analysis Period (min)	15
	ICU Level of Service C

Lanes, Volumes, Timings

37:

						
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations					 	
Traffic Volume (vph)	0	925	0	0	65	0
Future Volume (vph)	0	925	0	0	65	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	0	0	3433	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		361	1400		361	
Travel Time (s)		8.2	31.8		8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1005	0	0	71	0
Sign Control		Yield	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	105.2%			ICU Level of Service G		
Analysis Period (min)	15					

Lanes, Volumes, Timings
40: SR 417 NB Off Ramp









						
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	255	775	0	0	0	0
Future Volume (vph)	255	775	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1681	1766	0	0	0	0
Flt Permitted	0.950	0.998				
Satd. Flow (perm)	1681	1766	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1200	361		361	
Travel Time (s)		27.3	8.2		8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)	10%					
Lane Group Flow (vph)	249	870	0	0	0	0
Sign Control		Free	Stop		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	70.5%
Analysis Period (min)	15
	ICU Level of Service C

Lanes, Volumes, Timings

41: Narcoosse NB







						
Lane Group	EBL	EBR	NBL	NBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	520	1530	0	0
Future Volume (vph)	0	0	520	1530	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3263	2723	0	0
Flt Permitted			0.975			
Satd. Flow (perm)	0	0	3263	2723	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	356		600		250	
Travel Time (s)	8.1		13.6		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)				33%		
Lane Group Flow (vph)	0	0	1114	1114	0	0
Sign Control	Free		Free		Free	

Intersection Summary

Area Type: Other
 Control Type: Unsignalized
 Intersection Capacity Utilization 65.3% ICU Level of Service C
 Analysis Period (min) 15

Lanes, Volumes, Timings

43:

						
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations			↑↑			↑
Traffic Volume (vph)	0	0	520	0	0	255
Future Volume (vph)	0	0	520	0	0	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		1205	356		356	
Travel Time (s)		27.4	8.1		8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	565	0	0	277
Sign Control		Stop	Free		Yield	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	65.3%			ICU Level of Service C		
Analysis Period (min)	15					

Lanes, Volumes, Timings

51: Narcoosse SB & SR 417 NB Off Ramp

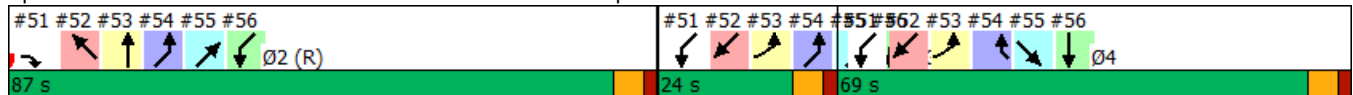


Lane Group	EBL	EBR	NBL	NBR	SWL	SWR	Ø3	Ø4
Lane Configurations		↑↑			↑↑↑↑			
Traffic Volume (vph)	0	775	0	0	2495	0		
Future Volume (vph)	0	775	0	0	2495	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	0	2787	0	0	6441	0		
Flt Permitted					0.950			
Satd. Flow (perm)	0	2787	0	0	6441	0		
Right Turn on Red		Yes		Yes	Yes	Yes		
Satd. Flow (RTOR)		1			331			
Link Speed (mph)	30		30		30			
Link Distance (ft)	361		1000		250			
Travel Time (s)	8.2		22.7		5.7			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	842	0	0	2712	0		
Turn Type		Prot			Prot			
Protected Phases		2			4 3		3	4
Permitted Phases								
Total Split (s)		87.0					24.0	69.0
Total Lost Time (s)		6.0						
Act Effct Green (s)		81.0			87.0			
Actuated g/C Ratio		0.45			0.48			
v/c Ratio		0.67			0.83			
Control Delay		42.3			3.2			
Queue Delay		0.0			0.4			
Total Delay		42.3			3.6			
LOS		D			A			
Approach Delay	42.3				3.6			
Approach LOS	D				A			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 12.8 Intersection LOS: B
 Intersection Capacity Utilization 80.8% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 51: Narcoosse SB & SR 417 NB Off Ramp



Lanes, Volumes, Timings

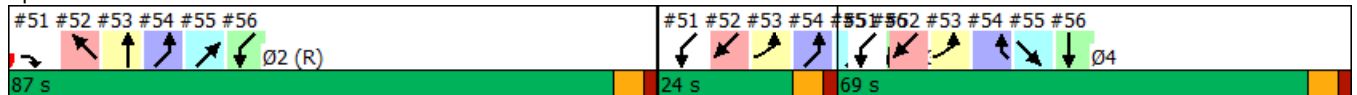
52: Narcoosse SB & Narcoosse NB

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↑↑↑						↑↑↑	
Traffic Volume (vph)	0	0	0	0	1795	0	0	0	0	0	2495	0
Future Volume (vph)	0	0	0	0	1795	0	0	0	0	0	2495	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	0	5085	0	0	0	0	0	6408	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	5085	0	0	0	0	0	6408	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		250			250			250			250	
Travel Time (s)		5.7			5.7			5.7			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1951	0	0	0	0	0	2712	0
Turn Type					NA						NA	
Protected Phases					2						4	3
Permitted Phases												
Total Split (s)					87.0							
Total Lost Time (s)					6.0							
Act Effct Green (s)					81.0						87.0	
Actuated g/C Ratio					0.45						0.48	
v/c Ratio					0.85						0.88	
Control Delay					48.8						38.8	
Queue Delay					0.0						0.0	
Total Delay					48.8						38.8	
LOS					D						D	
Approach Delay					48.8						38.8	
Approach LOS					D						D	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 43.0 Intersection LOS: D
 Intersection Capacity Utilization 101.8% ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 52: Narcoosse SB & Narcoosse NB



Lanes, Volumes, Timings

52: Narcoosse SB & Narcoosse NB

Lane Group	Ø3	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	4
Permitted Phases		
Total Split (s)	24.0	69.0
Total Lost Time (s)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Lanes, Volumes, Timings

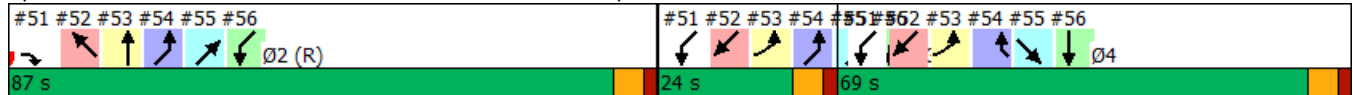
53: Narcoosse NB & SR 417 NB Off Ramp

							Ø3	Ø4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (vph)	255	0	0	1795	0	0		
Future Volume (vph)	255	0	0	1795	0	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	1770	0	0	5085	0	0		
Flt Permitted	0.950							
Satd. Flow (perm)	1770	0	0	5085	0	0		
Right Turn on Red	Yes	Yes				Yes		
Satd. Flow (RTOR)	3							
Link Speed (mph)	30			30	30			
Link Distance (ft)	361			250	600			
Travel Time (s)	8.2			5.7	13.6			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	277	0	0	1951	0	0		
Turn Type	Prot			NA				
Protected Phases	4 3			2			3	4
Permitted Phases								
Total Split (s)				87.0			24.0	69.0
Total Lost Time (s)				6.0				
Act Effect Green (s)	87.0			81.0				
Actuated g/C Ratio	0.48			0.45				
v/c Ratio	0.32			0.85				
Control Delay	29.5			5.3				
Queue Delay	0.0			0.0				
Total Delay	29.5			5.3				
LOS	C			A				
Approach Delay	29.5			5.3				
Approach LOS	C			A				

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 8.3 Intersection LOS: A
 Intersection Capacity Utilization 70.5% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 53: Narcoosse NB & SR 417 NB Off Ramp



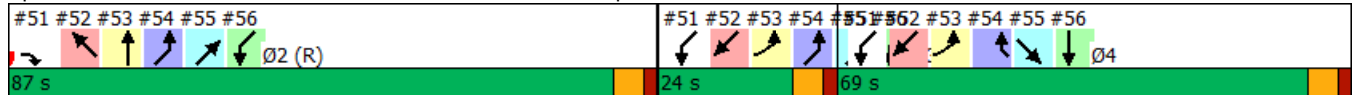
Lanes, Volumes, Timings
 54: Narcoosse NB & SR 417 SB Off Ramp

							Ø2	Ø3
Lane Group	SBL	SBR	NWL	NWR	NEL	NER	Ø2	Ø3
Lane Configurations								
Traffic Volume (vph)	0	0	0	50	1530	0		
Future Volume (vph)	0	0	0	50	1530	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	0	0	0	2787	4990	0		
Flt Permitted					0.950			
Satd. Flow (perm)	0	0	0	2787	4990	0		
Right Turn on Red		Yes		Yes	Yes	Yes		
Satd. Flow (RTOR)				40	2530			
Link Speed (mph)	30		30		30			
Link Distance (ft)	1100		274		250			
Travel Time (s)	25.0		6.2		5.7			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	54	1663	0		
Turn Type				Prot	Prot			
Protected Phases				4	2 3		2	3
Permitted Phases								
Total Split (s)				69.0			87.0	24.0
Total Lost Time (s)				6.0				
Act Effect Green (s)				63.0	105.0			
Actuated g/C Ratio				0.35	0.58			
v/c Ratio				0.05	0.42			
Control Delay				14.5	0.3			
Queue Delay				0.0	0.1			
Total Delay				14.5	0.4			
LOS				B	A			
Approach Delay			14.5		0.4			
Approach LOS			B		A			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 0.9 Intersection LOS: A
 Intersection Capacity Utilization 64.5% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 54: Narcoosse NB & SR 417 SB Off Ramp



Lanes, Volumes, Timings

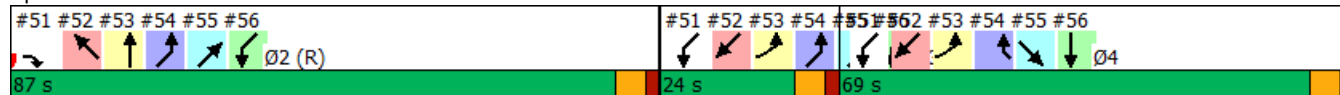
55: Narcoosse NB & Narcoosse SB

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑						↑↑↑				
Traffic Volume (vph)	0	1290	0	0	0	0	0	1530	0	0	0	0
Future Volume (vph)	0	1290	0	0	0	0	0	1530	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	5085	0	0	0	0	0	5085	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	5085	0	0	0	0	0	5085	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		250			250			250			250	
Travel Time (s)		5.7			5.7			5.7			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1402	0	0	0	0	0	1663	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2 3				
Permitted Phases												
Total Split (s)		69.0										
Total Lost Time (s)		6.0										
Act Effct Green (s)		63.0						105.0				
Actuated g/C Ratio		0.35						0.58				
v/c Ratio		0.79						0.56				
Control Delay		56.4						6.9				
Queue Delay		0.0						0.0				
Total Delay		56.4						6.9				
LOS		E						A				
Approach Delay		56.4						6.9				
Approach LOS		E						A				

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 29.5 Intersection LOS: C
 Intersection Capacity Utilization 64.5% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 55: Narcoosse NB & Narcoosse SB



Lanes, Volumes, Timings

55: Narcoosse NB & Narcoosse SB

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Total Split (s)	87.0	24.0
Total Lost Time (s)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Lanes, Volumes, Timings

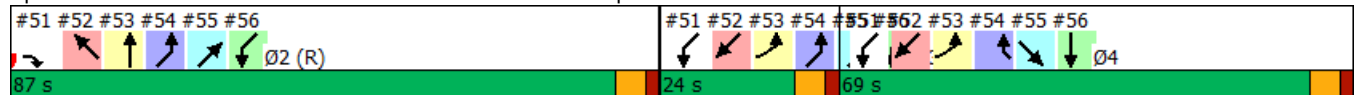
56: Narcoosse SB & SR 417 SB Off Ramp

	↑	↗	↘	↓	↙	↖	Ø2	Ø3
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR		
Lane Configurations				↑↑↑	↖↗			
Traffic Volume (vph)	0	0	0	1290	1270	0		
Future Volume (vph)	0	0	0	1290	1270	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	0	0	0	5085	3433	0		
Flt Permitted					0.950			
Satd. Flow (perm)	0	0	0	5085	3433	0		
Right Turn on Red		Yes			Yes	Yes		
Satd. Flow (RTOR)					8			
Link Speed (mph)	30			30	30			
Link Distance (ft)	600			250	274			
Travel Time (s)	13.6			5.7	6.2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	1402	1380	0		
Turn Type				NA	Prot			
Protected Phases				4	2 3		2	3
Permitted Phases								
Total Split (s)				69.0			87.0	24.0
Total Lost Time (s)				6.0				
Act Effect Green (s)				63.0	105.0			
Actuated g/C Ratio				0.35	0.58			
v/c Ratio				0.79	0.69			
Control Delay				5.8	28.2			
Queue Delay				0.0	0.0			
Total Delay				5.8	28.2			
LOS				A	C			
Approach Delay				5.8	28.2			
Approach LOS				A	C			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 16.9 Intersection LOS: B
 Intersection Capacity Utilization 70.0% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 56: Narcoosse SB & SR 417 SB Off Ramp



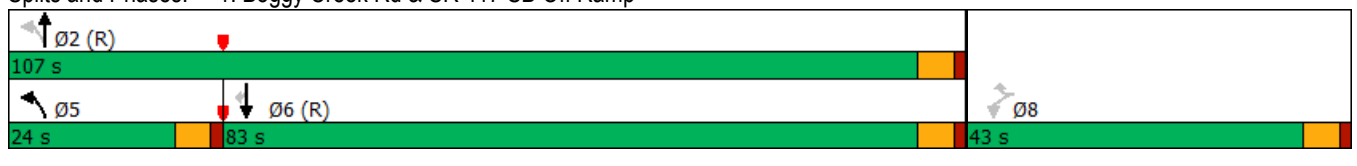
2025 Build AM Peak
 1: Boggy Creek Rd & SR 417 SB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	255	0	215	320	1370	0	0	1065	155
Future Volume (vph)	0	0	0	255	0	215	320	1370	0	0	1065	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	800		375	250		0	0		350
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	3433	0	1583	3433	3539	0	0	3539	1583
Flt Permitted				0.950			0.146					
Satd. Flow (perm)	0	0	0	3433	0	1583	528	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						63						163
Link Speed (mph)		30			30			45				45
Link Distance (ft)		1000			1004			600				1000
Travel Time (s)		22.7			22.8			9.1				15.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	268	0	226	337	1442	0	0	1121	163
Turn Type				Perm		Perm	pm+pt	NA			NA	Perm
Protected Phases							5	2			6	
Permitted Phases				8		8	2					6
Total Split (s)				43.0		43.0	24.0	107.0			83.0	83.0
Total Lost Time (s)				5.5		5.5	5.5	5.5			5.5	5.5
Act Effect Green (s)				37.5		37.5	101.5	101.5			77.5	77.5
Actuated g/C Ratio				0.25		0.25	0.68	0.68			0.52	0.52
v/c Ratio				0.31		0.51	0.47	0.60			0.61	0.18
Control Delay				47.0		38.9	8.3	7.5			27.5	3.0
Queue Delay				0.0		0.0	0.0	0.2			0.0	0.0
Total Delay				47.0		38.9	8.3	7.7			27.5	3.0
LOS				D		D	A	A			C	A
Approach Delay					43.3			7.8			24.4	
Approach LOS					D			A			C	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 18.7
 Intersection Capacity Utilization 67.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 1: Boggy Creek Rd & SR 417 SB Off Ramp



2025 Build AM Peak
28: Narcoosse NB

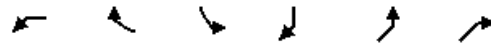


Lane Group	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	1840	1340	0	0
Future Volume (vph)	0	0	1840	1340	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	750	0	0
Storage Lanes	0	0	3	1	0	0
Taper Length (ft)	25		25		25	
Satd. Flow (prot)	0	0	4990	1583	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	4990	1583	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	361		1000		250	
Travel Time (s)	8.2		22.7		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2000	1457	0	0
Sign Control	Stop		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	118.8%
ICU Level of Service	H
Analysis Period (min)	15

2025 Build AM Peak
32: Narcoosse SB



Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations			??	???		
Traffic Volume (vph)	0	0	40	1900	0	0
Future Volume (vph)	0	0	40	1900	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1599	4085	0	0
Flt Permitted			0.996			
Satd. Flow (perm)	0	0	1599	4085	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	361		600		250	
Travel Time (s)	8.2		13.6		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)				24%		
Lane Group Flow (vph)	0	0	539	1569	0	0
Sign Control	Stop		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	115.2% ICU Level of Service H
Analysis Period (min)	15

2025 Build AM Peak
34: Narcoosse SB



Lane Group	EBL	EBR	SBL	SBR	NWL	NWR
Lane Configurations			↘↘↘	↗		
Traffic Volume (vph)	0	0	1155	255	0	0
Future Volume (vph)	0	0	1155	255	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	4990	1583	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	4990	1583	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	356		1100		250	
Travel Time (s)	8.1		25.0		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1255	277	0	0
Sign Control	Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.7%
Analysis Period (min)	15
	ICU Level of Service B

2025 Build AM Peak
 36: SR 417 SB Off Ramp









Lane Group	WBL	WBR	SEL	SER	NEL	NER
Lane Configurations						
Traffic Volume (vph)	785	95	0	0	0	0
Future Volume (vph)	785	95	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3437	1441	0	0	0	0
Flt Permitted	0.953					
Satd. Flow (perm)	3437	1441	0	0	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	1513		274		274	
Travel Time (s)	34.4		6.2		6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	863	93	0	0	0	0
Sign Control	Free		Stop		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.0%
Analysis Period (min)	15
	ICU Level of Service A

2025 Build AM Peak

37:

						
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑			↑↑	
Traffic Volume (vph)	0	1340	0	0	40	0
Future Volume (vph)	0	1340	0	0	40	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	0	0	3433	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		361	1400		361	
Travel Time (s)		8.2	31.8		8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1457	0	0	43	0
Sign Control		Yield	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	115.2%			ICU Level of Service H		
Analysis Period (min)	15					

2025 Build AM Peak
40: SR 417 NB Off Ramp



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	240	375	0	0	0	0
Future Volume (vph)	240	375	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1681	1764	0	0	0	0
Flt Permitted	0.950	0.997				
Satd. Flow (perm)	1681	1764	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1200	361		361	
Travel Time (s)		27.3	8.2		8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)	10%					
Lane Group Flow (vph)	235	434	0	0	0	0
Sign Control		Free	Stop		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.4%
Analysis Period (min)	15
	ICU Level of Service B

2025 Build AM Peak
41: Narcoosse NB



Lane Group	EBL	EBR	NBL	NBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	505	1575	0	0
Future Volume (vph)	0	0	505	1575	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3259	2723	0	0
Flt Permitted			0.976			
Satd. Flow (perm)	0	0	3259	2723	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	356		600		250	
Travel Time (s)	8.1		13.6		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)				33%		
Lane Group Flow (vph)	0	0	1114	1147	0	0
Sign Control	Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	66.5%
Analysis Period (min)	15
	ICU Level of Service C

2025 Build AM Peak

43:



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations			↑↑			↑
Traffic Volume (vph)	0	0	505	0	0	255
Future Volume (vph)	0	0	505	0	0	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		1205	356		356	
Travel Time (s)		27.4	8.1		8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	549	0	0	277
Sign Control		Stop	Free		Yield	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	66.5%
ICU Level of Service	C
Analysis Period (min)	15

2025 Build AM Peak
 51: Narcoosse SB & SR 417 NB Off Ramp

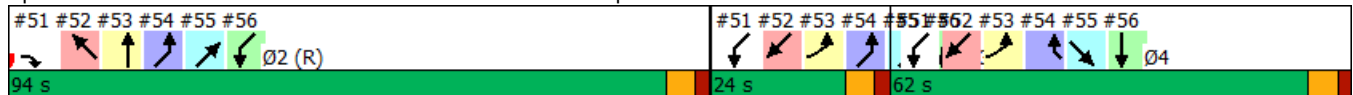


Lane Group	EBL	EBR	NBL	NBR	SWL	SWR	Ø3	Ø4
Lane Configurations		↑↑			↓↓↓			
Traffic Volume (vph)	0	375	0	0	1900	0		
Future Volume (vph)	0	375	0	0	1900	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	0	2787	0	0	6441	0		
Flt Permitted					0.950			
Satd. Flow (perm)	0	2787	0	0	6441	0		
Right Turn on Red		Yes		Yes	Yes	Yes		
Satd. Flow (RTOR)		3			1349			
Link Speed (mph)	30		30		30			
Link Distance (ft)	361		1000		250			
Travel Time (s)	8.2		22.7		5.7			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	408	0	0	2065	0		
Turn Type		Prot			Prot			
Protected Phases		2			4 3		3	4
Permitted Phases								
Total Split (s)		94.0					24.0	62.0
Total Lost Time (s)		6.0						
Act Effct Green (s)		88.0			80.0			
Actuated g/C Ratio		0.49			0.44			
v/c Ratio		0.30			0.57			
Control Delay		28.1			1.0			
Queue Delay		0.0			0.3			
Total Delay		28.1			1.3			
LOS		C			A			
Approach Delay	28.1				1.3			
Approach LOS	C				A			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 5.7 Intersection LOS: A
 Intersection Capacity Utilization 73.1% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 51: Narcoosse SB & SR 417 NB Off Ramp



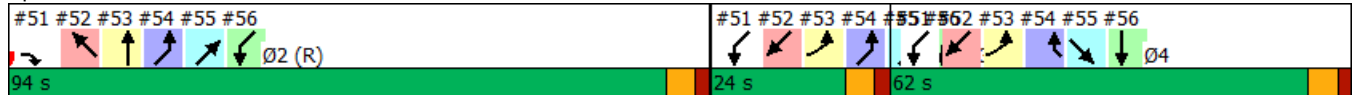
2025 Build AM Peak
 52: Narcoosse SB & Narcoosse NB

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↑↑↑						↑↑↑	
Traffic Volume (vph)	0	0	0	0	1840	0	0	0	0	0	1900	0
Future Volume (vph)	0	0	0	0	1840	0	0	0	0	0	1900	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	0	5085	0	0	0	0	0	6408	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	5085	0	0	0	0	0	6408	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		250			250			250			250	
Travel Time (s)		5.7			5.7			5.7			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	2000	0	0	0	0	0	2065	0
Turn Type					NA						NA	
Protected Phases					2						4	3
Permitted Phases												
Total Split (s)					94.0							
Total Lost Time (s)					6.0							
Act Effct Green (s)					88.0						80.0	
Actuated g/C Ratio					0.49						0.44	
v/c Ratio					0.80						0.73	
Control Delay					41.9						39.9	
Queue Delay					0.0						0.0	
Total Delay					41.9						39.9	
LOS					D						D	
Approach Delay					41.9						39.9	
Approach LOS					D						D	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 40.9 Intersection LOS: D
 Intersection Capacity Utilization 118.8% ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 52: Narcoosse SB & Narcoosse NB



2025 Build AM Peak
 52: Narcoosse SB & Narcoosse NB

Lane Group	Ø3	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	4
Permitted Phases		
Total Split (s)	24.0	62.0
Total Lost Time (s)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

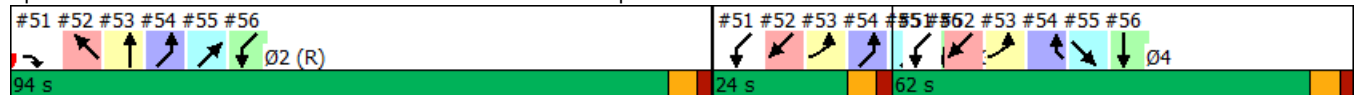
2025 Build AM Peak
 53: Narcoosse NB & SR 417 NB Off Ramp

							Ø3	Ø4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (vph)	240	0	0	1840	0	0		
Future Volume (vph)	240	0	0	1840	0	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	1770	0	0	5085	0	0		
Flt Permitted	0.950							
Satd. Flow (perm)	1770	0	0	5085	0	0		
Right Turn on Red	Yes	Yes				Yes		
Satd. Flow (RTOR)	4							
Link Speed (mph)	30			30	30			
Link Distance (ft)	361			250	600			
Travel Time (s)	8.2			5.7	13.6			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	261	0	0	2000	0	0		
Turn Type	Prot			NA				
Protected Phases	4 3			2			3	4
Permitted Phases								
Total Split (s)				94.0			24.0	62.0
Total Lost Time (s)				6.0				
Act Effect Green (s)	80.0			88.0				
Actuated g/C Ratio	0.44			0.49				
v/c Ratio	0.33			0.80				
Control Delay	33.5			4.5				
Queue Delay	0.0			0.0				
Total Delay	33.5			4.5				
LOS	C			A				
Approach Delay	33.5			4.5				
Approach LOS	C			A				

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 7.9 Intersection LOS: A
 Intersection Capacity Utilization 63.2% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 53: Narcoosse NB & SR 417 NB Off Ramp



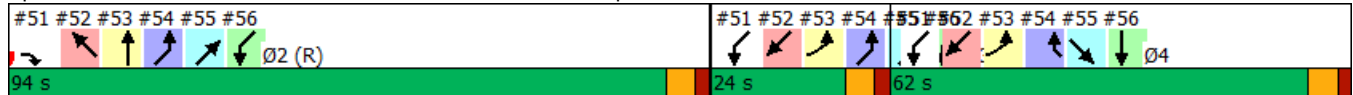
2025 Build AM Peak
 54: Narcoosse NB & SR 417 SB Off Ramp

							Ø2	Ø3
Lane Group	SBL	SBR	NWL	NWR	NEL	NER	Ø2	Ø3
Lane Configurations								
Traffic Volume (vph)	0	0	0	95	1575	0		
Future Volume (vph)	0	0	0	95	1575	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	0	0	0	2787	4990	0		
Flt Permitted					0.950			
Satd. Flow (perm)	0	0	0	2787	4990	0		
Right Turn on Red		Yes		Yes	Yes	Yes		
Satd. Flow (RTOR)				46	2017			
Link Speed (mph)	30		30		30			
Link Distance (ft)	1100		274		250			
Travel Time (s)	25.0		6.2		5.7			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	103	1712	0		
Turn Type				Prot	Prot			
Protected Phases				4	2 3		2	3
Permitted Phases								
Total Split (s)				62.0			94.0	24.0
Total Lost Time (s)				6.0				
Act Effct Green (s)				56.0	112.0			
Actuated g/C Ratio				0.31	0.62			
v/c Ratio				0.11	0.44			
Control Delay				24.7	0.3			
Queue Delay				0.0	0.1			
Total Delay				24.7	0.4			
LOS				C	A			
Approach Delay			24.7		0.4			
Approach LOS			C		A			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 1.8 Intersection LOS: A
 Intersection Capacity Utilization 62.7% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 54: Narcoosse NB & SR 417 SB Off Ramp



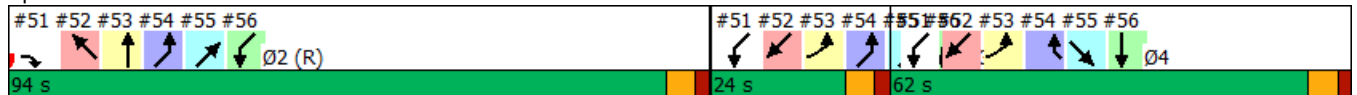
2025 Build AM Peak
 55: Narcoosse NB & Narcoosse SB

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑						↑↑↑				
Traffic Volume (vph)	0	1155	0	0	0	0	0	1575	0	0	0	0
Future Volume (vph)	0	1155	0	0	0	0	0	1575	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	5085	0	0	0	0	0	5085	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	5085	0	0	0	0	0	5085	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		250			250			250			250	
Travel Time (s)		5.7			5.7			5.7			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1255	0	0	0	0	0	1712	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2 3				
Permitted Phases												
Total Split (s)		62.0										
Total Lost Time (s)		6.0										
Act Effct Green (s)		56.0						112.0				
Actuated g/C Ratio		0.31						0.62				
v/c Ratio		0.79						0.54				
Control Delay		61.2						5.9				
Queue Delay		0.0						0.0				
Total Delay		61.2						5.9				
LOS		E						A				
Approach Delay		61.2						5.9				
Approach LOS		E						A				

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 29.3 Intersection LOS: C
 Intersection Capacity Utilization 62.7% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 55: Narcoosse NB & Narcoosse SB



2025 Build AM Peak
 55: Narcoosse NB & Narcoosse SB

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Total Split (s)	94.0	24.0
Total Lost Time (s)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

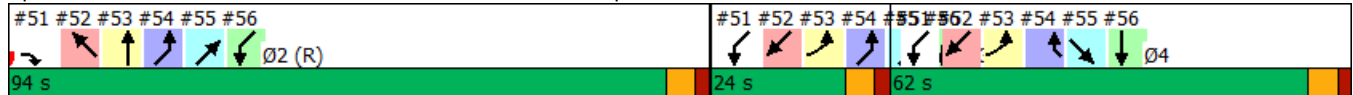
2025 Build AM Peak
 56: Narcoosse SB & SR 417 SB Off Ramp

	↑	↗	↘	↓	↙	↖	Ø2	Ø3
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR	Ø2	Ø3
Lane Configurations				↑↑↑	↖↗			
Traffic Volume (vph)	0	0	0	1155	785	0		
Future Volume (vph)	0	0	0	1155	785	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	0	0	0	5085	3433	0		
Flt Permitted					0.950			
Satd. Flow (perm)	0	0	0	5085	3433	0		
Right Turn on Red		Yes			Yes	Yes		
Satd. Flow (RTOR)					8			
Link Speed (mph)	30			30	30			
Link Distance (ft)	600			250	274			
Travel Time (s)	13.6			5.7	6.2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	1255	853	0		
Turn Type				NA	Prot			
Protected Phases				4	2 3		2	3
Permitted Phases								
Total Split (s)				62.0			94.0	24.0
Total Lost Time (s)				6.0				
Act Effect Green (s)				56.0	112.0			
Actuated g/C Ratio				0.31	0.62			
v/c Ratio				0.79	0.40			
Control Delay				6.4	17.6			
Queue Delay				0.0	0.0			
Total Delay				6.4	17.6			
LOS				A	B			
Approach Delay				6.4	17.6			
Approach LOS				A	B			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 10.9 Intersection LOS: B
 Intersection Capacity Utilization 54.0% ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 56: Narcoosse SB & SR 417 SB Off Ramp



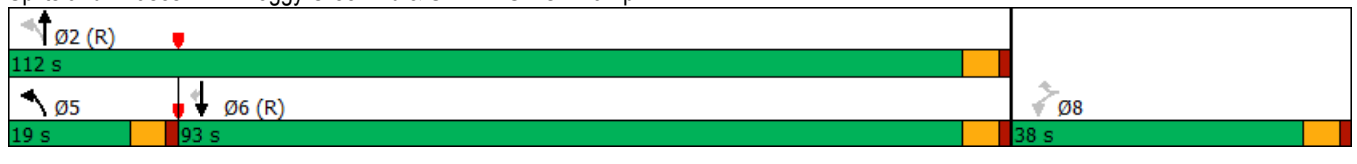
2045 Build PM Peak
 1: Boggy Creek Rd & SR 417 SB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	470	0	145	265	1110	0	0	1450	145
Future Volume (vph)	0	0	0	470	0	145	265	1110	0	0	1450	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	800		375	250		0	0		350
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	3433	0	1583	3433	3539	0	0	3539	1583
Flt Permitted				0.950			0.077					
Satd. Flow (perm)	0	0	0	3433	0	1583	278	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						124						153
Link Speed (mph)		30			30			45				45
Link Distance (ft)		1000			1004			600				1000
Travel Time (s)		22.7			22.8			9.1				15.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	495	0	153	279	1168	0	0	1526	153
Turn Type				Perm		Perm	pm+pt	NA			NA	Perm
Protected Phases							5	2			6	
Permitted Phases				8		8	2					6
Total Split (s)				38.0		38.0	19.0	112.0			93.0	93.0
Total Lost Time (s)				5.5		5.5	5.5	5.5			5.5	5.5
Act Effct Green (s)				32.5		32.5	106.5	106.5			87.5	87.5
Actuated g/C Ratio				0.22		0.22	0.71	0.71			0.58	0.58
v/c Ratio				0.67		0.35	0.58	0.46			0.74	0.16
Control Delay				58.8		14.7	17.1	7.0			25.7	2.3
Queue Delay				1.3		0.0	0.0	0.4			0.0	0.0
Total Delay				60.1		14.7	17.1	7.4			25.7	2.3
LOS				E		B	B	A			C	A
Approach Delay					49.4			9.2			23.5	
Approach LOS					D			A			C	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 22.5
 Intersection Capacity Utilization 79.1%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 1: Boggy Creek Rd & SR 417 SB Off Ramp



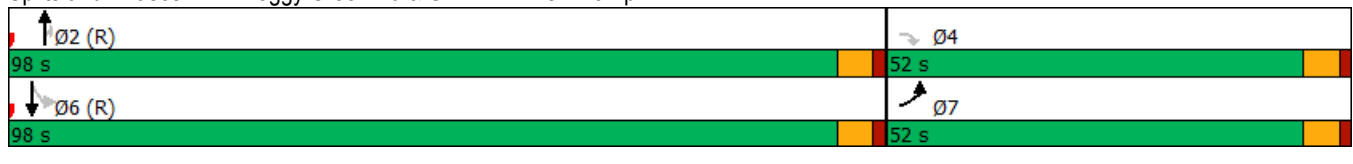
2045 Build PM Peak
2: Boggy Creek Rd & SR 417 NB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	0	355	0	0	0	0	1250	335	185	1735	0
Future Volume (vph)	125	0	355	0	0	0	0	1250	335	185	1735	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		750	0		0	0		350	250		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	0	1583	0	0	0	0	3539	1583	3433	3539	0
Flt Permitted	0.950									0.140		
Satd. Flow (perm)	3433	0	1583	0	0	0	0	3539	1583	506	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			19						353			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1000			1000			1200			600	
Travel Time (s)		22.7			22.7			18.2			9.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	0	374	0	0	0	0	1316	353	195	1826	0
Turn Type	Prot		Perm					NA	Perm	Perm	NA	
Protected Phases	7							2			6	
Permitted Phases			4						2	6		
Total Split (s)	52.0		52.0					98.0	98.0	98.0	98.0	
Total Lost Time (s)	5.5		5.5					5.5	5.5	5.5	5.5	
Act Effect Green (s)	46.5		46.5					92.5	92.5	92.5	92.5	
Actuated g/C Ratio	0.31		0.31					0.62	0.62	0.62	0.62	
v/c Ratio	0.12		0.74					0.60	0.32	0.62	0.84	
Control Delay	37.6		54.3					16.5	1.6	25.2	23.0	
Queue Delay	0.0		0.0					0.0	0.0	0.0	9.7	
Total Delay	37.6		54.3					16.5	1.6	25.2	32.6	
LOS	D		D					B	A	C	C	
Approach Delay		50.0						13.4			31.9	
Approach LOS		D						B			C	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 107.6 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 26.7
 Intersection Capacity Utilization 79.1%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 2: Boggy Creek Rd & SR 417 NB Off Ramp



2045 Build PM Peak
 3: Boggy Creek Rd & Lake Nona Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	305	85	300	355	500	130	805	290	430	1385	275
Future Volume (vph)	180	305	85	300	355	500	130	805	290	430	1385	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	375		500	350		275	625		625
Storage Lanes	2		0	2		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	3422	0	3433	3539	1583	1770	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3422	0	3433	3539	1583	1770	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				58			98			122
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1000			1000			524			1200	
Travel Time (s)		22.7			22.7			7.9			18.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	410	0	316	374	526	137	847	305	453	1458	289
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases						8			2			6
Total Split (s)	19.8	27.0		23.0	30.2	39.0	22.0	61.0	23.0	39.0	78.0	19.8
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Act Effct Green (s)	14.3	21.5		17.5	24.7	63.7	16.5	55.5	78.5	33.5	72.5	92.3
Actuated g/C Ratio	0.10	0.14		0.12	0.16	0.42	0.11	0.37	0.52	0.22	0.48	0.62
v/c Ratio	0.58	0.81		0.79	0.64	0.75	0.71	0.65	0.35	0.59	0.85	0.28
Control Delay	72.6	72.3		79.2	64.3	39.8	60.4	54.2	24.6	61.9	29.1	2.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.6	72.3		79.2	64.3	39.8	60.4	54.2	24.6	61.9	29.1	2.5
LOS	E	E		E	E	D	E	D	C	E	C	A
Approach Delay		72.4			57.6			47.8			32.4	
Approach LOS		E			E			D			C	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 46.4
 Intersection Capacity Utilization 83.5%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 3: Boggy Creek Rd & Lake Nona Blvd



2045 Build PM Peak
4: Boggy Creek Rd & Simpson Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	745	285	455	35	275	165	400	365	95	265	685	720
Future Volume (vph)	745	285	455	35	275	165	400	365	95	265	685	720
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	750		500	500		500	475		500	500		400
Storage Lanes	2		1	1		0	2		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	3539	1583	1770	3341	0	3433	3429	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.295			0.950		
Satd. Flow (perm)	3433	3539	1583	1770	3341	0	1066	3429	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			356		70			19				64
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1005			1143			1333			1671	
Travel Time (s)		22.8			26.0			20.2			25.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	784	300	479	37	463	0	421	484	0	279	721	758
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4				2					6
Total Split (s)	50.0	63.8	63.8	14.2	28.0		21.0	35.0		37.0	51.0	50.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	5.5
Act Effect Green (s)	44.5	58.3	58.3	8.7	22.5		45.0	29.5		31.5	45.5	95.5
Actuated g/C Ratio	0.30	0.39	0.39	0.06	0.15		0.30	0.20		0.21	0.30	0.64
v/c Ratio	0.77	0.22	0.58	0.36	0.83		0.75	0.70		0.75	0.67	0.74
Control Delay	54.1	31.2	11.6	78.4	65.6		38.2	60.1		70.8	66.4	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	54.1	31.2	11.6	78.4	65.6		38.2	60.1		70.8	66.4	14.1
LOS	D	C	B	E	E		D	E		E	E	B
Approach Delay		36.7			66.5			49.9			44.5	
Approach LOS		D			E			D			D	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 45.3

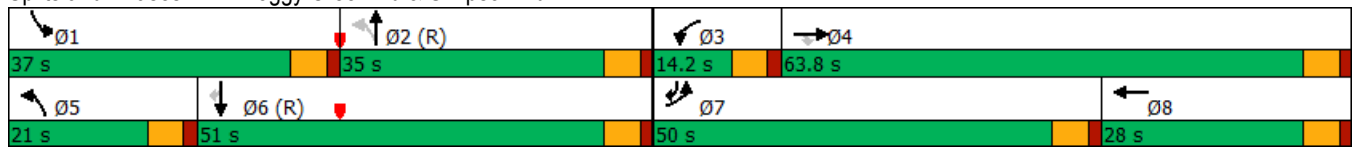
Intersection LOS: D

Intersection Capacity Utilization 82.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 4: Boggy Creek Rd & Simpson Rd



2045 Build PM Peak
5: Lake Nona Blvd & SR 417 SB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	510	0	200	500	500	0	0	355	190
Future Volume (vph)	0	0	0	510	0	200	500	500	0	0	355	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	1000		750	0		0	0		0
Storage Lanes	0		0	1		1	2		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	3433	0	1583	3433	3539	0	0	3355	0
Flt Permitted				0.950			0.284					
Satd. Flow (perm)	0	0	0	3433	0	1583	1026	3539	0	0	3355	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						211						72
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1045			1472			617				924
Travel Time (s)		23.8			33.5			14.0				21.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	537	0	211	526	526	0	0	574	0
Turn Type				Perm		Perm	pm+pt	NA			NA	
Protected Phases							5	2			6	
Permitted Phases				8		8	2					
Total Split (s)				53.0		53.0	40.0	97.0			57.0	
Total Lost Time (s)				5.5		5.5	5.5	5.5			5.5	
Act Effct Green (s)				47.5		47.5	91.5	91.5			51.5	
Actuated g/C Ratio				0.32		0.32	0.61	0.61			0.34	
v/c Ratio				0.49		0.33	0.45	0.24			0.48	
Control Delay				43.4		5.8	29.4	10.2			35.0	
Queue Delay				0.0		0.0	0.0	0.0			0.0	
Total Delay				43.4		5.8	29.4	10.2			35.0	
LOS				D		A	C	B			D	
Approach Delay					32.8			19.8			35.0	
Approach LOS					C			B			D	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 27.6
 Intersection Capacity Utilization 79.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 5: Lake Nona Blvd & SR 417 SB Off Ramp



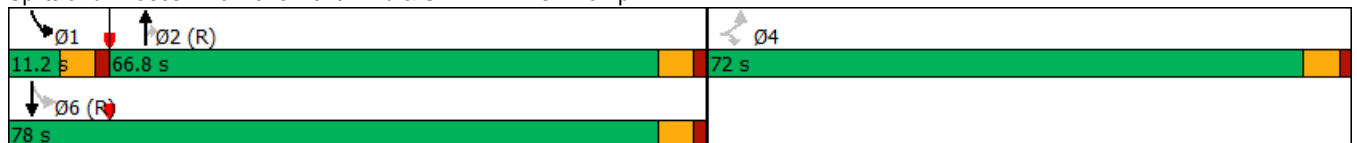
2045 Build PM Peak
6: Lake Nona Blvd & SR 417 NB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	0	615	0	0	0	0	800	805	95	770	0
Future Volume (vph)	200	0	615	0	0	0	0	800	805	95	770	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	750		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	0	1583	0	0	0	0	3539	1583	1770	3539	0
Flt Permitted	0.950									0.190		
Satd. Flow (perm)	1770	0	1583	0	0	0	0	3539	1583	354	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			119						847			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1019			1486			1374			617	
Travel Time (s)		23.2			33.8			31.2			14.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	211	0	647	0	0	0	0	842	847	100	811	0
Turn Type	Perm		Perm					NA	Perm	pm+pt	NA	
Protected Phases								2		1	6	
Permitted Phases	4		4						2	6		
Total Split (s)	72.0		72.0					66.8	66.8	11.2	78.0	
Total Lost Time (s)	5.5		5.5					5.5	5.5	5.5	5.5	
Act Effect Green (s)	66.5		66.5					61.3	61.3	72.5	72.5	
Actuated g/C Ratio	0.44		0.44					0.41	0.41	0.48	0.48	
v/c Ratio	0.27		0.84					0.58	0.74	0.45	0.47	
Control Delay	27.6		41.4					36.4	6.3	41.2	41.2	
Queue Delay	0.0		0.0					0.0	0.0	0.0	0.3	
Total Delay	27.6		41.4					36.4	6.3	41.2	41.5	
LOS	C		D					D	A	D	D	
Approach Delay		38.0						21.3			41.4	
Approach LOS		D						C			D	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 30.8
 Intersection Capacity Utilization 79.9%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service D

Splits and Phases: 6: Lake Nona Blvd & SR 417 NB Off Ramp



2045 Build PM Peak
 9: Narcoossee Rd & Boggy Creek Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	510	55	145	10	40	90	225	1075	15	100	1915	440
Future Volume (vph)	510	55	145	10	40	90	225	1075	15	100	1915	440
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	250		0	350		0	500		250
Storage Lanes	2		1	1		0	2		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	1863	1583	1770	1669	0	3433	5075	0	1770	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	1770	1669	0	3433	5075	0	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			48		50			1				260
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		769			573			1249			2280	
Travel Time (s)		17.5			13.0			28.4			51.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	537	58	153	11	137	0	237	1148	0	105	2016	463
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4									6
Total Split (s)	42.0	55.1	24.0	10.9	24.0		24.0	89.7		24.3	90.0	90.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	5.5
Act Effct Green (s)	36.5	49.6	73.6	5.4	18.5		18.5	84.2		18.8	84.5	84.5
Actuated g/C Ratio	0.20	0.28	0.41	0.03	0.10		0.10	0.47		0.10	0.47	0.47
v/c Ratio	0.77	0.11	0.23	0.21	0.63		0.67	0.48		0.57	0.84	0.53
Control Delay	76.3	49.6	24.3	94.4	62.8		88.1	33.8		90.0	31.6	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	76.3	49.6	24.3	94.4	62.8		88.1	33.8		90.0	31.6	10.8
LOS	E	D	C	F	E		F	C		F	C	B
Approach Delay		63.6			65.1			43.1			30.3	
Approach LOS		E			E			D			C	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 40.1
 Intersection Capacity Utilization 83.9%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

Splits and Phases: 9: Narcoossee Rd & Boggy Creek Rd



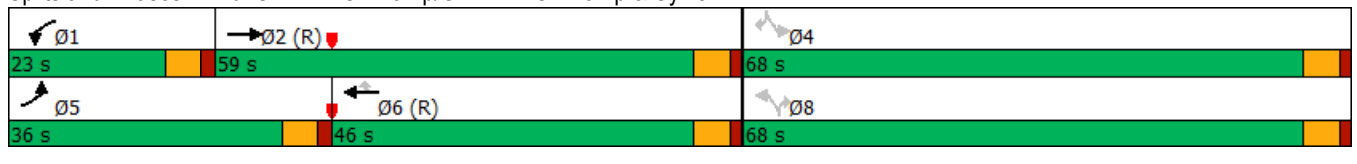
2045 Build PM Peak
 10: OPE EB Off Ramp/OPE WB Off Ramp & Cyrils

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	420	20	60	305	230	15	0	35	355	0	425
Future Volume (vph)	290	420	20	60	305	230	15	0	35	355	0	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	750		0	500		500	250		0	750		750
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	3514	0	1770	3539	1583	1770	0	1583	3433	0	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3514	0	1770	3539	1583	1770	0	1583	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				242			98			447
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		922			976			985			1157	
Travel Time (s)		21.0			22.2			22.4			26.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	305	463	0	63	321	242	16	0	37	374	0	447
Turn Type	Prot	NA		Prot	NA	Perm	Perm		Perm	Perm		Perm
Protected Phases	5	2		1	6							
Permitted Phases						6	8		8	4		4
Total Split (s)	36.0	59.0		23.0	46.0	46.0	68.0		68.0	68.0		68.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5		5.5
Act Effct Green (s)	30.5	53.5		17.5	40.5	40.5	62.5		62.5	62.5		62.5
Actuated g/C Ratio	0.20	0.36		0.12	0.27	0.27	0.42		0.42	0.42		0.42
v/c Ratio	0.44	0.37		0.31	0.34	0.40	0.02		0.05	0.26		0.49
Control Delay	54.5	36.5		65.1	45.2	6.8	26.0		0.1	29.3		4.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	54.5	36.5		65.1	45.2	6.8	26.0		0.1	29.3		4.2
LOS	D	D		E	D	A	C		A	C		A
Approach Delay		43.6			32.4			7.9			15.6	
Approach LOS		D			C			A			B	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 29.6
 Intersection Capacity Utilization 50.6%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service A

Splits and Phases: 10: OPE EB Off Ramp/OPE WB Off Ramp & Cyrils



2045 Build PM Peak

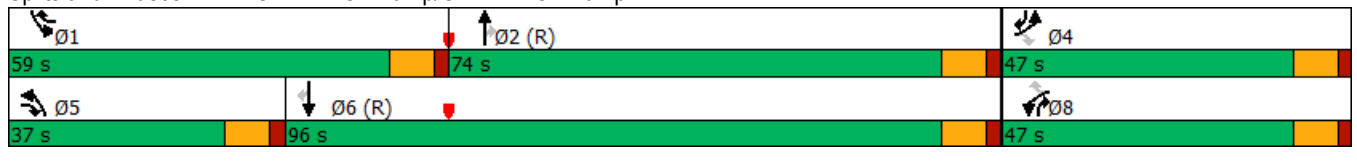
11: OPE EB Off Ramp/OPE WB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	0	415	230	0	550	345	1040	290	670	1810	145
Future Volume (vph)	175	0	415	230	0	550	345	1040	290	670	1810	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	750		750	995		995	800		500	750		750
Storage Lanes	1		1	1		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	0	2787	1770	0	2787	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	0	2787	1770	0	2787	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			79			33			79			53
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1410			1570			2280			907	
Travel Time (s)		32.0			35.7			51.8			20.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	0	437	242	0	579	363	1095	305	705	1905	153
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	4		5	8		1	5	2	8	1	6	4
Permitted Phases			4			8			2			6
Total Split (s)	47.0		37.0	47.0		59.0	37.0	74.0	47.0	59.0	96.0	47.0
Total Lost Time (s)	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	8.0	8.0
Act Effct Green (s)	39.0		76.0	39.0		98.0	29.0	66.0	113.0	51.0	88.0	135.0
Actuated g/C Ratio	0.22		0.42	0.22		0.54	0.16	0.37	0.63	0.28	0.49	0.75
v/c Ratio	0.48		0.36	0.63		0.38	0.66	0.59	0.30	0.73	0.77	0.13
Control Delay	66.5		29.4	72.4		22.9	74.9	58.2	11.2	63.3	40.2	4.2
Queue Delay	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.5		29.4	72.4		22.9	74.9	58.2	11.2	63.3	40.2	4.2
LOS	E		C	E		C	E	E	B	E	D	A
Approach Delay		40.4			37.5			53.5			44.1	
Approach LOS		D			D			D			D	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 45.6
 Intersection Capacity Utilization 78.9%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Splits and Phases: 11: OPE EB Off Ramp/OPE WB Off Ramp



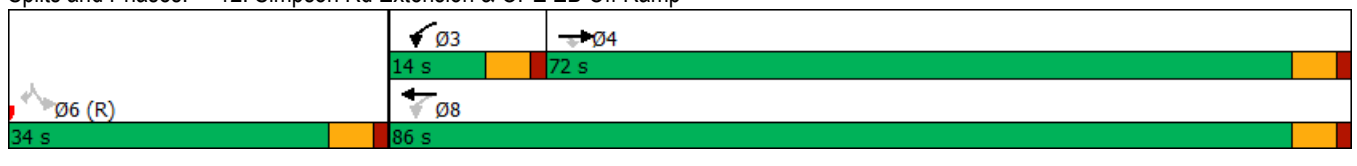
2045 Build PM Peak
 12: Simpson Rd Extension & OPE EB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	540	105	70	265	0	0	0	0	140	0	210
Future Volume (vph)	0	540	105	70	265	0	0	0	0	140	0	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	300		0	0		0	0		250
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1863	1583	1770	1863	0	0	0	0	1770	0	1583
Flt Permitted				0.296						0.950		
Satd. Flow (perm)	0	1863	1583	551	1863	0	0	0	0	1770	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			111									221
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1176			705			1010			1168	
Travel Time (s)		26.7			16.0			23.0			26.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	568	111	74	279	0	0	0	0	147	0	221
Turn Type		NA	Perm	pm+pt	NA					Perm		Perm
Protected Phases		4		3	8							
Permitted Phases			4	8						6		6
Total Split (s)		72.0	72.0	14.0	86.0					34.0		34.0
Total Lost Time (s)		5.5	5.5	5.5	5.5					5.5		5.5
Act Effct Green (s)		66.5	66.5	80.5	80.5					28.5		28.5
Actuated g/C Ratio		0.55	0.55	0.67	0.67					0.24		0.24
v/c Ratio		0.55	0.12	0.16	0.22					0.35		0.41
Control Delay		19.7	2.6	7.2	7.5					40.9		7.2
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		19.7	2.6	7.2	7.5					40.9		7.2
LOS		B	A	A	A					D		A
Approach Delay		16.9			7.4						20.7	
Approach LOS		B			A						C	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 15.5
 Intersection Capacity Utilization 54.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 12: Simpson Rd Extension & OPE EB Off Ramp



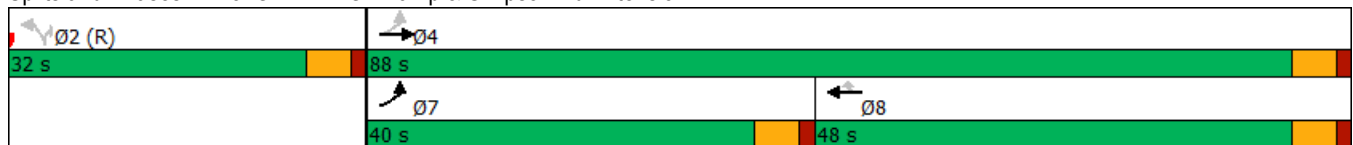
2045 Build PM Peak
 13: OPE WB Off Ramp & Simpson Rd Extension

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	365	0	0	265	205	70	0	45	0	0	0
Future Volume (vph)	315	365	0	0	265	205	70	0	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		250	300		0	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	0	0	1863	1583	1770	0	1583	0	0	0
Flt Permitted	0.414						0.950					
Satd. Flow (perm)	771	1863	0	0	1863	1583	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						216			73			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		705			2048			955			1231	
Travel Time (s)		16.0			46.5			21.7			28.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	332	384	0	0	279	216	74	0	47	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm		Perm			
Protected Phases	7	4			8							
Permitted Phases	4					8	2		2			
Total Split (s)	40.0	88.0			48.0	48.0	32.0		32.0			
Total Lost Time (s)	5.5	5.5			5.5	5.5	5.5		5.5			
Act Effct Green (s)	82.5	82.5			42.5	42.5	26.5		26.5			
Actuated g/C Ratio	0.69	0.69			0.35	0.35	0.22		0.22			
v/c Ratio	0.41	0.30			0.42	0.31	0.19		0.12			
Control Delay	8.5	6.8			31.9	4.7	39.6		4.0			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	8.5	6.8			31.9	4.7	39.6		4.0			
LOS	A	A			C	A	D		A			
Approach Delay		7.6			20.0			25.8				
Approach LOS		A			C			C				

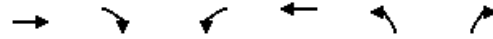
Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.42
 Intersection Signal Delay: 13.9
 Intersection Capacity Utilization 54.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 13: OPE WB Off Ramp & Simpson Rd Extension



2045 Build PM Peak
 14: OPE EB On Ramp & Laureate Blvd



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↗		
Traffic Volume (vph)	175	415	230	345	0	0
Future Volume (vph)	175	415	230	345	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150	250		0	0
Storage Lanes		1	1		0	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1863	1583	1770	1863	0	0
Flt Permitted			0.641			
Satd. Flow (perm)	1863	1583	1194	1863	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	1092			630	737	
Travel Time (s)	24.8			14.3	16.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	184	437	242	363	0	0
Turn Type	NA	Perm	Perm	NA		
Protected Phases	4			8		
Permitted Phases		4	8			
Total Split (s)	120.0	120.0	120.0	120.0		
Total Lost Time (s)	5.5	5.5	5.5	5.5		
Act Effect Green (s)	120.0	120.0	120.0	120.0		
Actuated g/C Ratio	1.00	1.00	1.00	1.00		
v/c Ratio	0.10	0.28	0.20	0.19		
Control Delay	0.1	0.4	0.3	0.2		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	0.1	0.4	0.3	0.2		
LOS	A	A	A	A		
Approach Delay	0.3			0.3		
Approach LOS	A			A		

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2: and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.28
 Intersection Signal Delay: 0.3
 Intersection Capacity Utilization 63.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 14: OPE EB On Ramp & Laureate Blvd



2045 Build PM Peak
 15: OPE WB Off Ramp & Laureate Blvd

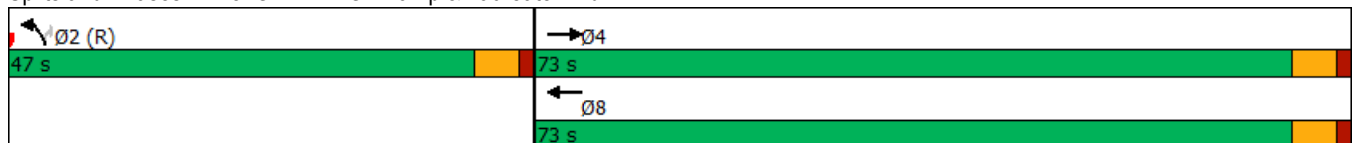
	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↘	↗
Traffic Volume (vph)	670	0	0	230	345	290
Future Volume (vph)	670	0	0	230	345	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		250	0
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1863	0	0	1863	1770	1583
Flt Permitted					0.950	
Satd. Flow (perm)	1863	0	0	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						212
Link Speed (mph)	30			30	30	
Link Distance (ft)	630			1849	692	
Travel Time (s)	14.3			42.0	15.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	705	0	0	242	363	305
Turn Type	NA			NA	Prot	Perm
Protected Phases	4			8	2	
Permitted Phases						2
Total Split (s)	73.0			73.0	47.0	47.0
Total Lost Time (s)	5.5			5.5	5.5	5.5
Act Effct Green (s)	67.5			67.5	41.5	41.5
Actuated g/C Ratio	0.56			0.56	0.35	0.35
v/c Ratio	0.67			0.23	0.59	0.44
Control Delay	22.5			13.9	37.1	11.5
Queue Delay	1.9			0.0	0.0	0.0
Total Delay	24.4			13.9	37.1	11.5
LOS	C			B	D	B
Approach Delay	24.4			13.9	25.4	
Approach LOS	C			B	C	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 23.3
 Intersection Capacity Utilization 63.5%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service B

Splits and Phases: 15: OPE WB Off Ramp & Laureate Blvd



2025 Build PM Peak
28: Narcoosse NB

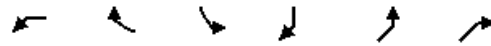


Lane Group	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	1710	960	0	0
Future Volume (vph)	0	0	1710	960	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	750	0	0
Storage Lanes	0	0	3	1	0	0
Taper Length (ft)	25		25		25	
Satd. Flow (prot)	0	0	4990	1583	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	4990	1583	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	361		1000		250	
Travel Time (s)	8.2		22.7		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1859	1043	0	0
Sign Control	Stop		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	103.9%
ICU Level of Service	G
Analysis Period (min)	15

2025 Build PM Peak
32: Narcoosse SB



Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations			??	???		
Traffic Volume (vph)	0	0	65	2490	0	0
Future Volume (vph)	0	0	65	2490	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1603	4085	0	0
Flt Permitted			0.995			
Satd. Flow (perm)	0	0	1603	4085	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	361		600		250	
Travel Time (s)	8.2		13.6		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)				23%		
Lane Group Flow (vph)	0	0	694	2084	0	0
Sign Control	Stop		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	107.0% ICU Level of Service G
Analysis Period (min)	15

2025 Build PM Peak
34: Narcoosse SB



Lane Group	EBL	EBR	SBL	SBR	NWL	NWR
Lane Configurations			↘↘↘	↗		
Traffic Volume (vph)	0	0	1405	225	0	0
Future Volume (vph)	0	0	1405	225	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	4990	1583	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	4990	1583	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	356		1100		250	
Travel Time (s)	8.1		25.0		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1527	245	0	0
Sign Control	Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	66.1%
Analysis Period (min)	15
	ICU Level of Service C

2025 Build PM Peak
 36: SR 417 SB Off Ramp












Lane Group	WBL	WBR	SEL	SER	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1150	100	0	0	0	0
Future Volume (vph)	1150	100	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3440	1441	0	0	0	0
Flt Permitted	0.953					
Satd. Flow (perm)	3440	1441	0	0	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	1513		274		274	
Travel Time (s)	34.4		6.2		6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	1261	98	0	0	0	0
Sign Control	Free		Stop		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	69.3%
Analysis Period (min)	15
	ICU Level of Service C

2025 Build PM Peak

37:

						
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations					 	
Traffic Volume (vph)	0	960	0	0	65	0
Future Volume (vph)	0	960	0	0	65	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	0	0	3433	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		361	1400		361	
Travel Time (s)		8.2	31.8		8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1043	0	0	71	0
Sign Control		Yield	Stop		Free	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	107.0%			ICU Level of Service G		
Analysis Period (min)	15					

2025 Build PM Peak
40: SR 417 NB Off Ramp



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	270	595	0	0	0	0
Future Volume (vph)	270	595	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1681	1766	0	0	0	0
Flt Permitted	0.950	0.998				
Satd. Flow (perm)	1681	1766	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1200	361		361	
Travel Time (s)		27.3	8.2		8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)	10%					
Lane Group Flow (vph)	264	676	0	0	0	0
Sign Control		Free	Stop		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	64.5%
Analysis Period (min)	15
	ICU Level of Service C

2025 Build PM Peak
41: Narcoosse NB



Lane Group	EBL	EBR	NBL	NBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	375	1605	0	0
Future Volume (vph)	0	0	375	1605	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3230	2723	0	0
Flt Permitted			0.980			
Satd. Flow (perm)	0	0	3230	2723	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	356		600		250	
Travel Time (s)	8.1		13.6		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)				33%		
Lane Group Flow (vph)	0	0	984	1169	0	0
Sign Control	Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	48.3%
Analysis Period (min)	15
	ICU Level of Service A

2025 Build PM Peak

43:



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations			↑↑			↗
Traffic Volume (vph)	0	0	375	0	0	225
Future Volume (vph)	0	0	375	0	0	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		1205	356		356	
Travel Time (s)		27.4	8.1		8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	408	0	0	245
Sign Control		Stop	Free		Yield	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 48.3% ICU Level of Service A

Analysis Period (min) 15

2025 Build PM Peak
 51: Narcoosse SB & SR 417 NB Off Ramp

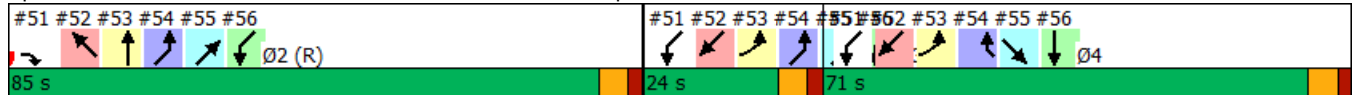


Lane Group	EBL	EBR	NBL	NBR	SWL	SWR	Ø3	Ø4
Lane Configurations		??			???			
Traffic Volume (vph)	0	595	0	0	2490	0		
Future Volume (vph)	0	595	0	0	2490	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	0	2787	0	0	6441	0		
Flt Permitted					0.950			
Satd. Flow (perm)	0	2787	0	0	6441	0		
Right Turn on Red		Yes		Yes	Yes	Yes		
Satd. Flow (RTOR)		1			572			
Link Speed (mph)	30		30		30			
Link Distance (ft)	361		1000		250			
Travel Time (s)	8.2		22.7		5.7			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	647	0	0	2707	0		
Turn Type		Prot			Prot			
Protected Phases		2			4 3		3	4
Permitted Phases								
Total Split (s)		85.0					24.0	71.0
Total Lost Time (s)		6.0						
Act Effct Green (s)		79.0			89.0			
Actuated g/C Ratio		0.44			0.49			
v/c Ratio		0.53			0.78			
Control Delay		38.8			2.1			
Queue Delay		0.0			0.4			
Total Delay		38.8			2.5			
LOS		D			A			
Approach Delay	38.8				2.5			
Approach LOS	D				A			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 9.5 Intersection LOS: A
 Intersection Capacity Utilization 79.1% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 51: Narcoosse SB & SR 417 NB Off Ramp



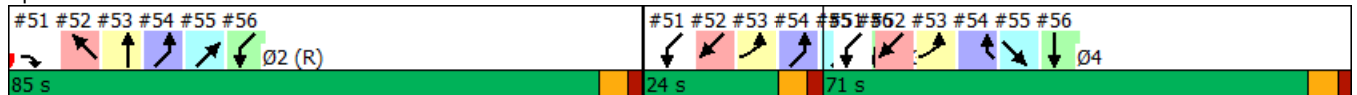
2025 Build PM Peak
52: Narcoosse SB & Narcoosse NB

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↑↑↑						↑↑↑	
Traffic Volume (vph)	0	0	0	0	1710	0	0	0	0	0	2490	0
Future Volume (vph)	0	0	0	0	1710	0	0	0	0	0	2490	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	0	5085	0	0	0	0	0	6408	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	5085	0	0	0	0	0	6408	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		250			250			250			250	
Travel Time (s)		5.7			5.7			5.7			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1859	0	0	0	0	0	2707	0
Turn Type					NA						NA	
Protected Phases					2						4	3
Permitted Phases												
Total Split (s)					85.0							
Total Lost Time (s)					6.0							
Act Effct Green (s)					79.0						89.0	
Actuated g/C Ratio					0.44						0.49	
v/c Ratio					0.83						0.85	
Control Delay					48.8						37.2	
Queue Delay					0.0						0.0	
Total Delay					48.8						37.2	
LOS					D						D	
Approach Delay					48.8						37.2	
Approach LOS					D						D	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 42.0 Intersection LOS: D
 Intersection Capacity Utilization 103.9% ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 52: Narcoosse SB & Narcoosse NB



2025 Build PM Peak
 52: Narcoosse SB & Narcoosse NB

Lane Group	Ø3	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	4
Permitted Phases		
Total Split (s)	24.0	71.0
Total Lost Time (s)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

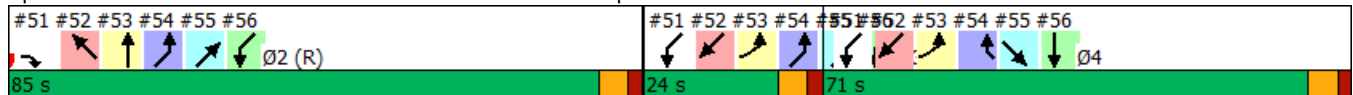
2025 Build PM Peak
 53: Narcoosse NB & SR 417 NB Off Ramp

							Ø3	Ø4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (vph)	270	0	0	1710	0	0		
Future Volume (vph)	270	0	0	1710	0	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	1770	0	0	5085	0	0		
Flt Permitted	0.950							
Satd. Flow (perm)	1770	0	0	5085	0	0		
Right Turn on Red	Yes	Yes				Yes		
Satd. Flow (RTOR)	3							
Link Speed (mph)	30			30	30			
Link Distance (ft)	361			250	600			
Travel Time (s)	8.2			5.7	13.6			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	293	0	0	1859	0	0		
Turn Type	Prot			NA				
Protected Phases	4 3			2			3	4
Permitted Phases								
Total Split (s)				85.0			24.0	71.0
Total Lost Time (s)				6.0				
Act Effect Green (s)	89.0			79.0				
Actuated g/C Ratio	0.49			0.44				
v/c Ratio	0.33			0.83				
Control Delay	28.6			5.2				
Queue Delay	0.0			0.0				
Total Delay	28.6			5.2				
LOS	C			A				
Approach Delay	28.6			5.2				
Approach LOS	C			A				

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 8.4 Intersection LOS: A
 Intersection Capacity Utilization 64.5% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 53: Narcoosse NB & SR 417 NB Off Ramp



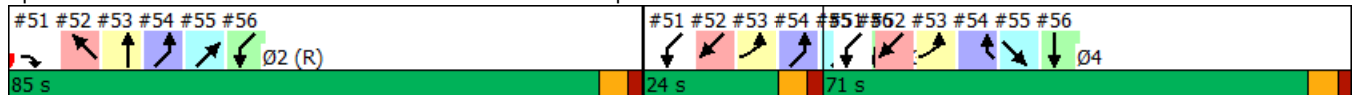
2025 Build PM Peak
 54: Narcoosse NB & SR 417 SB Off Ramp

Lane Group	SBL	SBR	NWL	NWR	NEL	NER	Ø2	Ø3
Lane Configurations				↑↑	↑↑↑			
Traffic Volume (vph)	0	0	0	100	1605	0		
Future Volume (vph)	0	0	0	100	1605	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	0	0	0	2787	4990	0		
Flt Permitted					0.950			
Satd. Flow (perm)	0	0	0	2787	4990	0		
Right Turn on Red		Yes		Yes	Yes	Yes		
Satd. Flow (RTOR)				30	2094			
Link Speed (mph)	30		30		30			
Link Distance (ft)	1100		274		250			
Travel Time (s)	25.0		6.2		5.7			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	109	1745	0		
Turn Type				Prot	Prot			
Protected Phases				4	2 3		2	3
Permitted Phases								
Total Split (s)				71.0			85.0	24.0
Total Lost Time (s)				6.0				
Act Effect Green (s)				65.0	103.0			
Actuated g/C Ratio				0.36	0.57			
v/c Ratio				0.11	0.47			
Control Delay				27.8	0.3			
Queue Delay				0.0	0.1			
Total Delay				27.8	0.5			
LOS				C	A			
Approach Delay			27.8		0.5			
Approach LOS			C		A			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 2.1 Intersection LOS: A
 Intersection Capacity Utilization 68.2% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 54: Narcoosse NB & SR 417 SB Off Ramp



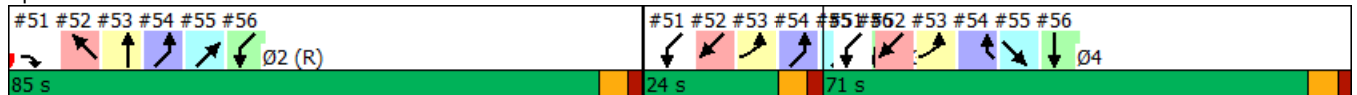
2025 Build PM Peak
 55: Narcoosse NB & Narcoosse SB

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑						↑↑↑				
Traffic Volume (vph)	0	1405	0	0	0	0	0	1605	0	0	0	0
Future Volume (vph)	0	1405	0	0	0	0	0	1605	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	5085	0	0	0	0	0	5085	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	5085	0	0	0	0	0	5085	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		250			250			250			250	
Travel Time (s)		5.7			5.7			5.7			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1527	0	0	0	0	0	1745	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2 3				
Permitted Phases												
Total Split (s)		71.0										
Total Lost Time (s)		6.0										
Act Effct Green (s)		65.0						103.0				
Actuated g/C Ratio		0.36						0.57				
v/c Ratio		0.83						0.60				
Control Delay		57.4						7.8				
Queue Delay		0.0						0.0				
Total Delay		57.4						7.8				
LOS		E						A				
Approach Delay		57.4						7.8				
Approach LOS		E						A				

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 30.9 Intersection LOS: C
 Intersection Capacity Utilization 68.2% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 55: Narcoosse NB & Narcoosse SB



2025 Build PM Peak
 55: Narcoosse NB & Narcoosse SB

Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Total Split (s)	85.0	24.0
Total Lost Time (s)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

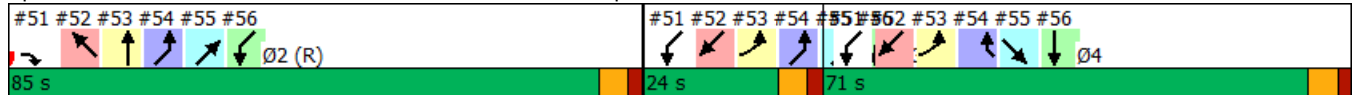
2025 Build PM Peak
 56: Narcoosse SB & SR 417 SB Off Ramp

	↑	↗	↘	↓	↙	↖		
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR	Ø2	Ø3
Lane Configurations				↑↑↑	↖↗			
Traffic Volume (vph)	0	0	0	1405	1150	0		
Future Volume (vph)	0	0	0	1405	1150	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	0	0	0	5085	3433	0		
Flt Permitted					0.950			
Satd. Flow (perm)	0	0	0	5085	3433	0		
Right Turn on Red		Yes			Yes	Yes		
Satd. Flow (RTOR)					6			
Link Speed (mph)	30			30	30			
Link Distance (ft)	600			250	274			
Travel Time (s)	13.6			5.7	6.2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	1527	1250	0		
Turn Type				NA	Prot			
Protected Phases				4	2 3		2	3
Permitted Phases								
Total Split (s)				71.0			85.0	24.0
Total Lost Time (s)				6.0				
Act Effect Green (s)				65.0	103.0			
Actuated g/C Ratio				0.36	0.57			
v/c Ratio				0.83	0.64			
Control Delay				6.4	27.6			
Queue Delay				0.0	0.0			
Total Delay				6.4	27.6			
LOS				A	C			
Approach Delay				6.4	27.6			
Approach LOS				A	C			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 15.9 Intersection LOS: B
 Intersection Capacity Utilization 69.3% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 56: Narcoosse SB & SR 417 SB Off Ramp



2045 No-Build AM Peak
 1: Boggy Creek Rd & SR 417 SB Off Ramp

10/04/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	250	0	510	375	1940	0	0	1445	410
Future Volume (vph)	0	0	0	250	0	510	375	1940	0	0	1445	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	800		375	250		0	0		350
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	3433	0	1583	3433	3539	0	0	3539	1583
Flt Permitted				0.950			0.052					
Satd. Flow (perm)	0	0	0	3433	0	1583	188	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						58						368
Link Speed (mph)		30			30			45				45
Link Distance (ft)		1000			1004			600				1000
Travel Time (s)		22.7			22.8			9.1				15.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	263	0	537	395	2042	0	0	1521	432
Turn Type				Perm		Perm	pm+pt	NA			NA	Perm
Protected Phases							5	2			6	
Permitted Phases				8		8	2					6
Total Split (s)				54.0		54.0	19.6	96.0			76.4	76.4
Total Lost Time (s)				5.5		5.5	5.5	5.5			5.5	5.5
Act Effct Green (s)				48.5		48.5	90.5	90.5			70.9	70.9
Actuated g/C Ratio				0.32		0.32	0.60	0.60			0.47	0.47
v/c Ratio				0.24		0.97	0.94	0.96			0.91	0.46
Control Delay				37.9		76.9	66.8	32.9			45.8	5.9
Queue Delay				0.0		0.0	0.0	22.5			0.0	0.0
Total Delay				37.9		76.9	66.8	55.4			45.8	5.9
LOS				D		E	E	E			D	A
Approach Delay					64.1			57.3			37.0	
Approach LOS					E			E			D	
Queue Length 50th (ft)				97		477	163	704			713	34
Queue Length 95th (ft)				135		#726	#255	#1050			827	108
Internal Link Dist (ft)		920			924			520			920	
Turn Bay Length (ft)				800		375	250					350
Base Capacity (vph)				1110		551	418	2135			1672	942
Starvation Cap Reductn				0		0	0	189			0	0
Spillback Cap Reductn				0		0	0	0			0	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.24		0.97	0.94	1.05			0.91	0.46

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 50.7 Intersection LOS: D

2045 No-Build AM Peak
1: Boggy Creek Rd & SR 417 SB Off Ramp

10/04/2019

Intersection Capacity Utilization 94.4% ICU Level of Service F

Analysis Period (min) 15




















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

Splits and Phases: 1: Boggy Creek Rd & SR 417 SB Off Ramp



2045 No-Build AM Peak
2: Boggy Creek Rd & SR 417 NB Off Ramp

10/04/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	0	335	0	0	0	0	2015	450	490	1205	0
Future Volume (vph)	300	0	335	0	0	0	0	2015	450	490	1205	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		750	0		0	0		350	250		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	0	1583	0	0	0	0	3539	1583	3433	3539	0
Flt Permitted	0.950									0.059		
Satd. Flow (perm)	3433	0	1583	0	0	0	0	3539	1583	213	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			136						474			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1000			1000			1200			600	
Travel Time (s)		22.7			22.7			18.2			9.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	316	0	353	0	0	0	0	2121	474	516	1268	0
Turn Type	Prot		Perm					NA	Perm	Perm	NA	
Protected Phases	7							2			6	
Permitted Phases			4						2	6		
Total Split (s)	24.0		24.0					126.0	126.0	126.0	126.0	
Total Lost Time (s)	5.5		5.5					5.5	5.5	5.5	5.5	
Act Effct Green (s)	18.5		18.5					120.5	120.5	120.5	120.5	
Actuated g/C Ratio	0.12		0.12					0.80	0.80	0.80	0.80	
v/c Ratio	0.75		1.12					0.75	0.35	3.02	0.45	
Control Delay	75.3		123.5					4.6	0.5	933.5	3.2	
Queue Delay	0.0		0.0					2.1	0.0	0.0	0.2	
Total Delay	75.3		123.5					6.7	0.5	933.5	3.4	
LOS	E		F					A	A	F	A	
Approach Delay		100.7						5.6			272.4	
Approach LOS		F						A			F	
Queue Length 50th (ft)	156		~274					229	12	~456	93	
Queue Length 95th (ft)	210		#482					m204	m8	m#513	m112	
Internal Link Dist (ft)		920			920			1120			520	
Turn Bay Length (ft)	250		750						350	250		
Base Capacity (vph)	423		314					2842	1364	171	2842	
Starvation Cap Reductn	0		0					129	0	0	720	
Spillback Cap Reductn	0		0					547	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.75		1.12					0.92	0.35	3.02	0.60	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 107.6 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 3.02
 Intersection Signal Delay: 112.5 Intersection LOS: F

2045 No-Build AM Peak
 2: Boggy Creek Rd & SR 417 NB Off Ramp

10/04/2019

Intersection Capacity Utilization 94.4% ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Boggy Creek Rd & SR 417 NB Off Ramp

↑ Ø2 (R) 126 s	→ Ø4 24 s
↓ Ø6 (R) 126 s	↖ Ø7 24 s

2045 No-Build AM Peak
3: Boggy Creek Rd & Lake Nona Blvd

10/04/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	505	210	175	350	485	230	1660	355	525	825	180
Future Volume (vph)	330	505	210	175	350	485	230	1660	355	525	825	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	375		500	350		275	625		625
Storage Lanes	2		0	2		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	3383	0	3433	3539	1583	1770	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3383	0	3433	3539	1583	1770	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37				138			98			152
Link Speed (mph)		30			30			45				45
Link Distance (ft)		1000			1000			524				1200
Travel Time (s)		22.7			22.7			7.9				18.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	347	753	0	184	368	511	242	1747	374	553	868	189
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases						8			2			6
Total Split (s)	23.1	34.1		13.8	24.8	28.1	37.4	74.0	13.8	28.1	64.7	23.1
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Act Effct Green (s)	17.6	28.6		8.3	19.3	47.4	31.9	68.5	82.3	22.6	59.2	82.3
Actuated g/C Ratio	0.12	0.19		0.06	0.13	0.32	0.21	0.46	0.55	0.15	0.39	0.55
v/c Ratio	0.86	1.12		0.97	0.81	0.86	0.64	1.08	0.41	1.07	0.62	0.20
Control Delay	85.9	122.8		128.1	78.0	50.2	53.0	81.0	21.5	104.4	43.2	4.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.9	122.8		128.1	78.0	50.2	53.0	81.0	21.5	104.4	43.2	4.9
LOS	F	F		F	E	D	D	F	C	F	D	A
Approach Delay		111.2			73.3			68.7			59.7	
Approach LOS		F			E			E			E	
Queue Length 50th (ft)	174	~428		94	187	361	232	~994	167	~306	306	5
Queue Length 95th (ft)	#256	#562		#176	#260	#565	m244	m#1053	m176	m#381	m351	m35
Internal Link Dist (ft)		920			920			444			1120	
Turn Bay Length (ft)	450			375		500	350		275	625		625
Base Capacity (vph)	402	674		189	455	594	376	1616	912	517	1396	937
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	1.12		0.97	0.81	0.86	0.64	1.08	0.41	1.07	0.62	0.20

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 1.12
 Intersection Signal Delay: 74.8
 Intersection LOS: E

2045 No-Build AM Peak
 3: Boggy Creek Rd & Lake Nona Blvd

10/04/2019

Intersection Capacity Utilization 104.9% ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Boggy Creek Rd & Lake Nona Blvd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
28.1 s	74 s	13.8 s	34.1 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
37.4 s	64.7 s	23.1 s	24.8 s

2045 No-Build AM Peak
4: Boggy Creek Rd & Simpson Rd

10/04/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	985	295	500	60	295	205	605	945	50	145	390	700
Future Volume (vph)	985	295	500	60	295	205	605	945	50	145	390	700
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	750		500	500		500	475		500	500		400
Storage Lanes	2		1	1		0	2		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	3539	1583	1770	3323	0	3433	3511	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.308			0.950		
Satd. Flow (perm)	3433	3539	1583	1770	3323	0	1113	3511	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			455		97			4				98
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1005			1143			1333			1671	
Travel Time (s)		22.8			26.0			20.2			25.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1037	311	526	63	527	0	637	1048	0	153	411	737
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4				2					6
Total Split (s)	52.4	61.5	61.5	17.3	26.4		31.4	51.2		20.0	39.8	52.4
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	5.5
Act Effct Green (s)	46.9	56.0	56.0	11.8	20.9		65.7	45.7		14.5	34.3	86.7
Actuated g/C Ratio	0.31	0.37	0.37	0.08	0.14		0.44	0.30		0.10	0.23	0.58
v/c Ratio	0.97	0.24	0.60	0.45	0.97		0.72	0.98		0.89	0.51	0.77
Control Delay	71.0	32.9	8.6	77.0	82.5		34.3	73.7		91.0	82.4	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	71.0	32.9	8.6	77.0	82.5		34.3	73.7		91.0	82.4	21.6
LOS	E	C	A	E	F		C	E		F	F	C
Approach Delay		47.2			81.9			58.8			49.0	
Approach LOS		D			F			E			D	
Queue Length 50th (ft)	516	109	45	60	227		219	534		151	220	239
Queue Length 95th (ft)	#659	148	158	112	#348		271	#685		m#238	m257	m264
Internal Link Dist (ft)		925			1063			1253			1591	
Turn Bay Length (ft)	750		500	500			475			500		400
Base Capacity (vph)	1073	1321	876	139	546		888	1072		171	809	956
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.97	0.24	0.60	0.45	0.97		0.72	0.98		0.89	0.51	0.77

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 54.9 Intersection LOS: D

2045 No-Build AM Peak
 4: Boggy Creek Rd & Simpson Rd

10/04/2019

Intersection Capacity Utilization 96.9% ICU Level of Service F

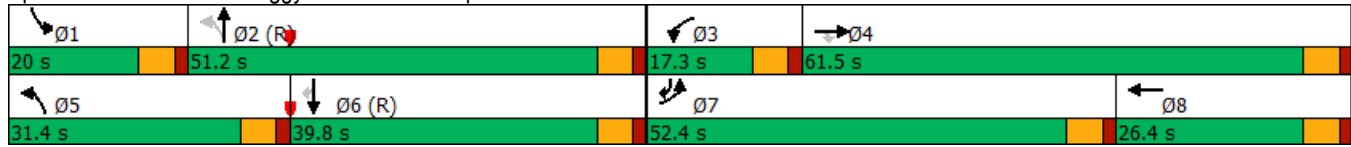
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Boggy Creek Rd & Simpson Rd



2045 No-Build AM Peak
5: Lake Nona Blvd & SR 417 SB Off Ramp

10/04/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1345	0	75	825	510	0	0	615	245
Future Volume (vph)	0	0	0	1345	0	75	825	510	0	0	615	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	1000		750	0		0	0		0
Storage Lanes	0		0	1		1	2		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	3433	0	1583	3433	3539	0	0	3387	0
Flt Permitted				0.950			0.089					
Satd. Flow (perm)	0	0	0	3433	0	1583	322	3539	0	0	3387	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						79						39
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1045			1472			617				924
Travel Time (s)		23.8			33.5			14.0				21.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	1416	0	79	868	537	0	0	905	0
Turn Type				Perm		Perm	pm+pt	NA			NA	
Protected Phases							5	2				6
Permitted Phases				8		8	2					
Total Split (s)				67.0		67.0	38.0	83.0				45.0
Total Lost Time (s)				5.5		5.5	5.5	5.5				5.5
Act Effct Green (s)				61.5		61.5	77.5	77.5				39.5
Actuated g/C Ratio				0.41		0.41	0.52	0.52				0.26
v/c Ratio				1.01		0.11	1.03	0.29				0.98
Control Delay				69.2		5.7	103.4	32.5				78.0
Queue Delay				34.9		0.0	0.0	0.0				38.8
Total Delay				104.1		5.7	103.4	32.5				116.8
LOS				F		A	F	C				F
Approach Delay					98.9			76.3				116.8
Approach LOS					F			E				F
Queue Length 50th (ft)				~719		0	~452	163				450
Queue Length 95th (ft)				#881		34	m#540	m199				#596
Internal Link Dist (ft)		965			1392			537				844
Turn Bay Length (ft)				1000		750						
Base Capacity (vph)				1407		695	840	1828				920
Starvation Cap Reductn				0		0	0	0				0
Spillback Cap Reductn				232		0	0	0				137
Storage Cap Reductn				0		0	0	0				0
Reduced v/c Ratio				1.21		0.11	1.03	0.29				1.16

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 94.8 Intersection LOS: F

2045 No-Build AM Peak
 5: Lake Nona Blvd & SR 417 SB Off Ramp

10/04/2019

Intersection Capacity Utilization 146.1% ICU Level of Service H

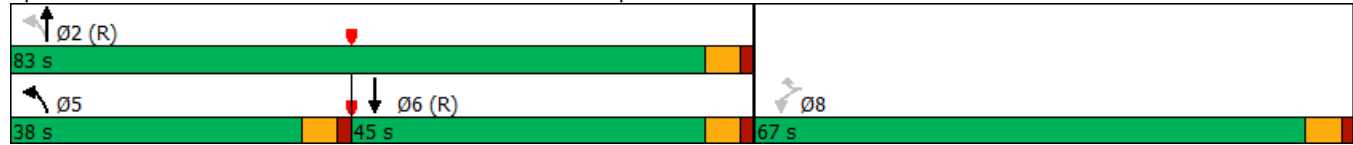
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Lake Nona Blvd & SR 417 SB Off Ramp



2045 No-Build AM Peak
6: Lake Nona Blvd & SR 417 NB Off Ramp

10/04/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	0	680	0	0	0	0	1165	740	200	1760	0
Future Volume (vph)	170	0	680	0	0	0	0	1165	740	200	1760	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	750		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	0	1583	0	0	0	0	3539	1583	1770	3539	0
Flt Permitted	0.950									0.063		
Satd. Flow (perm)	1770	0	1583	0	0	0	0	3539	1583	117	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			58						519			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1019			1486			1374			617	
Travel Time (s)		23.2			33.8			31.2			14.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	179	0	716	0	0	0	0	1226	779	211	1853	0
Turn Type	Perm		Perm					NA	Perm	pm+pt	NA	
Protected Phases								2		1	6	
Permitted Phases	4		4						2	6		
Total Split (s)	66.4		66.4					63.4	63.4	20.2	83.6	
Total Lost Time (s)	5.5		5.5					5.5	5.5	5.5	5.5	
Act Effct Green (s)	60.9		60.9					57.9	57.9	78.1	78.1	
Actuated g/C Ratio	0.41		0.41					0.39	0.39	0.52	0.52	
v/c Ratio	0.25		1.06					0.90	0.84	0.95	1.01	
Control Delay	30.6		90.0					53.1	22.5	67.3	61.7	
Queue Delay	0.0		0.0					0.0	0.0	0.0	35.8	
Total Delay	30.6		90.0					53.1	22.5	67.3	97.6	
LOS	C		F					D	C	E	F	
Approach Delay		78.1						41.2			94.5	
Approach LOS		E						D			F	
Queue Length 50th (ft)	115		~731					590	264	184	~1022	
Queue Length 95th (ft)	174		#984					692	486	m184	m#1025	
Internal Link Dist (ft)		939			1406			1294			537	
Turn Bay Length (ft)	750											
Base Capacity (vph)	718		677					1366	929	222	1842	
Starvation Cap Reductn	0		0					0	0	0	393	
Spillback Cap Reductn	0		0					0	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.25		1.06					0.90	0.84	0.95	1.28	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 70.0 Intersection LOS: E

2045 No-Build AM Peak
 6: Lake Nona Blvd & SR 417 NB Off Ramp

10/04/2019

Intersection Capacity Utilization 146.1% ICU Level of Service H

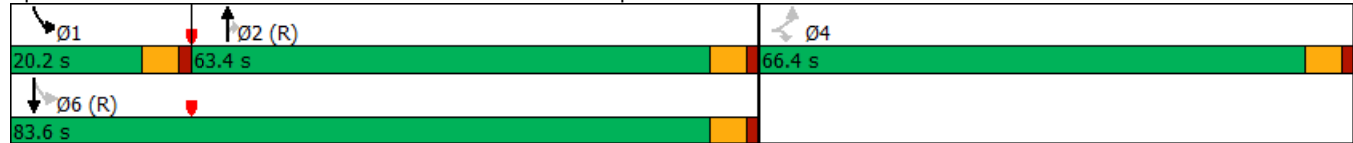
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Lake Nona Blvd & SR 417 NB Off Ramp



2045 No-Build AM Peak
 9: Narcoossee Rd & Boggy Creek Rd

10/04/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	580	90	725	50	130	60	710	2440	30	70	1580	405
Future Volume (vph)	580	90	725	50	130	60	710	2440	30	70	1580	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	250		0	350		0	500		250
Storage Lanes	2		1	1		0	2		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	1863	1583	1770	1775	0	3433	5075	0	1770	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	1770	1775	0	3433	5075	0	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			63		10			1				236
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		769			573			1249			1140	
Travel Time (s)		17.5			13.0			28.4			25.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	611	95	763	53	200	0	747	2600	0	74	1663	426
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4									6
Total Split (s)	39.0	47.6	47.0	17.4	26.0		47.0	100.5		14.5	68.0	68.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	5.5
Act Effct Green (s)	33.5	42.1	89.1	11.9	20.5		41.5	95.0		9.0	62.5	62.5
Actuated g/C Ratio	0.19	0.23	0.50	0.07	0.11		0.23	0.53		0.05	0.35	0.35
v/c Ratio	0.96	0.22	0.94	0.45	0.95		0.94	0.97		0.84	0.94	0.61
Control Delay	98.0	57.3	58.6	93.8	122.7		88.4	52.7		141.2	68.3	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	98.0	57.3	58.6	93.8	122.7		88.4	52.7		141.2	68.3	24.5
LOS	F	E	E	F	F		F	D		F	E	C
Approach Delay		74.9			116.6			60.7			62.2	
Approach LOS		E			F			E			E	
Queue Length 50th (ft)	373	92	791	62	228		453	1071		88	701	188
Queue Length 95th (ft)	#497	149	#1090	114	#403		#576	1139		#193	#769	313
Internal Link Dist (ft)		689			493			1169			1060	
Turn Bay Length (ft)	500		500	250			350			500		250
Base Capacity (vph)	638	435	815	117	211		791	2678		88	1765	703
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.96	0.22	0.94	0.45	0.95		0.94	0.97		0.84	0.94	0.61

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 66.0 Intersection LOS: E

2045 No-Build AM Peak
 9: Narcoossee Rd & Boggy Creek Rd

10/04/2019

Intersection Capacity Utilization 97.4% ICU Level of Service F

Analysis Period (min) 15

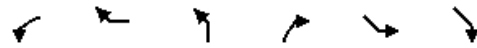
95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 9: Narcoossee Rd & Boggy Creek Rd



Lanes, Volumes, Timings
 28: Narcoosse NB

10/14/2019



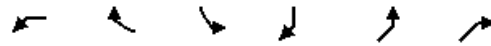
Lane Group	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	2130	1665	0	0
Future Volume (vph)	0	0	2130	1665	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	750	0	0
Storage Lanes	0	0	3	1	0	0
Taper Length (ft)	25		25		25	
Satd. Flow (prot)	0	0	4990	1583	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	4990	1583	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	361		1000		250	
Travel Time (s)	8.2		22.7		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2315	1810	0	0
Sign Control	Stop		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	140.5%
ICU Level of Service	H
Analysis Period (min)	15

Lanes, Volumes, Timings
32: Narcoosse SB

10/14/2019



Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations			??	???		
Traffic Volume (vph)	0	0	305	2005	0	0
Future Volume (vph)	0	0	305	2005	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1682	4085	0	0
Flt Permitted			0.975			
Satd. Flow (perm)	0	0	1682	4085	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	361		600		250	
Travel Time (s)	8.2		13.6		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)				15%		
Lane Group Flow (vph)	0	0	659	1852	0	0
Sign Control	Stop		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	134.4% ICU Level of Service H
Analysis Period (min)	15

Lanes, Volumes, Timings

34: Narcoosse SB

10/14/2019



Lane Group	EBL	EBR	SBL	SBR	NWL	NWR
Lane Configurations			↙↘↙	↘		
Traffic Volume (vph)	0	0	1355	525	0	0
Future Volume (vph)	0	0	1355	525	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	4990	1583	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	4990	1583	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	356		1100		250	
Travel Time (s)	8.1		25.0		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1473	571	0	0
Sign Control	Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	76.0%
Analysis Period (min)	15
	ICU Level of Service D

Lanes, Volumes, Timings
 36: SR 417 SB Off Ramp

10/14/2019



Lane Group	WBL	WBR	SEL	SER	NEL	NER
Lane Configurations						
Traffic Volume (vph)	955	365	0	0	0	0
Future Volume (vph)	955	365	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3427	1441	0	0	0	0
Flt Permitted	0.954					
Satd. Flow (perm)	3427	1441	0	0	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	1513		274		274	
Travel Time (s)	34.4		6.2		6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	1078	357	0	0	0	0
Sign Control	Free		Stop		Stop	

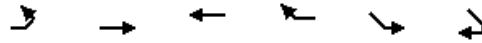
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	65.6%
Analysis Period (min)	15
	ICU Level of Service C

Lanes, Volumes, Timings

37:

10/14/2019



Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑			↑↑	
Traffic Volume (vph)	0	1665	0	0	305	0
Future Volume (vph)	0	1665	0	0	305	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	0	0	3433	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		361	1400		361	
Travel Time (s)		8.2	31.8		8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1810	0	0	332	0
Sign Control		Yield	Stop		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	134.4%
ICU Level of Service	H
Analysis Period (min)	15

Lanes, Volumes, Timings
40: SR 417 NB Off Ramp

10/14/2019



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	560	605	0	0	0	0
Future Volume (vph)	560	605	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1681	1763	0	0	0	0
Flt Permitted	0.950	0.996				
Satd. Flow (perm)	1681	1763	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1200	361		361	
Travel Time (s)		27.3	8.2		8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)	10%					
Lane Group Flow (vph)	548	719	0	0	0	0
Sign Control		Free	Stop		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	80.9%
Analysis Period (min)	15
	ICU Level of Service D

Lanes, Volumes, Timings
41: Narcoosse NB

10/14/2019



Lane Group	EBL	EBR	NBL	NBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	870	1820	0	0
Future Volume (vph)	0	0	870	1820	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3306	2723	0	0
Flt Permitted			0.970			
Satd. Flow (perm)	0	0	3306	2723	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	356		600		250	
Travel Time (s)	8.1		13.6		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)				29%		
Lane Group Flow (vph)	0	0	1520	1404	0	0
Sign Control	Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	90.1% ICU Level of Service E
Analysis Period (min)	15

Lanes, Volumes, Timings

43:

10/14/2019



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations			↑↑			↑
Traffic Volume (vph)	0	0	870	0	0	525
Future Volume (vph)	0	0	870	0	0	525
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		1205	356		356	
Travel Time (s)		27.4	8.1		8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	946	0	0	571
Sign Control		Stop	Free		Yield	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	90.1%
Analysis Period (min)	15
	ICU Level of Service E

Lanes, Volumes, Timings
 51: Narcoosse SB & SR 417 NB Off Ramp

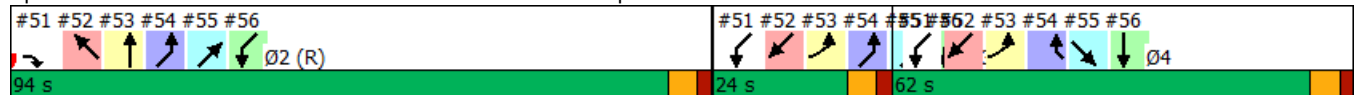
10/14/2019

Lane Group	EBL	EBR	NBL	NBR	SWL	SWR	Ø3	Ø4
Lane Configurations		↑↑			↓↓↓			
Traffic Volume (vph)	0	605	0	0	2005	0		
Future Volume (vph)	0	605	0	0	2005	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	0	2787	0	0	6441	0		
Flt Permitted					0.950			
Satd. Flow (perm)	0	2787	0	0	6441	0		
Right Turn on Red		Yes		Yes	Yes	Yes		
Satd. Flow (RTOR)		2			681			
Link Speed (mph)	30		30		30			
Link Distance (ft)	361		1000		250			
Travel Time (s)	8.2		22.7		5.7			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	658	0	0	2179	0		
Turn Type		Prot			Prot			
Protected Phases		2			4 3		3	4
Permitted Phases								
Total Split (s)		94.0					24.0	62.0
Total Lost Time (s)		6.0						
Act Effct Green (s)		88.0			80.0			
Actuated g/C Ratio		0.49			0.44			
v/c Ratio		0.48			0.67			
Control Delay		32.2			1.7			
Queue Delay		0.0			0.2			
Total Delay		32.2			2.0			
LOS		C			A			
Approach Delay	32.2				2.0			
Approach LOS	C				A			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 9.0 Intersection LOS: A
 Intersection Capacity Utilization 80.2% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 51: Narcoosse SB & SR 417 NB Off Ramp



Lanes, Volumes, Timings
 52: Narcoosse SB & Narcoosse NB

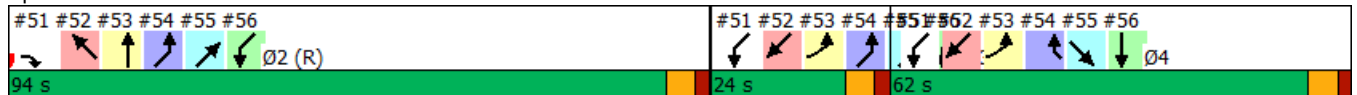
10/14/2019

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↑↑↑						↑↑↑	
Traffic Volume (vph)	0	0	0	0	2130	0	0	0	0	0	2005	0
Future Volume (vph)	0	0	0	0	2130	0	0	0	0	0	2005	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	0	5085	0	0	0	0	0	6408	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	5085	0	0	0	0	0	6408	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		250			250			250			250	
Travel Time (s)		5.7			5.7			5.7			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	2315	0	0	0	0	0	2179	0
Turn Type					NA						NA	
Protected Phases					2						4	3
Permitted Phases												
Total Split (s)					94.0							
Total Lost Time (s)					6.0							
Act Effct Green (s)					88.0						80.0	
Actuated g/C Ratio					0.49						0.44	
v/c Ratio					0.93						0.77	
Control Delay					51.1						44.9	
Queue Delay					0.1						0.0	
Total Delay					51.2						44.9	
LOS					D						D	
Approach Delay					51.2						44.9	
Approach LOS					D						D	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 48.1 Intersection LOS: D
 Intersection Capacity Utilization 140.5% ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 52: Narcoosse SB & Narcoosse NB



Lane Group	Ø3	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	4
Permitted Phases		
Total Split (s)	24.0	62.0
Total Lost Time (s)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Lanes, Volumes, Timings
 53: Narcoosse NB & SR 417 NB Off Ramp

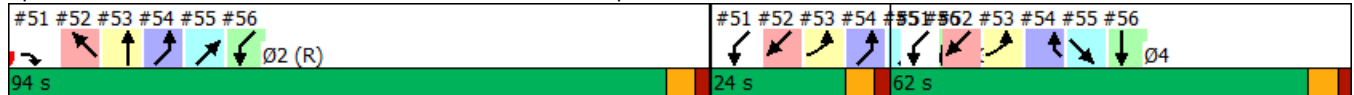
10/14/2019

							Ø3	Ø4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Traffic Volume (vph)	560	0	0	2130	0	0		
Future Volume (vph)	560	0	0	2130	0	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	1770	0	0	5085	0	0		
Flt Permitted	0.950							
Satd. Flow (perm)	1770	0	0	5085	0	0		
Right Turn on Red	Yes	Yes				Yes		
Satd. Flow (RTOR)	1							
Link Speed (mph)	30			30	30			
Link Distance (ft)	361			250	600			
Travel Time (s)	8.2			5.7	13.6			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	609	0	0	2315	0	0		
Turn Type	Prot			NA				
Protected Phases	4 3			2			3	4
Permitted Phases								
Total Split (s)				94.0			24.0	62.0
Total Lost Time (s)				6.0				
Act Effect Green (s)	80.0			88.0				
Actuated g/C Ratio	0.44			0.49				
v/c Ratio	0.77			0.93				
Control Delay	50.4			7.5				
Queue Delay	0.0			0.0				
Total Delay	50.4			7.5				
LOS	D			A				
Approach Delay	50.4			7.5				
Approach LOS	D			A				

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 16.4 Intersection LOS: B
 Intersection Capacity Utilization 94.3% ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 53: Narcoosse NB & SR 417 NB Off Ramp



Lanes, Volumes, Timings
 54: Narcoosse NB & SR 417 SB Off Ramp

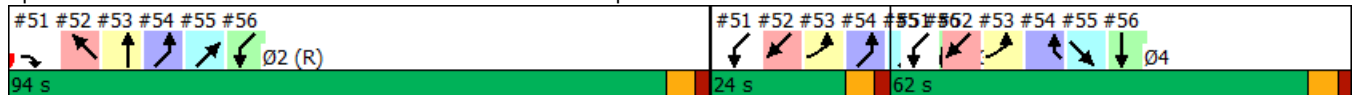
10/14/2019

Lane Group	SBL	SBR	NWL	NWR	NEL	NER	Ø2	Ø3
Lane Configurations				↑↑	↑↑↑			
Traffic Volume (vph)	0	0	0	365	1820	0		
Future Volume (vph)	0	0	0	365	1820	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	0	0	0	2787	4990	0		
Flt Permitted					0.950			
Satd. Flow (perm)	0	0	0	2787	4990	0		
Right Turn on Red		Yes		Yes	Yes	Yes		
Satd. Flow (RTOR)				25	580			
Link Speed (mph)	30		30		30			
Link Distance (ft)	1100		274		250			
Travel Time (s)	25.0		6.2		5.7			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	397	1978	0		
Turn Type				Prot	Prot			
Protected Phases				4	2 3		2	3
Permitted Phases								
Total Split (s)				62.0			94.0	24.0
Total Lost Time (s)				6.0				
Act Effect Green (s)				56.0	112.0			
Actuated g/C Ratio				0.31	0.62			
v/c Ratio				0.45	0.60			
Control Delay				48.2	0.7			
Queue Delay				0.0	0.1			
Total Delay				48.2	0.7			
LOS				D	A			
Approach Delay			48.2		0.7			
Approach LOS			D		A			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 8.7 Intersection LOS: A
 Intersection Capacity Utilization 71.3% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 54: Narcoosse NB & SR 417 SB Off Ramp



Lanes, Volumes, Timings
 55: Narcoosse NB & Narcoosse SB

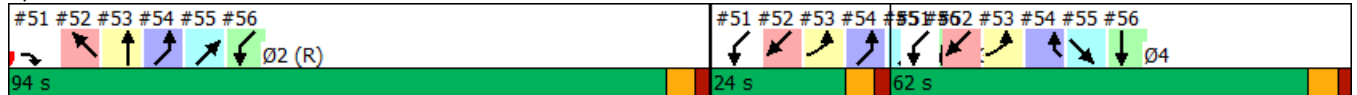
10/14/2019

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑						↑↑↑				
Traffic Volume (vph)	0	1355	0	0	0	0	0	1820	0	0	0	0
Future Volume (vph)	0	1355	0	0	0	0	0	1820	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	5085	0	0	0	0	0	5085	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	5085	0	0	0	0	0	5085	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30				30
Link Distance (ft)		250			250			250				250
Travel Time (s)		5.7			5.7			5.7				5.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1473	0	0	0	0	0	1978	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2 3				
Permitted Phases												
Total Split (s)		62.0										
Total Lost Time (s)		6.0										
Act Effct Green (s)		56.0						112.0				
Actuated g/C Ratio		0.31						0.62				
v/c Ratio		0.93						0.63				
Control Delay		71.3						9.0				
Queue Delay		0.2						0.0				
Total Delay		71.5						9.0				
LOS		E						A				
Approach Delay		71.5						9.0				
Approach LOS		E						A				

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 35.7 Intersection LOS: D
 Intersection Capacity Utilization 71.3% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 55: Narcoosse NB & Narcoosse SB



Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Total Split (s)	94.0	24.0
Total Lost Time (s)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Lanes, Volumes, Timings
 56: Narcoosse SB & SR 417 SB Off Ramp

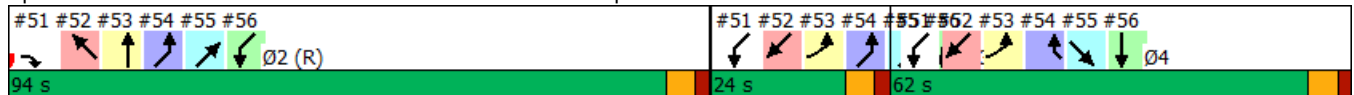
10/14/2019

	↑	↖	↙	↓	↘	↗	Ø2	Ø3
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR		
Lane Configurations				↑↑↑	↘↘			
Traffic Volume (vph)	0	0	0	1355	955	0		
Future Volume (vph)	0	0	0	1355	955	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	0	0	0	5085	3433	0		
Flt Permitted					0.950			
Satd. Flow (perm)	0	0	0	5085	3433	0		
Right Turn on Red		Yes			Yes	Yes		
Satd. Flow (RTOR)					3			
Link Speed (mph)	30			30	30			
Link Distance (ft)	600			250	274			
Travel Time (s)	13.6			5.7	6.2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	1473	1038	0		
Turn Type				NA	Prot			
Protected Phases				4	2 3		2	3
Permitted Phases								
Total Split (s)				62.0			94.0	24.0
Total Lost Time (s)				6.0				
Act Effect Green (s)				56.0	112.0			
Actuated g/C Ratio				0.31	0.62			
v/c Ratio				0.93	0.49			
Control Delay				13.1	19.3			
Queue Delay				0.0	0.0			
Total Delay				13.1	19.3			
LOS				B	B			
Approach Delay				13.1	19.3			
Approach LOS				B	B			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 15.6 Intersection LOS: B
 Intersection Capacity Utilization 65.6% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 56: Narcoosse SB & SR 417 SB Off Ramp



2045 No-Build PM Peak
 1: Boggy Creek Rd & SR 417 SB Off Ramp

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	475	0	480	300	1465	0	0	2100	400
Future Volume (vph)	0	0	0	475	0	480	300	1465	0	0	2100	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	800		375	250		0	0		350
Storage Lanes	0		0	1		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	3433	0	1583	3433	3539	0	0	3539	1583
Flt Permitted				0.950			0.043					
Satd. Flow (perm)	0	0	0	3433	0	1583	155	3539	0	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						58						312
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1000			1004			600			1000	
Travel Time (s)		22.7			22.8			9.1			15.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	500	0	505	316	1542	0	0	2211	421
Turn Type				Perm		Perm	pm+pt	NA			NA	Perm
Protected Phases							5	2			6	
Permitted Phases				8		8	2					6
Total Split (s)				43.0		43.0	14.0	107.0			93.0	93.0
Total Lost Time (s)				5.5		5.5	5.5	5.5			5.5	5.5
Act Effct Green (s)				37.5		37.5	101.5	101.5			87.5	87.5
Actuated g/C Ratio				0.25		0.25	0.68	0.68			0.58	0.58
v/c Ratio				0.58		1.15	1.09	0.64			1.07	0.40
Control Delay				52.6		134.4	108.0	14.4			72.9	5.2
Queue Delay				11.0		0.0	0.0	0.4			0.0	0.0
Total Delay				63.6		134.4	108.0	14.8			72.9	5.2
LOS				E		F	F	B			E	A
Approach Delay					99.2			30.6			62.1	
Approach LOS					F			C			E	
Queue Length 50th (ft)				223		~535	~128	396			~1258	46
Queue Length 95th (ft)				284		#766	#226	474			#1386	107
Internal Link Dist (ft)		920			924			520			920	
Turn Bay Length (ft)				800		375	250					350
Base Capacity (vph)				858		439	290	2394			2064	1053
Starvation Cap Reductn				0		0	0	363			0	0
Spillback Cap Reductn				329		0	0	0			0	0
Storage Cap Reductn				0		0	0	0			0	0
Reduced v/c Ratio				0.95		1.15	1.09	0.76			1.07	0.40
Intersection Summary												
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150											
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green											
Control Type:	Pretimed											
Maximum v/c Ratio:	1.15											
Intersection Signal Delay:	58.2						Intersection LOS: E					

2045 No-Build PM Peak

1: Boggy Creek Rd & SR 417 SB Off Ramp

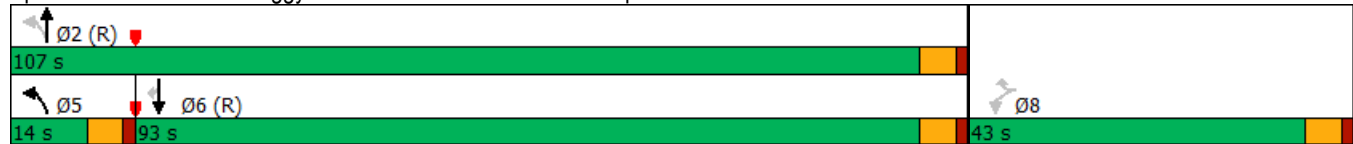
Intersection Capacity Utilization 93.9% ICU Level of Service F

Analysis Period (min) 15




















~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 1: Boggy Creek Rd & SR 417 SB Off Ramp



2045 No-Build PM Peak
 2: Boggy Creek Rd & SR 417 NB Off Ramp

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	0	435	0	0	0	0	1400	355	485	2090	0
Future Volume (vph)	365	0	435	0	0	0	0	1400	355	485	2090	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		750	0		0	0		350	250		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	0	1583	0	0	0	0	3539	1583	3433	3539	0
Flt Permitted	0.950									0.134		
Satd. Flow (perm)	3433	0	1583	0	0	0	0	3539	1583	484	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			18						374			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1000			1000			1200			600	
Travel Time (s)		22.7			22.7			18.2			9.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	384	0	458	0	0	0	0	1474	374	511	2200	0
Turn Type	Prot		Perm					NA	Perm	Perm	NA	
Protected Phases	7							2			6	
Permitted Phases			4						2	6		
Total Split (s)	37.0		37.0					113.0	113.0	113.0	113.0	
Total Lost Time (s)	5.5		5.5					5.5	5.5	5.5	5.5	
Act Effct Green (s)	31.5		31.5					107.5	107.5	107.5	107.5	
Actuated g/C Ratio	0.21		0.21					0.72	0.72	0.72	0.72	
v/c Ratio	0.53		1.32					0.58	0.30	1.48	0.87	
Control Delay	55.9		207.5					9.0	1.0	240.8	18.2	
Queue Delay	0.0		0.0					0.0	0.0	0.0	39.0	
Total Delay	55.9		207.5					9.0	1.0	240.8	57.3	
LOS	E		F					A	A	F	E	
Approach Delay		138.4						7.4			91.9	
Approach LOS		F						A			F	
Queue Length 50th (ft)	174		~566					241	4	~329	576	
Queue Length 95th (ft)	228		#790					287	m14	m#310	m551	
Internal Link Dist (ft)		920			920			1120			520	
Turn Bay Length (ft)	250		750						350	250		
Base Capacity (vph)	720		346					2536	1240	346	2536	
Starvation Cap Reductn	0		0					0	0	0	504	
Spillback Cap Reductn	0		0					25	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.53		1.32					0.59	0.30	1.48	1.08	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 107.6 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 1.48
 Intersection Signal Delay: 70.2 Intersection LOS: E

2045 No-Build PM Peak 2: Boggy Creek Rd & SR 417 NB Off Ramp

Intersection Capacity Utilization 93.9% ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Boggy Creek Rd & SR 417 NB Off Ramp

↑ Ø2 (R)	Ø4
113 s	37 s
↓ Ø6 (R)	↗ Ø7
113 s	37 s

2045 No-Build PM Peak
 3: Boggy Creek Rd & Lake Nona Blvd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	435	140	420	495	580	135	1080	455	470	1680	375
Future Volume (vph)	170	435	140	420	495	580	135	1080	455	470	1680	375
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	375		500	350		275	625		625
Storage Lanes	2		0	2		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	3412	0	3433	3539	1583	1770	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3412	0	3433	3539	1583	1770	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25				58			98			98
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1000			1000			524			1200	
Travel Time (s)		22.7			22.7			7.9			18.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	179	605	0	442	521	611	142	1137	479	495	1768	395
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases						8			2			6
Total Split (s)	16.4	29.2		24.2	37.0	33.4	17.4	63.2	24.2	33.4	79.2	16.4
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Act Effct Green (s)	10.9	23.7		18.7	31.5	64.9	11.9	57.7	81.9	27.9	73.7	90.1
Actuated g/C Ratio	0.07	0.16		0.12	0.21	0.43	0.08	0.38	0.55	0.19	0.49	0.60
v/c Ratio	0.72	1.08		1.04	0.70	0.85	1.01	0.84	0.53	0.78	1.02	0.40
Control Delay	84.6	116.9		115.3	60.7	47.3	107.4	52.2	22.5	65.4	51.8	8.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.6	116.9		115.3	60.7	47.3	107.4	52.2	22.5	65.4	51.8	8.1
LOS	F	F		F	E	D	F	D	C	E	D	A
Approach Delay		109.5			70.8			48.6			47.9	
Approach LOS		F			E			D			D	
Queue Length 50th (ft)	90	~335		~238	251	491	~144	442	200	229	~956	98
Queue Length 95th (ft)	#139	#463		#351	318	#717	m#178	m481	m240	m259	m#991	m108
Internal Link Dist (ft)		920			920			444			1120	
Turn Bay Length (ft)	450			375		500	350		275	625		625
Base Capacity (vph)	249	560		427	743	717	140	1361	908	638	1738	989
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	1.08		1.04	0.70	0.85	1.01	0.84	0.53	0.78	1.02	0.40

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 60.5 Intersection LOS: E

2045 No-Build PM Peak 3: Boggy Creek Rd & Lake Nona Blvd

Intersection Capacity Utilization 100.7% ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.









Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.























Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Boggy Creek Rd & Lake Nona Blvd

 Ø1	 Ø2 (R)	 Ø3	 Ø4
33.4 s	63.2 s	24.2 s	29.2 s
 Ø5	 Ø6 (R)	 Ø7	 Ø8
17.4 s	79.2 s	16.4 s	37 s

2045 No-Build PM Peak
 4: Boggy Creek Rd & Simpson Rd

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	815	220	670	50	250	315	525	645	60	315	885	920
Future Volume (vph)	815	220	670	50	250	315	525	645	60	315	885	920
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	750		500	500		500	475		500	500		400
Storage Lanes	2		1	1		0	2		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	3539	1583	1770	3242	0	3433	3493	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.122			0.950		
Satd. Flow (perm)	3433	3539	1583	1770	3242	0	441	3493	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			379		178			6				58
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1005			1143			1333			1671	
Travel Time (s)		22.8			26.0			20.2			25.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	858	232	705	53	595	0	553	742	0	332	932	968
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4				2					6
Total Split (s)	50.5	64.3	64.3	12.6	26.4		25.6	38.4		34.7	47.5	50.5
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	5.5
Act Effct Green (s)	45.0	58.8	58.8	7.1	20.9		53.0	32.9		29.2	42.0	92.5
Actuated g/C Ratio	0.30	0.39	0.39	0.05	0.14		0.35	0.22		0.19	0.28	0.62
v/c Ratio	0.83	0.17	0.83	0.64	0.99		0.99	0.96		0.97	0.94	0.97
Control Delay	57.3	30.1	27.8	102.0	77.5		81.8	81.7		69.3	70.1	20.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	57.3	30.1	27.8	102.0	77.5		81.8	81.7		69.3	70.1	20.3
LOS	E	C	C	F	E		F	F		E	E	C
Approach Delay		42.2			79.5			81.8			48.4	
Approach LOS		D			E			F			D	
Queue Length 50th (ft)	405	77	319	52	225		230	379		340	438	294
Queue Length 95th (ft)	489	109	522	#120	#355		#358	#512		m331	m421	m285
Internal Link Dist (ft)		925			1063			1253			1591	
Turn Bay Length (ft)	750		500	500			475			500		400
Base Capacity (vph)	1029	1387	850	83	604		556	770		344	990	998
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.83	0.17	0.83	0.64	0.99		0.99	0.96		0.97	0.94	0.97

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 57.2 Intersection LOS: E

2045 No-Build PM Peak

4: Boggy Creek Rd & Simpson Rd

Intersection Capacity Utilization 102.7% ICU Level of Service G

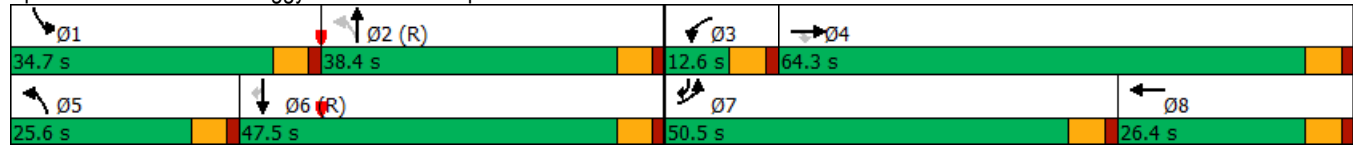
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.






















Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Boggy Creek Rd & Simpson Rd



2045 No-Build PM Peak
5: Lake Nona Blvd & SR 417 SB Off Ramp

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations				 			 	 			 	
Traffic Volume (vph)	0	0	0	855	0	235	745	615	0	0	465	200
Future Volume (vph)	0	0	0	855	0	235	745	615	0	0	465	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	1000		750	0		0	0		0
Storage Lanes	0		0	1		1	2		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	3433	0	1583	3433	3539	0	0	3380	0
Flt Permitted				0.950			0.163					
Satd. Flow (perm)	0	0	0	3433	0	1583	589	3539	0	0	3380	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						247						45
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1045			1472			617				924
Travel Time (s)		23.8			33.5			14.0				21.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	900	0	247	784	647	0	0	700	0
Turn Type				Perm		Perm	pm+pt	NA			NA	
Protected Phases							5	2			6	
Permitted Phases				8		8	2					
Total Split (s)				58.0		58.0	44.1	92.0			47.9	
Total Lost Time (s)				5.5		5.5	5.5	5.5			5.5	
Act Effct Green (s)				52.5		52.5	86.5	86.5			42.4	
Actuated g/C Ratio				0.35		0.35	0.58	0.58			0.28	
v/c Ratio				0.75		0.35	0.73	0.32			0.71	
Control Delay				47.7		5.1	61.4	25.1			49.6	
Queue Delay				0.0		0.0	0.4	0.0			2.1	
Total Delay				47.7		5.1	61.8	25.1			51.7	
LOS				D		A	E	C			D	
Approach Delay					38.5			45.2			51.7	
Approach LOS					D			D			D	
Queue Length 50th (ft)				399		0	353	176			305	
Queue Length 95th (ft)				480		61	421	m235			380	
Internal Link Dist (ft)		965			1392			537			844	
Turn Bay Length (ft)				1000		750						
Base Capacity (vph)				1201		714	1071	2040			987	
Starvation Cap Reductn				0		0	55	0			0	
Spillback Cap Reductn				0		0	0	0			158	
Storage Cap Reductn				0		0	0	0			0	
Reduced v/c Ratio				0.75		0.35	0.77	0.32			0.84	
Intersection Summary												
Area Type:	Other											
Cycle Length:	150											
Actuated Cycle Length:	150											
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green											
Control Type:	Pretimed											
Maximum v/c Ratio:	0.75											
Intersection Signal Delay:	44.2						Intersection LOS: D					

2045 No-Build PM Peak

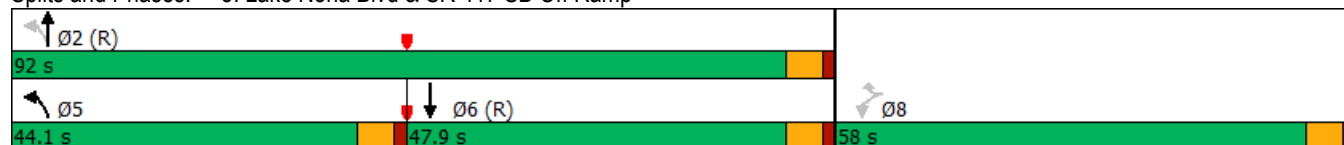
5: Lake Nona Blvd & SR 417 SB Off Ramp

Intersection Capacity Utilization 110.8% ICU Level of Service H





















Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Lake Nona Blvd & SR 417 SB Off Ramp



2045 No-Build PM Peak
 6: Lake Nona Blvd & SR 417 NB Off Ramp

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								 			 	
Traffic Volume (vph)	205	0	895	0	0	0	0	1155	1290	105	1215	0
Future Volume (vph)	205	0	895	0	0	0	0	1155	1290	105	1215	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	750		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	0	1583	0	0	0	0	3539	1583	1770	3539	0
Flt Permitted	0.950									0.061		
Satd. Flow (perm)	1770	0	1583	0	0	0	0	3539	1583	114	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			58						934			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1019			1486			1374			617	
Travel Time (s)		23.2			33.8			31.2			14.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	216	0	942	0	0	0	0	1216	1358	111	1279	0
Turn Type	Perm		Perm					NA	Perm	pm+pt	NA	
Protected Phases								2		1	6	
Permitted Phases	4		4						2	6		
Total Split (s)	74.0		74.0					65.5	65.5	10.5	76.0	
Total Lost Time (s)	5.5		5.5					5.5	5.5	5.5	5.5	
Act Effct Green (s)	68.5		68.5					60.0	60.0	70.5	70.5	
Actuated g/C Ratio	0.46		0.46					0.40	0.40	0.47	0.47	
v/c Ratio	0.27		1.25					0.86	1.14	1.03	0.77	
Control Delay	26.4		156.8					48.6	86.7	122.6	53.8	
Queue Delay	0.0		0.0					0.0	0.0	0.0	4.5	
Total Delay	26.4		156.8					48.6	86.7	122.6	58.3	
LOS	C		F					D	F	F	E	
Approach Delay		132.4						68.7			63.4	
Approach LOS		F						E			E	
Queue Length 50th (ft)	129		~1118					568	~965	~81	580	
Queue Length 95th (ft)	190		#1381					668	#1236	m#150	652	
Internal Link Dist (ft)		939			1406			1294			537	
Turn Bay Length (ft)	750											
Base Capacity (vph)	808		754					1415	1193	108	1663	
Starvation Cap Reductn	0		0					0	0	0	310	
Spillback Cap Reductn	0		0					0	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.27		1.25					0.86	1.14	1.03	0.95	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 1.25

Intersection Signal Delay: 81.7

Intersection LOS: F

2045 No-Build PM Peak
 6: Lake Nona Blvd & SR 417 NB Off Ramp

Intersection Capacity Utilization 110.8% ICU Level of Service H








Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Lake Nona Blvd & SR 417 NB Off Ramp

 Ø1  Ø2 (R)	 Ø4
 10.5 s 65.5 s	 74 s
 Ø6 (R)	
 76 s	

2045 No-Build PM Peak
 9: Narcoossee Rd & Boggy Creek Rd

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	575	125	610	25	85	80	635	1915	40	75	2180	885
Future Volume (vph)	575	125	610	25	85	80	635	1915	40	75	2180	885
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	250		0	350		0	500		250
Storage Lanes	2		1	1		0	2		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	1863	1583	1770	1727	0	3433	5070	0	1770	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	1770	1727	0	3433	5070	0	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			48		21			2				430
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		769			573			1249			1140	
Travel Time (s)		17.5			13.0			28.4			25.9	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	605	132	642	26	173	0	668	2058	0	79	2295	932
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4									6
Total Split (s)	35.0	46.1	38.1	12.4	23.5		38.1	100.5		21.0	83.4	83.4
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	5.5
Act Effct Green (s)	29.5	40.6	78.7	6.9	18.0		32.6	95.0		15.5	77.9	77.9
Actuated g/C Ratio	0.16	0.23	0.44	0.04	0.10		0.18	0.53		0.09	0.43	0.43
v/c Ratio	1.08	0.31	0.89	0.39	0.91		1.08	0.77		0.52	1.04	1.00
Control Delay	128.1	60.6	59.2	101.2	112.8		124.9	36.2		91.5	80.4	57.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	128.1	60.6	59.2	101.2	112.8		124.9	36.2		91.5	80.4	57.2
LOS	F	E	E	F	F		F	D		F	F	E
Approach Delay		89.6			111.3			57.9			74.2	
Approach LOS		F			F			E			E	
Queue Length 50th (ft)	~408	132	658	31	182		~450	695		91	~1069	~781
Queue Length 95th (ft)	#536	202	#909	70	#338		#581	751		154	#1147	#1108
Internal Link Dist (ft)		689			493			1169			1060	
Turn Bay Length (ft)	500		500	250			350			500		250
Base Capacity (vph)	562	420	719	67	191		621	2676		152	2200	928
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	1.08	0.31	0.89	0.39	0.91		1.08	0.77		0.52	1.04	1.00

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 72.1 Intersection LOS: E

2045 No-Build PM Peak

9: Narcoossee Rd & Boggy Creek Rd

Intersection Capacity Utilization 104.3% ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 9: Narcoossee Rd & Boggy Creek Rd

↙ Ø1	↑ Ø2 (R)	↙ Ø3	→ Ø4
21 s	100.5 s	12.4 s	46.1 s
↘ Ø5	↓ Ø6 (R)	↗ Ø7	← Ø8
38.1 s	83.4 s	35 s	23.5 s

Lanes, Volumes, Timings
28: Narcoosse NB

10/14/2019



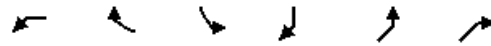
Lane Group	WBL	WBR	NBL	NBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	0	1850	1035	0	0
Future Volume (vph)	0	0	1850	1035	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	750	0	0
Storage Lanes	0	0	3	1	0	0
Taper Length (ft)	25		25		25	
Satd. Flow (prot)	0	0	4990	1583	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	4990	1583	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	361		1000		250	
Travel Time (s)	8.2		22.7		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2011	1125	0	0
Sign Control	Stop		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	113.1%
ICU Level of Service	H
Analysis Period (min)	15

Lanes, Volumes, Timings
32: Narcoosse SB

10/14/2019



Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations			??	???		
Traffic Volume (vph)	0	0	210	2810	0	0
Future Volume (vph)	0	0	210	2810	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1638	4085	0	0
Flt Permitted			0.987			
Satd. Flow (perm)	0	0	1638	4085	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	361		600		250	
Travel Time (s)	8.2		13.6		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)				20%		
Lane Group Flow (vph)	0	0	839	2443	0	0
Sign Control	Stop		Free		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	117.3% ICU Level of Service H
Analysis Period (min)	15

Lanes, Volumes, Timings

34: Narcoosse SB

10/14/2019



Lane Group	EBL	EBR	SBL	SBR	NWL	NWR
Lane Configurations			↙↙↙	↘		
Traffic Volume (vph)	0	0	1600	565	0	0
Future Volume (vph)	0	0	1600	565	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	4990	1583	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	4990	1583	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	356		1100		250	
Travel Time (s)	8.1		25.0		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1739	614	0	0
Sign Control	Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	82.6%
Analysis Period (min)	15
	ICU Level of Service E

Lanes, Volumes, Timings
 36: SR 417 SB Off Ramp

10/14/2019



Lane Group	WBL	WBR	SEL	SER	NEL	NER
Lane Configurations						
Traffic Volume (vph)	1420	250	0	0	0	0
Future Volume (vph)	1420	250	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3434	1441	0	0	0	0
Flt Permitted	0.953					
Satd. Flow (perm)	3434	1441	0	0	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	1513		274		274	
Travel Time (s)	34.4		6.2		6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	1570	245	0	0	0	0
Sign Control	Free		Stop		Stop	

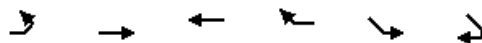
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	82.4%
Analysis Period (min)	15
	ICU Level of Service E

Lanes, Volumes, Timings

37:

10/14/2019



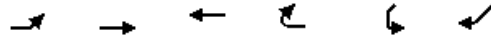
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑			↑↑	
Traffic Volume (vph)	0	1035	0	0	210	0
Future Volume (vph)	0	1035	0	0	210	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1863	0	0	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	1863	0	0	3433	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		361	1400		361	
Travel Time (s)		8.2	31.8		8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1125	0	0	228	0
Sign Control		Yield	Stop		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	117.3%
Analysis Period (min)	15
	ICU Level of Service H

Lanes, Volumes, Timings
40: SR 417 NB Off Ramp

10/14/2019



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	590	685	0	0	0	0
Future Volume (vph)	590	685	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1681	1763	0	0	0	0
Flt Permitted	0.950	0.996				
Satd. Flow (perm)	1681	1763	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		1200	361		361	
Travel Time (s)		27.3	8.2		8.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)	10%					
Lane Group Flow (vph)	577	809	0	0	0	0
Sign Control		Free	Stop		Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	78.4%
Analysis Period (min)	15
	ICU Level of Service D

Lanes, Volumes, Timings
41: Narcoosse NB

10/14/2019

Lane Group	EBL	EBR	NBL	NBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	0	0	405	2035	0	0
Future Volume (vph)	0	0	405	2035	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3215	2723	0	0
Flt Permitted			0.982			
Satd. Flow (perm)	0	0	3215	2723	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	356		600		250	
Travel Time (s)	8.1		13.6		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)				33%		
Lane Group Flow (vph)	0	0	1170	1482	0	0
Sign Control	Free		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.3% ICU Level of Service B
Analysis Period (min)	15

Lanes, Volumes, Timings

43:

10/14/2019



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations			↑↑			↑
Traffic Volume (vph)	0	0	405	0	0	565
Future Volume (vph)	0	0	405	0	0	565
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	3539	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	0	3539	0	0	1611
Link Speed (mph)		30	30		30	
Link Distance (ft)		1205	356		356	
Travel Time (s)		27.4	8.1		8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	440	0	0	614
Sign Control		Stop	Free		Yield	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	60.3%
Analysis Period (min)	15
	ICU Level of Service B

Lanes, Volumes, Timings
 51: Narcoosse SB & SR 417 NB Off Ramp

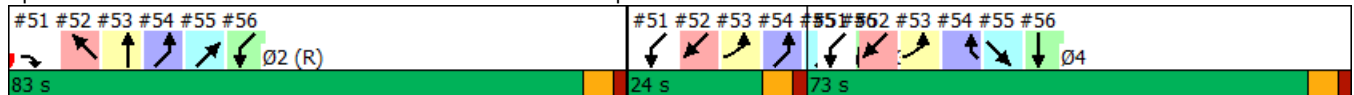
10/14/2019

Lane Group	EBL	EBR	NBL	NBR	SWL	SWR	Ø3	Ø4
Lane Configurations		↑↑			↑↑↑↑			
Traffic Volume (vph)	0	685	0	0	2810	0		
Future Volume (vph)	0	685	0	0	2810	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	0	2787	0	0	6441	0		
Flt Permitted					0.950			
Satd. Flow (perm)	0	2787	0	0	6441	0		
Right Turn on Red		Yes		Yes	Yes	Yes		
Satd. Flow (RTOR)					396			
Link Speed (mph)	30		30		30			
Link Distance (ft)	361		1000		250			
Travel Time (s)	8.2		22.7		5.7			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	745	0	0	3054	0		
Turn Type		Prot			Prot			
Protected Phases		2			4 3		3	4
Permitted Phases								
Total Split (s)		83.0					24.0	73.0
Total Lost Time (s)		6.0						
Act Effct Green (s)		77.0			91.0			
Actuated g/C Ratio		0.43			0.51			
v/c Ratio		0.62			0.88			
Control Delay		43.1			4.1			
Queue Delay		0.0			1.2			
Total Delay		43.1			5.3			
LOS		D			A			
Approach Delay	43.1				5.3			
Approach LOS	D				A			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 12.7 Intersection LOS: B
 Intersection Capacity Utilization 86.5% ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 51: Narcoosse SB & SR 417 NB Off Ramp



Lanes, Volumes, Timings
52: Narcoosse SB & Narcoosse NB

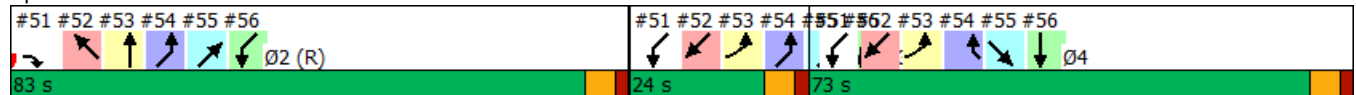
10/14/2019

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations					↑↑↑						↑↑↑	
Traffic Volume (vph)	0	0	0	0	1850	0	0	0	0	0	2810	0
Future Volume (vph)	0	0	0	0	1850	0	0	0	0	0	2810	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	0	0	5085	0	0	0	0	0	6408	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	5085	0	0	0	0	0	6408	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		250			250			250			250	
Travel Time (s)		5.7			5.7			5.7			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	2011	0	0	0	0	0	3054	0
Turn Type					NA						NA	
Protected Phases					2						4	3
Permitted Phases												
Total Split (s)					83.0							
Total Lost Time (s)					6.0							
Act Effct Green (s)					77.0						91.0	
Actuated g/C Ratio					0.43						0.51	
v/c Ratio					0.92						0.94	
Control Delay					57.0						41.9	
Queue Delay					0.0						0.0	
Total Delay					57.1						41.9	
LOS					E						D	
Approach Delay					57.1						41.9	
Approach LOS					E						D	

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 47.9 Intersection LOS: D
 Intersection Capacity Utilization 113.1% ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 52: Narcoosse SB & Narcoosse NB



Lane Group	Ø3	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	4
Permitted Phases		
Total Split (s)	24.0	73.0
Total Lost Time (s)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Lanes, Volumes, Timings
 53: Narcoosse NB & SR 417 NB Off Ramp

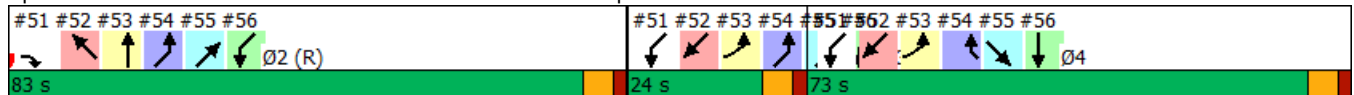
10/14/2019

	↖	↗	↙	↑	↓	↘	Ø3	Ø4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø3	Ø4
Lane Configurations	↘			↑↑↑				
Traffic Volume (vph)	590	0	0	1850	0	0		
Future Volume (vph)	590	0	0	1850	0	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	1770	0	0	5085	0	0		
Flt Permitted	0.950							
Satd. Flow (perm)	1770	0	0	5085	0	0		
Right Turn on Red	Yes	Yes				Yes		
Satd. Flow (RTOR)	1							
Link Speed (mph)	30			30	30			
Link Distance (ft)	361			250	600			
Travel Time (s)	8.2			5.7	13.6			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	641	0	0	2011	0	0		
Turn Type	Prot			NA				
Protected Phases	4 3			2			3	4
Permitted Phases								
Total Split (s)				83.0			24.0	73.0
Total Lost Time (s)				6.0				
Act Effct Green (s)	91.0			77.0				
Actuated g/C Ratio	0.51			0.43				
v/c Ratio	0.72			0.92				
Control Delay	40.0			8.5				
Queue Delay	0.0			0.0				
Total Delay	40.0			8.5				
LOS	D			A				
Approach Delay	40.0			8.5				
Approach LOS	D			A				

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 16.1 Intersection LOS: B
 Intersection Capacity Utilization 93.4% ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 53: Narcoosse NB & SR 417 NB Off Ramp



Lanes, Volumes, Timings
 54: Narcoosse NB & SR 417 SB Off Ramp

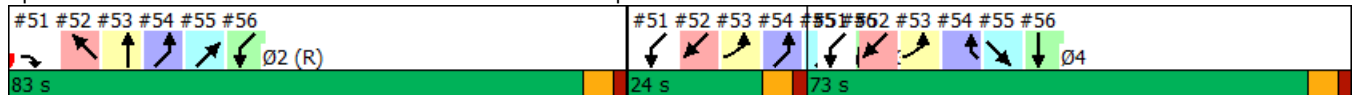
10/14/2019

Lane Group	SBL	SBR	NWL	NWR	NEL	NER	Ø2	Ø3
Lane Configurations				↑↑	↑↑↑			
Traffic Volume (vph)	0	0	0	250	2035	0		
Future Volume (vph)	0	0	0	250	2035	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	0	0	0	2787	4990	0		
Flt Permitted					0.950			
Satd. Flow (perm)	0	0	0	2787	4990	0		
Right Turn on Red		Yes		Yes	Yes	Yes		
Satd. Flow (RTOR)				8	1199			
Link Speed (mph)	30		30		30			
Link Distance (ft)	1100		274		250			
Travel Time (s)	25.0		6.2		5.7			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	272	2212	0		
Turn Type				Prot	Prot			
Protected Phases				4	2 3		2	3
Permitted Phases								
Total Split (s)				73.0			83.0	24.0
Total Lost Time (s)				6.0				
Act Effct Green (s)				67.0	101.0			
Actuated g/C Ratio				0.37	0.56			
v/c Ratio				0.26	0.67			
Control Delay				38.9	0.7			
Queue Delay				0.0	0.3			
Total Delay				38.9	1.1			
LOS				D	A			
Approach Delay			38.9		1.1			
Approach LOS			D		A			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 5.2 Intersection LOS: A
 Intersection Capacity Utilization 80.2% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 54: Narcoosse NB & SR 417 SB Off Ramp



Lanes, Volumes, Timings
 55: Narcoosse NB & Narcoosse SB

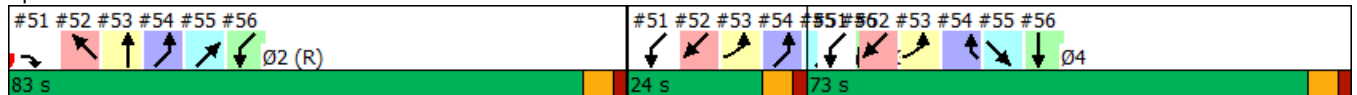
10/14/2019

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑↑↑						↑↑↑				
Traffic Volume (vph)	0	1600	0	0	0	0	0	2035	0	0	0	0
Future Volume (vph)	0	1600	0	0	0	0	0	2035	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	5085	0	0	0	0	0	5085	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	5085	0	0	0	0	0	5085	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		250			250			250			250	
Travel Time (s)		5.7			5.7			5.7			5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1739	0	0	0	0	0	2212	0	0	0	0
Turn Type		NA						NA				
Protected Phases		4						2 3				
Permitted Phases												
Total Split (s)		73.0										
Total Lost Time (s)		6.0										
Act Effect Green (s)		67.0						101.0				
Actuated g/C Ratio		0.37						0.56				
v/c Ratio		0.92						0.78				
Control Delay		62.7						13.4				
Queue Delay		0.1						0.0				
Total Delay		62.7						13.4				
LOS		E						B				
Approach Delay		62.7						13.4				
Approach LOS		E						B				

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 35.1 Intersection LOS: D
 Intersection Capacity Utilization 80.2% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 55: Narcoosse NB & Narcoosse SB



Lane Group	Ø2	Ø3
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	2	3
Permitted Phases		
Total Split (s)	83.0	24.0
Total Lost Time (s)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Lanes, Volumes, Timings
 56: Narcoosse SB & SR 417 SB Off Ramp

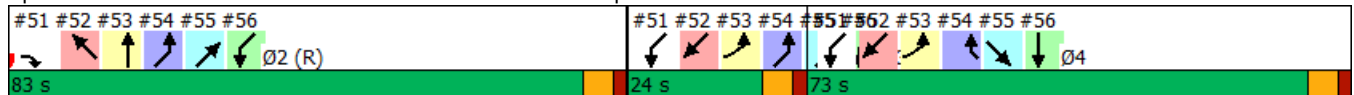
10/14/2019

	↑	↗	↘	↓	↙	↖	Ø2	Ø3
Lane Group	NBT	NBR	SBL	SBT	SWL	SWR		
Lane Configurations				↑↑↑	↖↗			
Traffic Volume (vph)	0	0	0	1600	1420	0		
Future Volume (vph)	0	0	0	1600	1420	0		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900		
Satd. Flow (prot)	0	0	0	5085	3433	0		
Flt Permitted					0.950			
Satd. Flow (perm)	0	0	0	5085	3433	0		
Right Turn on Red		Yes			Yes	Yes		
Satd. Flow (RTOR)					3			
Link Speed (mph)	30			30	30			
Link Distance (ft)	600			250	274			
Travel Time (s)	13.6			5.7	6.2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	0	0	1739	1543	0		
Turn Type				NA	Prot			
Protected Phases				4	2 3		2	3
Permitted Phases								
Total Split (s)				73.0			83.0	24.0
Total Lost Time (s)				6.0				
Act Effct Green (s)				67.0	101.0			
Actuated g/C Ratio				0.37	0.56			
v/c Ratio				0.92	0.80			
Control Delay				9.8	35.5			
Queue Delay				0.0	0.0			
Total Delay				9.8	35.5			
LOS				A	D			
Approach Delay				9.8	35.5			
Approach LOS				A	D			

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 0 (0%), Referenced to phase 2:EBR and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 21.9 Intersection LOS: C
 Intersection Capacity Utilization 82.4% ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 56: Narcoosse SB & SR 417 SB Off Ramp



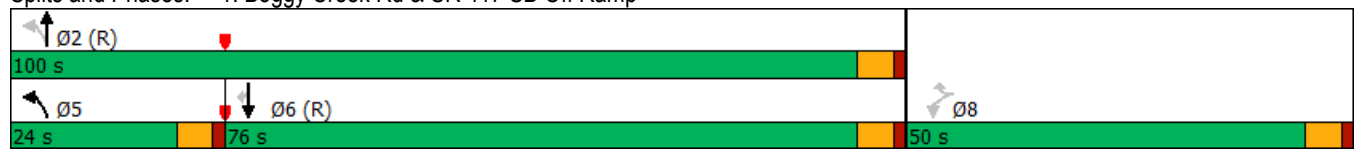
2045 Build AM Peak
1: Boggy Creek Rd & SR 417 SB Off Ramp

10/04/2019

Intersection Capacity Utilization 78.8%
Analysis Period (min) 15




















ICU Level of Service D

Splits and Phases: 1: Boggy Creek Rd & SR 417 SB Off Ramp



2045 Build AM Peak
2: Boggy Creek Rd & SR 417 NB Off Ramp

10/04/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	0	350	0	0	0	0	1795	495	345	1205	0
Future Volume (vph)	195	0	350	0	0	0	0	1795	495	345	1205	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		750	0		0	0		350	250		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	0	1583	0	0	0	0	3539	1583	3433	3539	0
Flt Permitted	0.950									0.084		
Satd. Flow (perm)	3433	0	1583	0	0	0	0	3539	1583	304	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131						521			
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1000			1000			1200			600	
Travel Time (s)		22.7			22.7			18.2			9.1	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	205	0	368	0	0	0	0	1889	521	363	1268	0
Turn Type	Prot		Perm					NA	Perm	Perm	NA	
Protected Phases	7							2			6	
Permitted Phases			4						2	6		
Total Split (s)	26.0		26.0					124.0	124.0	124.0	124.0	
Total Lost Time (s)	5.5		5.5					5.5	5.5	5.5	5.5	
Act Effct Green (s)	20.5		20.5					118.5	118.5	118.5	118.5	
Actuated g/C Ratio	0.14		0.14					0.79	0.79	0.79	0.79	
v/c Ratio	0.44		1.12					0.68	0.38	1.51	0.45	
Control Delay	62.7		121.9					7.3	1.2	272.9	4.4	
Queue Delay	0.0		0.0					0.2	0.0	0.0	0.2	
Total Delay	62.7		121.9					7.5	1.2	272.9	4.6	
LOS	E		F					A	A	F	A	
Approach Delay		100.7						6.1			64.3	
Approach LOS		F						A			E	
Queue Length 50th (ft)	96		~296					294	25	~257	125	
Queue Length 95th (ft)	139		#507					m254	m23	m#354	139	
Internal Link Dist (ft)		920			920			1120			520	
Turn Bay Length (ft)	250		750						350	250		
Base Capacity (vph)	469		329					2795	1359	240	2795	
Starvation Cap Reductn	0		0					232	0	0	605	
Spillback Cap Reductn	0		0					47	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.44		1.12					0.74	0.38	1.51	0.58	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 107.6 (72%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 1.51
 Intersection Signal Delay: 38.4 Intersection LOS: D

2045 Build AM Peak
 2: Boggy Creek Rd & SR 417 NB Off Ramp

10/04/2019

Intersection Capacity Utilization 78.8% ICU Level of Service D

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Boggy Creek Rd & SR 417 NB Off Ramp

↑ Ø2 (R) 124 s	Ø4 26 s
↓ Ø6 (R) 124 s	Ø7 26 s

2045 Build AM Peak
3: Boggy Creek Rd & Lake Nona Blvd

10/04/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	390	655	205	185	480	505	225	1395	375	585	730	240
Future Volume (vph)	390	655	205	185	480	505	225	1395	375	585	730	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	450		0	375		500	350		275	625		625
Storage Lanes	2		0	2		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	3412	0	3433	3539	1583	1770	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3412	0	3433	3539	1583	1770	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				138			98			136
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1000			1000			524			1200	
Travel Time (s)		22.7			22.7			7.9			18.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	411	905	0	195	505	532	237	1468	395	616	768	253
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8	1	5	2	3	1	6	7
Permitted Phases						8			2			6
Total Split (s)	24.4	40.4		14.8	30.8	30.8	37.0	64.0	14.8	30.8	57.8	24.4
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Act Effct Green (s)	18.9	34.9		9.3	25.3	56.1	31.5	58.5	73.3	25.3	52.3	76.7
Actuated g/C Ratio	0.13	0.23		0.06	0.17	0.37	0.21	0.39	0.49	0.17	0.35	0.51
v/c Ratio	0.95	1.11		0.92	0.85	0.78	0.64	1.06	0.48	1.06	0.62	0.29
Control Delay	97.1	117.6		112.8	74.5	39.8	52.9	83.0	28.5	100.6	48.5	8.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.1	117.6		112.8	74.5	39.8	52.9	83.0	28.5	100.6	48.5	8.6
LOS	F	F		F	E	D	D	F	C	F	D	A
Approach Delay		111.2			65.6			69.4			62.0	
Approach LOS		F			E			E			E	
Queue Length 50th (ft)	209	~522		99	255	354	224	~820	201	~341	294	33
Queue Length 95th (ft)	#314	#659		#178	#340	515	m233	m#843	m207	m#416	m344	m97
Internal Link Dist (ft)		920			920			444			1120	
Turn Bay Length (ft)	450			375		500	350		275	625		625
Base Capacity (vph)	432	813		212	596	678	371	1380	823	579	1233	875
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	1.11		0.92	0.85	0.78	0.64	1.06	0.48	1.06	0.62	0.29

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 1.11
 Intersection Signal Delay: 75.4
 Intersection LOS: E

2045 Build AM Peak
 3: Boggy Creek Rd & Lake Nona Blvd

10/04/2019

Intersection Capacity Utilization 103.5% ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Boggy Creek Rd & Lake Nona Blvd



2045 Build AM Peak
4: Boggy Creek Rd & Simpson Rd

10/04/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	855	430	515	75	535	375	635	655	65	175	310	575
Future Volume (vph)	855	430	515	75	535	375	635	655	65	175	310	575
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	750		500	500		500	475		500	500		400
Storage Lanes	2		1	1		0	2		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	3539	1583	1770	3320	0	3433	3493	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.325			0.950		
Satd. Flow (perm)	3433	3539	1583	1770	3320	0	1174	3493	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			468		114			6				98
Link Speed (mph)		30			30			45			45	
Link Distance (ft)		1005			1143			1333			1671	
Travel Time (s)		22.8			26.0			20.2			25.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	900	453	542	79	958	0	668	757	0	184	326	605
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA		Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2		1	6	7
Permitted Phases			4				2					6
Total Split (s)	45.0	70.3	70.3	18.7	44.0		29.5	39.0		22.0	31.5	45.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	5.5
Act Effct Green (s)	39.5	64.8	64.8	13.2	38.5		55.5	33.5		16.5	26.0	71.0
Actuated g/C Ratio	0.26	0.43	0.43	0.09	0.26		0.37	0.22		0.11	0.17	0.47
v/c Ratio	1.00	0.30	0.57	0.51	1.02		0.84	0.97		0.95	0.53	0.76
Control Delay	83.4	28.4	7.1	77.5	83.1		48.1	81.5		97.6	86.6	28.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	83.4	28.4	7.1	77.5	83.1		48.1	81.5		97.6	86.6	28.8
LOS	F	C	A	E	F		D	F		F	F	C
Approach Delay		48.5			82.6			65.9			57.0	
Approach LOS		D			F			E			E	
Queue Length 50th (ft)	456	150	43	75	~476		262	387		184	178	242
Queue Length 95th (ft)	#602	194	144	134	#615		324	#520		m#282	m213	m266
Internal Link Dist (ft)		925			1063			1253			1591	
Turn Bay Length (ft)	750		500	500			475			500		400
Base Capacity (vph)	904	1528	949	155	936		795	784		194	613	800
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	1.00	0.30	0.57	0.51	1.02		0.84	0.97		0.95	0.53	0.76

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 61.2

Intersection LOS: E

2045 Build AM Peak
 4: Boggy Creek Rd & Simpson Rd

10/04/2019

Intersection Capacity Utilization 99.4% ICU Level of Service F

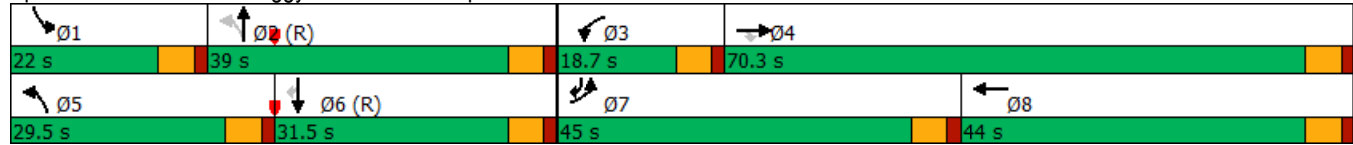
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: Boggy Creek Rd & Simpson Rd



2045 Build AM Peak
5: Lake Nona Blvd & SR 417 SB Off Ramp

10/04/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1160	0	70	785	525	0	0	625	265
Future Volume (vph)	0	0	0	1160	0	70	785	525	0	0	625	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	1000		750	0		0	0		0
Storage Lanes	0		0	1		1	2		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	0	0	3433	0	1583	3433	3539	0	0	3380	0
Flt Permitted				0.950			0.080					
Satd. Flow (perm)	0	0	0	3433	0	1583	289	3539	0	0	3380	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						74						44
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1045			1472			617				924
Travel Time (s)		23.8			33.5			14.0				21.0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	1221	0	74	826	553	0	0	937	0
Turn Type				Perm		Perm	pm+pt	NA			NA	
Protected Phases							5	2			6	
Permitted Phases				8		8	2					
Total Split (s)				62.0		62.0	38.2	88.0			49.8	
Total Lost Time (s)				5.5		5.5	5.5	5.5			5.5	
Act Effct Green (s)				56.5		56.5	82.5	82.5			44.3	
Actuated g/C Ratio				0.38		0.38	0.55	0.55			0.30	
v/c Ratio				0.94		0.12	0.98	0.28			0.91	
Control Delay				60.1		6.5	91.8	25.1			62.0	
Queue Delay				31.1		0.0	0.0	0.0			28.2	
Total Delay				91.2		6.5	91.8	25.1			90.2	
LOS				F		A	F	C			F	
Approach Delay					86.4			65.0			90.2	
Approach LOS					F			E			F	
Queue Length 50th (ft)				593		0	412	140			448	
Queue Length 95th (ft)				#738		35	m#479	m172			#572	
Internal Link Dist (ft)		965			1392			537			844	
Turn Bay Length (ft)				1000		750						
Base Capacity (vph)				1293		642	844	1946			1029	
Starvation Cap Reductn				0		0	0	0			0	
Spillback Cap Reductn				150		0	0	0			140	
Storage Cap Reductn				0		0	0	0			0	
Reduced v/c Ratio				1.07		0.12	0.98	0.28			1.05	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 79.2 Intersection LOS: E

2045 Build AM Peak
 5: Lake Nona Blvd & SR 417 SB Off Ramp

10/04/2019

Intersection Capacity Utilization 133.1% ICU Level of Service H

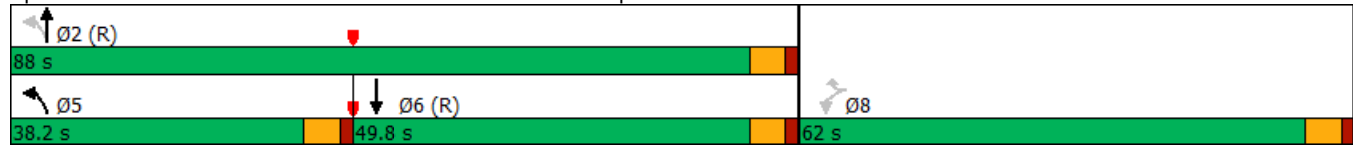
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Lake Nona Blvd & SR 417 SB Off Ramp



2045 Build AM Peak

6: Lake Nona Blvd & SR 417 NB Off Ramp

10/04/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	0	655	0	0	0	0	1130	625	195	1590	0
Future Volume (vph)	180	0	655	0	0	0	0	1130	625	195	1590	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	750		0	0		0	0		0	0		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	0	1583	0	0	0	0	3539	1583	1770	3539	0
Flt Permitted	0.950									0.066		
Satd. Flow (perm)	1770	0	1583	0	0	0	0	3539	1583	123	3539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			58						440			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1019			1486			1374			617	
Travel Time (s)		23.2			33.8			31.2			14.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	189	0	689	0	0	0	0	1189	658	205	1674	0
Turn Type	Perm		Perm					NA	Perm	pm+pt	NA	
Protected Phases								2		1	6	
Permitted Phases	4		4						2	6		
Total Split (s)	69.0		69.0					61.0	61.0	20.0	81.0	
Total Lost Time (s)	5.5		5.5					5.5	5.5	5.5	5.5	
Act Effct Green (s)	63.5		63.5					55.5	55.5	75.5	75.5	
Actuated g/C Ratio	0.42		0.42					0.37	0.37	0.50	0.50	
v/c Ratio	0.25		0.98					0.91	0.76	0.93	0.94	
Control Delay	29.1		68.3					55.9	19.5	70.4	49.9	
Queue Delay	0.0		0.0					0.0	0.0	0.0	44.6	
Total Delay	29.1		68.3					55.9	19.5	70.4	94.6	
LOS	C		E					E	B	E	F	
Approach Delay		59.8						42.9			91.9	
Approach LOS		E						D			F	
Queue Length 50th (ft)	118		620					579	198	177	757	
Queue Length 95th (ft)	178		#900					#690	375	m193	m#880	
Internal Link Dist (ft)		939			1406			1294			537	
Turn Bay Length (ft)	750											
Base Capacity (vph)	749		703					1309	862	221	1781	
Starvation Cap Reductn	0		0					0	0	0	317	
Spillback Cap Reductn	0		0					0	0	0	0	
Storage Cap Reductn	0		0					0	0	0	0	
Reduced v/c Ratio	0.25		0.98					0.91	0.76	0.93	1.14	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.98

Intersection Signal Delay: 66.1

Intersection LOS: E

2045 Build AM Peak
 6: Lake Nona Blvd & SR 417 NB Off Ramp

10/04/2019

Intersection Capacity Utilization 133.1% ICU Level of Service H

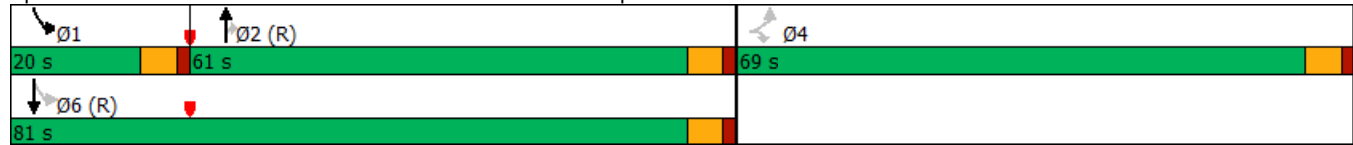
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Lake Nona Blvd & SR 417 NB Off Ramp



2045 Build AM Peak
 9: Narcoossee Rd & Boggy Creek Rd

10/04/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	585	80	520	40	125	70	460	2300	20	110	1485	425
Future Volume (vph)	585	80	520	40	125	70	460	2300	20	110	1485	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		500	250		0	350		0	500		250
Storage Lanes	2		1	1		0	2		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	1863	1583	1770	1762	0	3433	5080	0	1770	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1863	1583	1770	1762	0	3433	5080	0	1770	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			52		13			1				290
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		769			573			1249			2280	
Travel Time (s)		17.5			13.0			28.4			51.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	616	84	547	42	206	0	484	2442	0	116	1563	447
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases			4									6
Total Split (s)	39.1	50.0	35.7	15.3	26.2		35.7	95.7		19.0	79.0	79.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5		5.5	5.5		5.5	5.5	5.5
Act Effct Green (s)	33.6	44.5	80.2	9.8	20.7		30.2	90.2		13.5	73.5	73.5
Actuated g/C Ratio	0.19	0.25	0.45	0.05	0.12		0.17	0.50		0.08	0.41	0.41
v/c Ratio	0.96	0.18	0.75	0.44	0.96		0.84	0.96		0.88	0.75	0.55
Control Delay	98.8	54.8	44.7	97.0	124.3		86.5	53.6		108.1	50.8	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	98.8	54.8	44.7	97.0	124.3		86.5	53.6		108.1	50.8	21.2
LOS	F	D	D	F	F		F	D		F	D	C
Approach Delay		72.1			119.7			59.0			47.7	
Approach LOS		E			F			E			D	
Queue Length 50th (ft)	377	79	489	49	232		290	1002		138	495	166
Queue Length 95th (ft)	#502	132	652	97	#413		#363	1070		m#236	m555	m260
Internal Link Dist (ft)		689			493			1169			2200	
Turn Bay Length (ft)	500		500	250			350			500		250
Base Capacity (vph)	640	460	734	96	214		575	2546		132	2076	817
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	0
Reduced v/c Ratio	0.96	0.18	0.75	0.44	0.96		0.84	0.96		0.88	0.75	0.55

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 60.1

Intersection LOS: E

2045 Build AM Peak
 9: Narcoossee Rd & Boggy Creek Rd

10/04/2019

Intersection Capacity Utilization 96.8% ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.






















Splits and Phases: 9: Narcoossee Rd & Boggy Creek Rd



2045 Build AM Peak

10: OPE EB Off Ramp/OPE WB Off Ramp & Cyrils

10/04/2019

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	860	325	30	85	690	710	50	0	125	475	0	580
Future Volume (vph)	860	325	30	85	690	710	50	0	125	475	0	580
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	750		0	500		500	250		0	750		750
Storage Lanes	2		0	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	3433	3493	0	1770	3539	1583	1770	0	1583	3433	0	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3493	0	1770	3539	1583	1770	0	1583	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				528			132			503
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		922			976			985			1157	
Travel Time (s)		21.0			22.2			22.4			26.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	905	374	0	89	726	747	53	0	132	500	0	611
Turn Type	Prot	NA		Prot	NA	Perm	Perm		Perm	Perm		Perm
Protected Phases	5	2		1	6							
Permitted Phases						6	8		8	4		4
Total Split (s)	50.2	88.4		20.6	58.8	58.8	41.0		41.0	41.0		41.0
Total Lost Time (s)	5.5	5.5		5.5	5.5	5.5	5.5		5.5	5.5		5.5
Act Effct Green (s)	44.7	82.9		15.1	53.3	53.3	35.5		35.5	35.5		35.5
Actuated g/C Ratio	0.30	0.55		0.10	0.36	0.36	0.24		0.24	0.24		0.24
v/c Ratio	0.88	0.19		0.50	0.58	0.83	0.13		0.28	0.62		0.81
Control Delay	61.5	16.6		74.3	41.5	21.2	46.2		8.5	55.0		19.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	61.5	16.6		74.3	41.5	21.2	46.2		8.5	55.0		19.2
LOS	E	B		E	D	C	D		A	D		B
Approach Delay		48.4			33.7			19.3				35.3
Approach LOS		D			C			B				D
Queue Length 50th (ft)	437	91		84	303	220	41		0	227		99
Queue Length 95th (ft)	#531	120		146	370	430	81		56	289		277
Internal Link Dist (ft)		842			896			905				1077
Turn Bay Length (ft)	750			500		500	250			750		750
Base Capacity (vph)	1023	1934		178	1257	902	418		475	812		758
Starvation Cap Reductn	0	0		0	0	0	0		0	0		0
Spillback Cap Reductn	0	0		0	0	0	0		0	0		0
Storage Cap Reductn	0	0		0	0	0	0		0	0		0
Reduced v/c Ratio	0.88	0.19		0.50	0.58	0.83	0.13		0.28	0.62		0.81

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 38.0

Intersection LOS: D

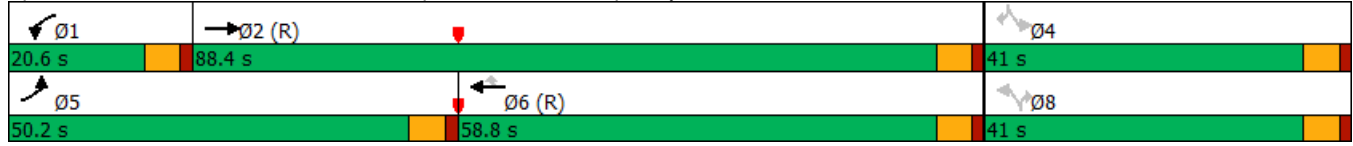
Intersection Capacity Utilization 77.7% ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 10: OPE EB Off Ramp/OPE WB Off Ramp & Cyrils



2045 Build AM Peak

11: OPE EB Off Ramp/OPE WB Off Ramp

10/04/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	0	535	420	0	970	645	1975	335	795	1065	275
Future Volume (vph)	225	0	535	420	0	970	645	1975	335	795	1065	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	750		750	995		995	800		500	750		750
Storage Lanes	1		1	1		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	0	2787	1770	0	2787	3433	5085	1583	3433	5085	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	0	2787	1770	0	2787	3433	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			32			30			30			30
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1410			1570			2280			907	
Travel Time (s)		32.0			35.7			51.8			20.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	237	0	563	442	0	1021	679	2079	353	837	1121	289
Turn Type	Prot		pm+ov	Prot		pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	4		5	8		1	5	2	8	1	6	4
Permitted Phases			4			8			2			6
Total Split (s)	51.0		54.0	51.0		50.0	54.0	79.0	51.0	50.0	75.0	51.0
Total Lost Time (s)	8.0		8.0	8.0		8.0	8.0	8.0	8.0	8.0	8.0	8.0
Act Effct Green (s)	43.0		97.0	43.0		93.0	46.0	71.0	122.0	42.0	67.0	118.0
Actuated g/C Ratio	0.24		0.54	0.24		0.52	0.26	0.39	0.68	0.23	0.37	0.66
v/c Ratio	0.56		0.37	1.05		0.70	0.77	1.04	0.33	1.04	0.59	0.28
Control Delay	66.2		23.2	120.3		35.2	55.9	84.2	9.1	108.8	47.1	12.3
Queue Delay	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.2		23.2	120.3		35.2	55.9	84.2	9.1	108.8	47.1	12.3
LOS	E		C	F		D	E	F	A	F	D	B
Approach Delay		36.0			60.9			69.5			65.6	
Approach LOS		D			E			E			E	
Queue Length 50th (ft)	249		201	~564		498	410	~952	94	~550	391	122
Queue Length 95th (ft)	349		251	#796		590	m429	m#1032	m114	#686	441	173
Internal Link Dist (ft)		1330			1490			2200			827	
Turn Bay Length (ft)	750		750	995		995	800		500	750		750
Base Capacity (vph)	422		1516	422		1454	877	2005	1082	801	1892	1048
Starvation Cap Reductn	0		0	0		0	0	0	0	0	0	0
Spillback Cap Reductn	0		0	0		0	0	0	0	0	0	0
Storage Cap Reductn	0		0	0		0	0	0	0	0	0	0
Reduced v/c Ratio	0.56		0.37	1.05		0.70	0.77	1.04	0.33	1.04	0.59	0.28

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Control Type: Pretimed

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 63.2

Intersection LOS: E

Intersection Capacity Utilization 104.1% ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

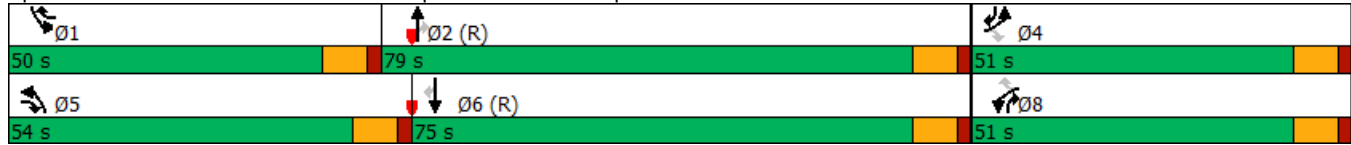
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 11: OPE EB Off Ramp/OPE WB Off Ramp



2045 Build AM Peak
 12: Simpson Rd Extension & OPE EB Off Ramp

10/04/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	540	205	135	550	0	0	0	0	285	0	435
Future Volume (vph)	0	540	205	135	550	0	0	0	0	285	0	435
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	300		0	0		0	0		250
Storage Lanes	0		1	1		0	0		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	1863	1583	1770	1863	0	0	0	0	1770	0	1583
Flt Permitted				0.209						0.950		
Satd. Flow (perm)	0	1863	1583	389	1863	0	0	0	0	1770	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			216									288
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1176			705			1010			1168	
Travel Time (s)		26.7			16.0			23.0			26.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	568	216	142	579	0	0	0	0	300	0	458
Turn Type		NA	Perm	pm+pt	NA					Perm		Perm
Protected Phases		4		3	8							
Permitted Phases			4	8						6		6
Total Split (s)		58.0	58.0	15.3	73.3					46.7		46.7
Total Lost Time (s)		5.5	5.5	5.5	5.5					5.5		5.5
Act Effct Green (s)		52.5	52.5	67.8	67.8					41.2		41.2
Actuated g/C Ratio		0.44	0.44	0.56	0.56					0.34		0.34
v/c Ratio		0.70	0.27	0.43	0.55					0.49		0.63
Control Delay		32.9	3.5	18.5	20.0					34.6		15.8
Queue Delay		0.0	0.0	0.0	0.1					0.0		0.0
Total Delay		32.9	3.5	18.5	20.1					34.6		15.8
LOS		C	A	B	C					C		B
Approach Delay		24.8			19.8							23.2
Approach LOS		C			B							C
Queue Length 50th (ft)		349	0	58	257					183		104
Queue Length 95th (ft)		484	44	116	364					270		220
Internal Link Dist (ft)		1096			625			930			1088	
Turn Bay Length (ft)			250	300								250
Base Capacity (vph)		815	814	332	1052					607		732
Starvation Cap Reductn		0	0	0	63					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.70	0.27	0.43	0.59					0.49		0.63

Intersection Summary

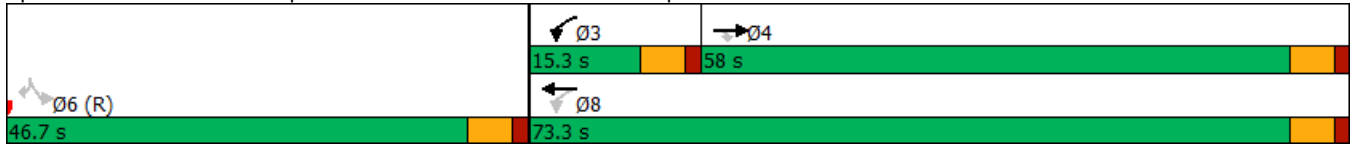
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2: and 6:SBL, Start of Green
Control Type:	Pretimed
Maximum v/c Ratio:	0.70
Intersection Signal Delay:	22.7
Intersection LOS:	C

2045 Build AM Peak
12: Simpson Rd Extension & OPE EB Off Ramp

10/04/2019



















Intersection Capacity Utilization 66.7% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 12: Simpson Rd Extension & OPE EB Off Ramp



2045 Build AM Peak
13: OPE WB Off Ramp & Simpson Rd Extension

10/04/2019

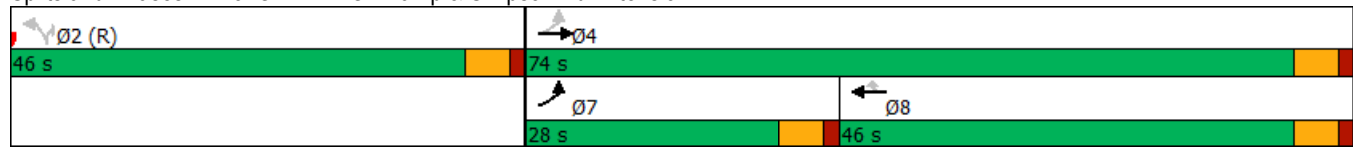
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	535	0	0	370	190	315	0	205	0	0	0
Future Volume (vph)	290	535	0	0	370	190	315	0	205	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	0		250	300		0	0		0
Storage Lanes	1		0	0		1	1		1	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	0	0	1863	1583	1770	0	1583	0	0	0
Flt Permitted	0.278						0.950					
Satd. Flow (perm)	518	1863	0	0	1863	1583	1770	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						200			216			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		705			2048			955			1231	
Travel Time (s)		16.0			46.5			21.7			28.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	305	563	0	0	389	200	332	0	216	0	0	0
Turn Type	pm+pt	NA			NA	Perm	Perm		Perm			
Protected Phases	7	4			8							
Permitted Phases	4					8	2		2			
Total Split (s)	28.0	74.0			46.0	46.0	46.0		46.0			
Total Lost Time (s)	5.5	5.5			5.5	5.5	5.5		5.5			
Act Effct Green (s)	68.5	68.5			40.5	40.5	40.5		40.5			
Actuated g/C Ratio	0.57	0.57			0.34	0.34	0.34		0.34			
v/c Ratio	0.58	0.53			0.62	0.30	0.56		0.32			
Control Delay	23.4	15.9			38.5	5.1	36.8		5.0			
Queue Delay	0.0	0.2			0.0	0.0	0.0		0.0			
Total Delay	23.4	16.1			38.5	5.1	36.8		5.0			
LOS	C	B			D	A	D		A			
Approach Delay		18.7			27.1			24.2				
Approach LOS		B			C			C				
Queue Length 50th (ft)	118	201			251	0	209		0			
Queue Length 95th (ft)	215	288			358	51	304		53			
Internal Link Dist (ft)		625			1968			875			1151	
Turn Bay Length (ft)	300					250	300					
Base Capacity (vph)	530	1063			628	666	597		677			
Starvation Cap Reductn	0	110			0	0	0		0			
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.58	0.59			0.62	0.30	0.56		0.32			

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 22.7
 Intersection LOS: C

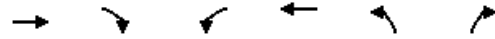
Intersection Capacity Utilization 66.7% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 13: OPE WB Off Ramp & Simpson Rd Extension



2045 Build AM Peak
14: OPE EB On Ramp & Laureate Blvd

10/04/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑		
Traffic Volume (vph)	225	535	420	645	0	0
Future Volume (vph)	225	535	420	645	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		150	250		0	0
Storage Lanes		1	1		0	0
Taper Length (ft)			25		25	
Satd. Flow (prot)	1863	1583	1770	1863	0	0
Flt Permitted			0.611			
Satd. Flow (perm)	1863	1583	1138	1863	0	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						
Link Speed (mph)	30			30	30	
Link Distance (ft)	1092			630	737	
Travel Time (s)	24.8			14.3	16.8	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	237	563	442	679	0	0
Turn Type	NA	Perm	Perm	NA		
Protected Phases	4			8		
Permitted Phases		4	8			
Total Split (s)	120.0	120.0	120.0	120.0		
Total Lost Time (s)	5.5	5.5	5.5	5.5		
Act Effect Green (s)	120.0	120.0	120.0	120.0		
Actuated g/C Ratio	1.00	1.00	1.00	1.00		
v/c Ratio	0.13	0.36	0.39	0.36		
Control Delay	0.1	0.6	0.7	0.4		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay	0.2	0.6	0.7	0.4		
LOS	A	A	A	A		
Approach Delay	0.5			0.5		
Approach LOS	A			A		
Queue Length 50th (ft)	0	0	0	0		
Queue Length 95th (ft)	0	0	m0	m0		
Internal Link Dist (ft)	1012			550	657	
Turn Bay Length (ft)		150	250			
Base Capacity (vph)	1863	1583	1138	1863		
Starvation Cap Reductn	0	0	0	0		
Spillback Cap Reductn	240	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	0.15	0.36	0.39	0.36		

Intersection Summary

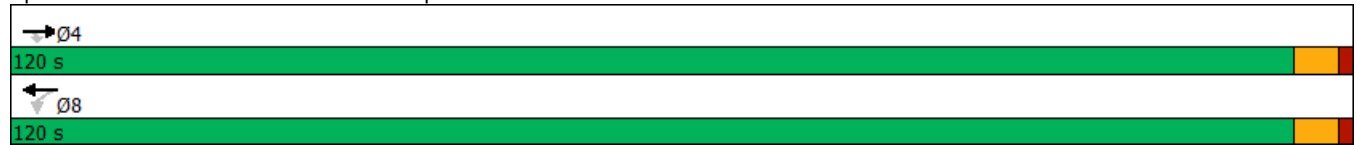
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	0 (0%), Referenced to phase 2: and 6:, Start of Green
Control Type:	Pretimed
Maximum v/c Ratio:	0.39
Intersection Signal Delay:	0.5
Intersection LOS:	A

Intersection Capacity Utilization 104.7% ICU Level of Service G

Analysis Period (min) 15

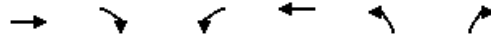
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: OPE EB On Ramp & Laureate Blvd



2045 Build AM Peak
 15: OPE WB Off Ramp & Laureate Blvd

10/04/2019



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↖	↗
Traffic Volume (vph)	795	0	0	420	645	335
Future Volume (vph)	795	0	0	420	645	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		250	0
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1863	0	0	1863	1770	1583
Flt Permitted					0.950	
Satd. Flow (perm)	1863	0	0	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						113
Link Speed (mph)	30			30	30	
Link Distance (ft)	630			1849	692	
Travel Time (s)	14.3			42.0	15.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	837	0	0	442	679	353
Turn Type	NA			NA	Prot	Perm
Protected Phases	4			8	2	
Permitted Phases						2
Total Split (s)	64.0			64.0	56.0	56.0
Total Lost Time (s)	5.5			5.5	5.5	5.5
Act Effct Green (s)	58.5			58.5	50.5	50.5
Actuated g/C Ratio	0.49			0.49	0.42	0.42
v/c Ratio	0.92			0.49	0.91	0.48
Control Delay	45.6			23.0	51.0	19.2
Queue Delay	21.9			0.0	0.0	0.0
Total Delay	67.5			23.0	51.0	19.2
LOS	E			C	D	B
Approach Delay	67.5			23.0	40.1	
Approach LOS	E			C	D	
Queue Length 50th (ft)	586			224	486	130
Queue Length 95th (ft)	#861			315	#726	217
Internal Link Dist (ft)	550			1769	612	
Turn Bay Length (ft)					250	
Base Capacity (vph)	908			908	744	731
Starvation Cap Reductn	101			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	1.04			0.49	0.91	0.48

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
 Control Type: Pretimed
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 46.7
 Intersection LOS: D

2045 Build AM Peak
 15: OPE WB Off Ramp & Laureate Blvd

10/04/2019

Intersection Capacity Utilization 104.7% ICU Level of Service G

Analysis Period (min) 15

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

Splits and Phases: 15: OPE WB Off Ramp & Laureate Blvd

